

Joint Committee for Transport for Norwich

Date: **18 November 2021**

Time: **2pm**

Venue: **Virtual** (Microsoft Teams)

Membership :

Cllr Martin Wilby (Chair)
Cllr Barry Stone (Vice Chair)
Cllr Sue Lawn
Peter Joyner
Cllr Kay Mason-Billig
Cllr Emma Corlett
Cllr Mike Stonard
Cllr Ian Stutely
Cllr Brian Watkins

Norfolk County Council
Norfolk County Council
Broadland District Council
New Anglia Local Enterprise Partnership (LEP)
South Norfolk District Council
Norfolk County Council
Norwich City Council
Norwich City Council
Norfolk County Council

This meeting will be live streamed on YouTube. You can view the meeting by clicking on the following link: https://www.youtube.com/channel/UCdyUrFjYNPfPq5psa-LFIJA/videos?view=2&live_view=502which

**For further details and general enquiries about this Agenda
please contact the Committee Officer:**

Jonathan Hall on 01603 679437
or email committees@norfolk.gov.uk

A g e n d a

- 1 To receive apologies and details of any substitute members attending

- 2 Minutes

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To confirm the minutes of the meetings held on 21st October 2021.

- 3 Members to Declare any Interests

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
 - Exercising functions of a public nature.
 - Directed to charitable purposes; or
 - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

District Council representatives will be bound by their own District Council Code of Conduct.

- 4 To receive any items of business which the Chairman decides should be considered as a matter of urgency

- 5 Cycle and Pedestrian Crossing of Outer Ring Road (Mile Cross)
Report by the Director of Highways & Waste

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|-----------|---|------------------|
| 6 | Dereham Road Corridor
Report by the Director of Highways & Waste | (Page 50) |
| 7. | Thickthorn Park and Ride Expansion
Report by the Director of Highways & Waste | (Page 75) |
| 8. | Transport for Norwich Strategy
Report by the Director of Highways & Waste | (Page 90) |

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Date Agenda Published: 10 November 2021



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**Joint Committee for Transport for Norwich
Minutes of the Meeting Held on 21 October 2021 at 2pm
on Microsoft Teams (virtual meeting)**

Present:

Cllr Martin Wilby (Chair)
Cllr Barry Stone (Vice-Chair)
Cllr Emma Corlett
Cllr Kay Mason-Billig
Cllr Mike Stonard
Cllr Ian Stutely
Cllr Brian Watkins

Representing:

Norfolk County Council
Norfolk County Council
Norfolk County Council
South Norfolk District Council
Norwich City Council
Norwich City Council
Norfolk County Council

Officers Present:

Chris Andrews
Alexander Cliff
Amy Cole

Durga Goutam
Jonathan Hall
Stuart Payne
Jeremy Wiggin
David Wardale
Andrew Wadsworth

Title:

Project Stakeholder & Engagement Manager
Highway Network Digital Innovation Manager
Project Engineer (Infrastructure Delivery), Norfolk County Council
Senior Engineer - Major Project Team, Norfolk County Council
Committee Officer, Norfolk County Council
Project Engineer – Norfolk County Council
Transport for Norwich Manager, Norfolk County Council
Project Engineer, Norfolk County Council
Project Engineer, Norfolk County Council

In attendance:

Cllr Ben Price
Norfolk County Council

1. Apologies for Absence

1.1 Apologies were received from Peter Joyner and Cllr Sue Lawn

2. Minutes of last meeting

2.1 The minutes of the meeting held on 29 July 2021 were agreed as an accurate record.

3. Declarations of Interest

3.1 No interests were declared.

4. Items received as urgent business

4.1 No urgent business was discussed.

5. Ipswich Road Active Travel Fund

5.1.1 The Joint Committee received the report setting out proposals to improve the

environment for walking and cycling along the stretch of Ipswich Road from Harford Manor School to the St Stephens Road junction. This is a key route for people walking and cycling from the city centre to City College and beyond. The main objectives of this scheme were to improve the environment for walking and cycling along this busy route.

5.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee and advised:

- The scheme included imposing mandatory cycle lanes and associated parking restrictions on Ipswich Road.
- An existing pedestrian refuge would be replaced by a zebra crossing making Ipswich Road easier to cross.
- An 20mph speed limit would also be introduced on Ipswich Road.
- A consultation exercise was carried during August and September 2021 which favoured the 20 mph speed limit and zebra crossing but saw majority opposition to the introduction of cycle lanes and parking restrictions on Ipswich Road.
- Town House School have been engaged to discuss the changes to the pick up and drop off arrangements.
- Norwich City College whilst broadly in favour of the scheme principles have concerns that the college site will be used as an area for drop off and pick up for Town House School.
- The arrangements for coach parking along Ipswich Road have been moved elsewhere.
- The proposals in the report had been amended following late feedback from local members and residents.

5.2 2.11pm Cllr Kay Mason Billig joined meeting.

5.3 The following points were discussed and noted:

- Local member Cllr Corlett expressed disappointed that the new recommendations did not include safety measures for Town Close Road, and requested that these were added to the proposals.
- Members were reassured by the Transport for Norwich Manager, following concerns raised by cumulative disruptive effects of many schemes in the area, in that all schemes have weather allowances built into the project timetable, as well as extensive planning and organisation to reduce traffic delays and inconvenience to local residents as much as is possible. Material supplies were also purchased in advance to expediate schemes.
- All road schemes currently on the network are going to plan but will be suspended over the busy Christmas period.
- The Transport for Norwich Manager committed to provide members with a timeline/schedule of proposed works on the network.
- Whilst the number of young people who participated in the public consultation was very low, much work had been undertaken with Norwich City College who had in turn engaged their students.
- The scheme will return to the committee in January 2022.

5.3 The Joint Committee consider the scheme and **RESOLVED** to agree to the amended proposals as follows:

- 1) Approve elements of the scheme that were supported in the consultation (the 20mph speed limit, replacement of a central island with a zebra crossing, continuous footway across Cecil Road and moving the car club bay) and to commence any statutory processes regarding Traffic Regulation Orders
- 2) Ask officers to review whether there is an alternative option whereby segregated cycle lanes remain on both sides of the road but that further consideration is given to concerns raised, particularly around loss of on-street parking, and safety issues on Town Close Road.

6. Kett's Hill Roundabout / Bus Lane

- 6.1.1 The Joint Committee received the report which aimed to deliver improvements to bus journey times along Kett's Hill and roundabout.
- 6.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:
- The scheme proposed introduced an 80m long bus lane on the approach to Kett's Hill roundabout, where buses experience delays of 90 seconds at the busiest times.
 - This scheme follows on from another scheme on Kett's Hill roundabout which would reduce circulatory traffic speed.
 - To provide room for the proposed bus lane the time limited parking spaces on the opposite side of the road would be removed.
 - Alternatives to the removal of the parking spaces would involve felling a row of mature trees on the opposite side of the road.
 - To compensate for the parking spaces lost, alternative parking would be provided for up to 6 vehicles on Spitalfields with restrictions limited to 2 hours.
 - The scheme represents high value for money in government appraisal terms.
- 6.2 The following points were discussed and noted:
- Local member Cllr Ben Price raised concerns that air quality would be reduced in the area, as the left hand lane turn in to Bishop Bridge Road would become a bus lane creating traffic delays. However, traffic modelling undertaken only reflected a six second delay for general traffic at the busiest times.
 - Concerns were also raised concerning cyclists' safety, at the roundabout merging with general traffic. However a separate local safety scheme being undertaken deals with the issue to improve safety on the roundabout.
 - The Bakery located on Kett's Hill had been engaged and officers were actively working on resolutions to their concerns of passing trade being affected by the reduction in parking spaces. It was thought better signage to the new parking spaces on Spitalfields would help.
 - The accumulative effect of bus lane schemes on the network has reduce bus journey times and this scheme added to the journey time savings providing a more reliable and effective service for users.
 - The scheme produced an 80 second decrease in bus journey times and these type of time savings for buses aligned with Norwich City Council's policies on improving air quality.
 - Good baseline air quality data will be established in the location prior to the scheme.

- 6.3 The Joint Committee **RESOLVED** to:
1. To proceed to public consultation on the proposals for Kett's Hill Bus Lane as shown on the plan contained in Appendix A.
 2. To commence the statutory procedures associated with the new legal Traffic Regulation Orders (TRO) and any amendments to existing TROs.
- 6.4 An additional meeting on 9th February 2022 has been added to the schedule. Details would be provided by the Committee Officer to members in due course.

The Meeting ended at 2:43pm

Next meeting: 18 November 2021

**Cllr Martin Wilby, Chair,
Joint Committee for Transport for Norwich**



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Transport for Norwich Joint Committee

Item No:5

Decision-making report title: Cycle and Pedestrian Crossing of Outer Ring Road (Mile Cross)

Date of meeting: 18 November 2021

Responsible Cabinet Member: Cllr Martin Wilby – Cabinet Member for Highways, Infrastructure & Transport

Responsible Director: Grahame Bygrave – Director of Highways & Waste

Is this a key decision? No

If this is a key decision, date added to the Forward Plan of Key Decisions: N/A

Introduction from Cabinet Member/Executive Summary

The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). Norfolk County Council's successful application is based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning".

It is proposed to deliver improvements to crossing facilities on Boundary Road which benefit those who walk and cycle locally and will also enhance connectivity for those cycling between Hellesdon and the city centre along the proposed brown pedalway route.

Recommendations

1. To approve the preferred proposals for the improvement at the B&Q junction as shown in Appendix D for construction;
2. To commence the statutory procedures associated with the necessary legal Traffic Regulation Orders (TROs) and Noticing required to implement the scheme as shown in Appendix D.

1. Background and Purpose

- 1.1. Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council has secured £32m of funding from the Transforming Cities Fund (TCF) to deliver a range of schemes along identified corridors with the aim of making it easier to access jobs, training and retail areas by making improvements to support sustainable modes of transport.
- 1.2 Access into the city centre from Hellesdon for those cycling is difficult because there are no cycle crossings over the Boundary Road section of the outer ring road. A proposed brown pedalway, which will link Drayton to Poringland, has been presented in the draft Local Cycling and Walking Infrastructure Plan (LCWIP). The route will cross Boundary Road so an improvement is required to enable those cycling to use the route.
- 1.3 The main objective of the scheme is to provide a direct route for cycling that makes it easier and safer to cross the outer ring road whilst also including improvements for pedestrians.
- 1.4 This scheme was presented at the Transforming Cities Joint Committee meeting on the 29 July 2021 with a recommendation to carry out a public consultation on the proposal to upgrade the existing pedestrian crossing near the B&Q store to allow cycle use. The proposal included removal of the existing pedestrian crossing near Vera Road due to low usage. The proposals also included some other measures including a new and extended shared use path, changes to waiting restrictions and enhanced signing.
- 1.5 The Joint Committee resolved to proceed to consultation but on the basis that two options were considered. One option is to upgrade the existing junction near B&Q to allow cycle use. The other option is to add a new cycle crossing connecting Vera Road to Rye Avenue. In both options, the existing pedestrian crossing on Boundary Road near Vera Road is to remain.

2. Summary of Consultation Responses

- 2.1 Public consultation was carried out from the 17 September to the 10 October 2021. Please refer to **Appendices A, B and C** for the consultation letter, B&Q junction option plan and Vera Road option plan respectively.
- 2.2 An online survey was carried out as part of the consultation, to which 58 responses were received (not all respondents answered all questions). The summary report of responses can be found in **Appendix E**. The main points from the survey are included below.

2.3 Response to the aims of the project

Respondents were asked to what extent they agreed with the aims of the project, which was presented as being the aim of making it easier and safer to cross the ring road on foot or by bike. There were 58 responses to this and 59% indicated they 'strongly agree' or 'agree', with 33% indicating 'disagree' or 'strongly disagree'.

2.4 Response to the overall proposal

Respondents were asked which of the two options they preferred. Responses indicated that more than twice as many people prefer the B&Q option than the Vera Road option.

Option	Total	Percent
B&Q	26	44.83
Vera Road	12	20.69
Neither	17	29.31
Not sure	3	5.17

2.5 Other feedback on the options presented

B&Q Option

- On the proposal to upgrade the existing junction near B&Q and reduce the number of islands and crossings (question 2), 40% indicated 'like it very much' or 'like it' and 34% indicated 'strongly dislike it' or 'dislike it';
- The proposals for a new shared-use path connecting the B&Q junction to Overbury Road and for an extension of the shared-use path on the southern side of Boundary Road to join up with Marshall Road (questions 3 and 4) both received majority support;
- Question 5 asked to what extent people liked or disliked the proposal to change waiting restrictions on the layby outside Marshall Road from a 30-minute limit to no limit. 12% chose 'like it very much' or 'like it' with 24% choosing 'dislike it' or 'strongly dislike it'. A large number of respondents (50%) chose 'neither like it nor dislike it'.

Vera Road Option

- On the option to provide a new signal-controlled cycle crossing connecting Vera Road to Rye Avenue (question 6), 38% chose either 'like it very much' or 'like it' and 52% chose either 'dislike it' or 'strongly dislike it';

- On the proposed 'no parking' and 'no waiting' restrictions proposed on part of Boundary Road and Vera Road (question 7), 33% indicated 'like it very much' or 'like it' with 53% indicating 'dislike it' or 'strongly dislike it';
- On the proposal to change part of Vera Road to one-way with no access from Boundary Road (question 8), 28% indicated 'like it very much' or 'like it' with 57% indicating 'dislike it' or 'strongly dislike it'. Notably of the 57% disliking the proposal a large proportion (45% of the total) strongly disliked it;
- On the proposal for a short section of cycle lane on Vera Road (question 9), 26% of people indicated 'like it very much' or 'like it' with 55% indicating 'dislike it' or 'strongly dislike it'.

2.5 Each of the online survey questions also gave respondents an opportunity to provide more detail in the form of a free text response. A full list of the main objecting themes of these responses along with an officer response can be found in **Appendix F**.

2.6 In addition to the online survey, a number of direct responses were received from local residents (3 letters, 2 emails and 2 telephone calls). This feedback has been included in **Appendix F**. The following stakeholder response was also received:

- The Norwich Society noted preference for the Vera Road option, stating that the other option was too complicated and involved an 'unpleasant wait on a refuge'. The Society asked that whatever option was chosen it is essential that signalisation is highly responsive to cycle and pedestrian users in order to minimise their wait time, as opposed to prioritising vehicle flows on Boundary Road. This is seen as a way of practically implementing policies supporting sustainable modes of travel and also to reduce the likelihood of users choosing to avoid the crossings or attempt to cross prior to a green signal.

2.8 The main supporting themes arising from the consultation in relation to the proposals are as follows:

B&Q Option

- Using the existing junction is more efficient with less disruption to general traffic and local residents;
- Safety will be improved;
- This crossing is already well used by pedestrians and cycles [please note the current crossing does not allow for cycle use];

- This option will have less impact on traffic flows on the ring road than the Vera Road options;
- There will be fewer negative impacts on community services, particularly activities associated with the Salvation Army (located on Vera Road) than the Vera Road options.

Vera Road

- This proposal will be of benefit to school pupils travelling between the Mile Cross estate and schools in Hellesdon;
- Support the principle of reducing parking in this area which will also make the area safer for pedestrians and cyclists;
- The one-way proposal will stop Vera Road being used as a cut-through, making it safer for residents and older people attending events at the Salvation Army;
- Vera Road is a more direct route than the B&Q alternative.

2.10 The main objecting themes are outlined in the tables below along with an officer comment:

Objecting themes – General comments

Objecting themes - General comments	Comment
Proposals are a waste of money / could be better spent on other things / based on a false premise that won't lead to real improvements.	<p>The scheme represents Very High Value for Money according to how government assess transport schemes and is fully aligned with central and local government strategies to encourage more people to walk and cycle.</p> <p>This funding from central government can only be used for the purpose of providing infrastructure to support increased levels of walking and cycling and cannot be used for any other purpose.</p> <p>Our experience in Norwich has shown that the provision of cycle lanes and other complementary infrastructure has encouraged more people to walk and cycle meaning fewer journeys are made by private car.</p>

Objecting themes - General comments	Comment
Changes are not needed / there are existing crossings which cyclists can use.	The existing crossings are for pedestrians only and they are not large enough to accommodate cycles. The new crossing will enable cycles to safely and conveniently cross the carriageway.
Focus should be on providing a safe pedestrian and cycle route between Hellesdon and the Broadland Northway.	<p>This scheme is focussed on providing a safe and convenient crossing for those that are cycling across the outer ring road.</p> <p>Norfolk County Council is currently seeking funding to deliver a new safe pedestrian and cycle route between Hellesdon and the Broadland Northway.</p>
Multiple signal-controlled crossings on the ring road is to the detriment of motorists / causes congestion.	These proposals do not involve the introduction of an additional signalised crossing because cycles and pedestrians will cross at the same time. Any changes in signal timings will have negligible impact on general traffic flow.
Request for a zebra crossing instead of a signalised crossing near Vera Road.	A zebra crossing is not suitable at this location due to the speed limit, road layout and traffic conditions.

Objecting Themes – B&Q option

Objecting themes - B&Q area	Comment
Changes here don't serve the Salvation Army or pupils travelling between Mile Cross and schools in Hellesdon.	<p>This scheme is focussed on providing a safe and convenient crossing for those that are cycling across the outer ring road, which would also support proposals for a new pedalway linking Hellesdon with the city. This will also be beneficial to those who may wish to cycle to schools in the area.</p> <p>The existing signalised crossing serving the Salvation Army remains in place.</p>
Proposal is dangerous / the central island is too narrow.	The proposed design of this scheme has been subject to road safety audits, the recommendations of which have been incorporated into the design. The central island has been designed in accordance with current design guidance.
The route is too far from the desire line between Overbury Road and Marshall Road.	<p>An option for a crossing on this desire line was considered during the design process but has not been taken forward due to the impact on access to nearby property.</p> <p>The cycle and pedestrian infrastructure between Overbury Road and Marshall Road and the upgraded crossing is being improved as part of these proposals.</p>
Proposed changes to restrictions at the layby on Boundary Road will encourage Mile Cross residents to park – request to retain a timed restriction or consider permit parking.	The intention of this change of parking restriction is to provide a location for cars that are currently parking on the verge. We are happy to monitor how this arrangement works.

Objecting themes – Vera Road option

Objecting themes - Vera Road area	Comments
If a cycle crossing isn't provided at the existing pedestrian crossing near Vera Road cyclists will still continue to use it.	<p>Unfortunately, there is insufficient funding to deliver cycle improvements at both crossings.</p> <p>We will be reviewing cycle directional signage in the area to encourage those cycling in the area to use the dedicated cycle infrastructure where possible.</p>
Making Vera Road one-way will inconvenience residents and will cause increase vehicle queues on Vera Road and at the Boundary junction.	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval – see Section 3.</p>
Concerns about safety of a one-way system due to visibility at Merchant Way and significant on-street parking on Vera Road.	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval – see Section 3.</p>
Reduced parking availability with negatively impact on the activities of the Salvation Army and the local community it supports.	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval – see Section 3.</p>
More traffic signals will create more congestion on the ring road.	The preferred option for this crossing will not introduce additional crossings on the ring road and the signal timings will have negligible impact on general traffic.
Poor cyclist links at the northern end of Vera Road.	This comment has been noted.
A new cycle crossing is not required – cyclists should use the existing pedestrian crossing.	The existing crossings are for pedestrians only and they are not large enough to accommodate cycles. The new crossing will enable cycles to easily cross the carriageway safely.

Objecting themes - Vera Road area	Comments
Vera Road is too narrow for a cycle lane / the cycle provision shown is insufficient and a proper facility is required along its length	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval – see Section 3.</p>

3. Proposals

3.1. Having carefully considered the feedback received, it is proposed to upgrade the existing junction near B&Q to allow cycle use whilst retaining the existing pedestrian crossing on Boundary Road near Vera Road. The reasons for this are:

- Feedback received during the consultation and engagement shows a higher proportion of people support the proposal at the B&Q junction;
- A significant number of respondents raised concerns about the impact of the Vera Road option on residents, the Salvation Army and the local community which is supported by the activities of the Salvation Army in this location;
- The pedestrian crossing near Vera Road is being retained as a result of feedback received during the Committee meeting of 29 July and during the consultation.

3.2 The proposals can be seen on the Scheme Layout Plan included in **Appendix D**. A summary of the proposal is outlined below:

- Upgrade the existing crossing near B&Q from a 3-stage crossing to a 2-stage crossing. The number of lanes turning right out of the B&Q car park will be reduced from 2 lanes to 1 lane. The existing single-lane turning left out of the car park will be unchanged;
- Provide a section of improved shared pedestrian and cycle path on the northern side of Boundary Road to connect the B&Q junction to Overbury Road;
- Extend the existing shared-use path on the southern side of Boundary Road to join up with Marshall Road. We are also proposing to improve the junction with Marshall Road to make it easier for cyclists to navigate safely;
- Change the waiting restrictions on the layby outside of Marshall Road to allow residents to park there to avoid cars parking on the verge or blocking the shared-use path;
- To provide route signage to enhance the viability of this cycle route and to promote its usage.

4. Impact of the Proposal

- 4.1. The proposal will have a positive impact for cyclists and pedestrians due to it being easier and quicker to cross Boundary Road. Changing the junction from a 3-stage to a 2-stage crossing will reduce the waiting time for pedestrians and cycles to cross at the traffic signals.
- 4.2. Those cycling north-south between Hellesdon and the city centre will have a convenient route that avoids cycling on busy roads and those cycling along the route of the proposed brown pedalway will benefit from improved facilities.
- 4.3. A traffic assessment has been carried out for the proposed scheme to compare the existing junction at B&Q with the proposed configuration to consider the impacts on general traffic during morning (AM) and evening (PM) peaks. This suggests that the queue length for the AM period for traffic heading westbound will reduce by 9.8 metres whereas the queue length for traffic heading eastbound and coming out of the B&Q car park will increase by 0.5 to 2.9 metres. For the PM period, the queue for traffic heading westbound will reduce by 6.3 metres and the queue length for traffic heading eastbound and coming out of the B&Q car park will increase by 1.2 to 6.9 metres. In summary, there will be little impact on the queue length as a result of these proposed changes to the junction.

5. Evidence and Reasons for Decision

- 5.1. The proposals will help to deliver the vision set out in our TCF application, including;
- Improve people's productivity and social mobility by unlocking access to employment and education opportunities across the Greater Norwich Region;
 - Increase the efficiency of travel and transport in the Greater Norwich Region and improve the impact transport has on carbon emissions, air quality and public health.
- 5.2. Traffic assessment work indicates there will be little impact on general traffic as a result of implementing these proposals.
- 5.3. There is evidence that residents are currently driving over the footway and parking on the verge adjacent to Marshall Road. Changing the parking restrictions on the layby should help to stop this happening by providing an allocated area to park.
- 5.4. The carriageway resurfacing works and planned signal upgrade programme will be carried out at the same time as this TCF scheme to minimise disruption and improve efficiency and overall value for money.

6. Financial Implications

- 6.1. The total budget for the project is £471,672, comprising £333.609 from the Transforming Cities Fund, a maintenance contribution of £98,063 for carriageway surfacing and £40,000 for traffic signal upgrades. This scheme represents Very High value for money based on assessment criteria set out by government.

7. Resource Implications

7.1. Staff:

The schemes will be designed and delivered utilising existing resources.

7.2. Property:

None

7.3. IT:

None

8. Other Implications

8.1. Legal Implications

NPLaw will advise on Traffic Regulation Order noticing requirements and will confirm that actions taken to date have been compliant with legislative requirements.

8.2. Human Rights implications

Not applicable

8.3. Equality Impact Assessment (EqIA)

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. Preliminary consultation on the scheme has taken place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made. The consultation asked respondents whether they had any long-term illness, disability or health problem that limits their daily activities or the work they can do. 34 people responded to this question with 7 people (20%) answering 'yes'.

An EqIA has been carried out for the overall TCF2 programme and for this scheme. The scheme specific EqIA has found that the proposals are likely to have a positive impact on people with protected characteristics, particularly those who are disabled, elderly, pregnant and children. Changing the crossing to 2 stages instead of the current 3 will make it easier for these people to cross the road and widening the crossing will reduce the likelihood of conflict with cycles.

8.4. Data Protection Impact Assessments (DPIA)

As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as required to progress the scheme.

8.5. Health and Safety implications

The proposals are intended to improve health and wellbeing in Norwich by promoting more active travel options.

The proposed scheme has been designed to improve the safety of all highway users. Safety audits have been carried out and the recommendations have been incorporated into the proposals.

8.6. Sustainability implications

Improved walking and cycling links should encourage modal shift and improve sustainable travel options.

8.7. Any other implications:

None.

9. Risk Implications/Assessment

- 9.1. A risk register is maintained for the TCF programme as part of the technical design and construction delivery processes.

10. Select Committee comments

- 10.1. Not applicable.

11. Recommendations

- 1. To approve the preferred proposals for the improvement at the B&Q junction as shown in Appendix D for construction;**
- 2. To commence the statutory procedures associated with the necessary legal Traffic Regulation Orders (TROs) and Noticing required to implement the scheme as shown in Appendix D.**

12. Background Papers

- 12.1. [Transforming Cities Joint Committee \(29 July 2021, Item 5\)](#)

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

Officer name: Durga Goutam

Telephone Number: 01603 223487

Email address: Durga.goutam@norfolk.gov.uk



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Norfolk County Council



**INDUSTRIAL
STRATEGY**
TRANSFORMING CITIES FUND



Transport
for Norwich

Community & Environmental
Services
County Hall
Martineau Lane
Norwich
NR1 2SG

NCC contact number: 0344 800 8020

Text relay no.: 18001 0344 800 8020

Your Ref:
Date: 17 September 2021

My Ref: PEA040/ID/AW/01
Tel No.: 0344 800 8020
Email: transportfornorwich@norfolk.gov.uk

Dear Resident,

Transport for Norwich: consultation on proposals for Boundary Road

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on proposed changes on Boundary Road. The aim of this scheme is to improve crossing facilities on the outer ring road for those walking and cycling in the area. We're writing to let you know how to find out more about the project and how to take part in our consultation.

What's being proposed and why

This project is part of a programme of infrastructure changes in the Greater Norwich area, which was agreed by the county council's Cabinet last year and is funded by the Department for Transport's (DfT) Transforming Cities Fund. As we deliver these projects, we are carrying out a series of public consultations to help identify any issues for consideration when finalising the plans we put forward for construction.

We are consulting on two options to improve crossing facilities. One option is to upgrade the existing junction at the B&Q car park, whilst retaining the existing pedestrian crossing on Boundary Road near the junction with Vera Road. The other option is to install a new cycle crossing connecting Vera Road to Rye Avenue, which would also retain the existing pedestrian crossing on Boundary Road near the Vera road junction.

This table explains what changes we're proposing and the reasons behind them. The enclosed plans show what each option would look like on the ground – the numbered proposed changes below correspond to the relevant points marked on the maps.

Continued...

B&Q junction option

	Proposal	Reason for proposal
1	Upgrading the existing junction and reduce the number of islands and crossings	To make it easier and quicker for pedestrians and cyclists to get across the junction.
2	New shared-use path connecting the B&Q junction to Overbury Road.	To provide a more direct route for cyclists to access the junction to and from Overbury Road.
3	Extend the existing shared-use path on the southern side of Boundary Road to join up with Marshall Road.	To make it easier for cyclists to access Marshall Road.
4	Change waiting restrictions on the layby outside Marshall Road from a 30-minute limit to no limit.	To allow residents to park in the layby instead of on the grass verge.

Vera Road Option

	Proposal	Reason for proposal
1	New signal-controlled cycle crossing connecting Vera Road to Rye Avenue.	Those cycling north to south between Hellesdon and the city centre will have a more direct route that avoids cycling on busy roads.
2	New 'no parking' and 'no waiting' restrictions to part of Boundary Road and Vera Road.	To make sure there is good visibility for cyclists using the crossing.
3	Changing part of Vera Road to be one way with no access from Boundary Road.	In order to provide safe cycling facilities this change is an essential feature of this proposal due to the narrow carriageway width available.
4	A short section of 1.5m-wide cycle lane on Vera Road.	To allow cyclists to join and leave Vera Road safely from the new crossing.

Advantages and disadvantages of the options

	B&Q Junction	Vera Road
Advantages	<p>Work can be combined with signal upgrades and resurfacing to reduce disruption and cost.</p> <p>Provides a straight route along Overbury Road for cyclists.</p>	<p>Space available for a direct and segregated crossing.</p> <p>Slightly shorter route for cyclists between Reepham Road and Marshall Road.</p>

Continued...

	B&Q Junction	Vera Road
Disadvantages	<p>Slightly longer route for cyclists to get from Reepham Road to Marshall Road.</p> <p>Segregated crossing not possible due to lack of space.</p>	<p>Lack of a straight route along Merchant Way/Vera Road.</p> <p>Vera Road will need to be made one-way, meaning all properties will only be accessible via Reepham Road/Merchant Way</p>

How to comment

There are two ways to comment on the consultation:

- Visit www.norfolk.gov.uk/boundaryroad where you can view the enclosed plans in closer detail if required and complete our online survey to share your thoughts on the proposals.
- Ask for a hard copy of the survey by calling or emailing us using the details at the top of this letter.
- Both the survey and plans are also available in large print or other formats on request.

Next Steps

The deadline for comments is **Sunday 10 October 2021**. We will carefully consider all responses and report back to the Transport for Norwich Joint Committee later in the year. The committee, which is chaired by Norfolk County Council and made up of councillors from TfN partners Norwich City, Broadland District and South Norfolk councils, will then decide how to proceed with the project. The webpage above will be kept up to date with the latest progress and information.

Background

The Department for Transport (DfT) has awarded £32m of funding to TfN from the Transforming Cities Fund to deliver a range of schemes across Greater Norwich. These projects aim to improve access to jobs, training and retail by supporting improvements to sustainable modes of transport, while also responding to issues around air quality. More information about our application to the DfT and all the proposed schemes can be found at www.norfolk.gov.uk/transformingcities. You can also read more about previous, current and future TfN projects by visiting www.norfolk.gov.uk/tfn

Yours faithfully,



Alex White, Technician

Boundary Road crossing: B&Q junction option

Item 5 Appendix B



B&Q superstore

Proposed changes

- ① Upgrade existing junction and reduce the number of islands and crossings
- ② New shared-use path
- ③ Extend existing shared-use path
- ④ Change waiting restrictions from 30-minute limit to no limit

www.norfolk.gov.uk/boundaryroad

Key

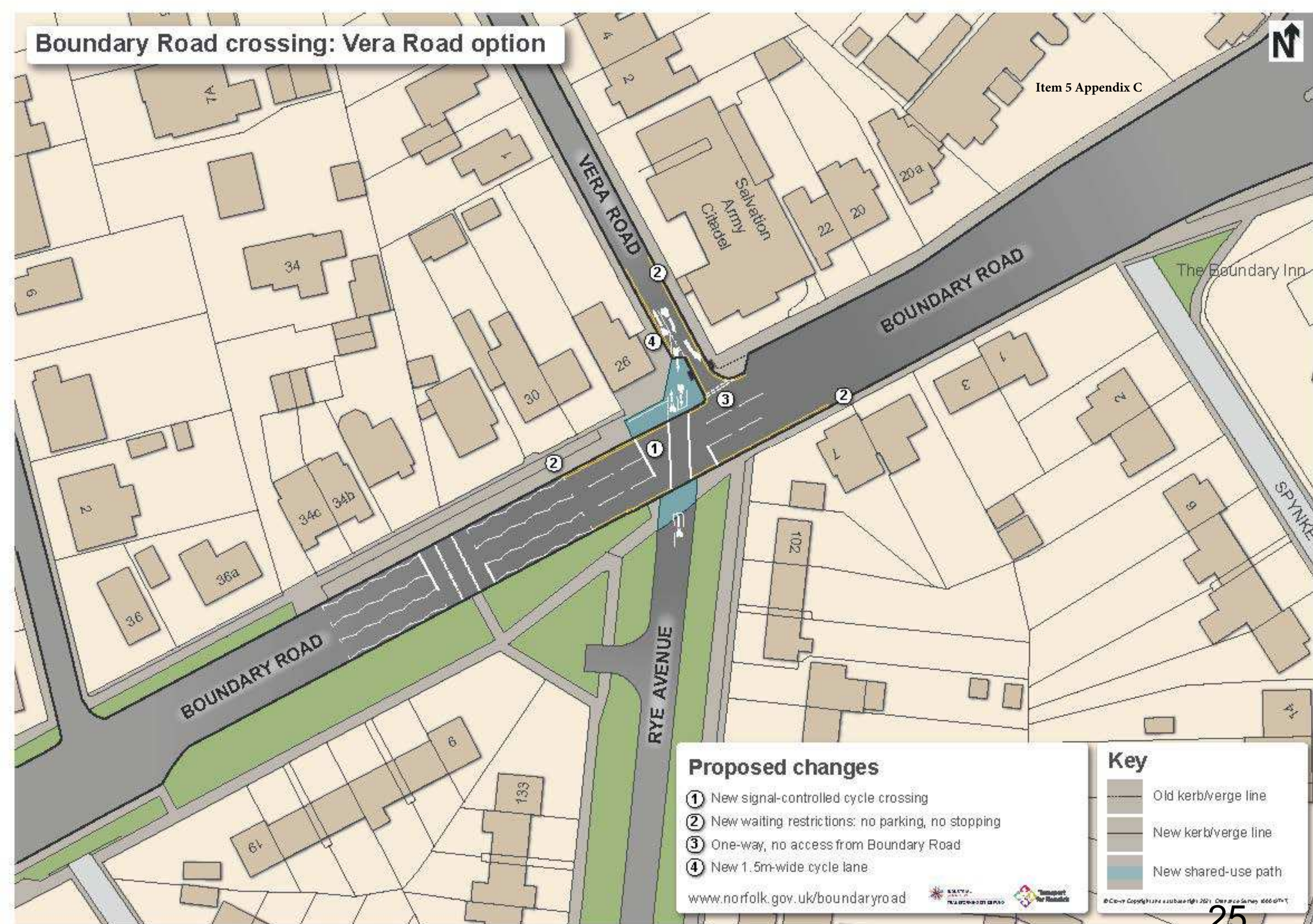
	Old kerb/verge line
	New kerb/verge line
	New shared-use path
	New grass area

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Boundary Road crossing: Vera Road option

Item 5 Appendix C



Proposed changes

- ① New signal-controlled cycle crossing
- ② New waiting restrictions: no parking, no stopping
- ③ One-way, no access from Boundary Road
- ④ New 1.5m-wide cycle lane

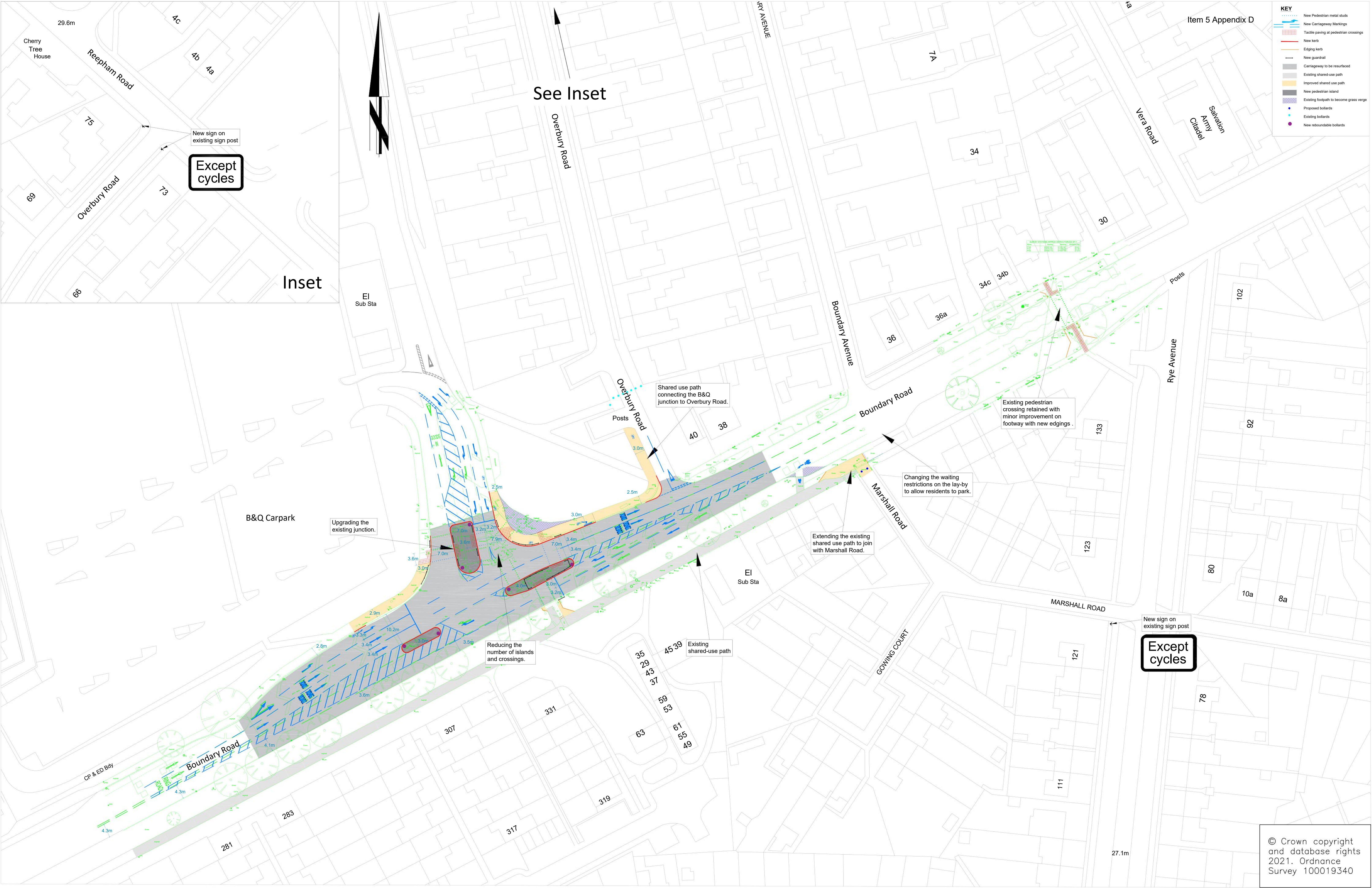
www.norfolk.gov.uk/boundaryroad



Key

- Old kerb/verge line
- New kerb/verge line
- New shared-use path

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KEY	
	New Pedestrian metal studs
	New Carriageway Markings
	Tactile paving at pedestrian crossings
	New kerb
	Edging kerb
	New guardrail
	Carriageway to be resurfaced
	Existing shared-use path
	Improved shared use path
	New pedestrian island
	Existing footpath to become grass verge
	Proposed bollards
	Existing bollards
	New reboundable bollards

Item 5 Appendix D

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Funded by:

Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE
Boundary Road / B&Q Store Access
Cycle & Pedestrian facilities Improvement
Scheme Layout Plan

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Updated layout following RSA1 recommendations.	AW	DG	01/21
B	Changes to Marshall Road junction following C3 return	AW	DG	06/21
C	Updated layout following RSA2 recommendations.	AW	DG	07/21

	INITIALS	DATE	DRAWING No.	
SURVEYED BY	OS	2021	PEA040-ID-001C	
DESIGNED BY	AW	01/21	PROJECT TITLE	TCF
DRAWN BY	AW	08/21	Boundary Road / B&Q Improvement	
CHECKED BY	DG	09/21	SCALE	FILE No.
			1:500 @ A1	PEA040

Your views on proposed changes to the Boundary Road area, Norwich

<https://norfolk.citizenspace.com/consultation/boundaryroad>

This report was created on Monday 11 October 2021 at 09:16

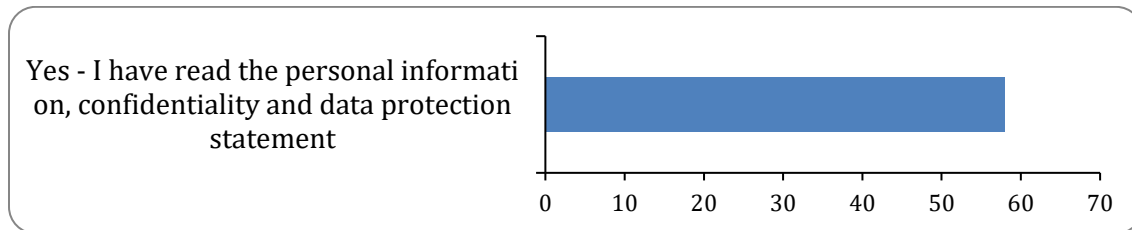
The activity ran from 17/09/2021 to 10/10/2021

Responses to this survey: **58**

1: Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.

Data protection agreement

There were 58 responses to this part of the question.

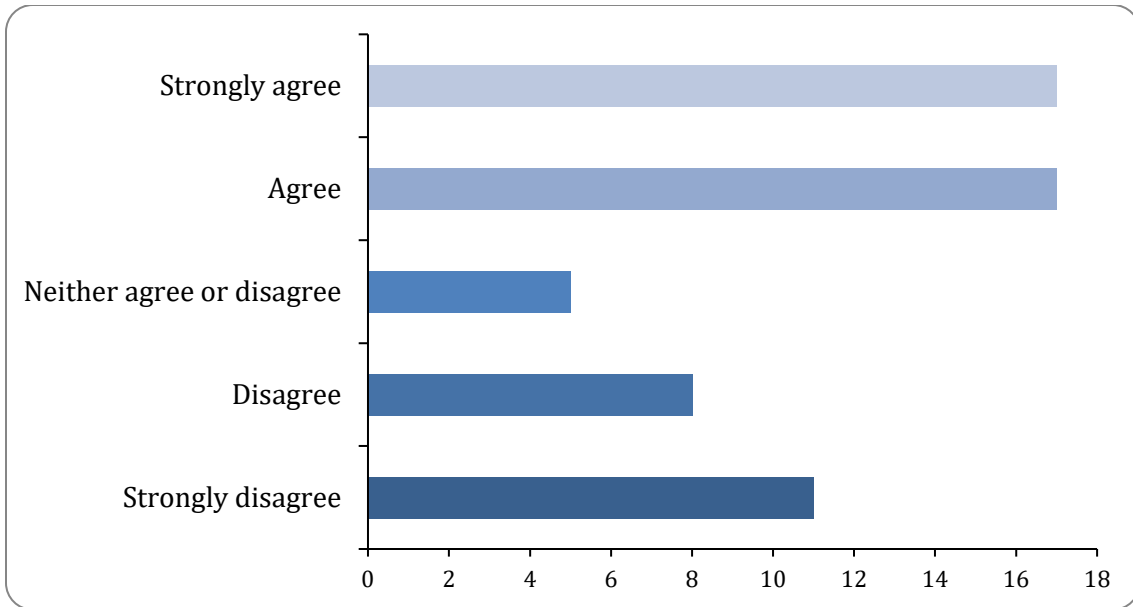


Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	58	100.00%
Not Answered	0	0.00%

1: To what extent do you agree with the aims of this project? i.e. making it easier and safer to cross the ring road on foot or by bike (please select one answer only)

Support for Aims

There were 58 responses to this part of the question.

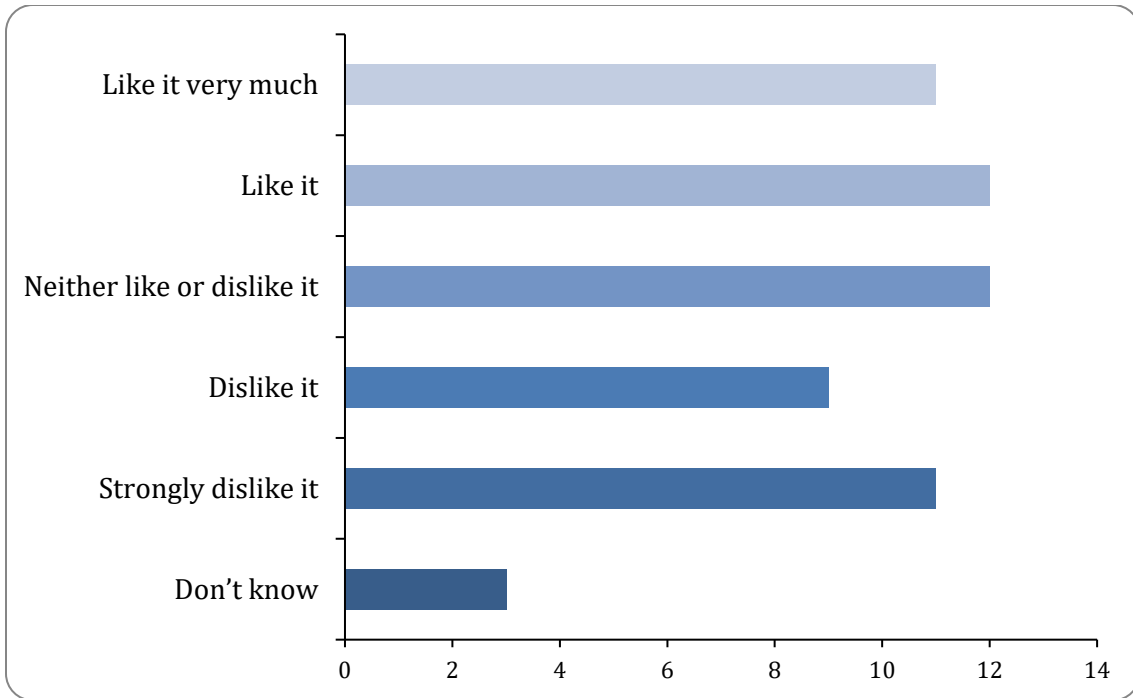


Option	Total	Percent
Strongly agree	17	29.31%
Agree	17	29.31%
Neither agree or disagree	5	8.62%
Disagree	8	13.79%
Strongly disagree	11	18.97%
Not Answered	0	0.00%

2: B&Q Option - Proposal 1: Upgrade the existing junction and reduce the number of islands and crossings. To what extent do you like or dislike this proposal? (please select only one item)

B&Q Proposal 1: Junction and Islands

There were 58 responses to this part of the question.



Option	Total	Percent
Like it very much	11	18.97%
Like it	12	20.69%
Neither like or dislike it	12	20.69%
Dislike it	9	15.52%
Strongly dislike it	11	18.97%
Don't know	3	5.17%
Not Answered	0	0.00%

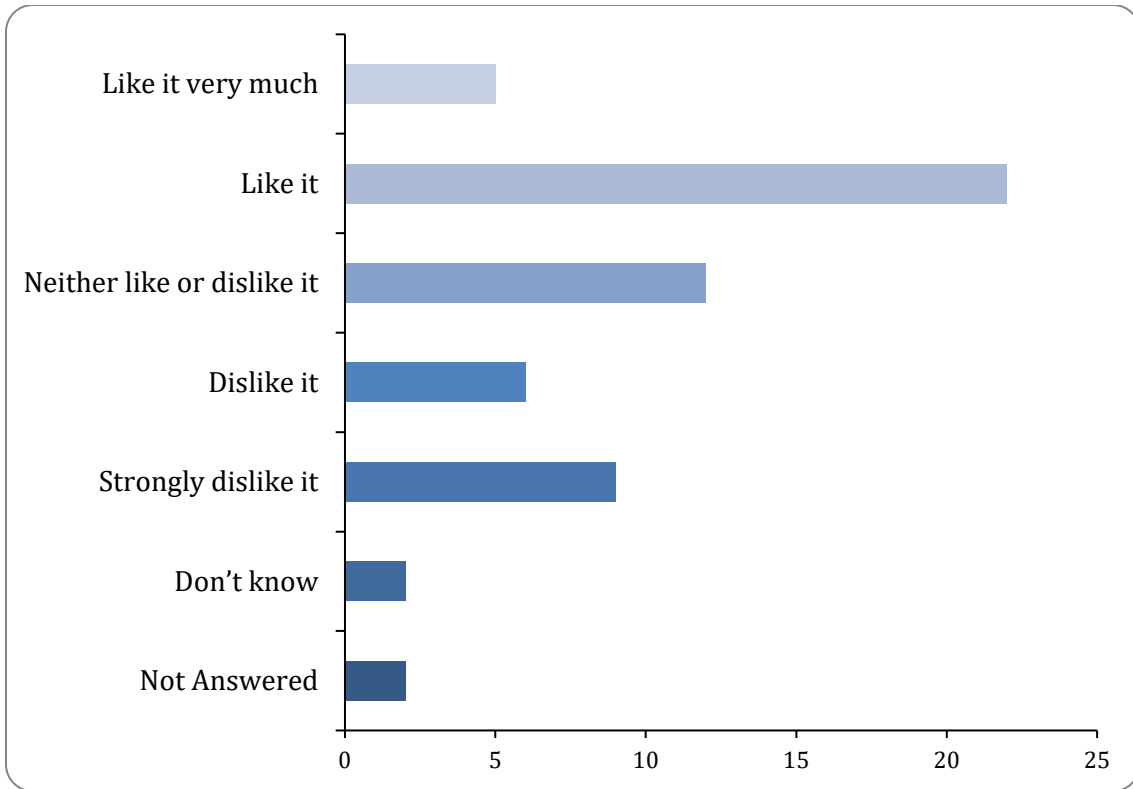
Why do you say that? Please write below:

There were 32 responses to this part of the question.

3: B&Q Option - Proposal 2: New shared-use path connecting the B&Q junction to Overbury Road. To what extent do you like or dislike this proposal? (please select only one item)

B&Q Proposal 2: shared use connection to Overbury Rd

There were 56 responses to this part of the question.



Option	Total	Percent
Like it very much	5	8.62%
Like it	22	37.93%
Neither like or dislike it	12	20.69%
Dislike it	6	10.34%
Strongly dislike it	9	15.52%
Don't know	2	3.45%
Not Answered	2	3.45%

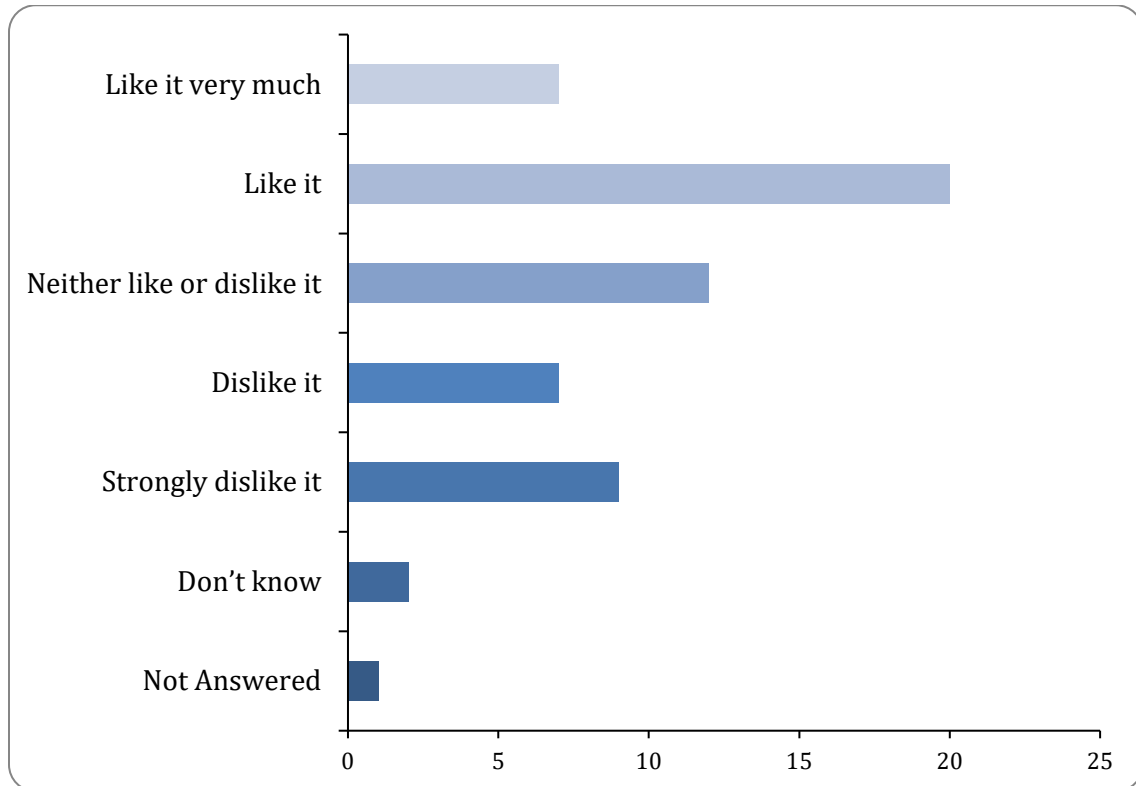
Why do you say that? Please write below:

There were 28 responses to this part of the question.

4: B&Q Option - Proposal 3: Extend the existing shared-use path on the southern side of Boundary Road to join up with Marshall Road. To what extent do you like or dislike this proposal? (please select only one item)

B&Q Proposal 3: Xtd shared use to Marshall Rd

There were 57 responses to this part of the question.



Option	Total	Percent
Like it very much	7	12.07%
Like it	20	34.48%
Neither like or dislike it	12	20.69%
Dislike it	7	12.07%
Strongly dislike it	9	15.52%
Don't know	2	3.45%
Not Answered	1	1.72%

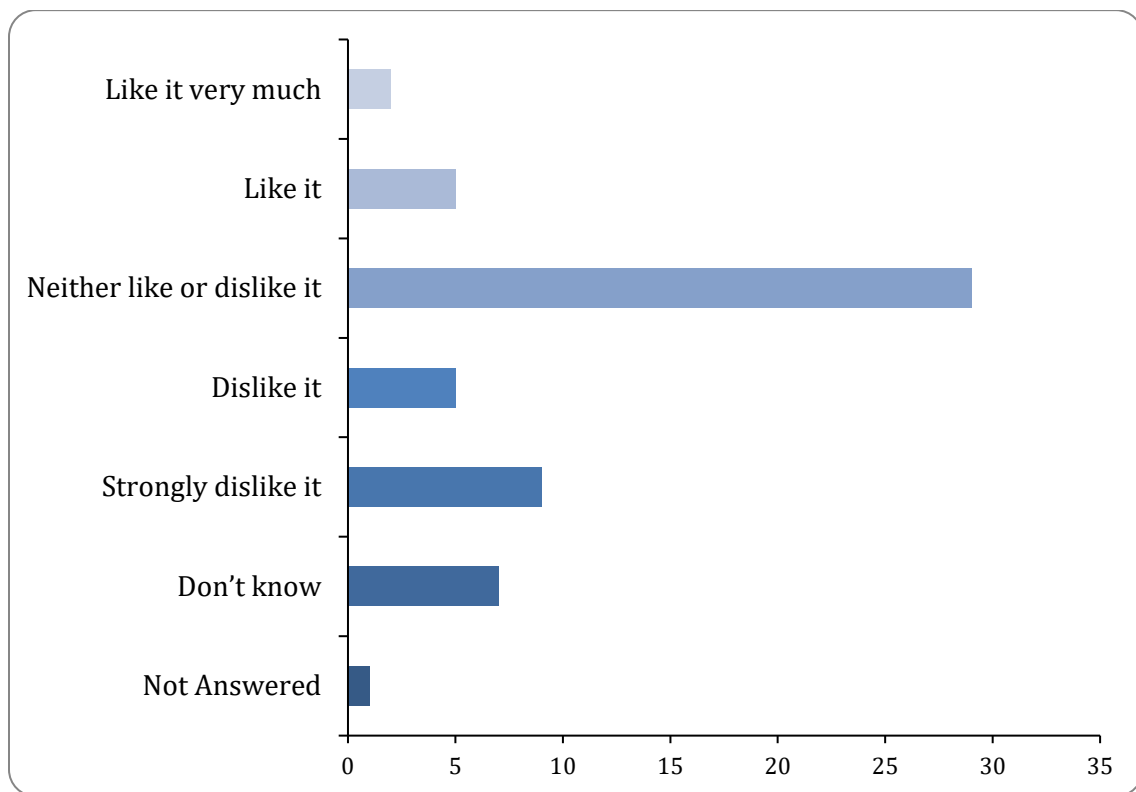
Why do you say that? Please write below:

There were 21 responses to this part of the question.

5: B&Q Option - Proposal 4: Change waiting restrictions on the layby outside Marshall Road from a 30-minute limit to no limit. To what extent do you like or dislike this proposal? (please select only one item)

B&Q Proposal 4: Layby

There were 57 responses to this part of the question.



Option	Total	Percent
Like it very much	2	3.45%
Like it	5	8.62%
Neither like or dislike it	29	50.00%
Dislike it	5	8.62%
Strongly dislike it	9	15.52%
Don't know	7	12.07%
Not Answered	1	1.72%

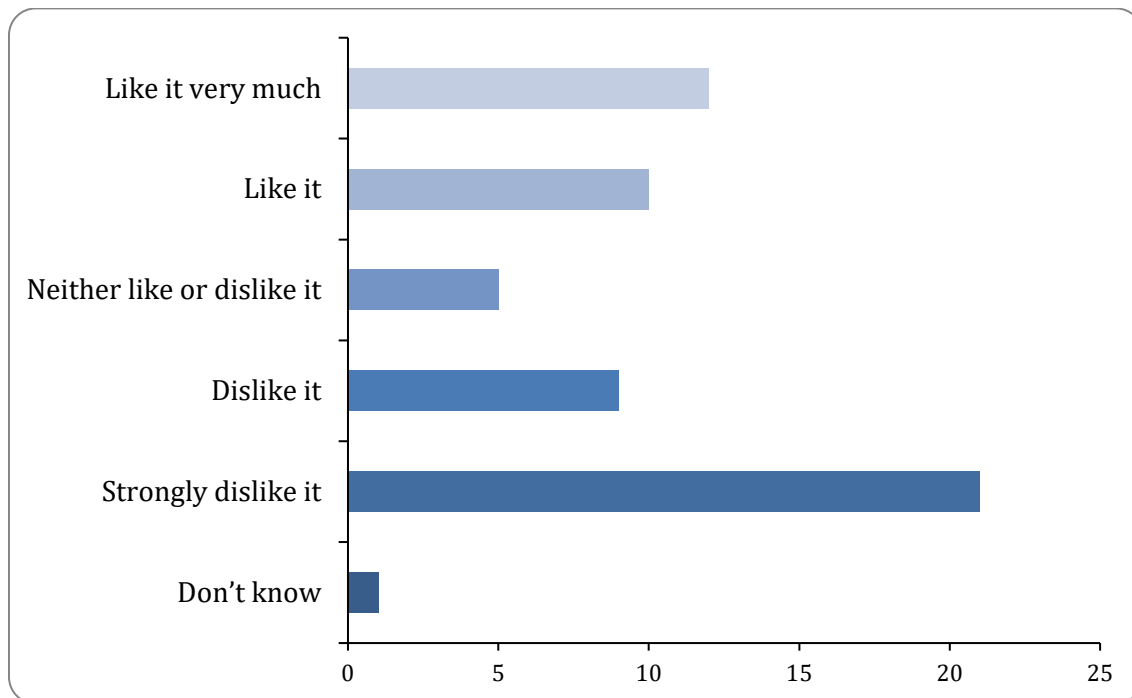
Why do you say that? Please write below:

There were 20 responses to this part of the question.

6: Vera Road Option - Proposal 1: New signal-controlled cycle crossing connecting Vera Road to Rye Avenue. To what extent do you like or dislike this proposal? (please select only one item)

Vera Road Proposal 1: Signal Crossing

There were 58 responses to this part of the question.



Option	Total	Percent
Like it very much	12	20.69%
Like it	10	17.24%
Neither like or dislike it	5	8.62%
Dislike it	9	15.52%
Strongly dislike it	21	36.21%
Don't know	1	1.72%
Not Answered	0	0.00%

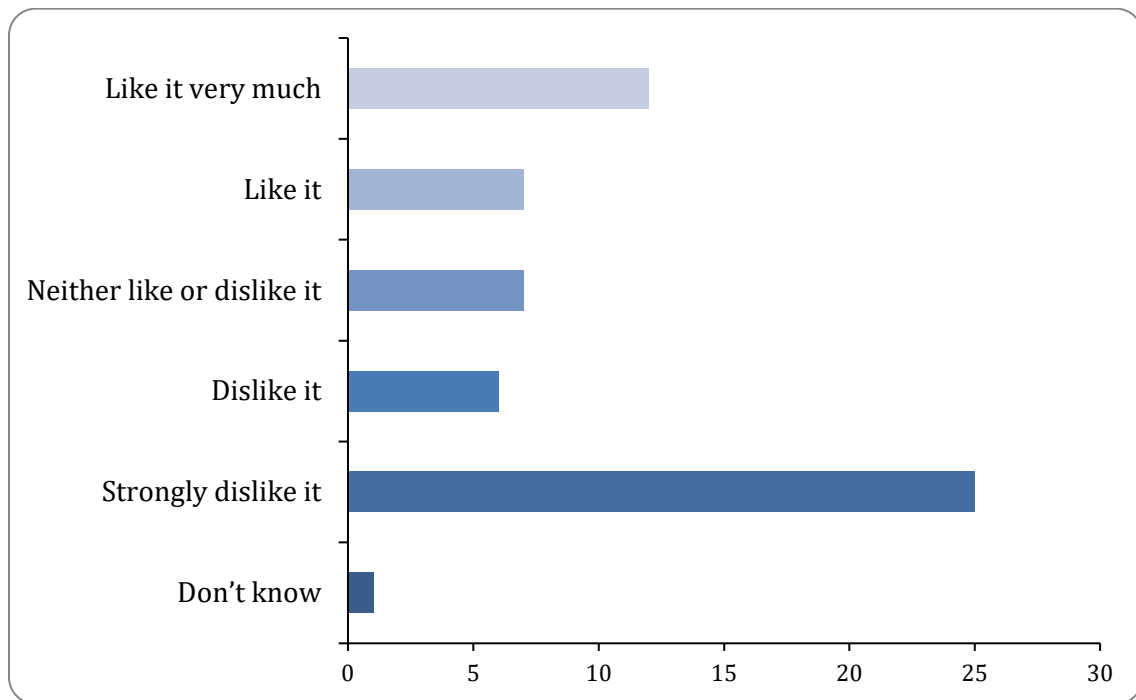
Why do you say that? Please write below:

There were 36 responses to this part of the question.

7: Vera Road Option - Proposal 2: New 'no parking' and 'no waiting' restrictions introduced to part of Boundary Road and Vera Road. To what extent do you like or dislike this proposal? (please select only one item)

Vera Road Proposal 2: No parking/waiting

There were 58 responses to this part of the question.



Option	Total	Percent
Like it very much	12	20.69%
Like it	7	12.07%
Neither like or dislike it	7	12.07%
Dislike it	6	10.34%
Strongly dislike it	25	43.10%

Don't know	1	1.72%
Not Answered	0	0.00%

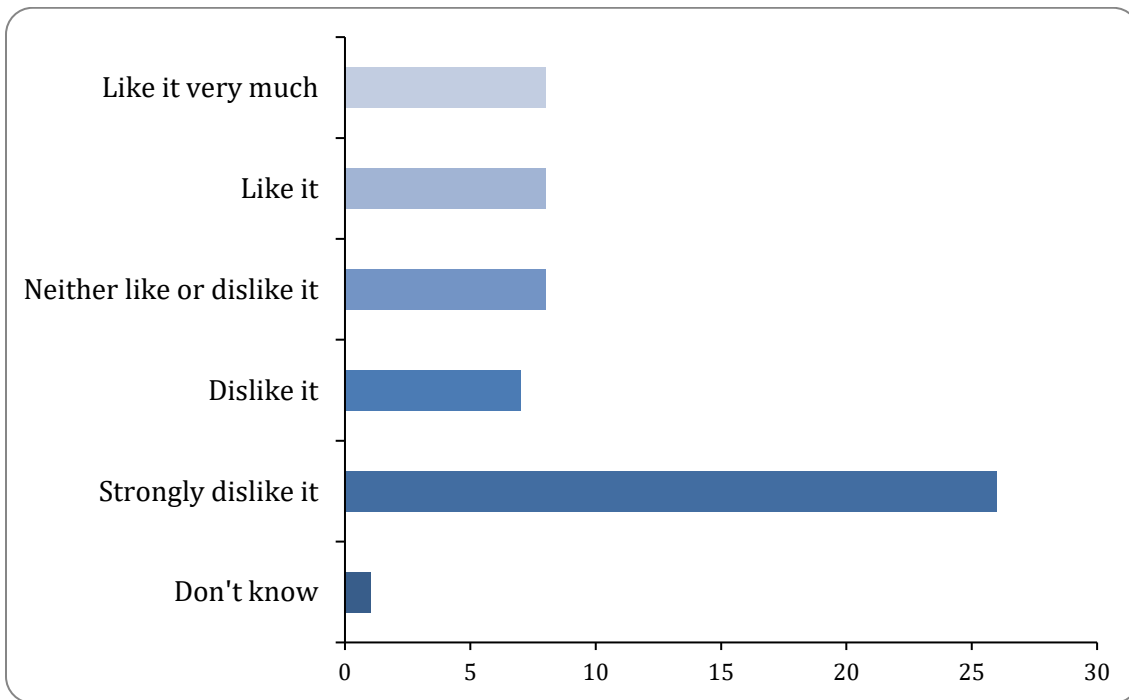
Why do you say that? Please write below:

There were 35 responses to this part of the question.

8: Vera Road Option - Proposal 3: Changing part of Vera Road to be one way with no access from Boundary Road. To what extent do you like or dislike this proposal? (please select only one item)

Vera Road Proposal 3: One Way

There were 58 responses to this part of the question.



Option	Total	Percent
Like it very much	8	13.79%
Like it	8	13.79%
Neither like or dislike it	8	13.79%
Dislike it	7	12.07%
Strongly dislike it	26	44.83%
Don't know	1	1.72%

Not Answered	0	0.00%
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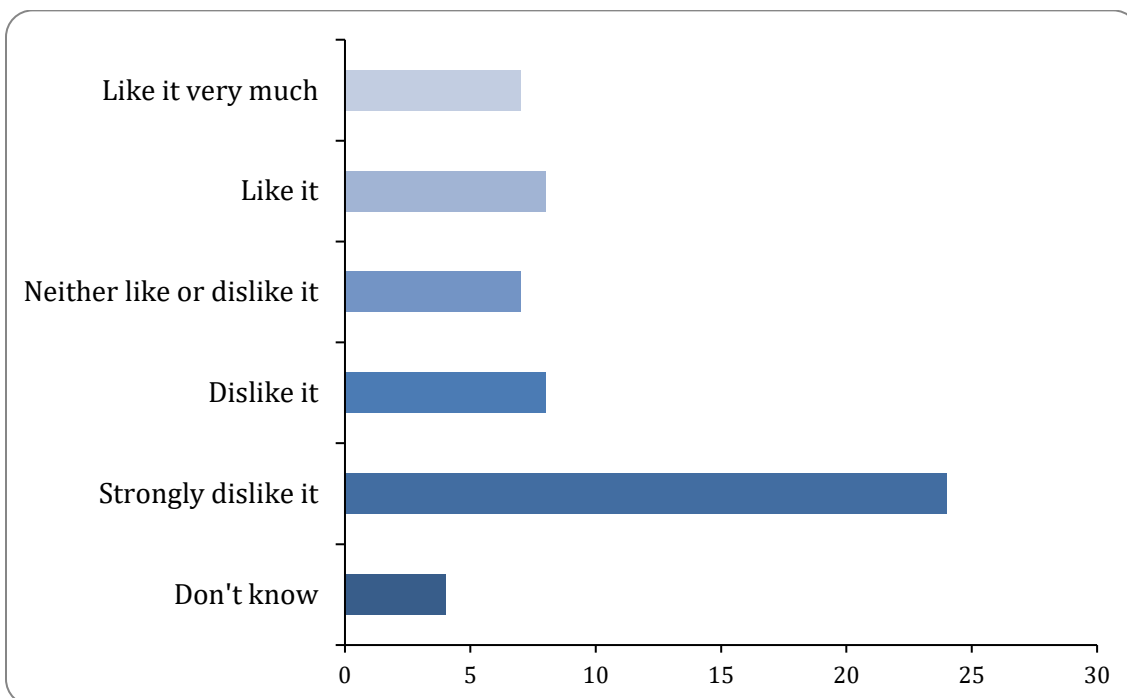
Why do you say that? Please write below:

There were 36 responses to this part of the question.

9: Vera Road Option - Proposal 4: A short section of 1.5m-wide cycle lane on Vera Road. To what extent do you like or dislike this proposal? (please select only one item)

Vera Road Proposal 4: short cycle lane

There were 58 responses to this part of the question.



Option	Total	Percent
Like it very much	7	12.07%
Like it	8	13.79%
Neither like or dislike it	7	12.07%
Dislike it	8	13.79%
Strongly dislike it	24	41.38%
Don't know	4	6.90%
Not Answered	0	0.00%

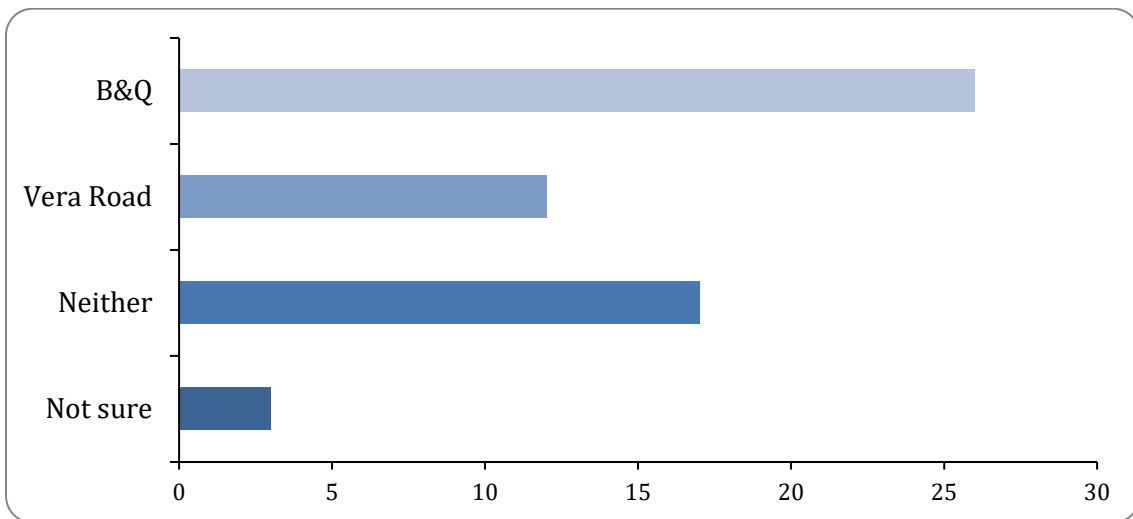
Why do you say that? Please write below:

There were 35 responses to this part of the question.

10: Which overall proposal is your preferred option?(please select only one item)

Preferred Option

There were 58 responses to this part of the question.



Option	Total	Percent
B&Q	26	44.83%
Vera Road	12	20.69%
Neither	17	29.31%
Not sure	3	5.17%
Not Answered	0	0.00%

Why do you say that? Please write below:

There were 32 responses to this part of the question.

11: Please consider the proposals for the area as a whole and answer the questions that follow:

a. Are there any further considerations you feel we should be aware of before finalising the proposals? If so, please write these below:

There were 32 responses to this part of the question.

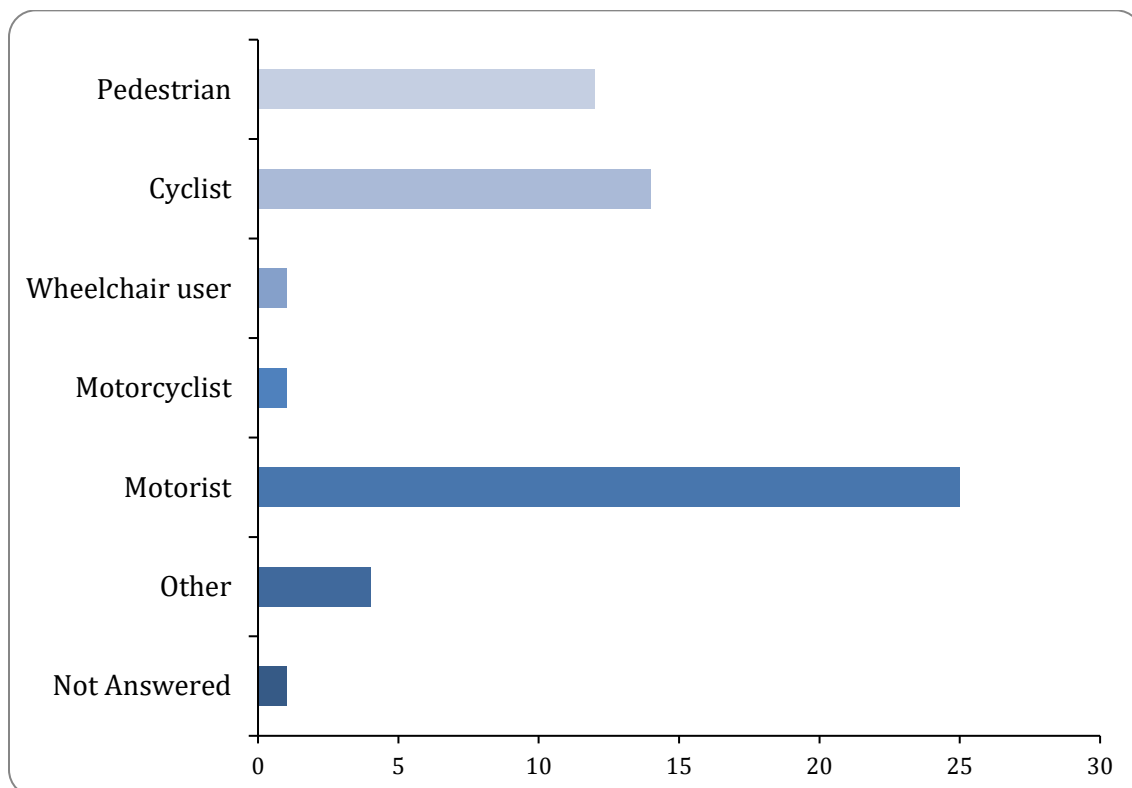
b. If you have any other comments in response to the overall proposals please write them below:

There were 16 responses to this part of the question.

1: How do you primarily use the area? (Please select only one item)

How do you primarily use the area?

There were 57 responses to this part of the question.



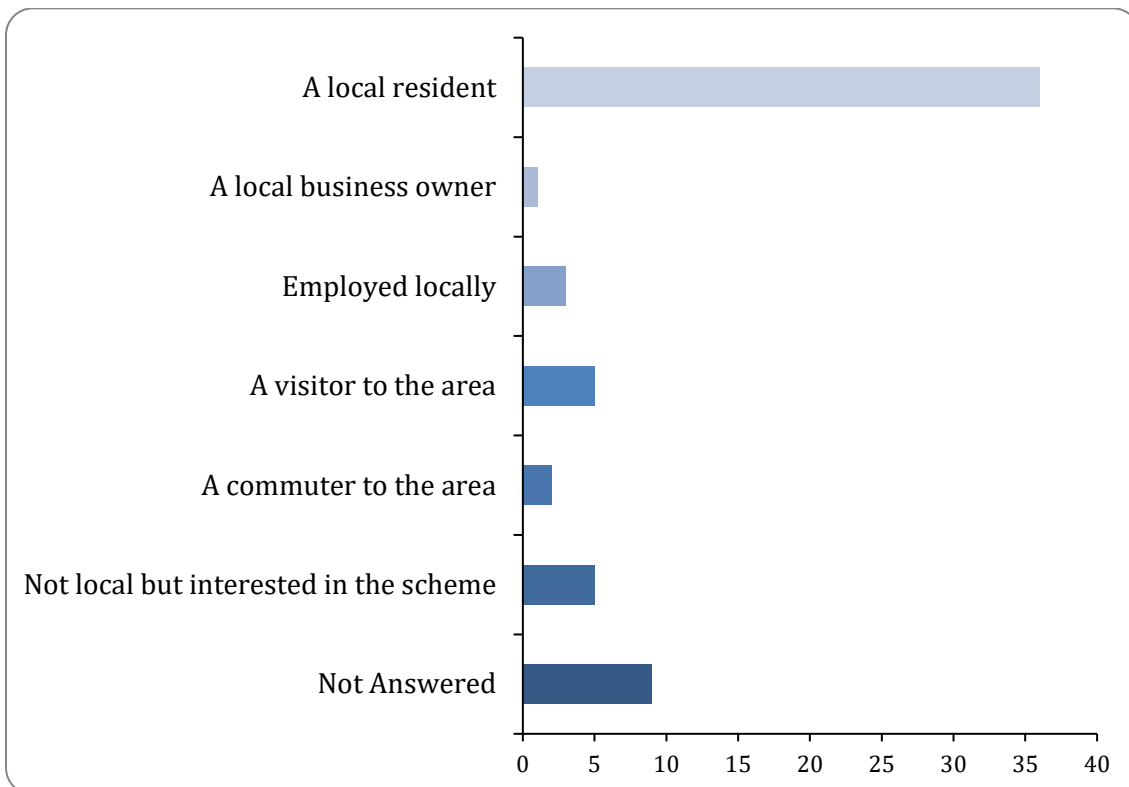
Option	Total	Percent
Pedestrian	12	20.69%
Cyclist	14	24.14%

Wheelchair user	1	1.72%
Motorcyclist	1	1.72%
Bus passenger	0	0.00%
Motorist	25	43.10%
Other	4	6.90%
Not Answered	1	1.72%

2: Are you...? (please select all that apply)

User groups

There were 49 responses to this part of the question.



Option	Total	Percent
A local resident	36	62.07%
A local business owner	1	1.72%
Employed locally	3	5.17%
A visitor to the area	5	8.62%
A commuter to the area	2	3.45%
Not local but interested in the scheme	5	8.62%

A taxi/private hire vehicle driver	0	0.00%
Not Answered	9	15.52%

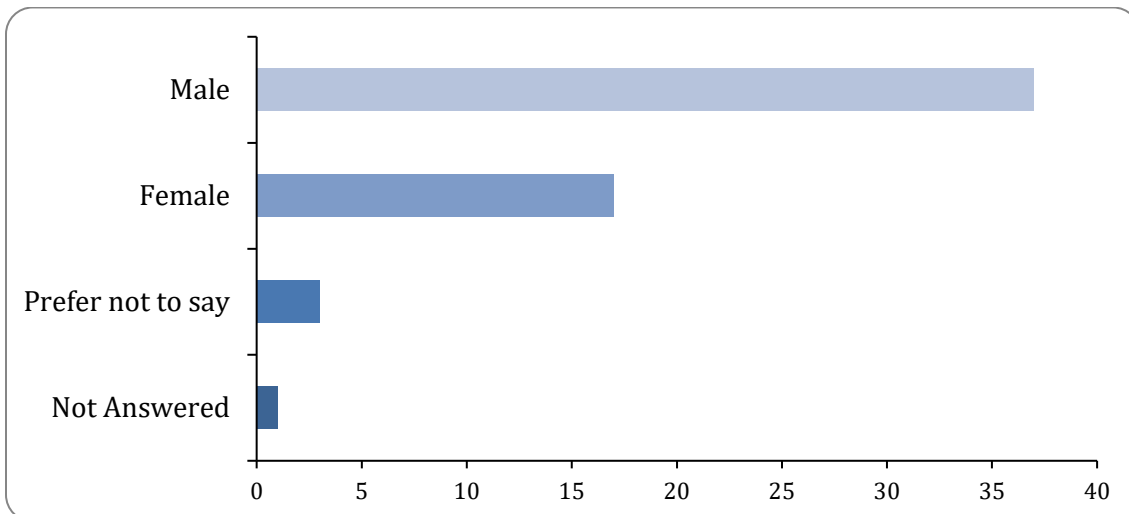
Other - please specify

There were 12 responses to this part of the question.

3: Are you...? (Please select only one item)

Gender

There were 57 responses to this part of the question.



Option	Total	Percent
Male	37	63.79%
Female	17	29.31%
Prefer not to say	3	5.17%
Not Answered	1	1.72%

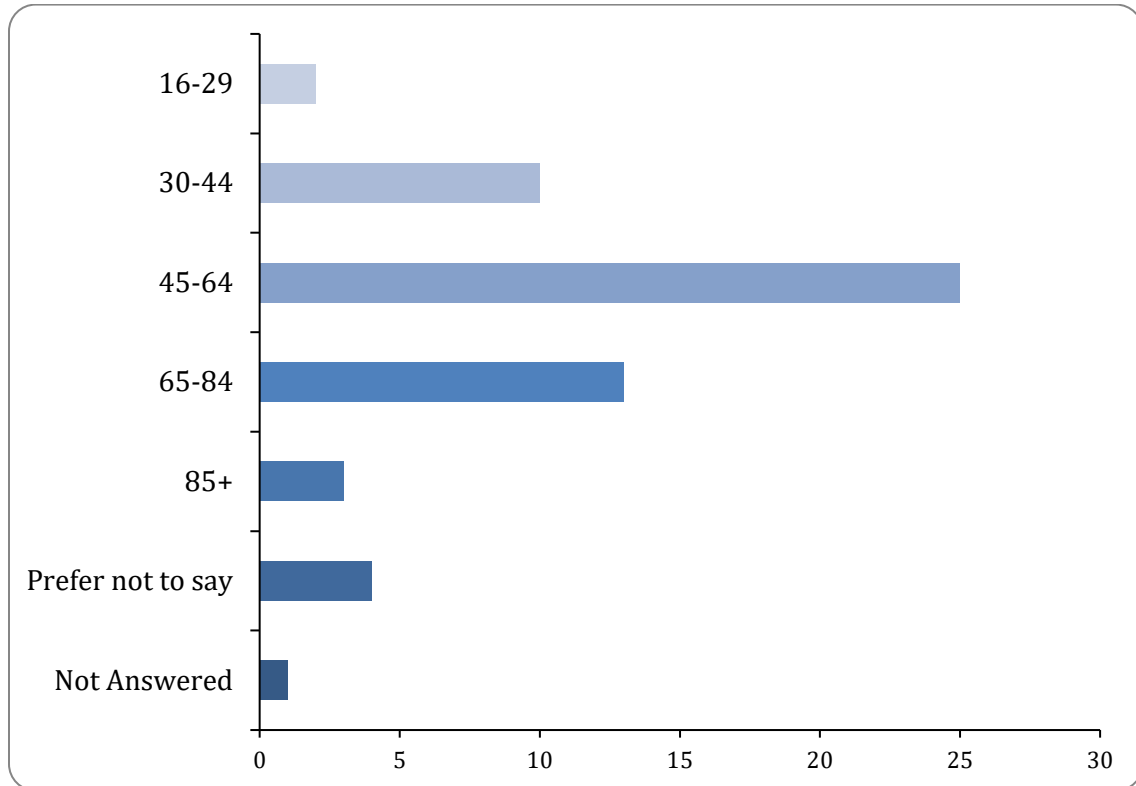
Other - please specify

There were 0 responses to this part of the question.

4: How old are you? (Please select only one item)

Age

There were 57 responses to this part of the question.

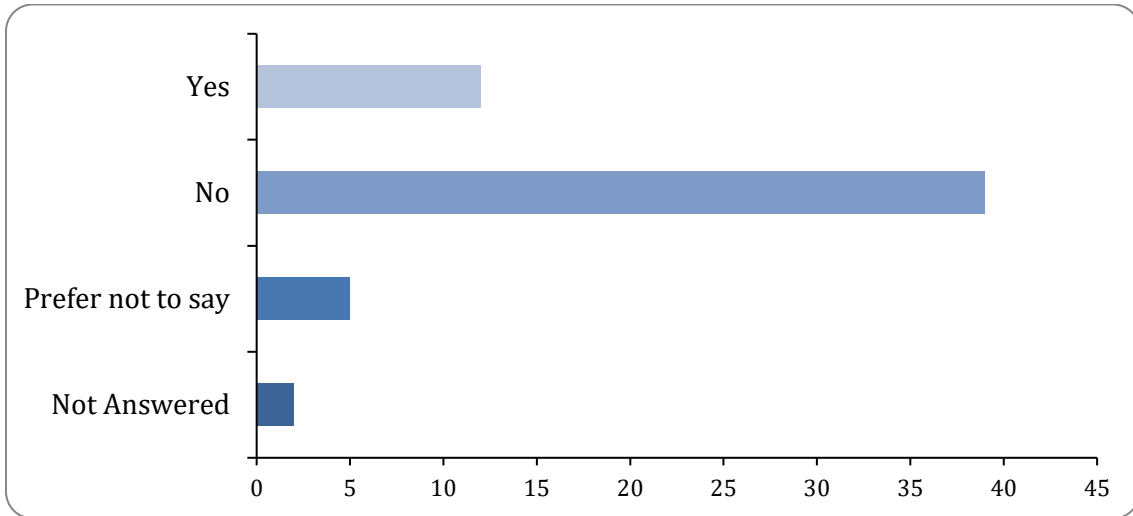


Option	Total	Percent
Under 15	0	0.00%
16-29	2	3.45%
30-44	10	17.24%
45-64	25	43.10%
65-84	13	22.41%
85+	3	5.17%
Prefer not to say	4	6.90%
Not Answered	1	1.72%

5: Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do? (Please select only one item)

Disability

There were 56 responses to this part of the question.

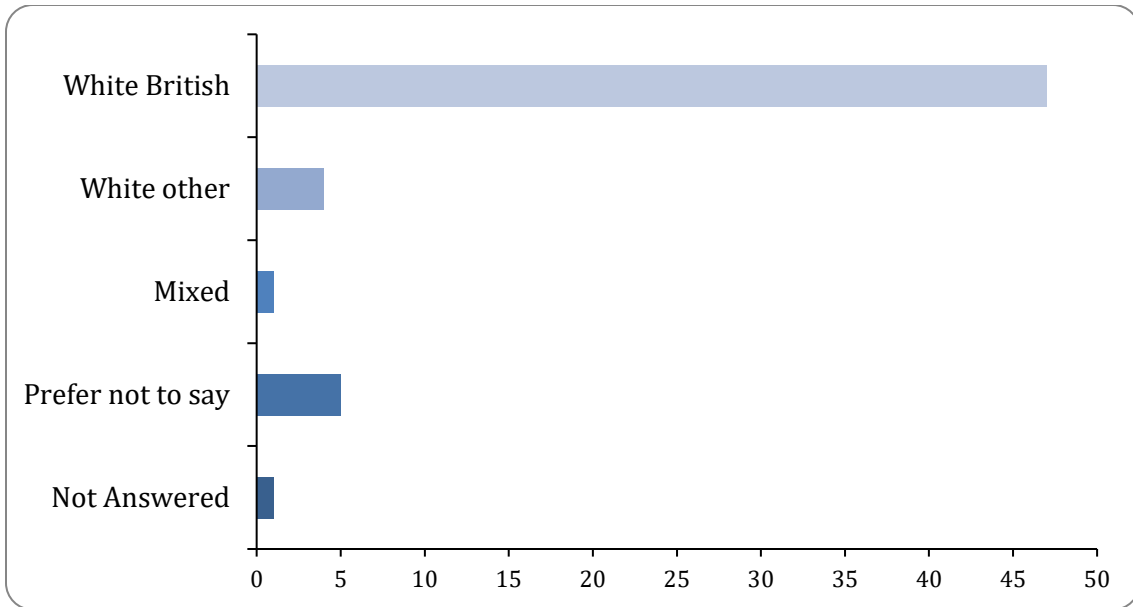


Option	Total	Percent
Yes	12	20.69%
No	39	67.24%
Prefer not to say	5	8.62%
Not Answered	2	3.45%

6: How would you describe your ethnic background? (Please select only one item)

Ethnicity

There were 57 responses to this part of the question.



Option	Total	Percent
White British	47	81.03%
White Irish	0	0.00%
White other	4	6.90%
Mixed	1	1.72%
Asian or Asian British	0	0.00%
Black or Black British	0	0.00%
Chinese	0	0.00%
Prefer not to say	5	8.62%
Not Answered	1	1.72%

Other ethnic background - please describe:

There was 1 response to this part of the question.

7: What is the first part of your postcode? (e.g. NR4)

Postcode

There were 51 responses to this part of the question.

Responses to Feedback Submitted

Main Objecting Themes arising from Free Text Responses

Objecting Theme	Officer Response
General	
Proposals are a waste of money / could be better spent on other things / based on a false premise that won't lead to real improvements.	<p>The scheme represents Very High Value for Money according to how government assess transport schemes and is fully aligned with central and local government strategies to encourage more people to walk and cycle.</p> <p>This funding from central government can only be used for the purpose of providing infrastructure to support increased levels of walking and cycling and cannot be used for any other purpose.</p> <p>Our experience in Norwich has shown that the provision of cycle lanes and other complementary infrastructure has encouraged more people to walk and cycle meaning fewer journeys are made by private car.</p>
Changes are not needed / there are existing crossings which cyclists can use.	The existing crossings are for pedestrians only and they are not large enough to accommodate cycles. The new crossing will enable cycles to safely and conveniently cross the carriageway.
Focus should be on providing a safe pedestrian and cycle route between Hellesdon and the Broadland Northway.	<p>This scheme is focussed on providing a safe and convenient crossing for those that are cycling across the outer ring road.</p> <p>Norfolk County Council is currently seeking funding to deliver a new safe pedestrian and cycle route between Hellesdon and the Broadland Northway.</p>

Multiple signal-controlled crossings on the ring road is to the detriment of motorists / causes congestion.	These proposals do not involve the introduction of an additional signalised crossing because cycles and pedestrians will cross at the same time. Any changes in signal timings will have negligible impact on general traffic flow.
A bridge or a subway at either location should be considered as an alternative.	A bridge or subway would be very expensive, would not deliver value for money and would not be viable due to the space required. For this reason, the preferred option is recommended at this location.
Request that no trees should be felled.	The proposals outlined in the report do not require any tree felling. There may be some minor vegetation trimming related to the works.
Request for maintenance related to footway encroachment by foliage from private properties on nearby roads.	Norfolk County Council will look to address this with private landowners as part of this scheme to ensure that a clear and safe path is maintained.
Request for footpath between the pedestrian crossing near The Whiffler pub and Whiffler Road to be upgraded to shared use.	Norfolk County Council will note this request and may consider this as part of future cycling infrastructure improvement schemes.
Request for a two-way cycle facility on Overbury Road connecting to a combined pedestrian and cycle crossing continuing on the south side to join up with Marshall Road.	The available road space at this location means that this request is not feasible at this stage with the funding allocated to this project.
Request for bollards to prevent vehicles driving on the shared use path.	Norfolk County Council will note this request and consider it as part of the detailed design.
Request for a zebra crossing instead of a signalised crossing near Vera Road.	A zebra crossing is not suitable at this location due to the speed limit, road layout and traffic conditions.
Objections due to negative impacts / lack of benefits to private motorists and other road users including commercial vehicles.	These proposals do not involve the introduction of an additional signalised crossing because cycles and pedestrians will cross at the same time.

	Any changes in signal timings will have negligible impact on general traffic flow.
Request for more affordable bus services.	Norfolk County Council have noted this request. However, it is not within the scope of this scheme to address this request.
Neither proposal addresses the need for a safe commuting route into the city from Hellesdon towards the city centre. The direct route is Aylsham Road which should be improved for cyclists rather than 'diverting' them off-route.	<p>This scheme is focussed on providing a safe and convenient crossing for those that are cycling across the outer ring road.</p> <p>This scheme also supports proposals for a new pedalway route.</p>
Traffic signals' sequencing needs to be considered to ensure efficiency.	Signal phasing will be considered as part of the detailed design.
B&Q area	
Changes here don't serve the Salvation Army or pupils travelling between Mile Cross and schools in Hellesdon.	<p>This scheme is focussed on providing a safe and convenient crossing for those that are cycling across the outer ring road, which would also support proposals for a new pedalway linking Hellesdon with the city centre. This will also be beneficial to those who may wish to cycle to schools in the area.</p> <p>The existing signalised crossing serving the Salvation Army remains in place.</p>
Proposal is dangerous.	This proposal has been subject to road safety audits, the recommendations of which have been incorporated into the design.
The central island is too narrow, especially for a non-standard bike and requires 90 degree turns.	The central island has been designed in accordance with current design guidance and provides the maximum space for cycles that is possible given space constraints, meeting the minimum 3m requirement; it has been increased in width from 3m to 4m at its widest point. The crossing requires 2 approx. 90 degree turns which is typical of many other toucan crossings around the city.

The route is too far from the desire line between Overbury Road and Marshall Road.	<p>An option for a crossing on this desire line was considered during the design process but has not been taken forward due to the impact on access to nearby property.</p> <p>The cycle and pedestrian infrastructure between Overbury Road and Marshall Road and the upgraded crossing is being improved as part of these proposals.</p>
Proposed changes to restrictions at the layby on Boundary Road will encourage Mile Cross residents to park – requests to retain a timed restriction or consider permit parking / loss of use of the area as a drop-off and pick-up point / the proposal encourages car use. Also a query as to why the parking is free.	The intention of this change of parking restriction is to allow the use of the bays for parking for a longer period to avoid cars parking on the verge, as is currently the case. There are currently no plans to introduce parking charges here.
Shared-use paths are dangerous and a disadvantage to older and disabled people or those with visual impairments / legitimising the current cyclist use of the path is not an improvement / concern about cycle speed on shared-use paths.	We have fully considered the opportunity to provide segregated facilities for those walking and cycling but there is insufficient space in this particular area. Shared space is being provided as wide as possible and appropriate signage and markings will be used to remind users to look out for each other.
Request for vegetation encroachment on the path between the bottom of Overbury Road towards Mountfield Park (to the rear of B&Q) to be removed.	This has been escalated to the area office to action.
Vera Road area	
If a cycle crossing isn't provided at the existing crossing near Vera Road cyclists will still continue to use it.	<p>Unfortunately, there is insufficient funding to deliver cycle improvements at both crossings.</p> <p>We will be reviewing cycle directional signage in the area to encourage those cycling in the area to use the dedicated cycle infrastructure where possible.</p>

Making Vera Road one-way will inconvenience residents and will cause increased vehicle queues on Vera Road and at the Boundary junction.	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval.</p>
Concerns about safety of a one-way system due to visibility at Merchant Way and significant on-street parking on Vera Road / possible negative impact on emergency vehicle access	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval.</p>
Reduced parking availability will negatively impact on the activities of the Salvation Army and the local community it supports. This includes the church, charity shop, door-to-door minibus and lunch club.	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval.</p>
More traffic signals will create more congestion on the ring road.	The preferred option for this crossing will not introduce additional crossings on the ring road and the signal timings will have negligible impact on general traffic.
Poor cyclist links at the northern end of Vera Road	This comment has been noted.
A new cycle crossing is not required – cyclists should use the existing pedestrian crossing.	The existing crossings are for pedestrians only and they are not large enough to accommodate cycles. The new crossing will enable cycles to easily cross the carriageway safely.
Vera Road is too narrow for a cycle lane / the cycle provision shown is insufficient and a proper facility is required along its length.	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval.</p>
The segregated crossing should be nearer to Aylsham Road.	This would make the crossing too close to the Boundary Junction and would take it off the desire line of the proposed brown pedalway.
The cycle route at the end of Rye Avenue needs to be protected to prevent inappropriate parking.	Norfolk County Council will note this request and consider it as part of the detailed design.

<p>The one-way arrangement would make this a rat-run. The current two-way flow encourages courteous and safer driving.</p>	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval.</p>
<p>Vera Road has little cyclist use / it is a low traffic road – no need for this / won't be used / waste of money.</p>	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval.</p>
<p>There are a large number of elderly people living on Merchant Way (off Vera Road) which should be considered.</p>	<p>This comment has been noted.</p> <p>As a result of the consultation and engagement, this option is not recommended for approval.</p>
<p>Request for Vera Road to be closed at its junction with Boundary Road to prevent it being used as a cut-through.</p>	<p>There are no proposals to implement the physical closure of Vera Road at Boundary Road as part of these proposals.</p>

Transport for Norwich Joint Committee

Item No:6

Decision making report title: Dereham Road Corridor

Date of meeting: 18 November 2021

Responsible Cabinet Member: Cllr Martin Wilby – Cabinet Member for Highways, Infrastructure & Transport

Responsible Director: Grahame Bygrave – Director of Highways & Waste

Is this a key decision? No

If this is a key decision, date added to the Forward Plan of Key Decisions: N/A

Executive Summary/Introduction from Cabinet Member

The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). Norfolk County Council's successful application is based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning".

It is proposed to deliver a number of highway improvements as part of a collective group of projects known as Dereham Road Corridor. This collection of schemes will improve bus links, bus journey times and journey time reliability along this key sustainable transport corridor. In addition, this group of schemes will improve conditions for those choosing to walk or cycle as well as providing two Mobility Hubs which will enable a range of onward travel options by sustainable means.

Recommendation:

1. To approve a preliminary public consultation on the Dereham Road Corridor proposals as shown in Appendices A to E.

1. Background and Purpose

- 1.1 Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council has secured £32m of

funding from the Transforming Cities Fund (TCF) to deliver a range of schemes along identified corridors with the aim of making it easier to access jobs, training and retail areas by making improvements to support sustainable modes of transport.

- 1.2 Dereham Road is a key transport corridor linking existing and future housing, employment and education with the city centre. The First Bus Red Line service uses this corridor, providing a strategic public transport route across the city centre, linking areas to the east of the city. This service operates at a frequency level of every 7-10 minutes.
- 1.3 The Department for Transport (DfT) published the 'Bus Back Better' national bus strategy for England, which sets out the vision and opportunity for delivering better bus services for passengers across England. To benefit from the new and revised funding arrangements set out in the 'Bus Back Better' strategy, Local Transport Authorities (LTAs), such as Norfolk County Council, are expected to implement ambitious bus priority schemes, Enhanced Partnerships and Bus Service Improvement Plans. Bus lanes are expected to be delivered on any roads where there is a frequent bus service, congestion and the physical space to install one. The strategy also highlights bus lanes should be full-time, as continuous as possible and be part of a whole-corridor approach.
- 1.4 The provision of bus priority measures, such as bus lanes, makes bus services faster, more reliable, more attractive to passengers, cheaper to run and is fundamental to the investment of £18m from First Bus in new and refurbished buses. We are currently in discussions with First Bus, and other operators, regarding the opportunity to draw down additional funding from government for the provision of zero-emission buses. However, it should be noted that the provision of bus priority measures, such as those outlined in this report, will be fundamental to securing both public and private funding towards zero emission buses.

2. Proposals

- 2.1 It is proposed to deliver a number of highway improvement schemes along Dereham Road, presented within this report, as the Dereham Road Corridor. This collection of schemes consists of 5 individual schemes along Dereham Road which will complement each other to deliver sustainable travel benefits along this key transport route. The individual schemes which make up the programme are outlined below, and associated drawings are provided in the appendices section of this report.
- 2.2 This report seeks approval to conduct a public consultation on the Dereham Road Corridor proposals, so that the views of the public and stakeholders on the principles of the proposals can be understood at an early stage. The feedback from this will then be brought back to a future Committee meeting for consideration and agreement to progress to the next phase of the project.

2.3 Dereham Road – Longwater Lane to Bowthorpe Roundabout Bus Lane

Elements within this scheme are the following:

- Inbound bus lane between Richmond Road and Bowthorpe roundabout;
- Outbound bus lane between Richmond Road and Longwater Lane;
- Speed limit reduction on Dereham Road from 40mph to 30mph to improve the safety of vulnerable road users using the route;
- Improved cycling conditions for those choosing to cycle between Longwater Lane and the Bowthorpe roundabout;
- Widened footways to improve walking conditions for those choosing to walk between Longwater Lane and the Bowthorpe roundabout.

2.4 Dereham Road – Richmond Road Junction

Elements within this scheme are the following:

- Provision of a toucan crossing to enable cycles and pedestrians to cross Dereham Road at this location;
- Changes to some traffic movements at the junction to enable better crossing facilities for people walking and cycling across Dereham Road and Richmond Road. These include prohibiting right turns out of Richmond Road onto Dereham Road and directing school buses to use the same route as other public transport services via East Hills Road.

2.5 Dereham Road – Mayfly Way Walking and Cycling Improvements

Elements within this scheme are the following:

- Provision of segregated cycleway and footway along Mayfly Way between Dereham Road and Harpsfield roundabout;
- Upgrade pedestrian and cycle crossings where the route is intersected by Barnard Road and Chapel Break Road to improve conditions for walking and cycling along this route.

2.6 Dereham Road – Bowthorpe Mobility Hub

Elements within this scheme are the following:

- An inbound and outbound dedicated bus lane to enable buses to bypass traffic at the roundabout and serve the Mobility Hub;
- The Mobility Hub will consist of bus stops with real-time information and other facilities which include Beryl bike bays, cycle parking and car club spaces to enable multiple sustainable travel options from this location;

- Improved provision for cyclists to continue through this section and re-join the existing bus and cycle lane to the east of Gurney Road;
- Widened footways and improved crossing points to improve conditions for pedestrians to access the Mobility Hub facilities;
- Closure and infilling of the existing subway and replace with a surface level, signal-controlled cycle and pedestrian crossing of Dereham Road. The area of the existing subway will be reprofiled and planted with low maintenance planting to create additional green space for the community with areas which enable people to stop and rest.

2.7 Dereham Road – Larkman Lane Mobility Hub

- An outbound dedicated bus lane will extend from Cadge Road to the parade of shops near the junction with Larkman Lane along Dereham Road;
- The Mobility Hub will consist of bus stops with real-time information and other facilities which include Beryl bike bays and a car club space to enable multiple sustainable travel options from this location;
- A new cycle route across Dereham Road which would improve conditions for cycling along Larkman Lane and Marl Pit Lane. This will include a speed limit reduction from 30mph to 20mph on Larkman Lane, a section of shared use path between Beecheno Road and Dereham Road and a cycle path on Marl Pit Lane;
- Widened footways and improved side road crossing points will improve conditions, for those choosing to walk, to access the Mobility Hub facilities and the nearby shops.

2.8 Further details of the Dereham Road Corridor schemes are summarised in **Table 1**.

Table 1: Summary of details for the Dereham Road Corridor schemes

Scheme Name	Estimated Project Cost	Drawing Location
Dereham Road – Bus Lane Longwater Lane to Bowthorpe Roundabout	£0.7m	Appendix A
Dereham Road – Richmond Road Junction	£0.2m	Appendix B
Dereham Road – Mayfly Way Walking and Cycling Improvements	£0.3m	Appendix C
Dereham Road – Bowthorpe Mobility Hub	£4.1m	Appendix D
Dereham Road Larkman Lane Mobility Hub	£1.1	Appendix E

3. Impact of the Proposal

- 3.1 Initial traffic modelling has been undertaken to identify the impacts of this package of schemes on public transport services and general traffic using the Dereham Road corridor. This has demonstrated that these schemes could generate a reduction in bus journey times of circa 2 minutes. In addition to the journey time savings made, journey time reliability would be increased because the buses will avoid the need to queue in fluctuating general traffic levels. The impact on general traffic due to these interventions is currently anticipated to be minimal and more assessment will be undertaken as the design of these schemes develops.
- 3.2 The removal and infilling of the existing subway near to the Bowthorpe roundabout will improve the perceived and actual safety of people wanting to cross the road in this location by reducing the potential for crime and anti-social behaviour. A surface level, traffic signal-controlled crossing for pedestrians and cyclists will be provided at this location.
- 3.3 The proposed Mobility Hubs will create dedicated, safe and well-lit places for people to access public transport, other sustainable transport modes and will also provide a range of information related to onward travel.
- 3.4 The proposed cycling improvements will help to encourage cycling along Dereham Road by providing safe, dedicated cycling facilities which are separated from general traffic. In addition, the improved cycling facilities along Mayfly Way will enable more people to safely cycle along this route which is a key cycling route to access the two nearby schools. It will also provide better cycle access to the Beryl bay located at the Harpsfield Community Centre.
- 3.5 The proposed reduced speed limits along Dereham Road and Larkman Lane will help to create a safer and more relaxed environment for those choosing to walk and cycle. In combination with continuous footways across side roads, which will also cater for cycling where possible, this will encourage more people to choose to walk and cycle.
- 3.6 The improved crossing facilities at the Richmond Road junction with Dereham Road will provide a safer environment for those cycling or walking across the road to access the Mayfly Way route, many of whom are children accessing the nearby schools. This improvement coupled with the improvements to Mayfly Way will help to encourage more journeys to nearby schools to be walked or cycled.
- 3.7 The improved cycling facilities across Dereham Road at the Larkman Lane junction will provide a key strategic link between the existing green and purple pedalways and improve access to the recently upgraded section of Marriott's Way which is on National Cycle Route 1. This would also enable the re-routing of the purple pedalway which would provide a shorter and more direct cycling route across Dereham Road.

4. Evidence and Reasons for Decision

- 4.1 Consulting on the schemes as one package will make the proposals clearer and more transparent for consultees to respond to.
- 4.2 Initial traffic modelling indicates that reductions in journey time, as well as improved journey time reliability, can be achieved for public transport through the implementation of this package of schemes. Providing a quicker, more frequent and reliable bus service will encourage people to use public transport for their regular journeys reducing reliance on the private car.
- 4.3 Data collected on previous cycle infrastructure improvement schemes in Norwich has demonstrated that schemes of this nature will encourage higher numbers of journeys to be made by cycle.

5. Alternative Options

- 5.1 An alternative option would be to try to deliver each scheme separately rather than as part of a package. Considering the schemes as a single package enables easier and clearer engagement with the public and stakeholders. It also enables a more efficient way of designing and delivering this range of schemes, which will also keep disruption to local residents and all highway users to a minimum. Therefore, delivering each scheme separately has been discounted.
- 5.2 Alternative options have been considered for cycling provision along Dereham Road. Full segregation of pedestrians and cycles from each other and from general traffic has been considered for all of the schemes but has not been possible to achieve in all cases due to the high cost, lack of space, the requirement to fell a number of mature trees and the loss of associated green space along the corridor.

6. Financial Implications

- 6.1 **Table 1** outlines indicative costs for each of the proposals within the package. Managing the schemes as part of an integrated package will help to deliver efficiencies through the design and delivery process. The programme of schemes represents high value for money in government appraisal terms.

7. Resource Implications

7.1 Staff:

The schemes will be designed and delivered utilising existing resources.

7.2 Property:

The proposed cycling improvements adjacent to Dereham Road are subject to land agreement to provide link paths at either end. In addition, the improvements to Mayfly Way require land adjacent to the route to maximise the

benefit of this proposal. Discussions with the affected landowners are underway to determine the feasibility of land purchase related to these proposals.

7.3 IT:

None

8. Other Implications

8.1 Legal Implications

None. NPLaw will advise on the making of noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.

8.2 Human Rights implications

Not applicable

8.3 Equality Impact Assessment (EqIA)

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. Preliminary consultation on the scheme will take place, to enable people to highlight any issues it is important for the Council to be aware of before a decision is made.

An EqIA for the proposals contained within this report has been prepared.

8.4 Data Protection Impact Assessments (DPIA)

As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per the Council's standards to allow further correspondence as required to progress the schemes.

8.5 Health and Safety implications

The proposed scheme has been designed to improve the safety of highway users and road safety audits will be carried out.

8.6 Sustainability implications

The proposals are intended to improve health and wellbeing in Norwich by promoting more sustainable and active travel options. These proposals will enable air quality improvements as a result of less general traffic as well as encouraging the population of Norfolk to adopt more active modes of travel for their shorter and more regular journeys.

8.7 Any other implications:

None.

9. Risk Implications/Assessment

- 9.1 A risk register is maintained for the TCF programme and individual projects as part of the technical design and construction delivery processes.

10. Select Committee comments

- 10.1 Not applicable.

11. Recommendations

- 11.1 **To approve a preliminary public consultation on the Dereham Road Corridor proposals as shown in Appendices A to E.**

12. Background Papers

- 12.1 None

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

Officer name: Jiaqi Ren

Tel no.: 01603 228895

Email address: jiaqi.ren@norfolk.gov.uk

Officer name: Jonathan Taylor

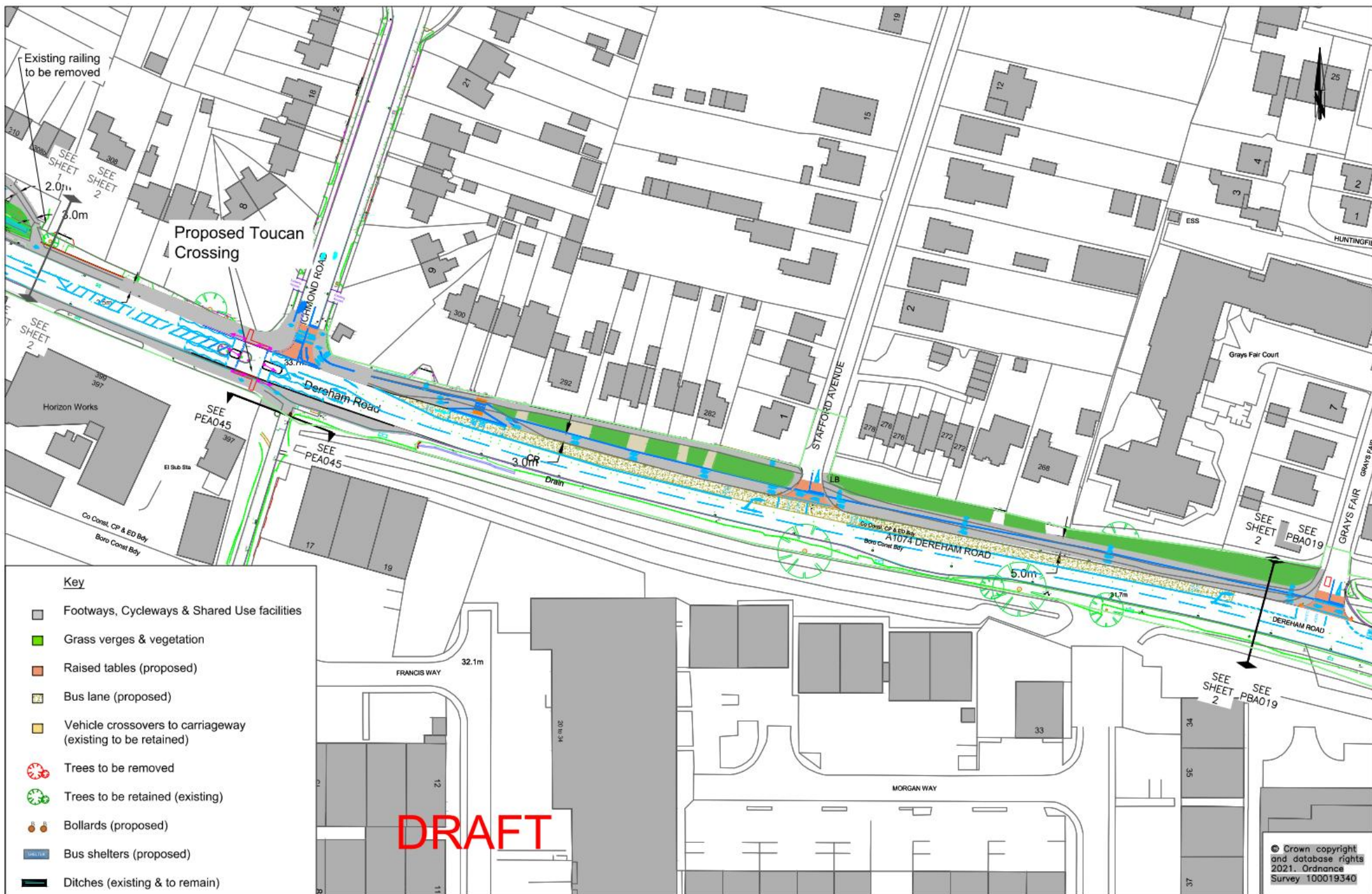
Tel no.: 01603 224200

Email address: jonathan.taylor@norfolk.gov.uk



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Funded by:



Tom McCabe
Executive Director of
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Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE

Dereham Road/Longwater Lane
Preliminary Design Layout
Sheet 2 of 2

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

INITIALS	DATE	DRAWING No.

59

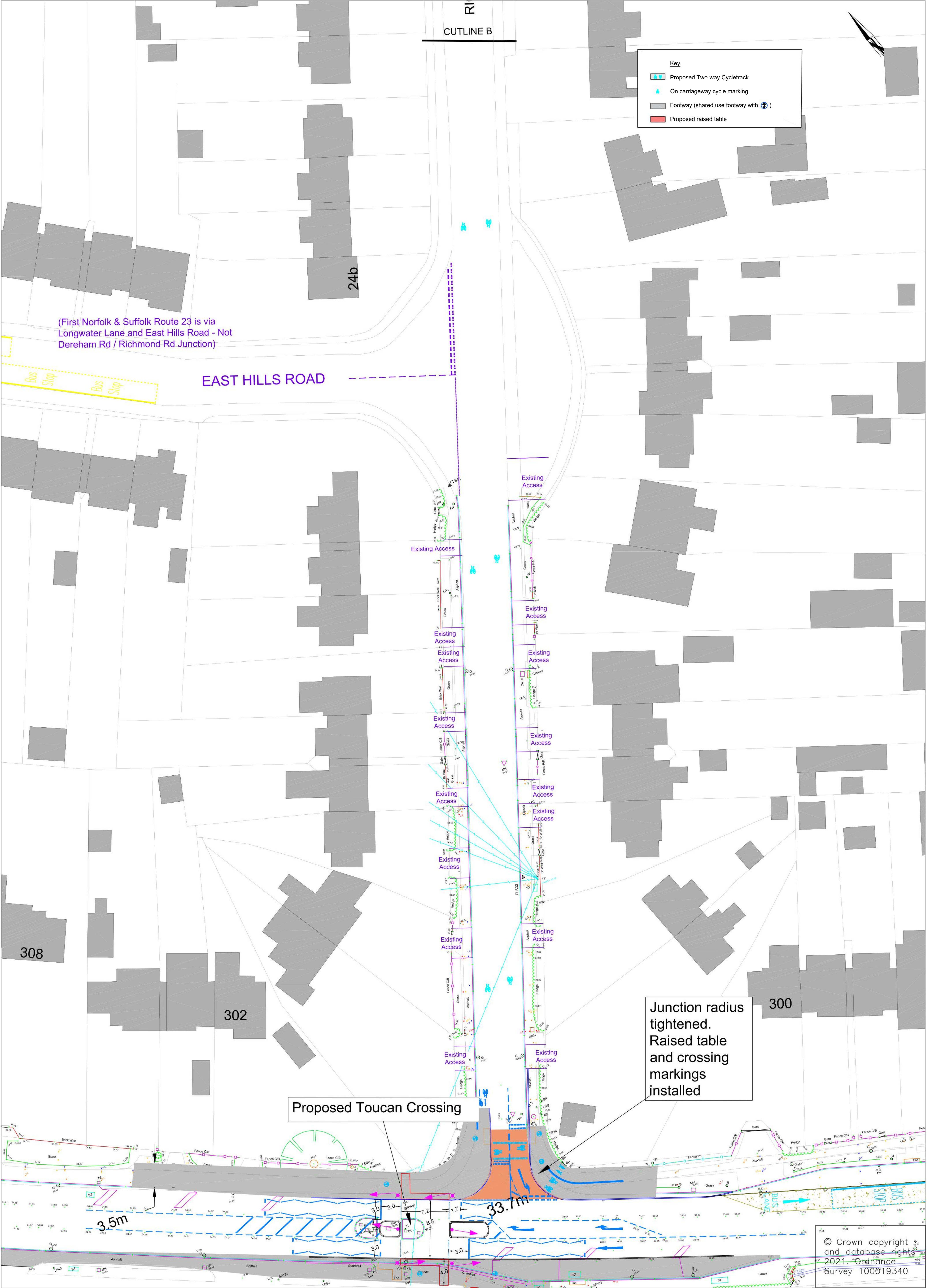
Appendix B - Dereham Road - Richmond Road junction



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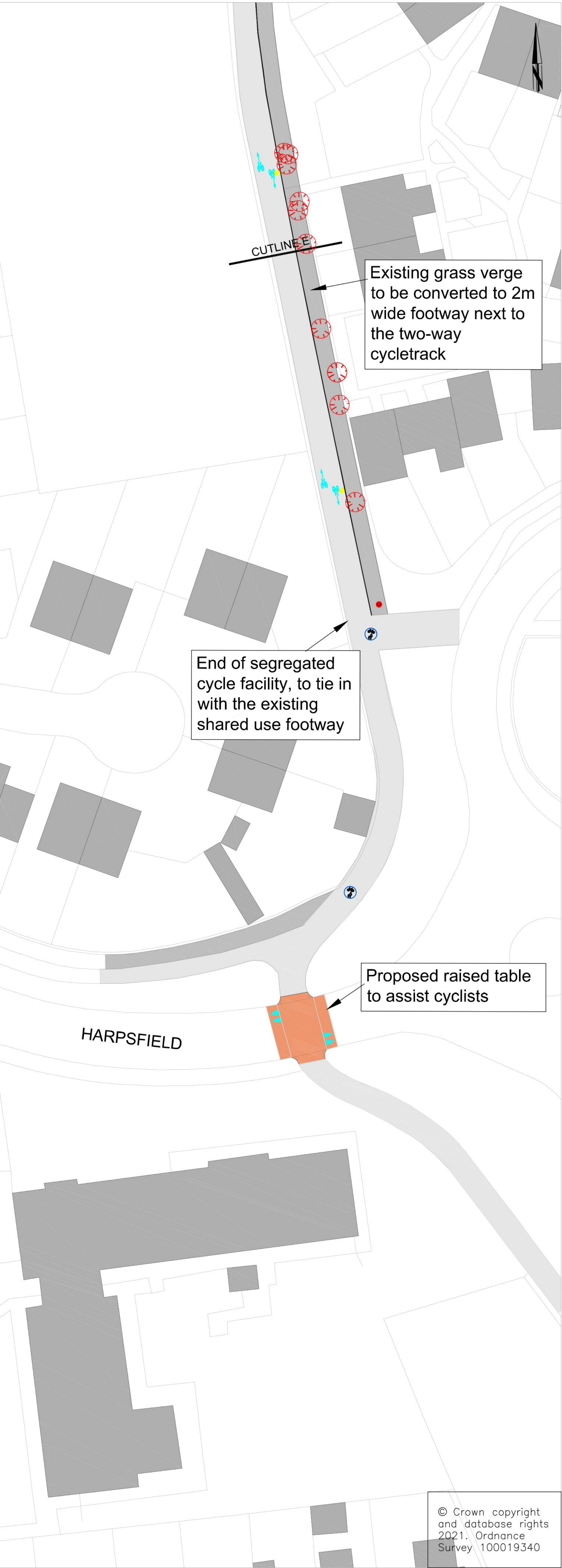
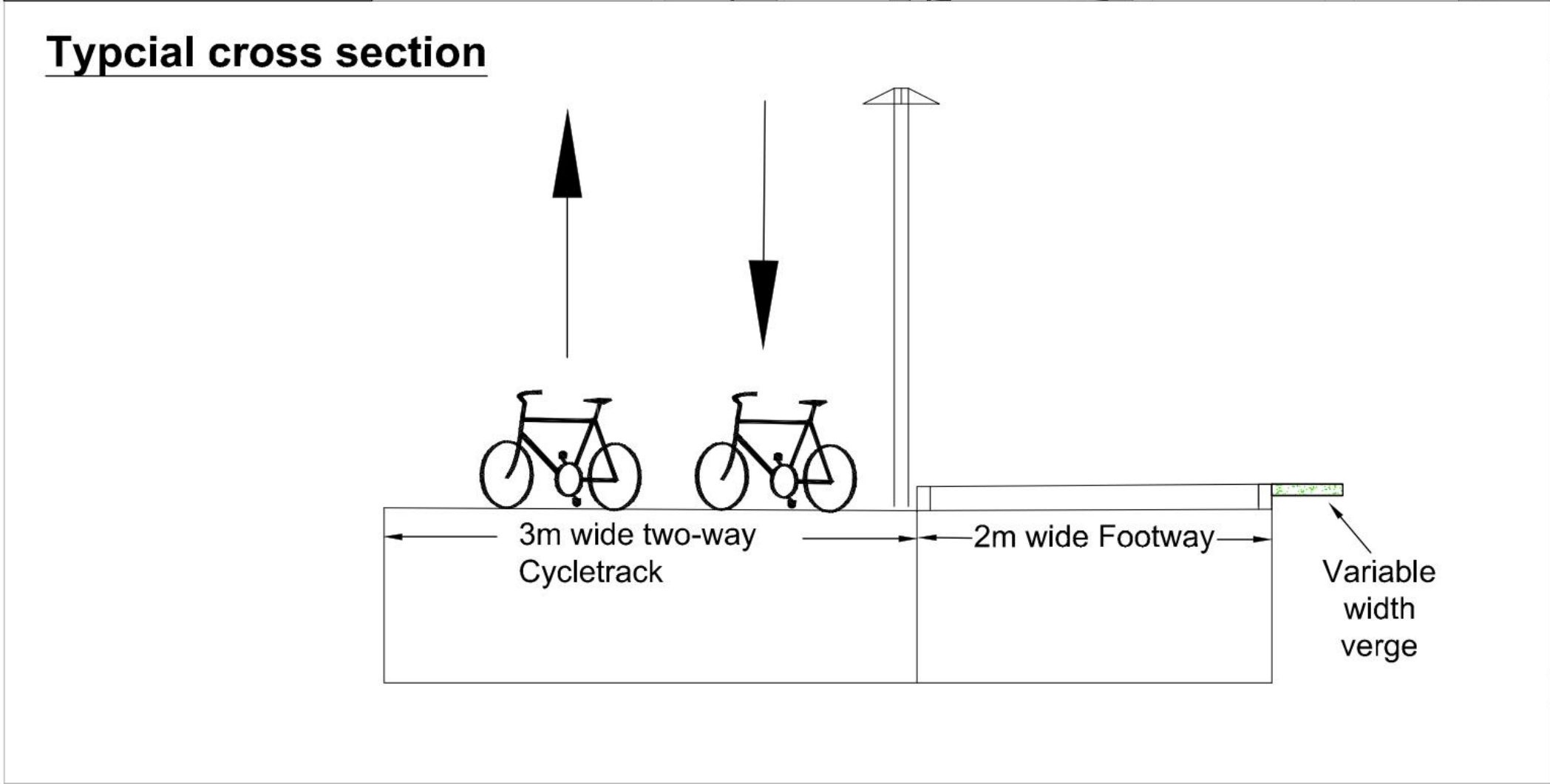
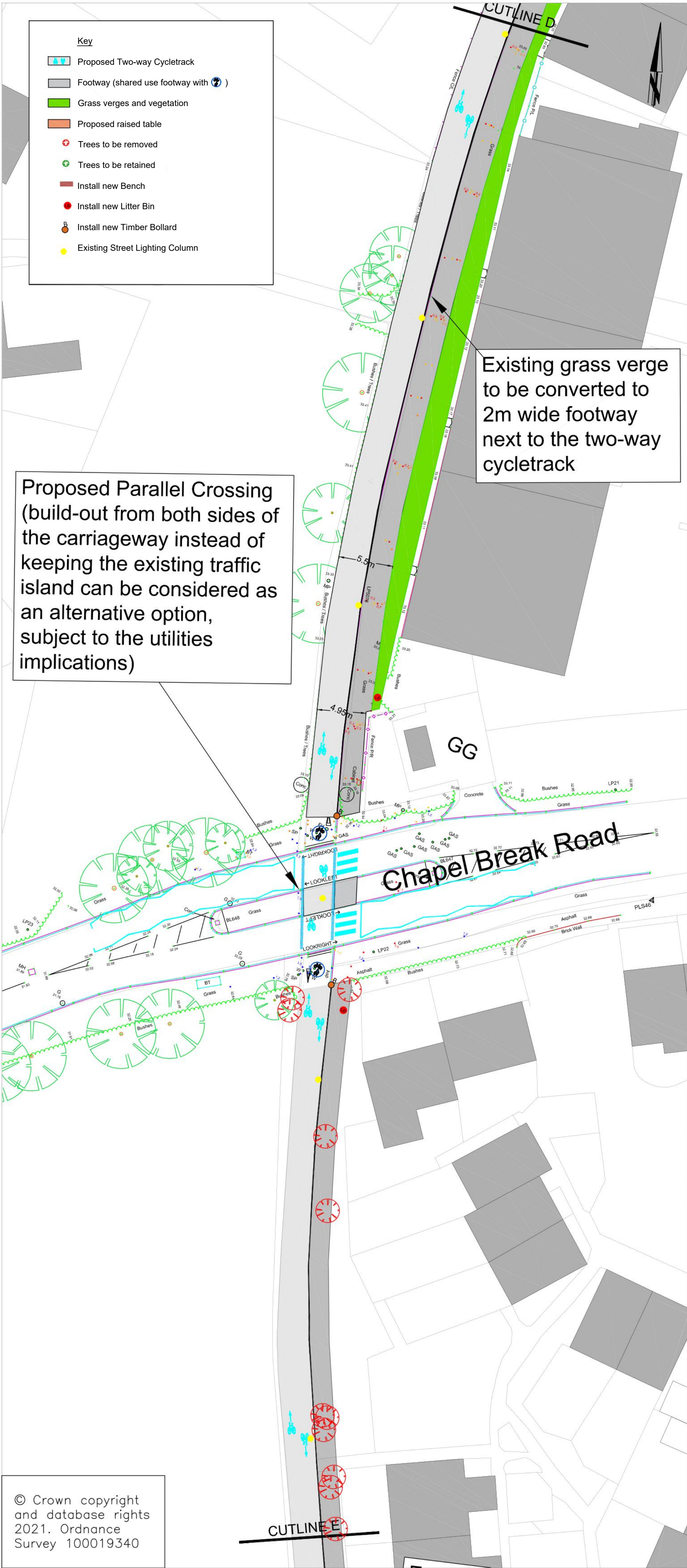
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DESIGNED BY	INITIALS	DATE	PROJECT TITLE
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DRAWN BY	INITIALS	DATE	Dereham Road - Richmond Road junction
JR	JR	10/21	SCALE 1:250@ A1
CHECKED BY	INITIALS	DATE	FILE No. PEA045



Appendix C - Dereham Road - Mayfly Way Walking and cycling Improvements





Appendix D - Dereham Road Bowthorpe Mobility Hub



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DRAWING TITLE
Dereham Road Bowthorpe Roundabout
Preliminary Design Layout
Sheet 1 of 3

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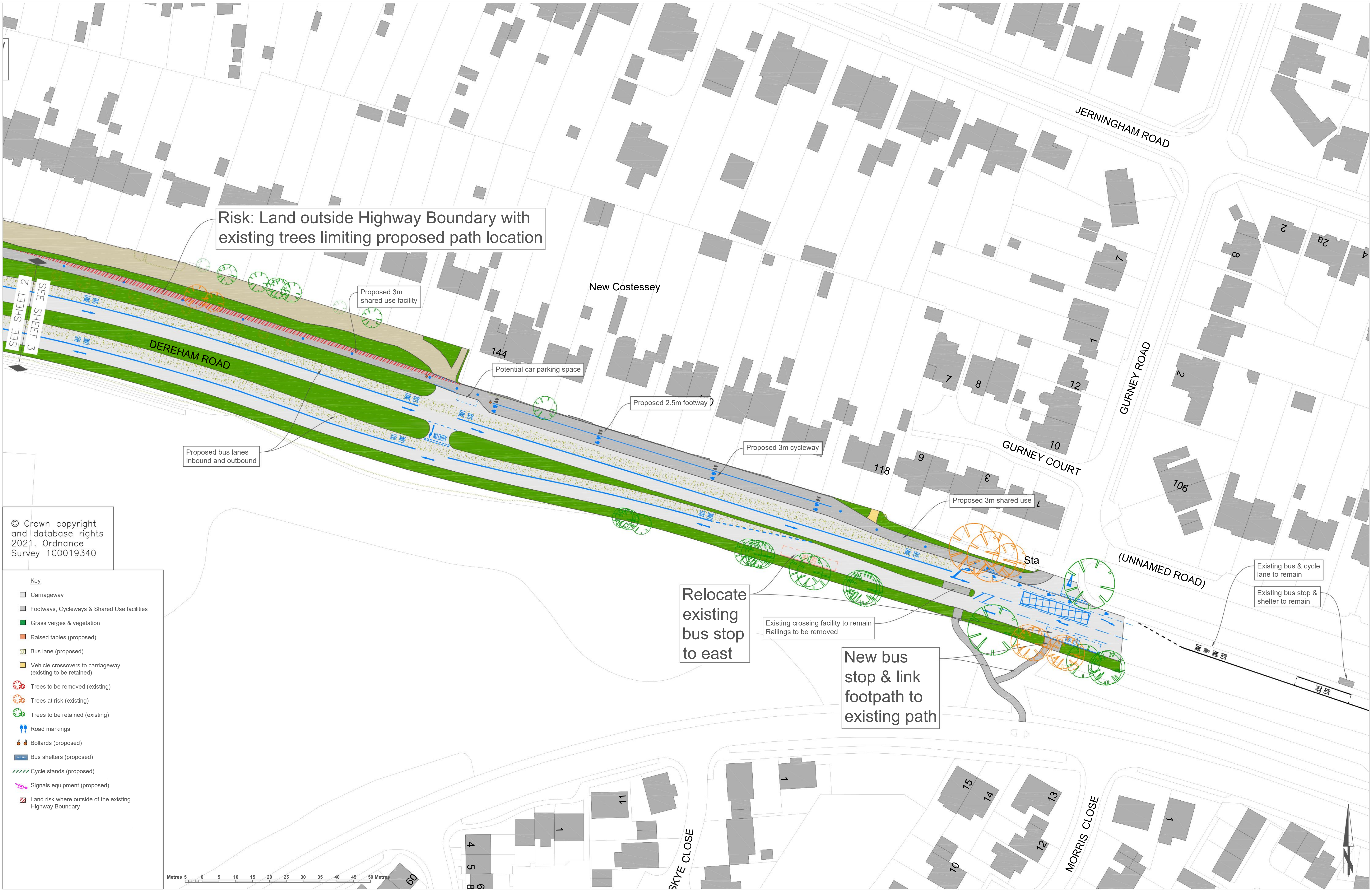
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DRAWN BY	JG	6/10/21	Dereham Road
CHECKED BY	JR	10/21	SCALE 1:500 @ A1 FILE No. PBA019-TCF-PRE-001



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DRAWN BY	JG	6/10/21	Dereham Road
CHECKED BY	JR	10/21	SCALE 1:500 @ A1 FILE No. PBA019-TCF-PRE-002



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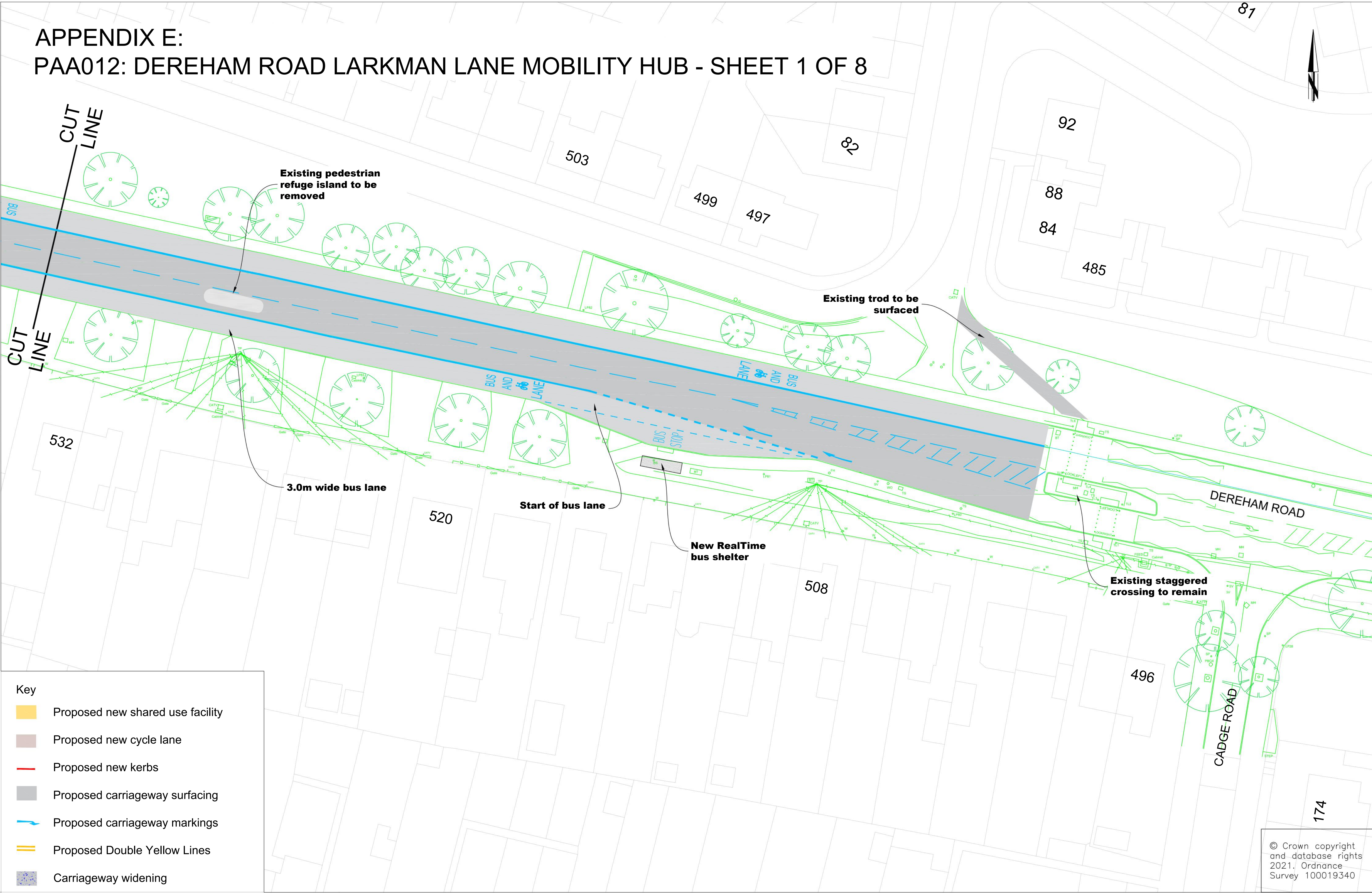
- Key**
- Carriageway
 - Footways, Cycleways & Shared Use facilities
 - Grass verges & vegetation
 - Raised tables (proposed)
 - Bus lane (proposed)
 - Vehicle crossovers to carriageway (existing to be retained)
 - Trees to be removed (existing)
 - Trees at risk (existing)
 - Trees to be retained (existing)
 - Road markings
 - Bollards (proposed)
 - Bus shelters (proposed)
 - Cycle stands (proposed)
 - Signals equipment (proposed)
 - Land risk where outside of the existing Highway Boundary

Metres 5 0 5 10 15 20 25 30 35 40 45 50 Metres

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PBA019-TCF-PRE-003
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DRAWN BY	JG	6/10/21	Dereham Road
CHECKED BY	JR	10/21	SCALE 1:500 @ A1 FILE No. PBA019

APPENDIX E:
PAA012: DEREHAM ROAD LARKMAN LANE MOBILITY HUB - SHEET 1 OF 8



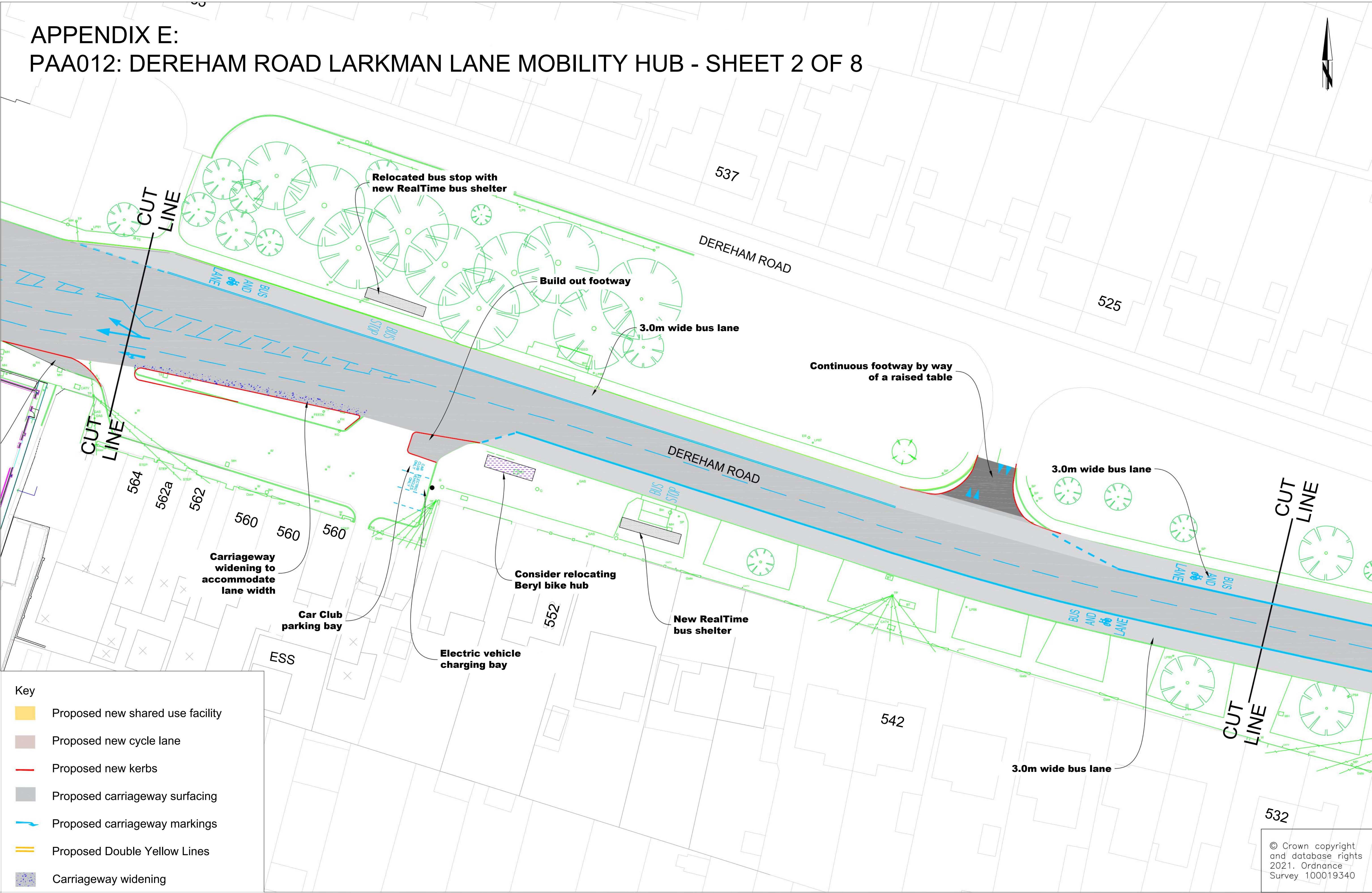
- Key
- Proposed new shared use facility
 - Proposed new cycle lane
 - Proposed new kerbs
 - Proposed carriageway surfacing
 - Proposed carriageway markings
 - Proposed Double Yellow Lines
 - Carriageway widening

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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
			PAA012-CONS-001
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
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DRAWN BY	INITIALS	DATE	SCALE
			1: 200 @ A1
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			PAA012

APPENDIX E:
PAA012: DEREHAM ROAD LARKMAN LANE MOBILITY HUB - SHEET 2 OF 8

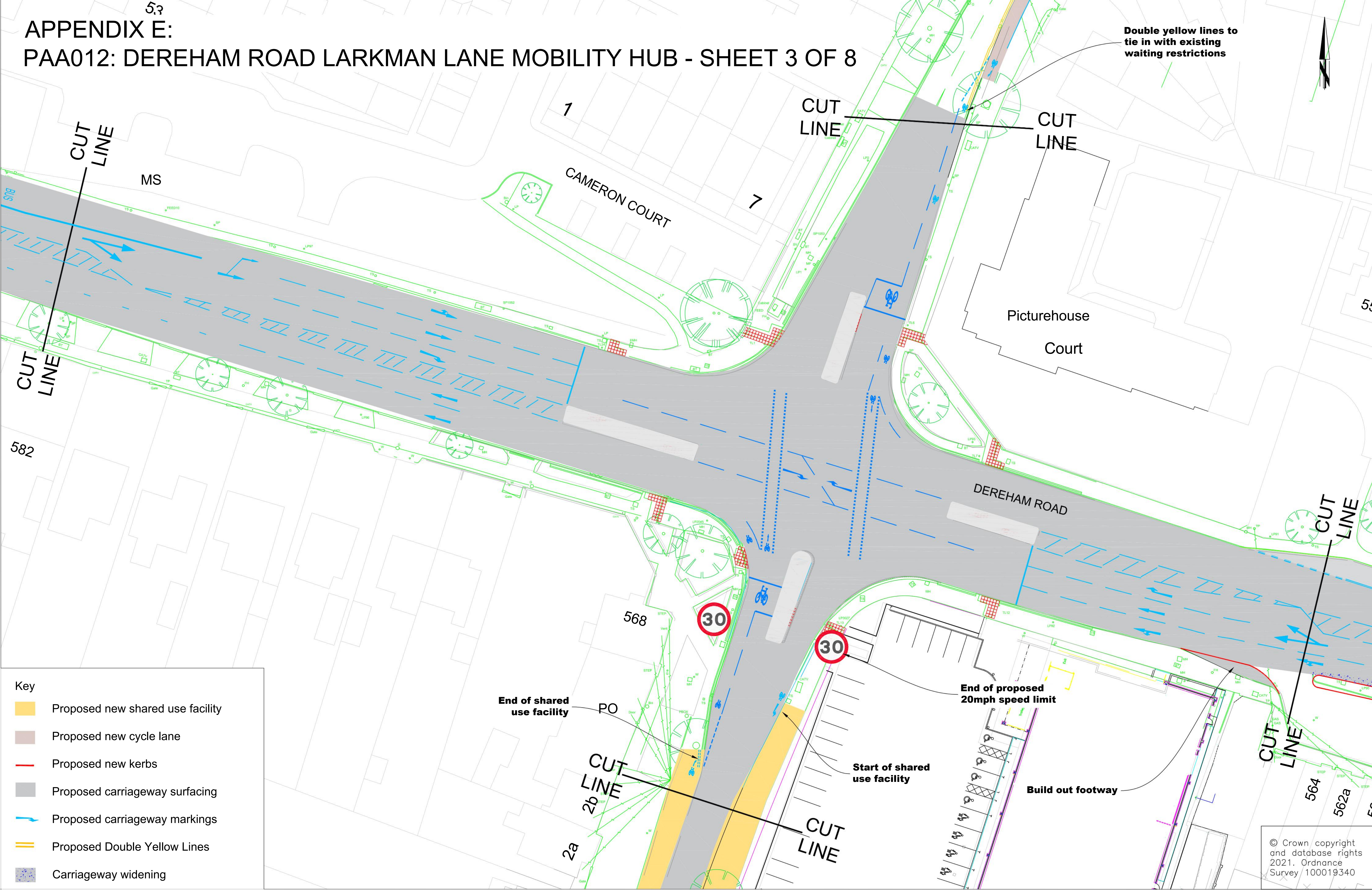


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- Proposed new cycle lane
- Proposed new kerbs
- Proposed carriageway surfacing
- Proposed carriageway markings
- Proposed Double Yellow Lines
- Carriageway widening

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APPENDIX E:
PAA012: DEREHAM ROAD LARKMAN LANE MOBILITY HUB - SHEET 3 OF 8

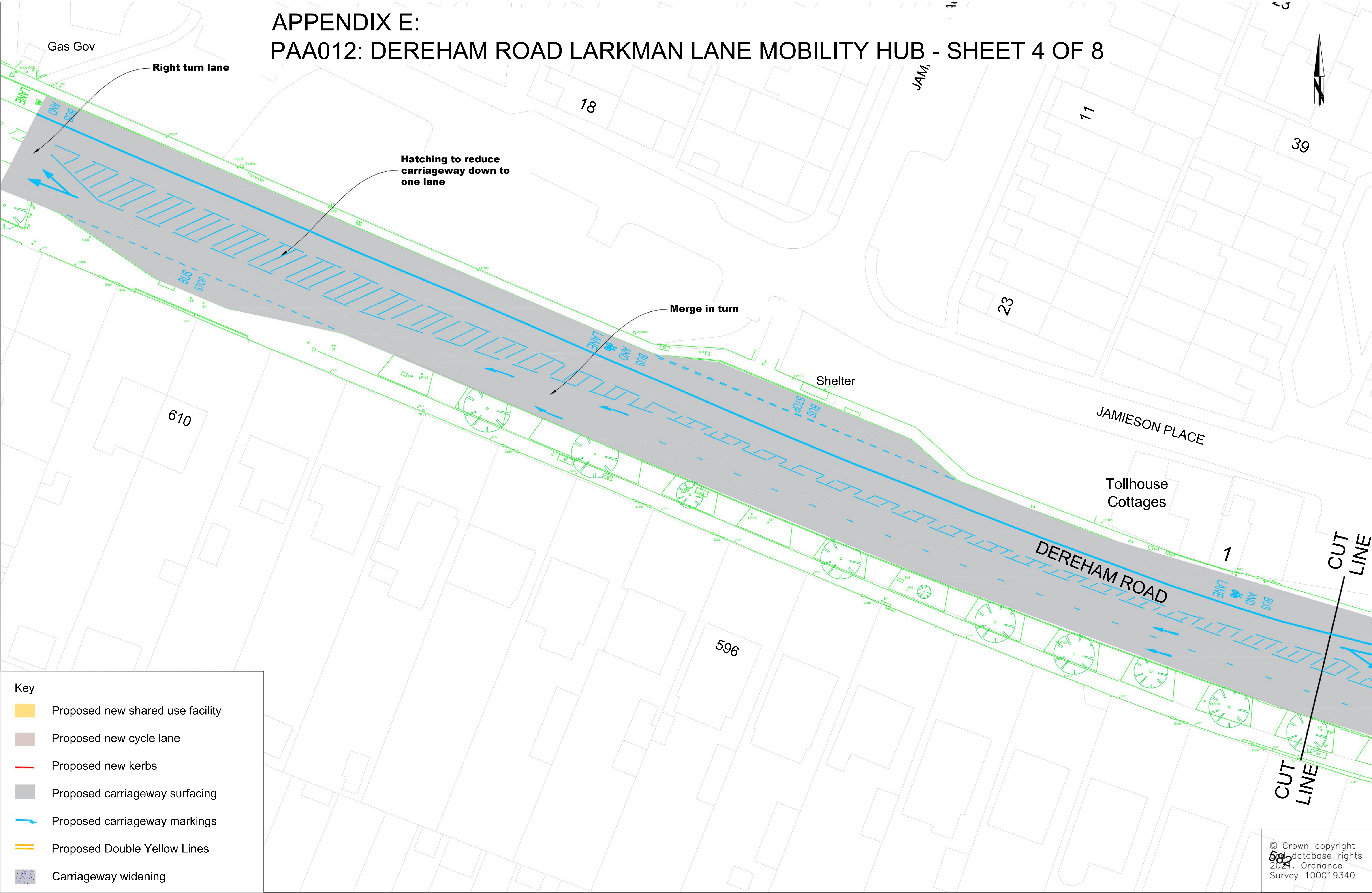


- Key
- Proposed new shared use facility
 - Proposed new cycle lane
 - Proposed new kerbs
 - Proposed carriageway surfacing
 - Proposed carriageway markings
 - Proposed Double Yellow Lines
 - Carriageway widening

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DESIGNED BY	JT	10/21	SCALE 1: 250 @ A1
DRAWN BY	JB	10/21	FILE No. PAA012-CONS-003
CHECKED BY	JT	10/21	

APPENDIX E:
PAA012: DEREHAM ROAD LARKMAN LANE MOBILITY HUB - SHEET 4 OF 8

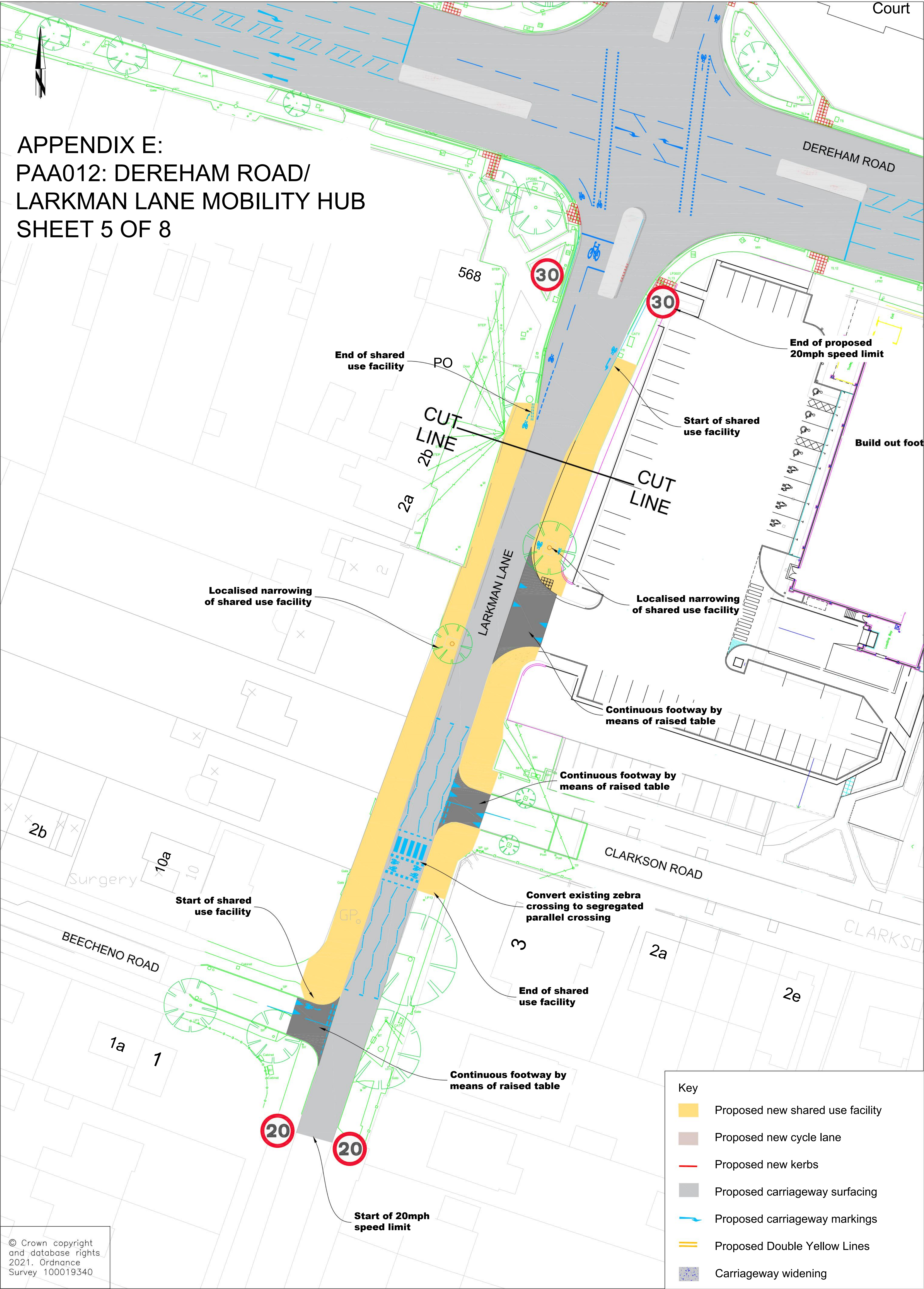


Key

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- Proposed new cycle lane
- Proposed new kerbs
- Proposed carriageway surfacing
- Proposed carriageway markings
- Proposed Double Yellow Lines
- Carriageway widening

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APPENDIX E:
PAA012: DEREHAM ROAD/
LARKMAN LANE MOBILITY HUB
SHEET 5 OF 8



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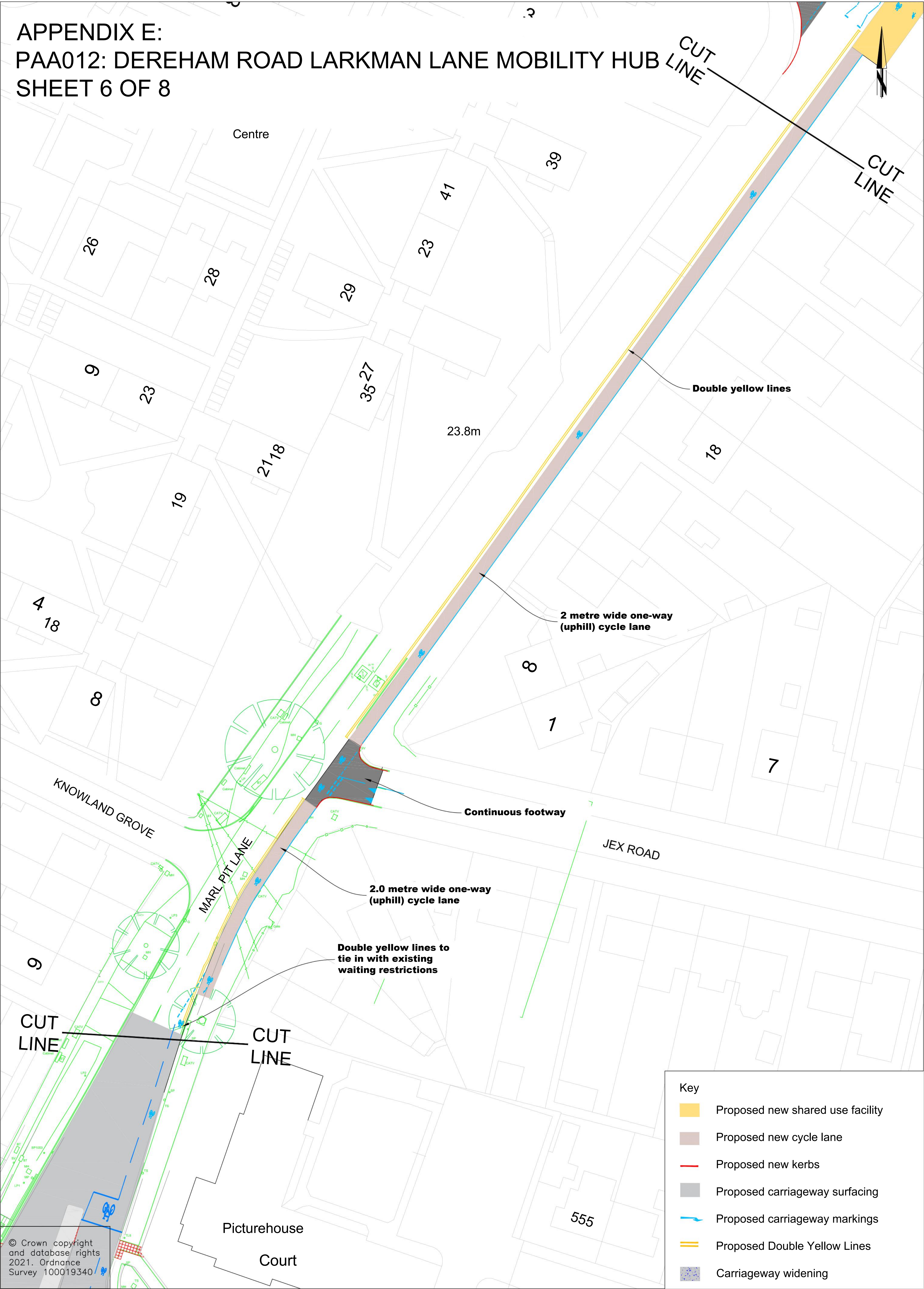
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DRAWING TITLE
PAA012 DEREHAM ROAD/LARKMAN LANE/MARL PIT LANE
MOBILITY HUB & TRAVEL IMPROVEMENTS
SHEET 5 OF 8

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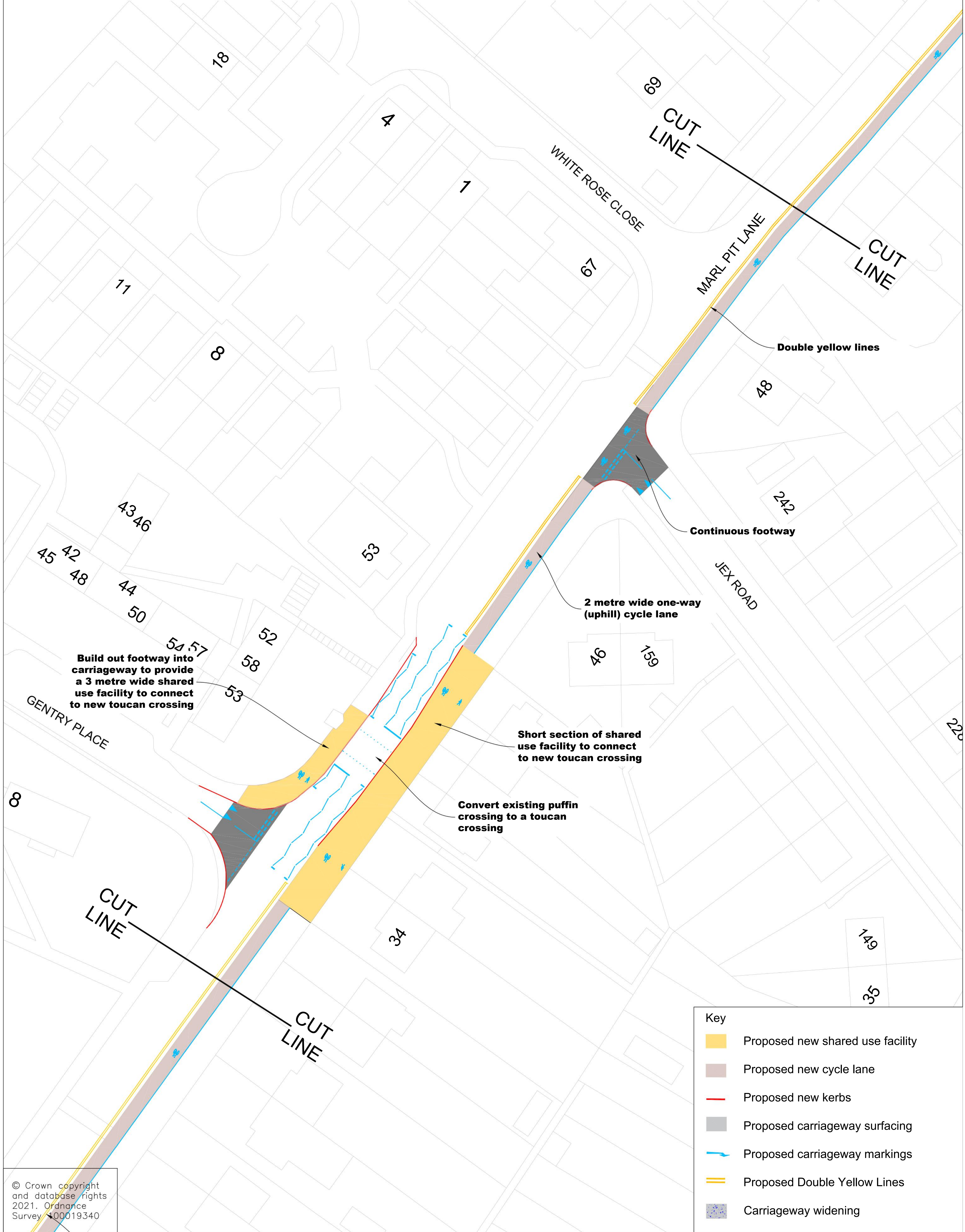
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CHECKED BY	JT	DATE	10/21	FILE No.	PAA012

APPENDIX E:
PAA012: DEREHAM ROAD LARKMAN LANE MOBILITY HUB
SHEET 6 OF 8





APPENDIX E:
PAA012: DEREHAM ROAD LARKMAN LANE MOBILITY HUB
SHEET 7 OF 8



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- Key
- Proposed new shared use facility
 - Proposed new cycle lane
 - Proposed new kerbs
 - Proposed carriageway surfacing
 - Proposed carriageway markings
 - Proposed Double Yellow Lines
 - Carriageway widening

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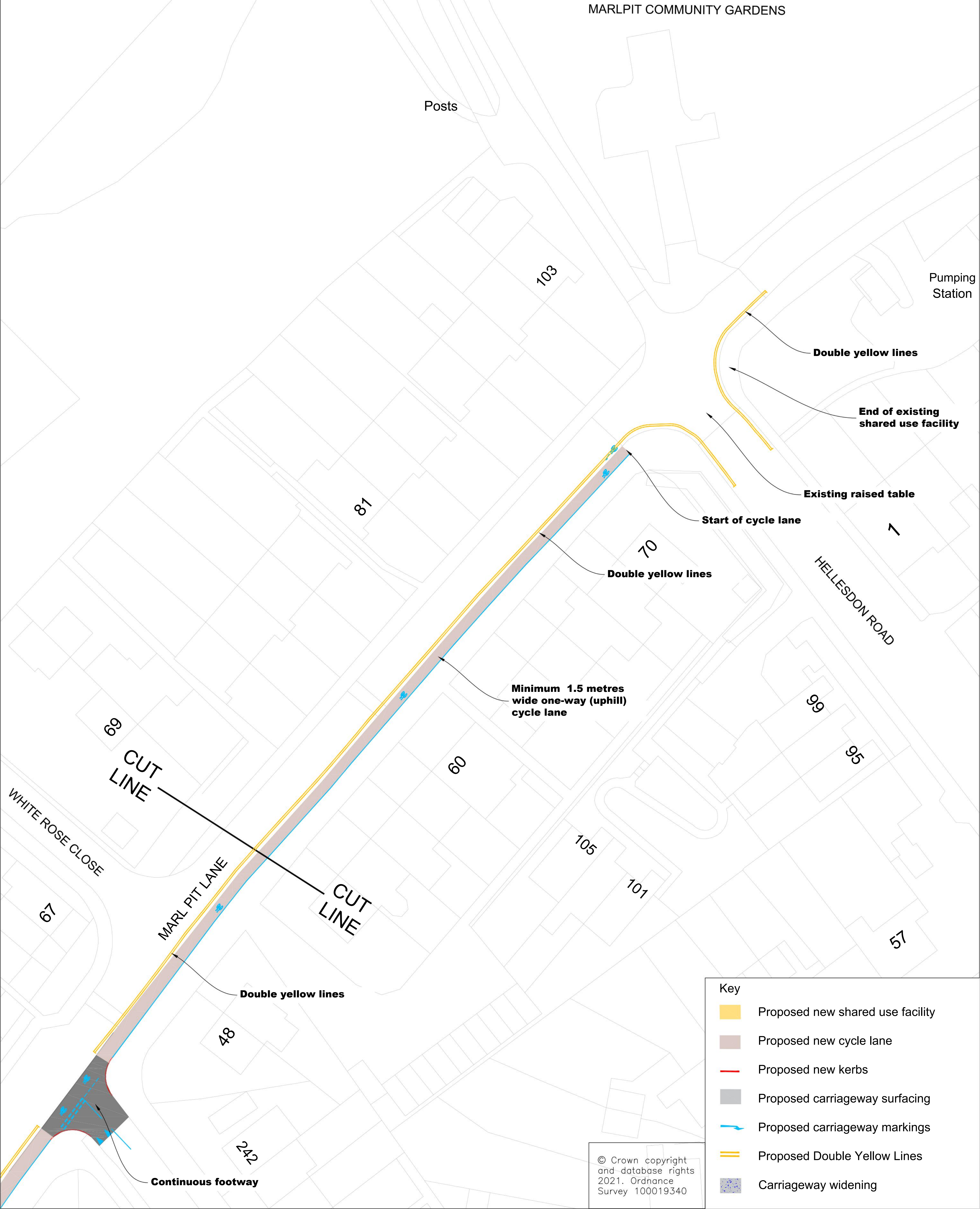
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MOBILITY HUB & TRAVEL IMPROVEMENTS
SHEET 7 OF 8

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DRAWN BY			SCALE
AW		10/21	1:250 @ A1
CHECKED BY			FILE No.
JT		10/21	PAA012



APPENDIX E:
PAA012: DEREHAM ROAD LARKMAN LANE MOBILITY HUB
SHEET 8 OF 8



- Key
- Proposed new shared use facility
 - Proposed new cycle lane
 - Proposed new kerbs
 - Proposed carriageway surfacing
 - Proposed carriageway markings
 - Proposed Double Yellow Lines
 - Carriageway widening

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DRAWING TITLE
PAA012 DEREHAM ROAD/LARKMAN LANE/MARL PIT LANE
MOBILITY HUB & TRAVEL IMPROVEMENTS
SHEET 8 OF 8

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

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DRAWN BY	JB	DATE	10/21	SCALE	1:250 @ A1
CHECKED BY	JT	DATE	10/21	FILE No.	PAA012

Transport for Norwich Joint Committee

Item No:7

Decision making report title: Thickthorn Park and Ride Expansion

Date of meeting: 18 November 2021

Responsible Cabinet Member: Cllr Martin Wilby – Cabinet Member for Highways, Infrastructure & Transport

Responsible Director: Grahame Bygrave – Director of Highways & Waste

Is this a key decision? No

If this is a key decision, date added to the Forward Plan of Key Decisions: N/A

Executive Summary/ Introduction from Cabinet Member

The Department for Transport has awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). Norfolk County Council's successful application is based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning".

The existing Thickthorn Park & Ride (P&R) site is a key transport interchange strategically located at the junction of the A11 and A47 trunk roads, which provides a frequent, fast (12 minute journey time) limited stop bus service to the city centre that nears capacity at the busiest times of the year. Implementing the proposals detailed in this report will improve capacity, help to ease congestion, improve air quality and encourage a modal shift to sustainable modes of travel, all of which contribute to the economic success of the city of Norwich.

Recommendations

- 1. To approve the submission of a planning application for the scheme to South Norfolk District Council.**

1. Background and Purpose

- 1.1 Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk District Council has secured £32m of funding from the Transforming Cities Fund (TCF) to deliver a range of schemes along identified corridors with the aim of making it easier to access

jobs, training and retail areas by making improvements to support sustainable modes of transport.

- 1.2 P&R services in Norwich are currently operated by konectbus. Service 501 operates from the Thickthorn site and serves the city centre and Norwich Airport with services operating at a frequency of every 15 minutes during weekday peak times and reduced frequencies running on Saturdays and Sundays.
- 1.3 The site currently has capacity for 726 parking spaces, which includes disabled spaces. Other existing facilities include toilets, a disabled toilet, a baby changing facility, real-time bus information, CCTV and cycle parking. There is currently no electric car charging available at Thickthorn although this is available at both the Airport and Harford P&R sites.
- 1.4 The proposed scheme aims to improve the capacity of the Thickthorn P&R site, provide facilities for coach parking and electric vehicle charging and enable a dedicated bus service to operate between the site and the wider Norwich Research Park (NRP), as it will provide additional parking capacity to support the NRP.

2. Proposals

- 2.1 The scheme proposes to expand the existing Thickthorn P&R site to the west by the addition of circa 460 additional vehicle spaces. This proposal covers approximately 4 hectares between the A11 and B1172, which requires an extension of the existing lease for which negotiations are under way. There is also the opportunity for the wider Norwich Research Park (NRP) to utilise part of the site for a dedicated P&R service to the NRP site.
- 2.2 The proposed 460 spaces comprise 389 standard parking bays, 30 disabled, 10 parent and child and 29 standard electric vehicle (EV) and 2 disabled EV bays. Ducting will also be provided to enable additional EV bays to be provided in the future. There will also be 8 new coach parking bays, additional motorcycle parking, bicycle storage, Amazon lockers, new cycle and pedestrian links and new digital real-time information signs.
- 2.3 The additional area of hardstanding requires a new drainage pond and the proposals also include landscaping enhancements, both elements being included within the documents required for the planning application. The details of the scheme proposals can be seen in the following appendices:
 - Appendix A – Proposed Site Plan
 - Appendix B – General Arrangement Plan
 - Appendix C – Drainage Layout
 - Appendix D – Landscape Mitigation Plan
 - Appendix E – Tree Protection Plan

- 2.4 A public consultation was carried out between 19 May and 13 June 2021 which comprised a questionnaire (hosted at www.norfolk.gov.uk/thickthorn). Letters were sent to 1,940 local residents to inform them of the consultation.
- 2.5 This report seeks approval for the submission of the planning application for this scheme and its subsequent construction should planning permission be granted (with or without conditions).
- 2.6 If the Committee approves the recommendations in this report, the planning application will be submitted prior to Christmas 2021. Subject to planning approval being granted and any conditions being met, construction of the scheme is planned to commence by Autumn 2022.

3. Summary of Consultation Responses

- 3.1 The consultation generated 29 responses, of which 10 (34%) supported the proposals, 8 (28%) opposed them and 11 (34%) were neutral or gave no opinion. The table below sets out themes from the responses and the number of times each were mentioned:

Themes	Number of times mentioned
Support the proposals	10
Oppose the proposals	8
Question the need for the site to be expanded	7
More electric vehicle charging points are needed	6
Concern about the environmental impact of the proposals	5
The impact of COVID-19 needs to be taken into account	4
Support for proposed cycle facilities and/or request for more	4
Concern over the cost of the proposals	4
Concern the proposals encourage more private car use (fewer cars are needed)	3
Request for motorhome parking facilities	3
Request for an improved map within the consultation	3
Request for a bus service to the NNUH	3
Bus Rapid Transit needed	2
Operational issues with Thickthorn P&R noted	2
Coach-related queries	2
Proposals out of line with TCF objectives	1
P&R benefits the more affluent – does not help those less well-off	1
Request for 24/7 parking	1
Request for larger parking spaces for SUV vehicles	1

- 3.2 NCC responded to all comments raised during the consultation. A table showing key themes with associated officer responses can be found in **Appendix F**.

4. Impact of the Proposal

- 4.1 The additional capacity and improved facilities at the Thickthorn P&R site will make public transport a more appealing and convenient option, enhancing access to the city centre, leading to an increase in bus passenger numbers. The opportunity to support a new Park and Ride service to the wider NRP area will improve access to this centre for world class research.
- 4.2 The additional cycle storage and enhanced cycling links from the adjacent B1172 may encourage more people to use a combination of public transport and cycling as part of their journey. This could include onward travel by cycle to education and employment areas including the University of East Anglia (UEA), Norwich Research Park (NRP) and Norfolk and Norwich University Hospital (NNUH).
- 4.3 The proposal for a high-quality P&R site at Thickthorn and the provision of dedicated coach parking facilities will help to ensure Norwich remains an important destination for visitors and tourists, helping to promote the long-term economic health of the city.
- 4.4 The provision of EV charging points for private vehicles supports the County Council Electric Vehicle Strategy, which aims to increase the number of public EV charge points across the county.

5. Evidence and Reasons for Decision

- 5.1 These proposals will deliver the vision set out in our TCF application, which will:
- Improve people's productivity and social mobility by unlocking access to employment and education opportunities across the Greater Norwich Region;
 - Increase the efficiency of travel and transport in the Greater Norwich Region and improve the impact transport has on carbon emissions, air quality and public health;
 - Use emerging technology to prepare the Greater Norwich Region for a future of shared and clean mobility.

6. Financial Implications

- 6.1 The total TCF budget for the scheme is £2.78m.

7. Resource Implications

7.1 Staff:

The schemes will be designed and delivered utilising existing resources including the council's professional services provider, WSP.

7.2 Property:

The current lease of land for the existing Park & Ride site needs to be extended to include the land required for the additional parking spaces, drainage works

and landscaping. Negotiations are under way between the landowner and the Council's land agent, NPS.

7.3 IT:

None

8. Other Implications

8.1 Legal Implications

NPLaw will advise on the making of noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.

8.2 Human Rights implications

Not applicable

8.3 Equality Impact Assessment (EqIA)

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways. Preliminary consultation on the scheme has taken place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made.

An EqIA has been carried out for the overall TCF2 programme and for this individual scheme. This scheme is likely to have a positive impact on people with protected characteristics with no negative impacts identified.

8.4 Data Protection Impact Assessments (DPIA)

As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as required to progress the scheme.

8.5 Health and Safety implications

The proposals are intended to improve health and wellbeing in Norwich by promoting greener travel options, including P&R, cycling and the use of electric vehicles. A reduction in pollution from fewer cars travelling into the city centre combined with the promotion of active travel options will have a positive impact on health.

The proposed scheme has been designed to improve the safety of highway users. A road safety audit has been carried out and the recommendations have been incorporated into the proposals.

8.6 Sustainability implications

This scheme encourages a modal shift towards sustainable travel modes and the design includes sustainable drainage and landscaping measures, as well as the provision of electric charging points for private vehicles.

8.7 Any other implications:

National Highways plan to carry out improvements the A47/A11 junction in 2023. The delivery team continue to liaise with National Highways in relation to this improvement scheme and other maintenance work.

9. Risk Implications/Assessment

9.1 A risk register is maintained for the wider TCF programme and this particular scheme as part of the technical design and construction delivery processes.

10. Select Committee comments

10.1 Not applicable.

11. Recommendations

1. To approve the submission of a planning application for the scheme to South Norfolk District Council.

12. Background Papers

12.1 None.

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

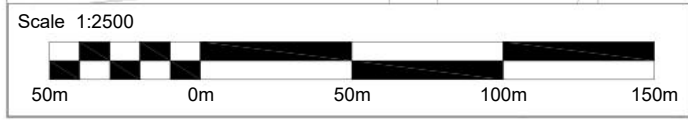
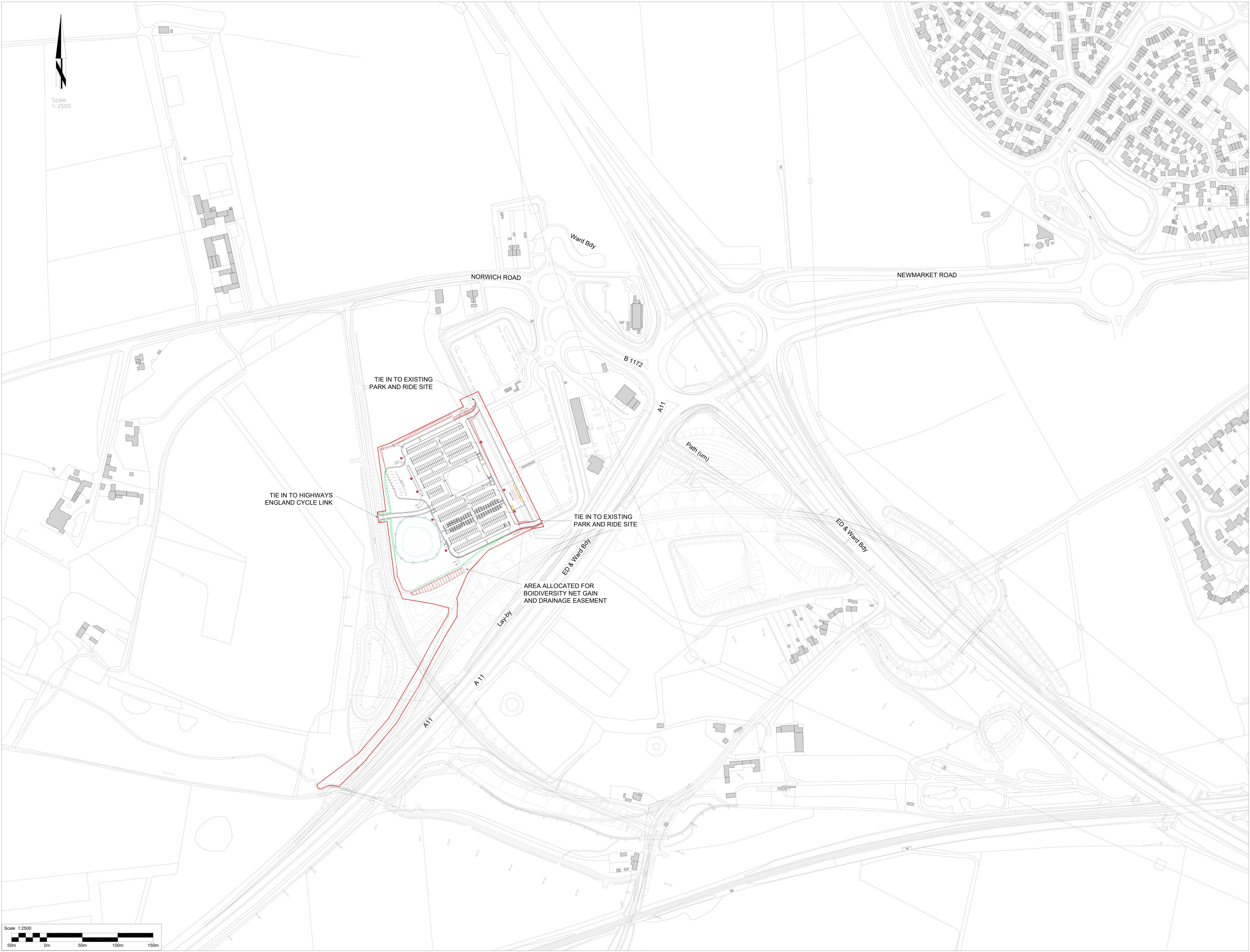
Officer name: William Jones

Telephone No.: 01603 306694

Email address: William.jones@norfolk.gov.uk



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Transport
for Norwich



HM Government



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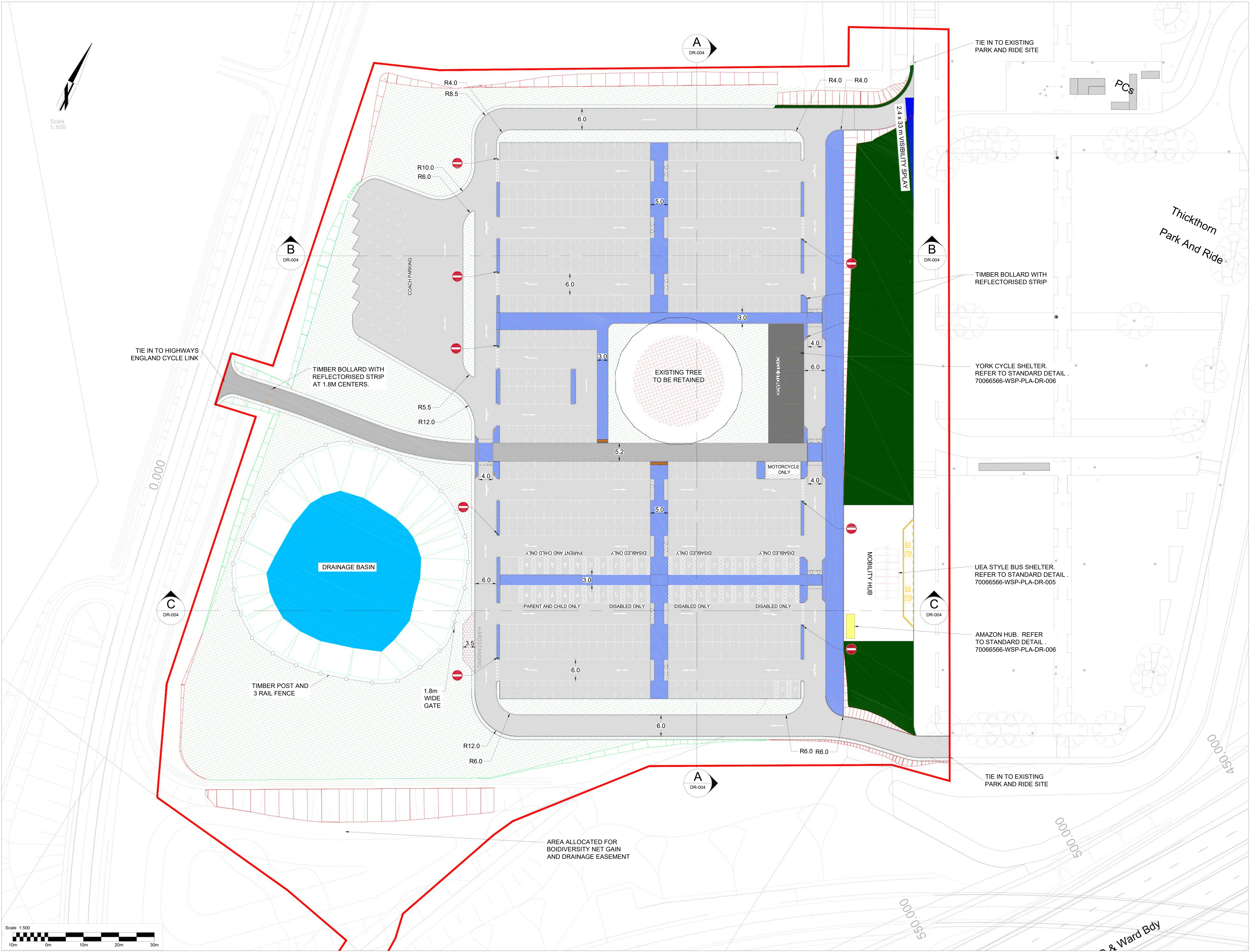
Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE

PROPOSED SITE PLAN

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	FOR PLANNING	SS	MO	24.06.21

SURVEYED BY	INITIALS	DATE	DRAWING No. 70066566-WSP-PLA-DR-002
DESIGNED BY	MS	24.06.21	PROJECT TITLE THICKTHORN PARK AND RIDE EXPANSION
DRAWN BY	SS	24.06.21	SCALE 1:2500 @ A1
CHECKED BY	MO	24.06.21	FILE No. 000



- Item 7 Appendix B**
- KEY**
- 389 NOS STANDARD BAYS
 - 5 NOS MOTORCYCLE PARKING
 - 8 NOS COACH PARKING
 - 30 NOS DISABLED PARKING BAYS
 - 10 NOS PARENT AND CHILD PARKING BAYS
 - 2 NOS DISABLED ELECTRIC VEHICLE PARKING BAYS
 - 29 NOS EV PARKING BAYS
 - 337 SQ.M AREA FOR CYCLE STORAGE
 - RED LINE BOUNDARY
 - FOOTWAYS (BURNT OCHRE PAVING BLOCKS)
 - SHARED FOOTWAY/CYCLE WAY. (MATERIAL TO BE CONFIRMED)
 - GRASS VERGE
 - PARKING AREAS
 - EXISTING WARD'S WOOD
 - STANDARD BAYS
 - MOTORCYCLE PARKING
 - COACH PARKING
 - DISABLED PARKING BAYS
 - PARENT AND CHILD PARKING BAYS
 - DISABLED ELECTRIC VEHICLE PARKING BAYS
 - EV PARKING BAYS
 - RAMP
 - UEA STYLE BUS SHELTER
 - YORK CYCLE SHELTER
 - EARTHWORK IN CUTTING
 - EARTHWORK IN FILL
 - GRASSCRETE MAINTENANCE HANDSTANDING
 - CORDUROY TACTILE PAVING
 - TRAFFIC SIGN TO TSRGD DIAGRAM 616
 - TRAFFIC SIGN
 - TIMBER BOLLARD WITH REFLECTORISED STRIP
 - AREA OF VEGETATION CLEARANCE
1. FOR TYPICAL SECTIONS REFER TO DRAWING 70066566-WSP-PLA-DR-004

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	FOR PLANNING	SS	MO	24.06.21
B	AMENDED TO INCORPORATE ROAD SAFETY COMMENTS	SS	MO	08.07.21
C	DRAINAGE POND UPDATED	SS	MO	05.08.21

SURVEYED BY	INITIALS	DATE	DRAWING No. 70066566-WSP-PLA-DR-003
DESIGNED BY	MS	24.06.21	PROJECT TITLE THICKTHORN PARK AND RIDE EXPANSION
DRAWN BY	SS	24.06.21	SCALE 1: 500 @ A1
CHECKED BY	MO	24.06.21	FILE No. 000

- KEY
- RED LINE BOUNDARY

PROPOSED CHAMBERS

PROPOSED HEADWALL

PROPOSED CARRIER DRAIN

PROPOSED FILTER DRAIN

PROPOSED RAIN GARDEN/FILTER DRAIN

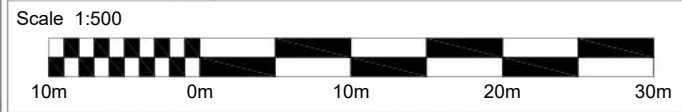
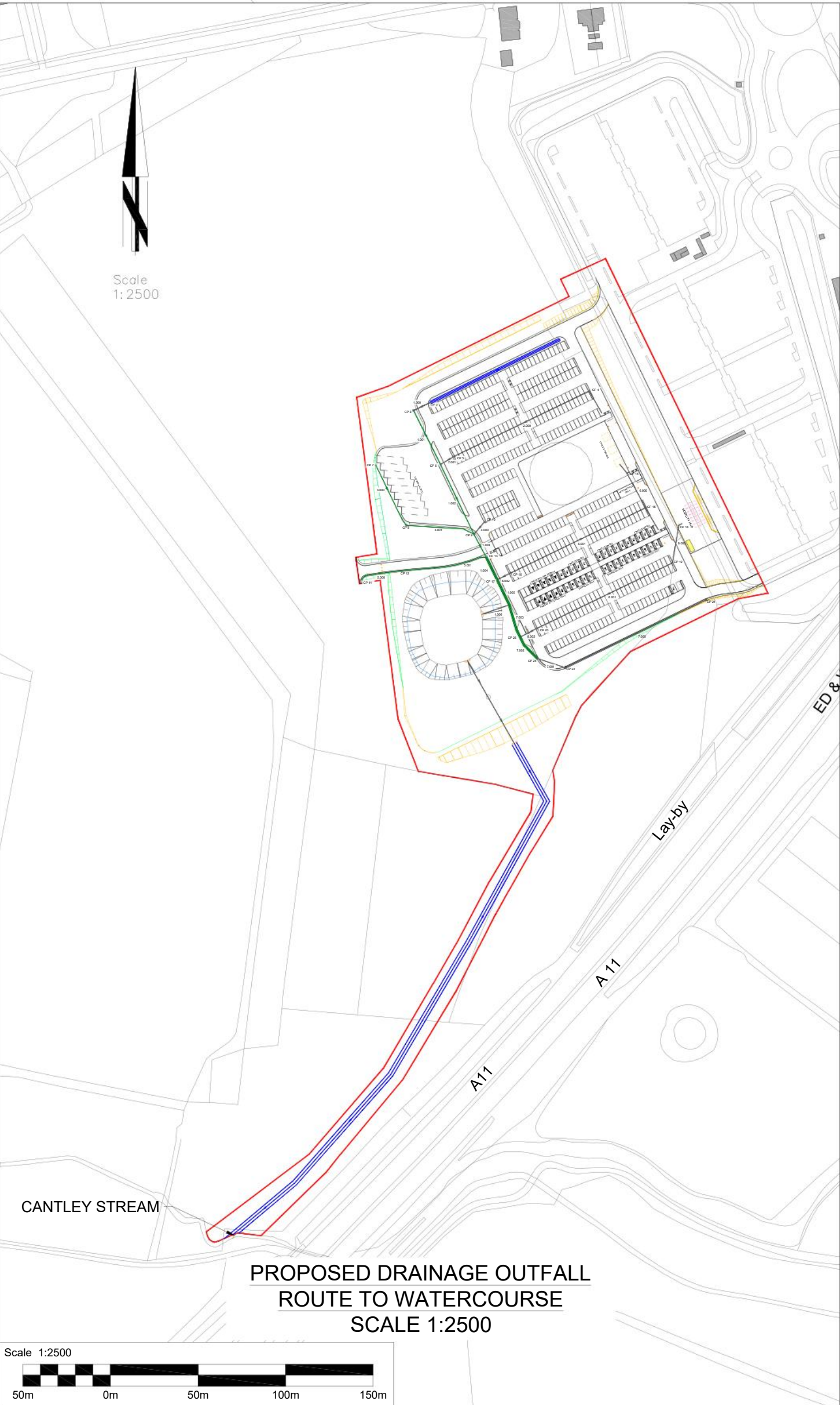
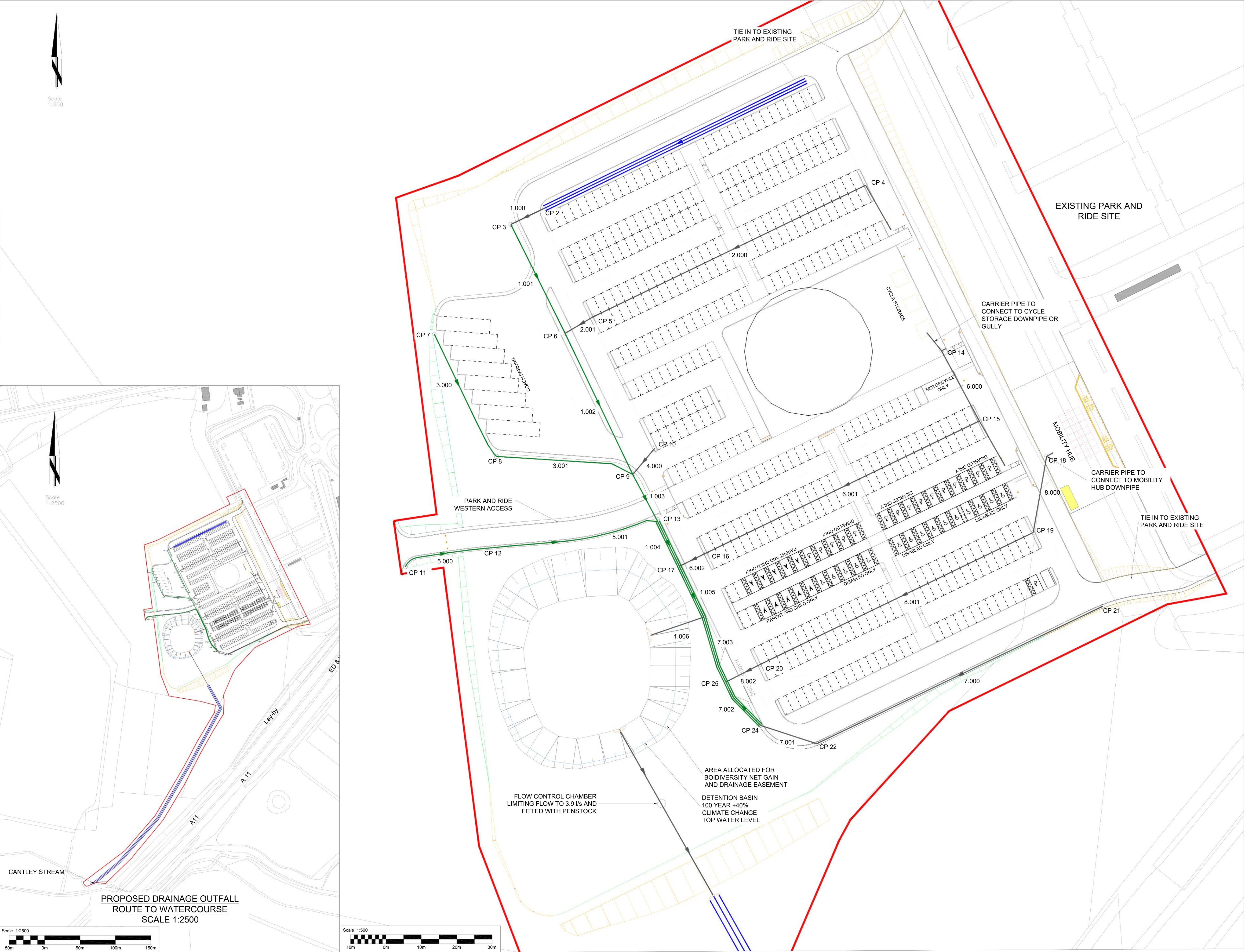
PROPOSED SWALE

EARTHWORKS IN CUTTING

EARTHWORKS IN FILL

Item 7 Appendix C

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Funded by:



Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE

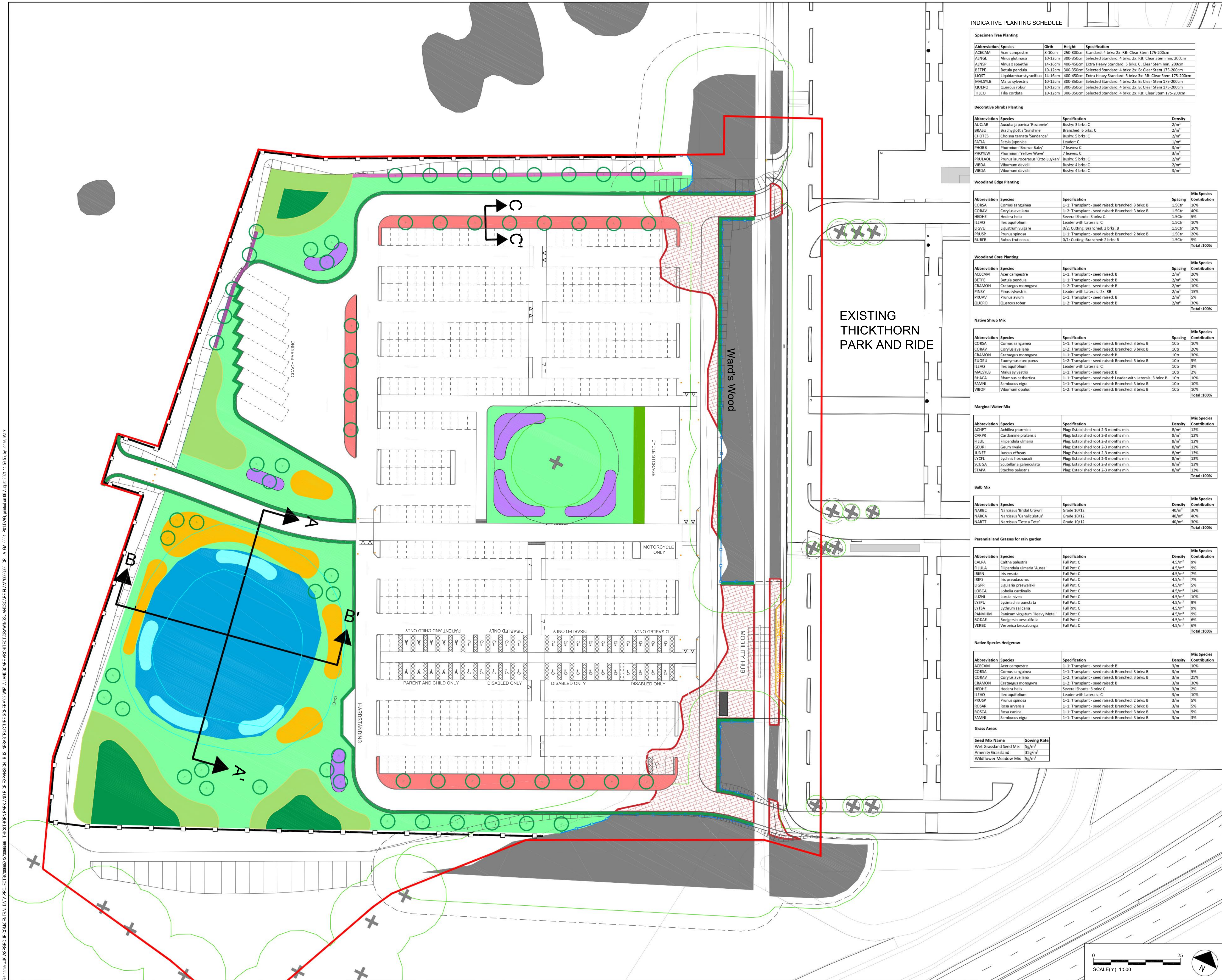
DRAINAGE LAYOUT

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	DRAFT FOR DISCUSSION	MB	SAO	06.08.21

SURVEYED BY	INITIALS	DATE	DRAWING No.
DESIGNED BY	MB	06.08.21	70066566-WSP-PLA-DR-501
DRAWN BY	MB	05.08.21	PROJECT TITLE
CHECKED BY	SAO	09.08.21	THICKTHORN PARK AND RIDE EXPANSION
SCALE			FILE No.
1:500 @ A1			0001

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INDICATIVE PLANTING SCHEDULE

Specimen Tree Planting				
Abbreviation	Species	Girth	Height	Specification
ACECAM	Acer campestre	8-10cm	250-300cm	Standard: 4 brks: 2x: RB: Clear Stem 175-200cm
ALNGL	Alnus glutinosa	10-12cm	300-350cm	Selected Standard: 4 brks: 2x: RB: Clear Stem min. 200cm
ALNSP	Alnus x spaethii	14-16cm	400-450cm	Extra Heavy Standard: 5 brks: C: Clear Stem min. 200cm
BETPE	Betula pendula	10-12cm	300-350cm	Selected Standard: 4 brks: 2x: B: Clear Stem 175-200cm
LIQST	Liquidambar styraciflua	14-16cm	400-450cm	Extra Heavy Standard: 5 brks: 3x: RB: Clear Stem 175-200cm
MALSYLB	Malus sylvestris	10-12cm	300-350cm	Selected Standard: 4 brks: 2x: B: Clear Stem 175-200cm
QUERO	Quercus robur	10-12cm	300-350cm	Selected Standard: 4 brks: 2x: B: Clear Stem 175-200cm
TILCO	Tilia cordata	10-12cm	300-350cm	Selected Standard: 4 brks: 2x: RB: Clear Stem 175-200cm
Decorative Shrubs Planting				
Abbreviation	Species	Specification		Density
AUCIAR	Aucuba japonica 'Rosammi'	Bushy: 3 brks: C		2/m²
BRASU	Brachyodonta 'Sunshine'	Branched: 6 brks: C		2/m²
CHOTES	Choysa ternata 'Sundance'	Bushy: 5 brks: C		2/m²
FATIA	Fatsia japonica	Leader: C		1/m²
PHOBB	Phormium 'Bronze Baby'	7 leaves: C		3/m²
PHOYEW	Phormium 'Yellow Wave'	7 leaves: C		3/m²
PRULAO	Prunus laurocerasus 'Otto Layken'	Bushy: 5 brks: C		2/m²
VEEDA	Viburnum davidii	Bushy: 4 brks: C		2/m²
VEEDA	Viburnum davidii	Bushy: 4 brks: C		3/m²
Woodland Edge Planting				
Abbreviation	Species	Specification	Spacing	Mix Species Contribution
CORSA	Cornus sanguinea	1+1: Transplant - seed raised: Branched: 3 brks: B	1.5ctr	10%
CORAV	Corylus avellana	1+2: Transplant - seed raised: Branched: 3 brks: B	1.5ctr	40%
HEDHE	Hedera helix	Several Shoots: 3 brks: C	1.5ctr	5%
ILEAQ	Ilex aquifolium	Leader with Lateral: C	1.5ctr	10%
LIGUV	Ligustrum vulgare	0/2: Cutting: Branched: 3 brks: B	1.5ctr	10%
PRUSP	Prunus spinosa	1+1: Transplant - seed raised: Branched: 2 brks: B	1.5ctr	20%
RUBFR	Rubus fruticosus	0/1: Cutting: Branched: 2 brks: B	1.5ctr	5%
			Total: 100%	
Woodland Core Planting				
Abbreviation	Species	Specification	Spacing	Mix Species Contribution
ACECAM	Acer campestre	1+1: Transplant - seed raised: B	2/m²	20%
BETPE	Betula pendula	1+1: Transplant - seed raised: B	2/m²	20%
CRAMON	Crataegus monogyna	1+2: Transplant - seed raised: B	2/m²	10%
PINSY	Pinus sylvestris	Leader with Lateral: 2x: RB	2/m²	15%
PRUAV	Prunus avium	1+1: Transplant - seed raised: Branched: 2 brks: B	2/m²	5%
QUERO	Quercus robur	1+2: Transplant - seed raised: B	2/m²	30%
			Total: 100%	
Native Shrub Mix				
Abbreviation	Species	Specification	Spacing	Mix Species Contribution
CORSA	Cornus sanguinea	1+1: Transplant - seed raised: Branched: 3 brks: B	1ctr	10%
CORAV	Corylus avellana	1+2: Transplant - seed raised: Branched: 3 brks: B	1ctr	20%
CRAMON	Crataegus monogyna	1+1: Transplant - seed raised: B	1ctr	30%
EUOEU	Euonymus europaeus	1+2: Transplant - seed raised: Branched: 5 brks: B	1ctr	5%
ILEAQ	Ilex aquifolium	Leader with Lateral: C	1ctr	5%
MALSYLB	Malus sylvestris	1+1: Transplant - seed raised: B	1ctr	2%
RHACA	Rhamnus cathartica	1+1: Transplant - seed raised: Leader with Lateral: 3 brks: B	1ctr	10%
SAVINI	Sambucus nigra	1+1: Transplant - seed raised: Branched: 3 brks: B	1ctr	10%
VEOP	Viburnum opulus	1+2: Transplant - seed raised: Branched: 3 brks: B	1ctr	10%
			Total: 100%	
Marginal Water Mix				
Abbreviation	Species	Specification	Density	Mix Species Contribution
ACHPT	Achillea ptarmica	Plug: Established root 2-3 months min.	8/m²	12%
CADPR	Cardamine pratensis	Plug: Established root 2-3 months min.	8/m²	12%
FILUL	Filipendula ulmaria	Plug: Established root 2-3 months min.	8/m²	12%
GEURU	Geum rivale	Plug: Established root 2-3 months min.	8/m²	12%
JUNEFF	Juncus effusus	Plug: Established root 2-3 months min.	8/m²	13%
LYCCL	Lychnis flos-cuculi	Plug: Established root 2-3 months min.	8/m²	13%
SCUGA	Scutellaria galericulata	Plug: Established root 2-3 months min.	8/m²	13%
STAPA	Stachys palustris	Plug: Established root 2-3 months min.	8/m²	13%
			Total: 100%	
Bulb Mix				
Abbreviation	Species	Specification	Density	Mix Species Contribution
NARBIC	Narcissus 'Bridal Crown'	Grade 10/12	40/m²	30%
NARICA	Narcissus 'Canaliculatus'	Grade 10/12	40/m²	40%
NARITT	Narcissus 'Tete a Tete'	Grade 10/12	40/m²	30%
			Total: 100%	
Perennial and Grasses for rain garden				
Abbreviation	Species	Specification	Density	Mix Species Contribution
CALPA	Calluna palustris	Full Pot: C	4.5/m²	9%
FILULA	Filipendula ulmaria 'Aurea'	Full Pot: C	4.5/m²	9%
IRIEN	Iris ensata	Full Pot: C	4.5/m²	7%
IRIPS	Iris pseudacorus	Full Pot: C	4.5/m²	7%
LIGPR	Ligularia przewalskii	Full Pot: C	4.5/m²	5%
LOBCA	Lobelia cardinalis	Full Pot: C	4.5/m²	14%
LUZNI	Luzula nivea	Full Pot: C	4.5/m²	10%
LYSPU	Lythmus punctata	Full Pot: C	4.5/m²	9%
LYTSA	Lythrum salicaria	Full Pot: C	4.5/m²	9%
PANVHM	Panicum virgatum 'Heavy Metal'	Full Pot: C	4.5/m²	9%
RODAR	Rodgersia aesculifolia	Full Pot: C	4.5/m²	6%
VERBE	Veronica beccabunga	Full Pot: C	4.5/m²	6%
			Total: 100%	
Native Species Hedgerow				
Abbreviation	Species	Specification	Density	Mix Species Contribution
ACECAM	Acer campestre	1+1: Transplant - seed raised: B	3/m	10%
CORSA	Cornus sanguinea	1+1: Transplant - seed raised: Branched: 3 brks: B	3/m	5%
CORAV	Corylus avellana	1+2: Transplant - seed raised: Branched: 3 brks: B	3/m	25%
CRAMON	Crataegus monogyna	1+2: Transplant - seed raised: B	3/m	30%
HEDHE	Hedera helix	Several Shoots: 3 brks: C	3/m	2%
ILEAQ	Ilex aquifolium	Leader with Lateral: C	3/m	10%
PRUSP	Prunus spinosa	1+1: Transplant - seed raised: Branched: 2 brks: B	3/m	5%
ROSAR	Rosa arvensis	1+1: Transplant - seed raised: Branched: 2 brks: B	3/m	5%
ROSCA	Rosa canina	1+1: Transplant - seed raised: Branched: 3 brks: B	3/m	5%
SAVINI	Sambucus nigra	1+1: Transplant - seed raised: Branched: 3 brks: B	3/m	5%
Grass Areas				
Seed Mix Name	Sowing Rate			
Wet Grassland Seed Mix	5g/m²			
Amenity Grassland	35g/m²			
Wildflower Meadow Mix	5g/m²			

DO NOT SCALE

Key - GA

Planning Application Boundary

Detention Basin

AB

AW

Detention Basin Cross Sections
(Refer to Figure 6.2)

G

C

Rain Garden Detail
(Refer to Figure 6.3)

Tree Root Protection Area
(Refer to Figure 6.3)

Existing tree to be retained
Approximate extent of existing canopy

Indicative extent of
vegetation to be cleared

Indicative extent of existing retained
vegetation
Potential areas of biodiversity enhancement-
subject to further assessment

Proposed marginal planting

Proposed amenity grassland

Proposed species rich wildflower
grassland

Proposed wet grassland

Proposed native shrub planting

Proposed decorative shrub
planting

Proposed woodland edge planting

Proposed woodland planting

Proposed native hedgerow

Proposed specimen trees
(locations indicative)

Proposed bulb planting

Proposed rain garden planting
(Refer to Figure 6.3 for detail)

Tree Protection Fence
(Exact location of TPF and other tree protection
measurements will be specified on site by experienced
Arboriculturist prior to construction)

Visual Screen Fence
(during construction only)
(Temporary 2m Heras type fence with green
tarpaulin cover)

Item 7 Appendix D

WSP

No 8 First Street, Manchester, M15 4RP, UK
T+ 44 (0) 161 200 5000
wsp.com

CLIENT:

Norfolk County Council

ARCHITECT:

SITE/PROJECT:

Thickthorn Park and Ride
Expansion

TITLE:

Landscape Mitigation Plan

SCALE @ A1:

1:500

CHECKED:

MJ

APPROVED:

AW

PROJECT NO:

70065566

DESIGNED:

MJ/MR

DRAWN:

MR

DATE:

August 21

DRAWING NO:

REV:

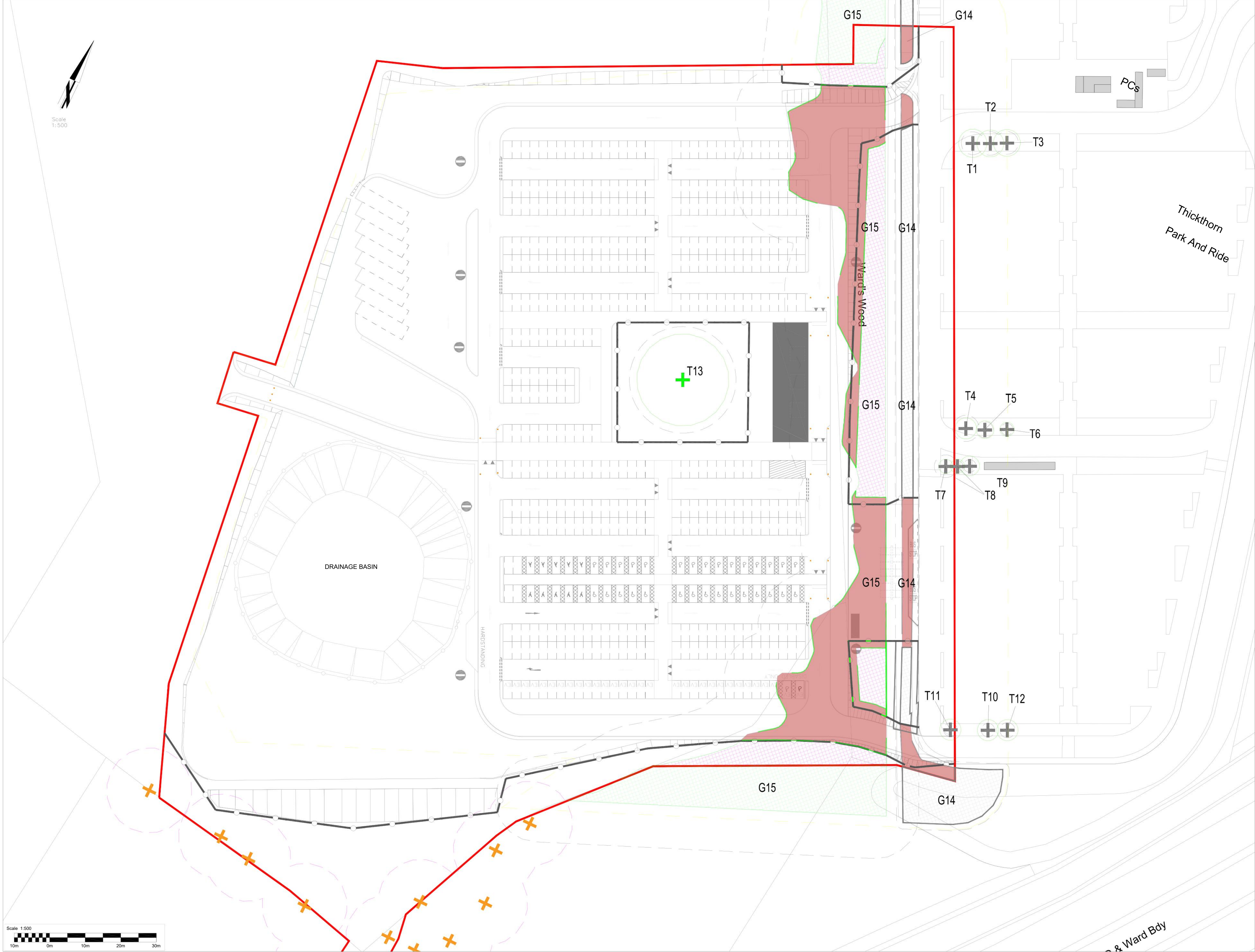
P01

Figure 6.1

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84

- KEY
- T TREE
- G TREE GROUP
- BS 5837 CATEGORY GRADING / QUALITY
- + A CATEGORY / HIGH
- + C CATEGORY / LOW
- x UN-SURVEYED TREE
- ROOT PROTECTION AREA
- TREE CANOPY
- ASSUMED ROOT PROTECTION AREA
- AREA OF TREES TO BE REMOVED
- AREA OF TREES - REMOVAL SUBJECT TO FURTHER ASSESSMENT
- RED LINE BOUNDARY
- ARBORICULTURAL STUDY AREA



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Funded by:



Tom McCabe
Executive Director of
Community and Environmental Services
Norfolk County Council
County Hall, Martineau Lane
Norwich NR1 2SG

DRAWING TITLE

TREE PROTECTION PLAN

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	FOR PLANNING	JM	HB	17.08.21

	INITIALS	DATE	DRAWING No. 70066566-WSP-TPP-DR-001
SURVEYED BY	EB	24.09.20	PROJECT TITLE
DESIGNED BY	JM	17.08.21	THICKTHORN PARK AND RIDE EXPANSION
DRAWN BY	JM	17.08.21	SCALE
CHECKED BY	HB	-	1: 500 @ A1
			FILE No. 000

Appendix F – Thickthorn Consultation Comments and Responses

Consultation Comment	Officer Response
<p>This is an unnecessary expense with falling traffic volumes.</p>	<p>Prior to the COVID-19 pandemic, the Thickthorn Park & Ride site was well utilised, consistently having high vehicle occupancy rates and running out of capacity at the busiest times of the year. Whilst the pandemic has had an impact on travel behaviours, there is clear evidence that people are travelling around in numbers approaching those of pre-pandemic levels. This is being seen across all modes of transport. Growth in housing, employment and education facilities is continuing, particularly along this corridor. The aim of the project to reduce congestion in and around Norwich city centre, and on the A11 corridor in particular, remains valid.</p> <p>The extension of the Thickthorn site provides the opportunity to provide new coach parking bays (supporting visitor and leisure trips), new EV charging points (supporting the steady increase in electric vehicles) and the possibility of a new Park & Ride service linking to the wider Norwich Research Park.</p>
<p>Query around sign directions on A11 and southern bypass.</p>	<p>National Highways (formerly Highways England) manage this part of the network. We are engaging with National Highways on joint issues that affect the delivery of highway schemes in this area and we will jointly review with them what signage is most appropriate to direct people to Park & Ride.</p>
<p>Would like to attract long distance coaches too.</p>	<p>Eight new coach parking bays are to be provided as part of the expansion of the site.</p>
<p>Map inadequate.</p>	<p>A new map was uploaded during the consultation process.</p>
<p>Coach parking bay query</p>	<p>All eight coach bays will be made EV charging compatible with appropriate ducting and cables provided – the provision of charging equipment will be subject to discussion and agreement with an appropriate third party supplier.</p>

	<p>The additional coach bays are for layover and we are in discussions with operators about how these could be used for wider routes to London and further afield.</p>
<p>Object to development of green corridor.</p>	<p>Expansion of the existing Park & Ride site, avoiding the need for a new facility to be constructed, is an effective way of reducing congestion along the A11 corridor. The existing site is strategically located to intercept traffic movements on the A11, A47 and B1172, providing a quick, frequent, reliable and convenient sustainable transport link into the city centre.</p> <p>The design allows for retention of the large mature tree which is both of high arboricultural value and an important visual feature. Whilst implementation of the Proposed Scheme will necessitate the removal of some trees (to provide access from the existing car park to the extended area), a proportion of the trees are to be retained and protected. A new tree planting strategy will be developed, the aim of which is to compensate for tree removals, improve species diversity and increase resilience to climate change.</p> <p>The use of tree pits and / or raingardens in verges will be used to replace lost trees, help maintain biodiversity and also provide sustainable drainage systems.</p> <p>The installation of an attenuation pond will provide an opportunity to create new habitats, especially as the pond has been design and will be maintained as wetland habitat. Amphibian shelves will also be incorporated adjacent to the pond, to increase the potential for biodiversity.</p> <p>Measures have also been adopted to minimise the effects of lighting on local wildlife species, by adjusting the position and angle of lighting columns and avoiding any upward light spill.</p>
<p>More people are working from home at the moment and this may continue long into the future. We have found a new normal and it doesn't involve driving around so much and travelling in buses.</p>	<p>The COVID-19 pandemic has brought about changes in how people work, shop, travel and spend their free time. However, Norwich is well-placed to bounce back and play a significant role in national economic recovery over the short, medium and longer term. Norwich is recognised nationally as a key engine of growth and is establishing itself as a leader in science, technology and advanced manufacturing with strong connections to Cambridge as part of the Cambridge Norwich Tech Corridor.</p>

	Growth and recovery will add pressure to the wider transport network and the aim of this project to reduce congestion in and around Norwich city centre, and on the A11 corridor in particular, remains valid.
Request for more EV charging.	This proposal will add 31 EV charging points for private vehicles. In addition, all eight coach bays will be made EV charging compatible with appropriate ducting and cables. We will also provide appropriate ducting and cabling to the majority of the remaining car parking spaces on the expanded site so there will be the opportunity to increase the number of charging points in the future avoiding the need for additional civils works.
Comment about shuttle bus to hospital.	<p>We are in discussion with the wider Norwich Research Park (NRP) site about the provision of a new bus service operating between the Thickthorn Park & Ride site and the NRP. In addition to providing additional capacity for Park and Ride to the city centre, the expanded parking provision at Thickthorn will enable a new service to the NRP to be provided, subject to appropriate agreements being reached.</p> <p>The NRP is a partnership between the University of East Anglia, the Norfolk and Norwich University Hospitals NHS Foundation Trust, the John Innes Centre, Quadram Institute, Earlham Institute and The Sainsbury Laboratory.</p>
Comments about tickets costs for cyclists, storage, and EV bays.	<p>We are working with the Park and Ride operator on different initiatives, such as cycle access to and from the site and ticketing arrangements. A new cycle route into the site is proposed, which will utilise new infrastructure proposed by National Highways as part of their junction improvement scheme at Thickthorn.</p> <p>Larger spaces for parent and child parking, as well as disabled users will be available.</p>
Request for motorhome parking.	This will be considered as part of regular dialogue we have with the Park and Ride operator.
Not justified, costs of buses too high.	<p>As part of the recovery of transport services from the COVID-19 pandemic, bus fares, and other factors such as service frequency and hours of operation are being considered.</p> <p>There are a range of discounted fares available for Park and Ride, which include day, 10 day, weekly, 4 weekly, 12 weekly and annual tickets. Cheaper fares are available for</p>

	groups, as well as off-peak and for concessionary pass holders.
Look at adapting what you already have without wasting millions on what will become expensive car boot sales on Sundays. Speed up the remainder of the NDR so that current traffic is not using the ring road as a race track or it doesn't get blocked in winter with people unsure how to drive the rural roads. 2023 is too long to wait for the residents who live around this area.	<p>Expansion of the existing Park & Ride site is an effective way of reducing congestion along the A11 corridor as it is strategically located to intercept traffic movements on the A11, A47 and B1172, providing a quick, frequent, reliable and convenient sustainable transport link into the city centre.</p> <p>Work is progressing with the preparation of the business case and planning documents for the Norwich Western Link. Start of works remains planned for 2023.</p>
Comments on design, EV, prices and shelters.	Comments made on specific design elements are helpful to receive at this stage and they will be considered as the detailed design is developed.

Transport for Norwich Joint Committee

Item No:8

Report Title: Transport for Norwich Strategy

Date of Meeting: 18 November 2021

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Grahame Bygrave – Director of Highways & Waste

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: N/A

Executive Summary

This report summarises the outcome of the recent consultation on the Transport for Norwich Strategy. Results of the online closed question consultation responses are in Appendix 1. The outcome of the consultation shows broad support. The key issues to emerge from written and online responses about the relationship to the surrounding areas, the need to support the vitality of the city and ensuring implementation considers the needs of users of the city. Many of the views relate to the implementation of the strategy and will be helpful in developing an action plan. A number of amendments are recommended and these are set out in Appendix 2. Transport for Norwich Joint Committee are asked to consider the responses and proposed changes.

Action Required

1. Consider the responses received to the consultation and the proposed changes as set out in Appendix 2.

1. Background and Purpose

- 1.1 The County Council is undertaking a review of the transport strategy for the Norwich Area. The strategy has been produced in partnership with officers

from Broadland District Council South Norfolk Council and Norwich City Council. The new Transport for Norwich (TfN) Strategy was consulted on from 26th August to 8th October 2021 and is a high-level strategy that sets out transport policy commitments and direction for the long term to tackle issues such as decarbonisation air quality active travel and housing and jobs growth.

- 1.2 This report summarises the outcome of the consultation and sets out the changes proposed to the consultation version.
- 1.3 The consultation was primarily online and sought views on the strategy's themes, policies, and proposed actions to progress the strategy.
- 1.4 A report is attached as Appendix 1 and sets out an analysis of the online closed question responses received. Appendix 2 is a schedule of proposed changes to the consultation version of the Transport for Norwich strategy following analysis of on-line and written responses received.

2. Proposal

- 2.1 The proposal is for Transport for Norwich Joint Committee to consider the responses received through the recent consultation, the proposed changes and provide any further views before the strategy is finalised for adoption.
- 2.2 The schedule of proposed changes is shown in Appendix 2. The key issues to emerge from written and online responses were the relationship to the surrounding areas, picking up that users of the city may come from longer distances and rural areas and their needs must be recognised in the development of interventions, the need to support the vitality of the city, ensuring sustainable travel options meet peoples travel needs and ensuring implementation considers the needs of users of the city. Further, more specific changes have been made to make policies and actions clearer. Many of the views relate to the implementation of the strategy and will be helpful in developing an action plan.

3. Impact of the Proposal

- 3.1 The impact of the proposal will be to make changes to the TfN strategy consultation version, to take into account views received through the recent public consultation.

4. Evidence and Reasons for Decision

- 4.1 256 responses were received through the online survey and the Have Your Say email address, including comments from the Broads Authority, First Eastern Counties, Konnect Bus, Pulham Market Parish Council, Costessey Town

Council and Norfolk Police Traffic Management. A further 7 written responses were received from Norwich Green Party, Breckland Council, Norwich Business Improvement District, Chantry Place, Broadland District Council, South Norfolk Council and Norwich City Council.

- 4.2 The consultation on the strategy was split into two parts. The first section covered the vision and themes proposed for the strategy and the second part of the questionnaire sought comments on the individual policies and proposed actions by theme.
- 4.3 There was strong support for the strategy with support or strong support the dominant response for each of the themes. 80% of respondents chose to answer the first section only.
- 4.4 The second part of the questionnaire sought comments on the individual policies and proposed actions by theme. Only 20% of respondents chose to complete some or all this section. All policies and actions received more agreement than disagreement.
- 4.5 As well as asking whether respondents supported the themes policies and actions, there was an opportunity provide free text responses to explain why that view was put forward. In all 232 respondents provided free text responses to one or more of the questions. The main themes that emerged the free text responses are summarised below.

Public Transport (265 comments)

Comments mostly related to the barriers to public transport use with concerns that bus travel is too expensive, not reliable, or frequent enough. Other points highlighted the lack of rural services and that not all areas are accessible bus. There were also concerns that buses are polluting and there should be a move towards a zero-emission fleet.

Active travel (99 comments)

There was a good level of support for active travel. People thought that there should be incentives for active travel backed with appropriate infrastructure so that people feel safe to walk and cycle. There also need to be measures to reduce private car use. There were comments concerned that prioritising active travel could penalise those who need the car, and it could make the city inaccessible.

Growth (86 comments)

Growth needs to be targeted in locations to prevent car use and should come along with a sustainable transport strategy. There was concern that new

infrastructure lags new developments. A number of comments were keen to see that infrastructure for electric vehicles was a part of new development.

Harming the city centre (57 comments)

Concern was expressed that interventions to remove vehicles from the city centre would make it a difficult place to get to. As a result, people would not be able to access jobs facilities and services in the city and city centre businesses would suffer. Some respondents commented that any restrictions within the city would need to be very carefully thought out

Road charging and levies (46 comments)

There was concern that charging or levies would disadvantage those that cannot pay or have no alternative to the car and lead to inequality. Respondents also felt that it would make the city unattractive and harm the economy of the city. Others commented that these things will require careful thought through before introduction.

Traffic Dominance (64 comments)

Overall, it was considered by those that responded to be a good thing to reduce the dominance of traffic. However, concern was raised that in reducing the dominance of traffic it would harm the ability for people to access services facilities and jobs. Viable alternatives to the car would need to be provided

Electric Vehicles (62 comments)

There was support for electric vehicles (EVs), though some commented that it was not the total solution to air quality and decarbonisation. The strategy shouldn't just rely on a shift to EVs. It was pointed out that EVs are expensive and still have environmental impacts. There was a concern that charging infrastructure was not available in rural areas would be hard to put in place in existing residential areas that rely on on-street parking.

Road improvements (39 comments)

There were a wide variety of comments, but most said that improvements should support sustainable transport measures. Some comments said that restrictions would be counterproductive increasing distances travelled, congestion and pollution. Some respondents commented that they did not feel recent schemes had not met intended users' needs.

Strategy (99 comments)

There was support for the overall thrust of the strategy promoting public transport walking and cycling. There were a number of things needed to be thought about carefully. Respondents pointed out that the Strategy must consider the needs of a city do not fit with a rural area and the strategy should not disadvantage rural communities. The attractiveness of the city should not be harmed. There is a need to consider all sections of society and ensure that interventions do not disproportionately impact on those with limited travel choices. The strategy needs to be backed up with the right interventions.

Next Steps (89 comments)

The strategy needs to be backed up with action. The views of people need to be listened to and the governance needs to be strong enough to make real change.

- 4.6 Many of the comments received relate to the next steps and implementation of the strategy rather than putting forward specific changes to the proposed vision, themes and policies. Some of the comments received relate to factual updates and suggested wording changes that do not affect the overall direction of the strategy. One issue for consideration is the relationship between the city and the rural areas surrounding this and whilst the strategy recognises this there is merit in amending wording in the strategy to be clear on this point. This is reflected in the schedule of proposed changes.
- 4.7 Many of the points put forward in the free text responses although not directly relevant to the strategy are useful in helping us develop an action plan to take forward the strategy and will be used to shape that next stage of work.
- 4.8 Written responses received from Norwich Green Party, Breckland Council, Norwich Business Improvement District, Chantry Place, Broadland District Council, South Norfolk Council and Norwich City Council.
- 4.9 The key themes from written responses were.
- Recognition of issues in rural areas and ensuring that the strategy does not harm rural communities that rely on their access into Norwich
 - The need to ensure that the strategy supports the vitality of the Norwich and its strategic growth area
 - Support for a review of governance for delivery of the strategy
 - Concern over long term commitment and funding
 - The balance in funding between major road projects and sustainable transport interventions
 - A number of specific wording changes for clarity

In addition, a range of comments were submitted that relate to the expectations for the next stages of work. As with the comments received on-line these will help us to develop an action plan to support the strategy and we intend to continue to do this in collaboration with Norwich City Council, Broadland District Council and South Norfolk Council.

- 4.10 Results from the consultation support the approach taken in the strategy and the themes it contains. The responses received endorse the work that is done so far and provide evidence that the strategy can be taken forward to adoption with relatively few changes. Some of the comments received relate to issues beyond the scope of the strategy, particularly in respect of future funding and comments received on established schemes including the Norwich Western Link. The focus of this report is on the views received on the strategy, its themes policies and actions, and amendments to improve the strategy in light of those views.
- 4.11 The Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA) were consulted on alongside the strategy and these will be updated to reflect any changes proposed to the strategy.
- 4.11 On the basis of the general support and agreement to the strategy gathered through the consultation process it is recommended a number of amendments are made to the strategy and it is taken forward for adoption. The details of these can be found in Appendix 2 - Schedule of proposed changes.

5. Alternative Options

- 5.1 An alternative option would be to make no changes to the consultation version of the Transport for Norwich Strategy. This option is not preferred as it does not draw on evidence and comments received through the consultation to shape and refine the final version of the Transport for Norwich strategy.

6. Financial Implications

- 6.1 Currently there are no financial implications. The consultation is being undertaken within existing financial resources secured for delivery of the Strategy. The remaining funding secured will be used post strategy adoption to develop some of the more significant actions emerging through the Action Plan
- 6.2 Delivery of the strategy will require funding. Limited funding is committed to start to take forward the actions. Further work on evidence gathering and delivery of interventions will need to be funded from a variety of sources including the capital programme, bids for funding and developer contributions.

7. Resource Implications

7.1 Staff:

Current activities to develop Transport for Norwich Strategy, including consultation, are being undertaken within existing financial resources.

7.2 Property:

None at this stage. Any impacts on property are only likely to arise from delivery of individual transport schemes. These will be identified at later stages of plan development, and in its implementation stage. Impacts will be considered at the appropriate time on the specific schemes.

7.3 IT:

Not at this stage. It is likely that some of the interventions developed will impact on the Council's IT systems including those that manage the transport networks and provide travel information.

8. Other Implications

8.1 Legal Implications:

A Strategic Environmental Assessment (SEA) is being undertaken alongside development of the strategy as part of an Integrated Sustainability Appraisal. SEA is a requirement of the Environmental Assessment of Plans and Programmes Regulations 2004. A Habitats Regulation Assessment (HRA) was also undertaken and both the Sustainability Appraisal and HRA. The environmental assessments and reports will be updated as required to reflect the changes emerging from the consultation.

8.2 Human Rights Implications:

None at this stage

8.3 Equality Impact Assessment (EqIA) :

EqIA has been incorporated into the Sustainability Appraisal that was carried out and consulted on alongside the strategy. Consultation responses came from a wide range of individuals and representative organisations, which do not necessarily reflect the make-up of the users of the transport network. However, the EqIA being undertaken by WSP will provide the checks and balances to make sure we get the strategy correct. Individual actions / schemes / projects will be subject to their own assessments as part of work on their development.

8.4 Data Protection Impact Assessments (DPIA):

Information collected in the consultation will be confined to data that will help the council to analyse the responses. It will not be possible to identify individuals from the requested information. This will not constitute personal data under the terms of the Data Protection Act.

8.5 Health and Safety implications:

None at this stage.

8.6 Sustainability implications:

An Integrated Sustainability Appraisal has been carried out incorporating the Strategic Environmental Assessment and Habitats Regulation Assessment.

8.7 Any Other Implications:

None.

9. Risk Implications / Assessment

- 9.1 The strategy has been developed alongside an SEA and HRA, which are legal requirements. Further work following on from adoption of the strategy will identify specific interventions and they will be subject to their own project-based risk assessments.

10. Select Committee Comments

- 10.1 Select committee will be considering this report on 17th November and have been asked to consider changes to the strategy as set out in this report.

11. Action required

1. Consider the responses received to the consultation and the proposed changes as set out in Appendix 2.

12. Background Papers

12.1 Transport for Norwich Strategy Sustainability Appraisal

12.2 Transport for Norwich Strategy, Habitats Regulation Assessment

12.3 Transport for Norwich Strategy Consultation version

Officer Contact

If you have any questions about matters contained within this paper, please get in touch with:

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If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

**Transport for Norwich Strategy Consultation - On-line consultation closed
question responses**

Proposed Transport for Norwich Strategy

<https://norfolk.citizenspace.com/consultation/proposed-transport-for-norwich-strategy>

This report was created on Monday 11 October 2021 at 11:03

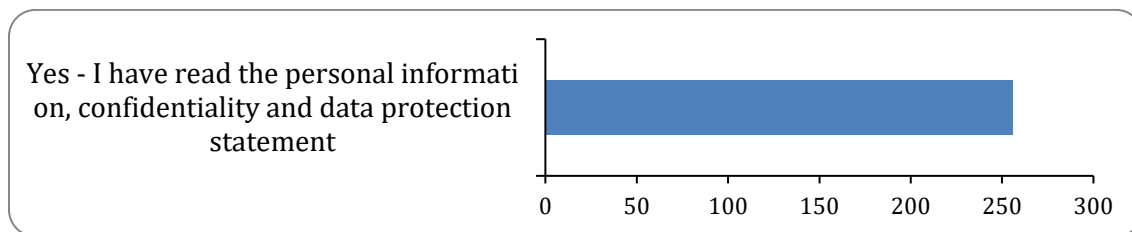
The activity ran from 26/08/2021 to 08/10/2021

Responses to this survey: **256**

Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.

Data protection agreement

There were 256 responses to this part of the question.



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	256	100.00%
Not Answered	0	0.00%

What is your name?

Name

There were 218 responses to this part of the question.

What is your email address?

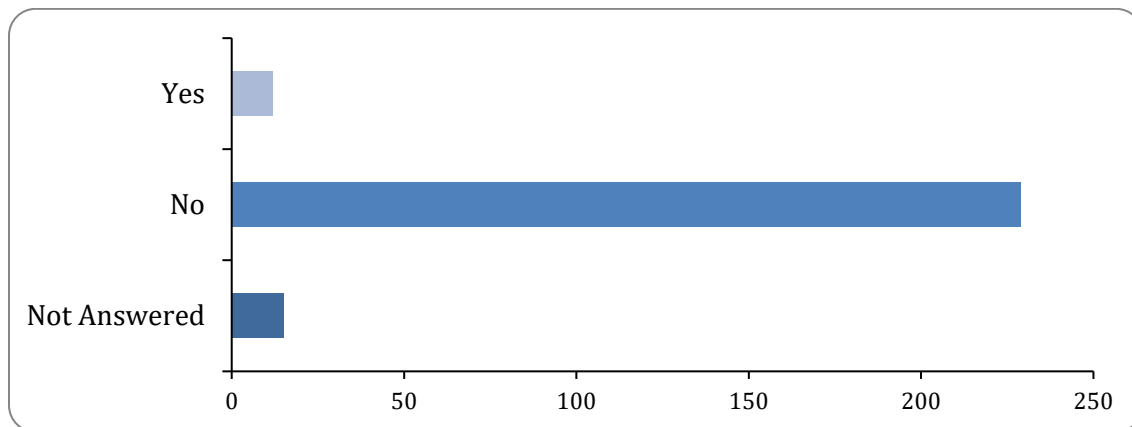
Email

There were 210 responses to this part of the question.

Are you responding on behalf of an organisation?

Are you responding on behalf of an organisation?

There were 241 responses to this part of the question.



Option	Total	Percent
Yes	12	4.69%
No	229	89.45%
Not Answered	15	5.86%

If yes, what is the name of your organisation?

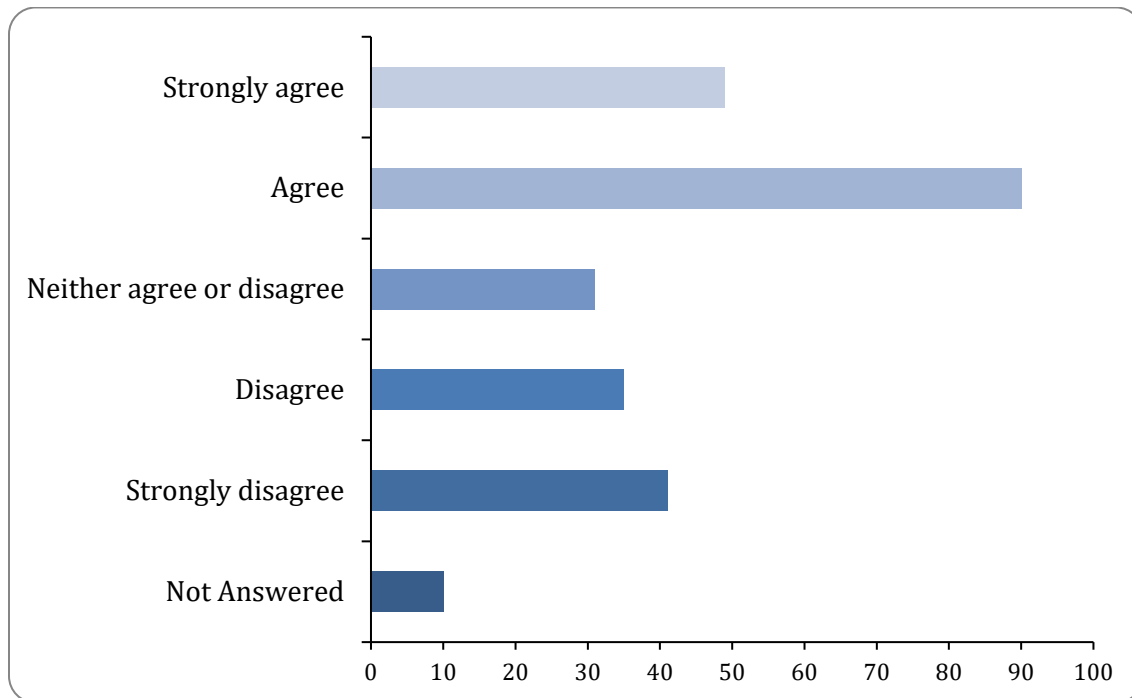
Organisation

There were 20 responses to this part of the question.

To what extent do you agree or disagree with our overall vision? (Please select only one item)

agree or disagree with our overall vision?

There were 246 responses to this part of the question.



Option	Total	Percent
Strongly agree	49	19.14%
Agree	90	35.16%
Neither agree or disagree	31	12.11%
Disagree	35	13.67%
Strongly disagree	41	16.02%
Don't know	0	0.00%
Not Answered	10	3.91%

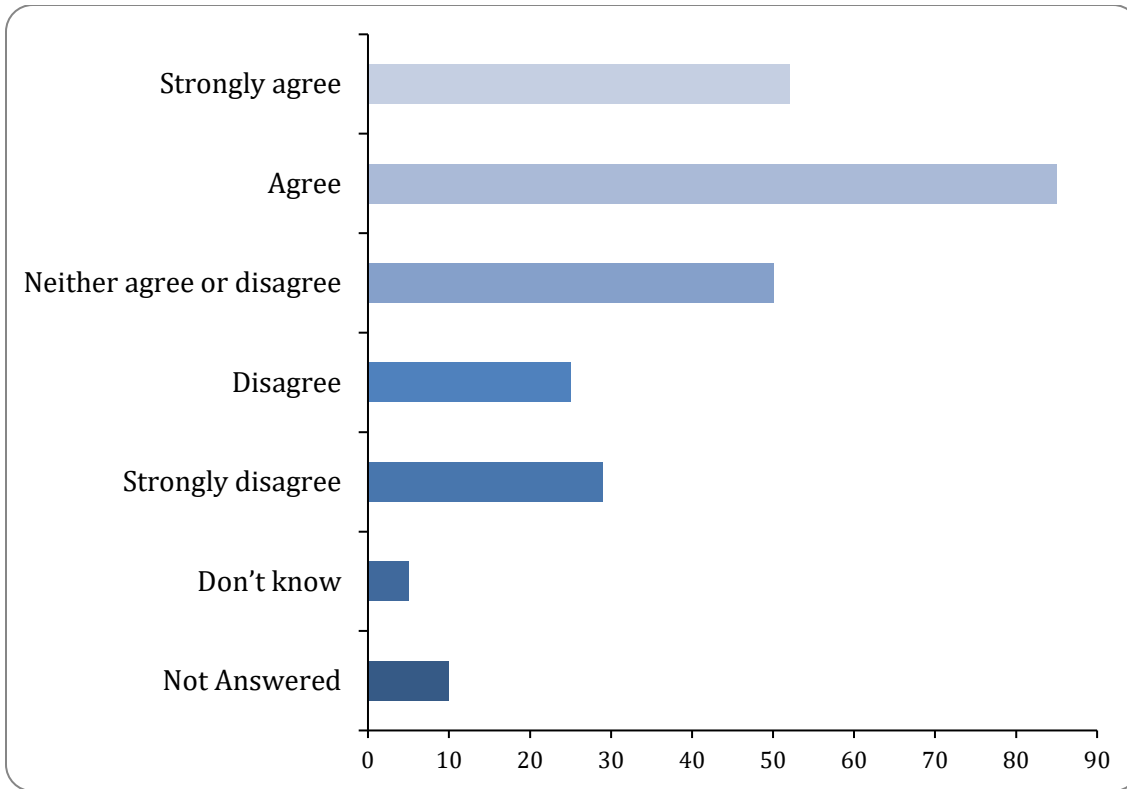
Why do you say that? Please write below:

There were 186 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'Norwich and Norfolk' theme? (Please select only one item)

Norwich and Norfolk theme

There were 246 responses to this part of the question.



Option	Total	Percent
Strongly agree	52	20.31%
Agree	85	33.20%
Neither agree or disagree	50	19.53%
Disagree	25	9.77%
Strongly disagree	29	11.33%
Don't know	5	1.95%
Not Answered	10	3.91%

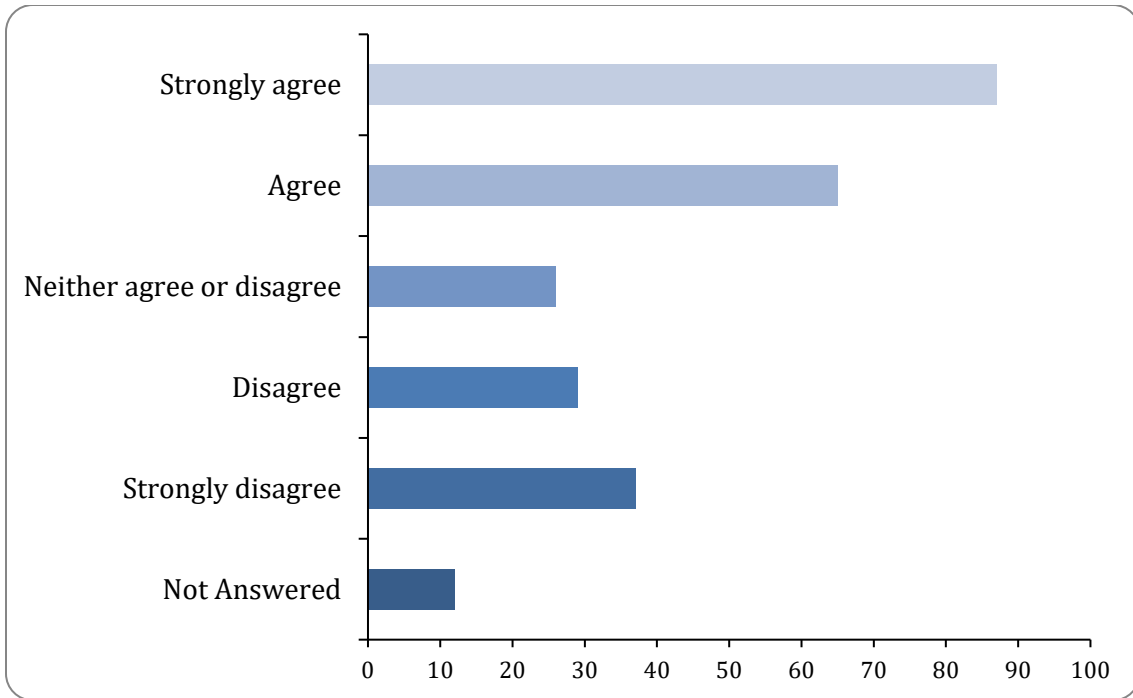
Why do you say that? Please write below:

There were 142 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'A zero-carbon future' theme? (Please select only one item)

Zero Carbon theme

There were 244 responses to this part of the question.



Option	Total	Percent
Strongly agree	87	33.98%
Agree	65	25.39%
Neither agree or disagree	26	10.16%
Disagree	29	11.33%
Strongly disagree	37	14.45%
Don't know	0	0.00%
Not Answered	12	4.69%

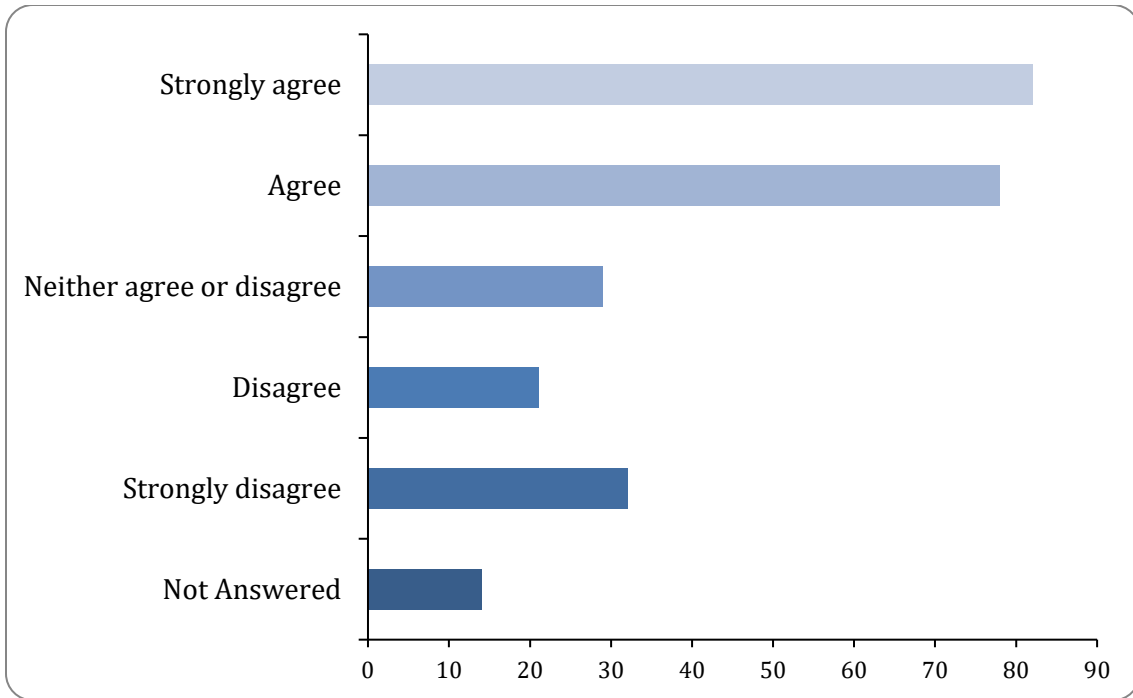
Why do you say that? Please write below:

There were 169 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'Improving the quality of our air' theme? (Please select only one item)

Air quality theme

There were 242 responses to this part of the question.



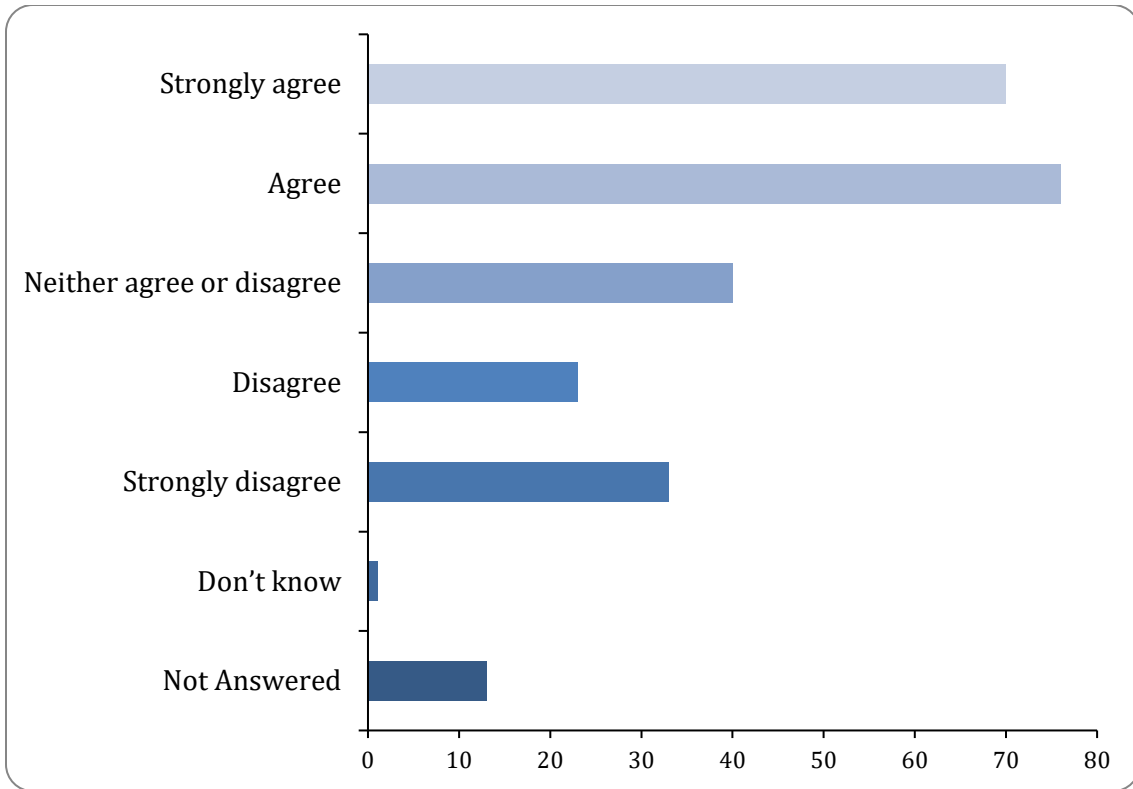
Option	Total	Percent
Strongly agree	82	32.03%
Agree	78	30.47%
Neither agree or disagree	29	11.33%
Disagree	21	8.20%
Strongly disagree	32	12.50%
Don't know	0	0.00%
Not Answered	14	5.47%

Why do you say that? Please write below:

There were 168 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'Changing attitudes and behaviours' theme? (Please select only one item)
attitudes and behaviours theme

There were 243 responses to this part of the question.



Option	Total	Percent
Strongly agree	70	27.34%
Agree	76	29.69%
Neither agree or disagree	40	15.62%
Disagree	23	8.98%
Strongly disagree	33	12.89%
Don't know	1	0.39%
Not Answered	13	5.08%

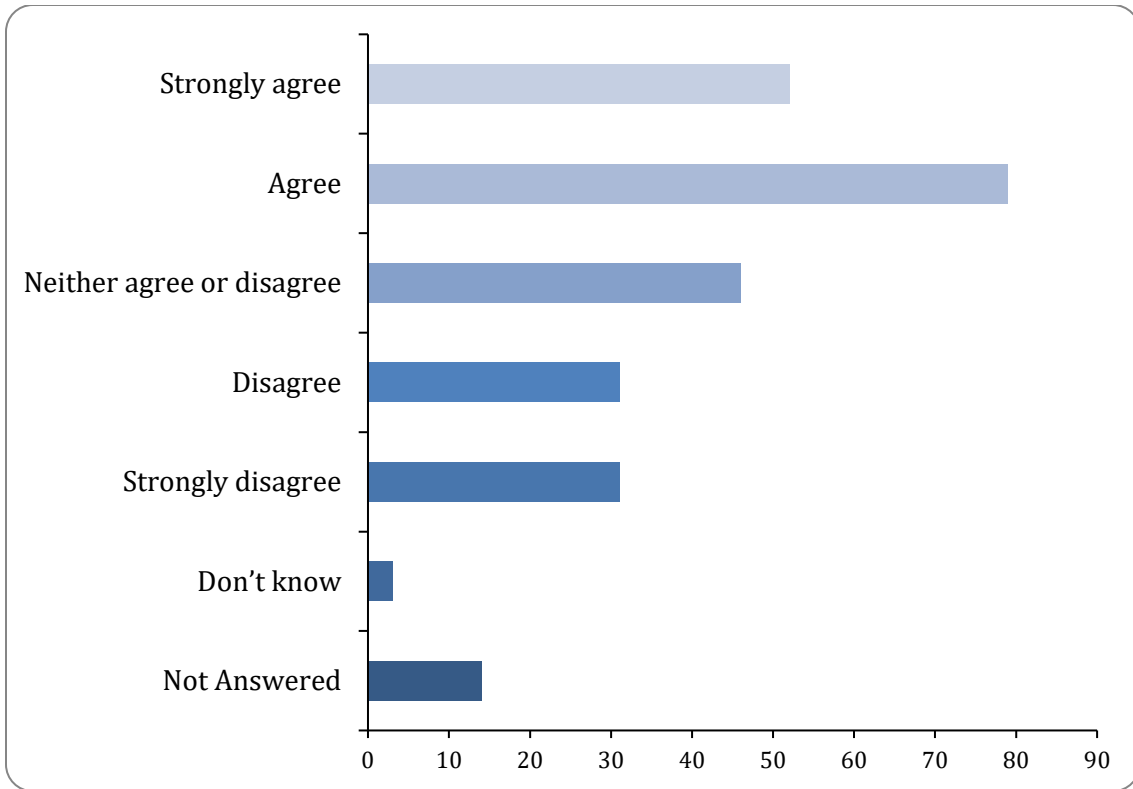
Why do you say that? Please write below:

There were 158 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'Supporting growth areas' theme? (Please select only one item)

supporting growth areas theme

There were 242 responses to this part of the question.



Option	Total	Percent
Strongly agree	52	20.31%
Agree	79	30.86%
Neither agree or disagree	46	17.97%
Disagree	31	12.11%
Strongly disagree	31	12.11%
Don't know	3	1.17%
Not Answered	14	5.47%

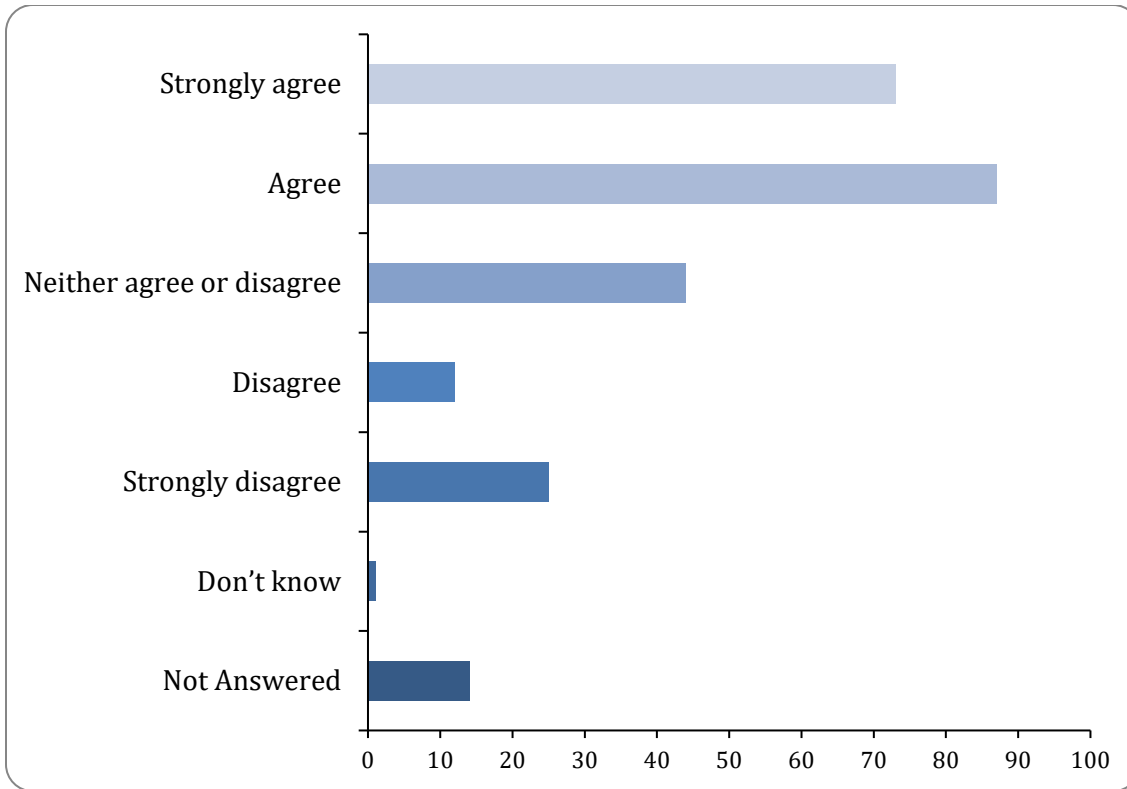
Why do you say that? Please write below:

There were 157 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'Meeting local needs' theme? (Please select only one item)

meeting local needs theme

There were 242 responses to this part of the question.



Option	Total	Percent
Strongly agree	73	28.52%
Agree	87	33.98%
Neither agree or disagree	44	17.19%
Disagree	12	4.69%
Strongly disagree	25	9.77%
Don't know	1	0.39%
Not Answered	14	5.47%

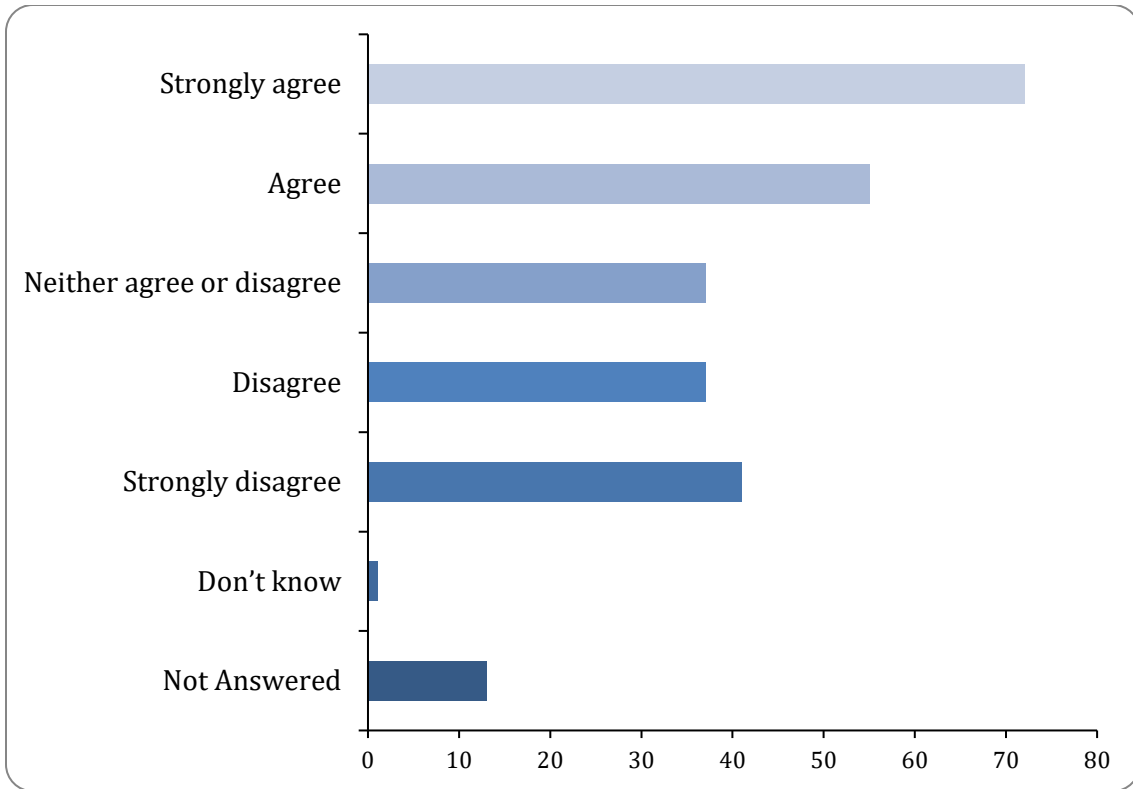
Why do you say that? Please write below:

There were 149 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'Reducing the dominance of traffic' theme? (Please select only one item)

Reducing dominance of traffic theme

There were 243 responses to this part of the question.



Option	Total	Percent
Strongly agree	72	28.12%
Agree	55	21.48%
Neither agree or disagree	37	14.45%
Disagree	37	14.45%
Strongly disagree	41	16.02%
Don't know	1	0.39%
Not Answered	13	5.08%

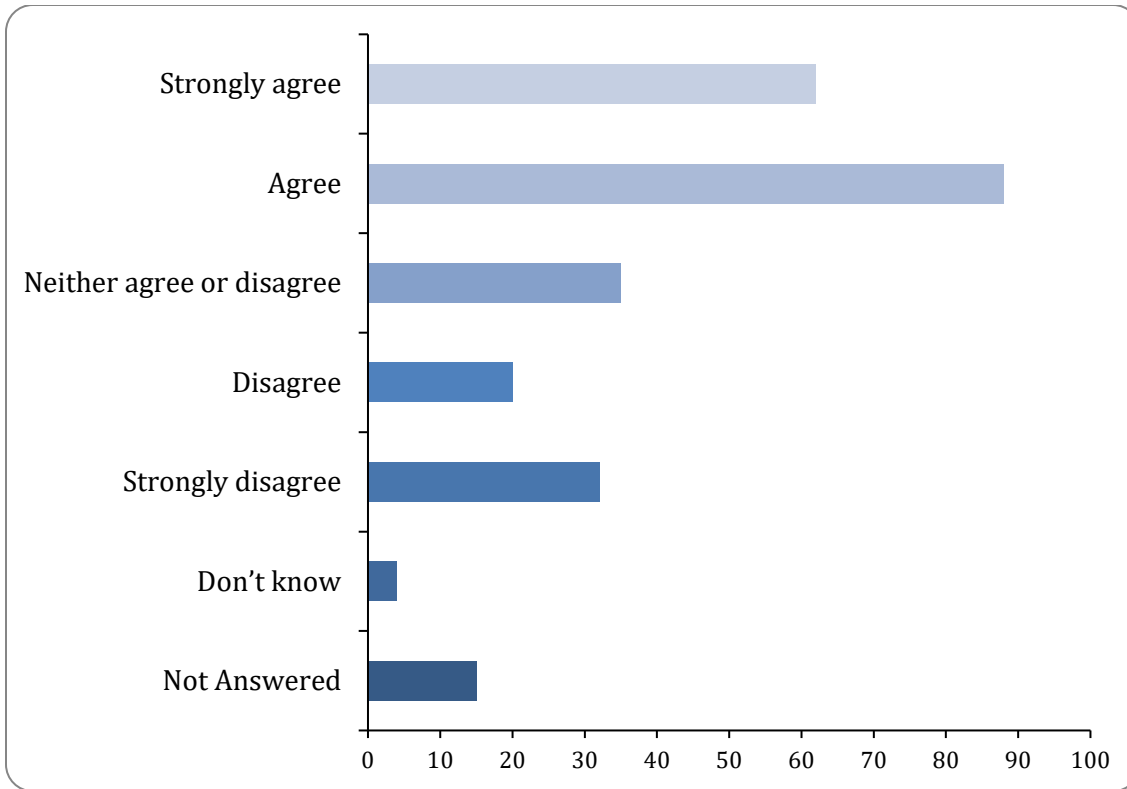
Why do you say that? Please write below:

There were 163 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'Making the transport system work as one' theme? (Please select only one item)

Making the transport system work as one theme

There were 241 responses to this part of the question.



Option	Total	Percent
Strongly agree	62	24.22%
Agree	88	34.38%
Neither agree or disagree	35	13.67%
Disagree	20	7.81%
Strongly disagree	32	12.50%
Don't know	4	1.56%
Not Answered	15	5.86%

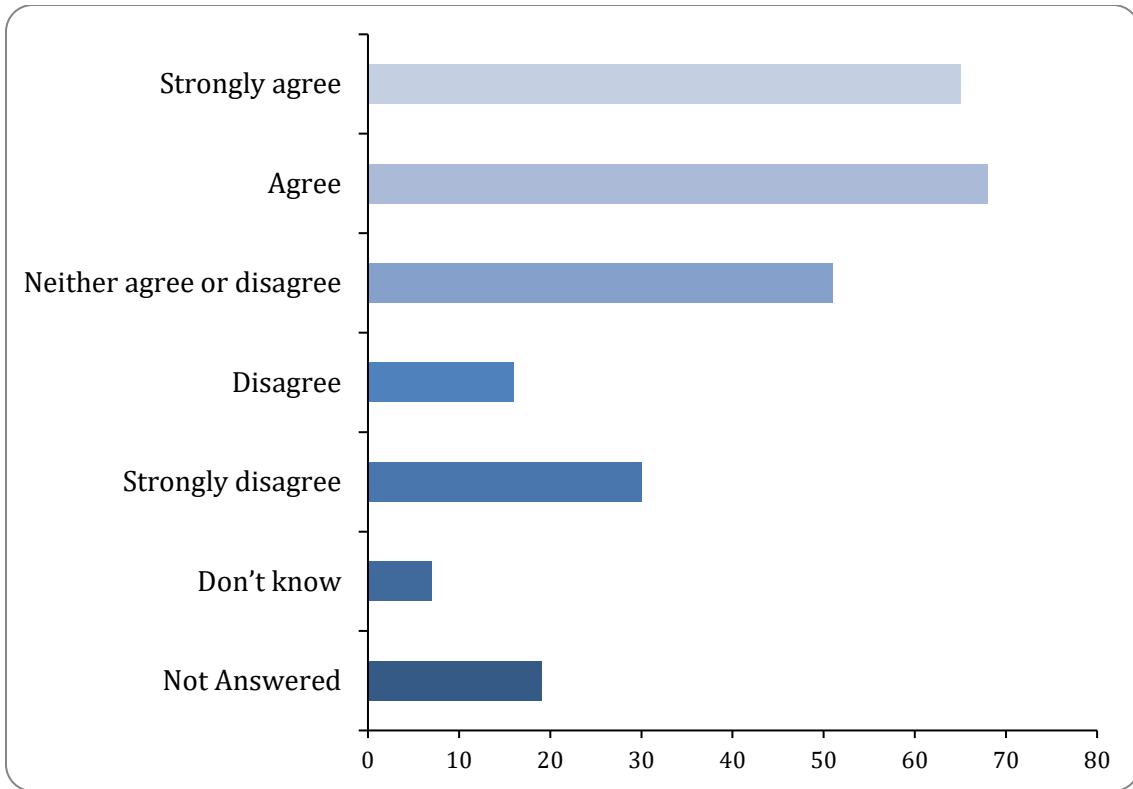
Why do you say that? Please write below:

There were 159 responses to this part of the question.

To what extent to you agree or disagree with the content of the 'Making it Happen (governance)' theme? (Please select only one item)

Making it happen theme

There were 237 responses to this part of the question.



Option	Total	Percent
Strongly agree	65	25.39%
Agree	68	26.56%
Neither agree or disagree	51	19.92%
Disagree	16	6.25%
Strongly disagree	30	11.72%
Don't know	7	2.73%
Not Answered	19	7.42%

Why do you say that? Please write below:

There were 129 responses to this part of the question.

Please consider our visions and themes as a whole. Is there anything else you feel should be considered when finalising the content of the TfN strategy?

Please consider our visions and themes as a whole. Is there anything else you feel

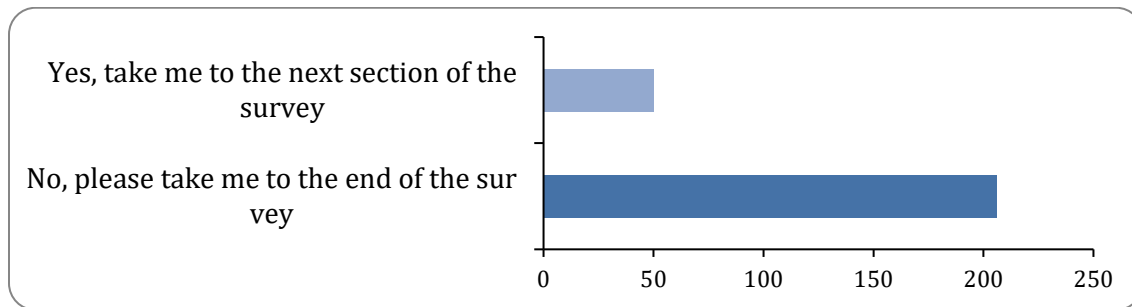
should be considered when finalising the content of the TfN strategy? Please write in the box below.

There were 166 responses to this part of the question.

Would you like to continue to the more detailed section of the survey?

Do they want to complete the next section?

There were 256 responses to this part of the question.



Option	Total	Percent
Yes, take me to the next section of the survey	50	19.53%
No, please take me to the end of the survey	206	80.47%
Not Answered	0	0.00%

What are your thoughts regarding the conclusions of the HRA?

Thoughts on HRA

There were 26 responses to this part of the question.

Do you agree with the outcomes of the SA assessment?

Do you agree with the outcomes of the SA assessment?

There were 28 responses to this part of the question.

Do you agree that the mitigation and monitoring measures are sufficient?

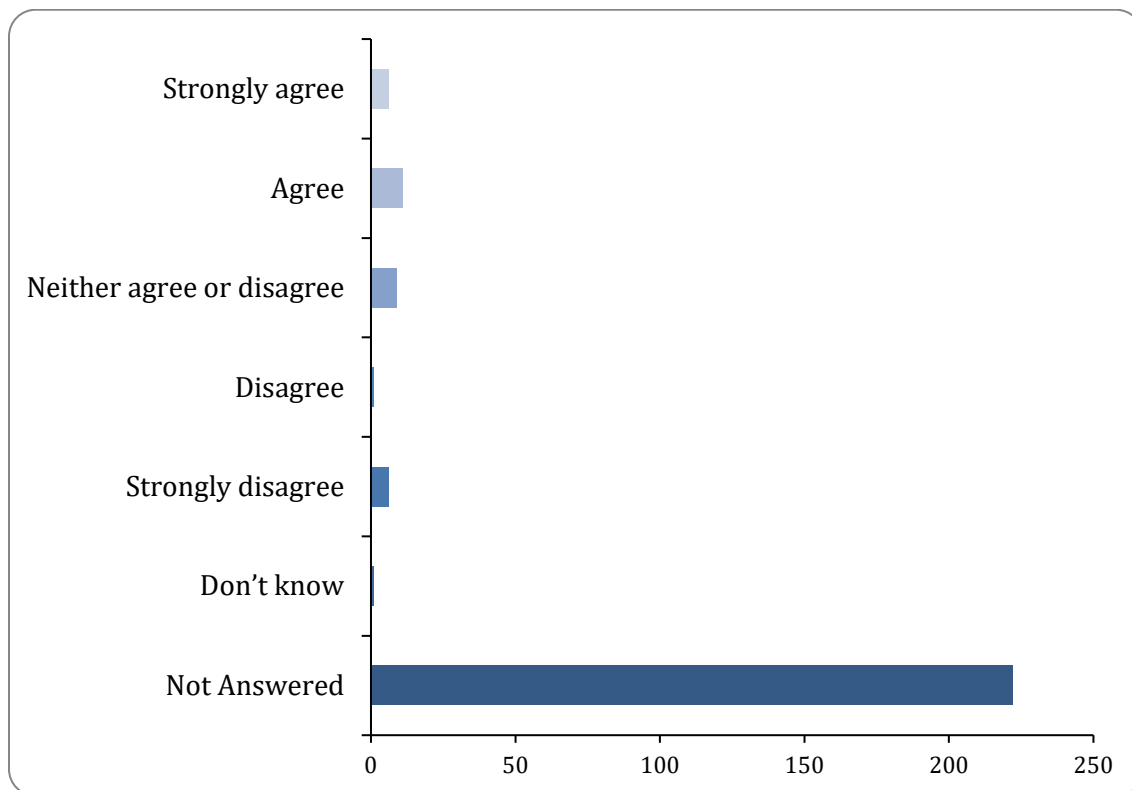
Do you agree that the mitigation and monitoring measures are sufficient?

There were 29 responses to this part of the question.

To what extent do you agree or disagree with the statement of policy, which can be found in the purple box on page 5 of the pdf? (Please select only one item)

Norwich and Norfolk theme statement of policy

There were 34 responses to this part of the question.



Option	Total	Percent
Strongly agree	6	2.34%
Agree	11	4.30%
Neither agree or disagree	9	3.52%
Disagree	1	0.39%
Strongly disagree	6	2.34%
Don't know	1	0.39%
Not Answered	222	86.72%

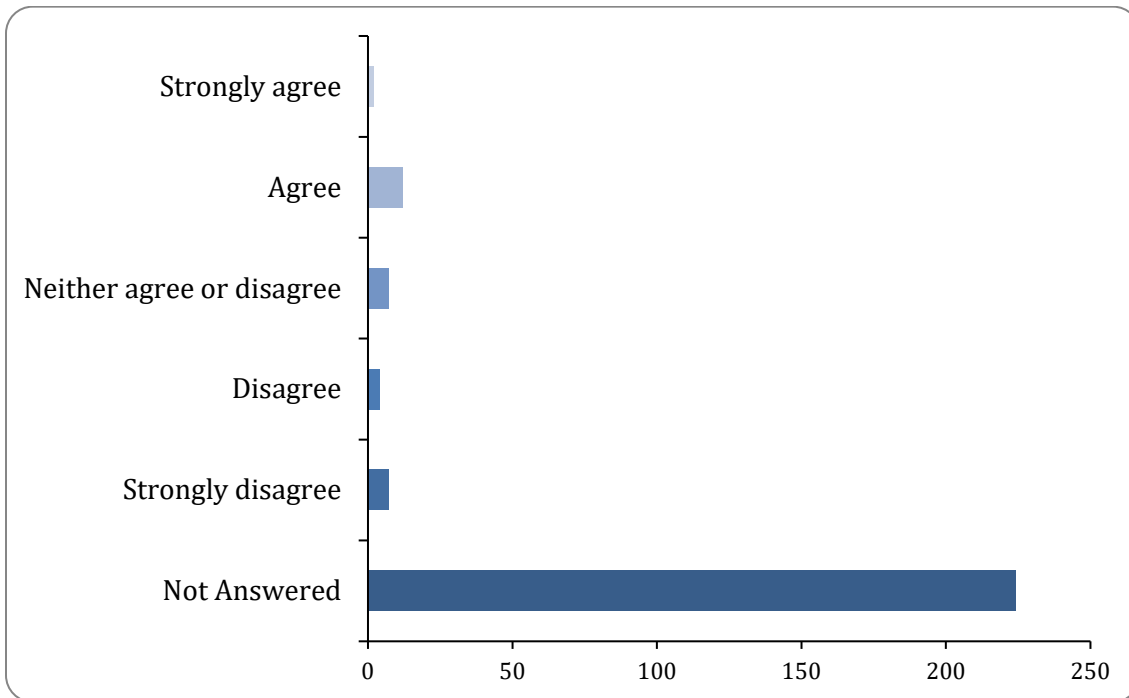
Why do you say that? Please write below:

There were 17 responses to this part of the question.

To what extent do you agree or disagree with the key actions of this theme, which can be found on page 5 of the pdf? (Please select only one item)

Norwich and Norfolk theme key actions

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	2	0.78%
Agree	12	4.69%
Neither agree or disagree	7	2.73%
Disagree	4	1.56%
Strongly disagree	7	2.73%
Don't know	0	0.00%
Not Answered	224	87.50%

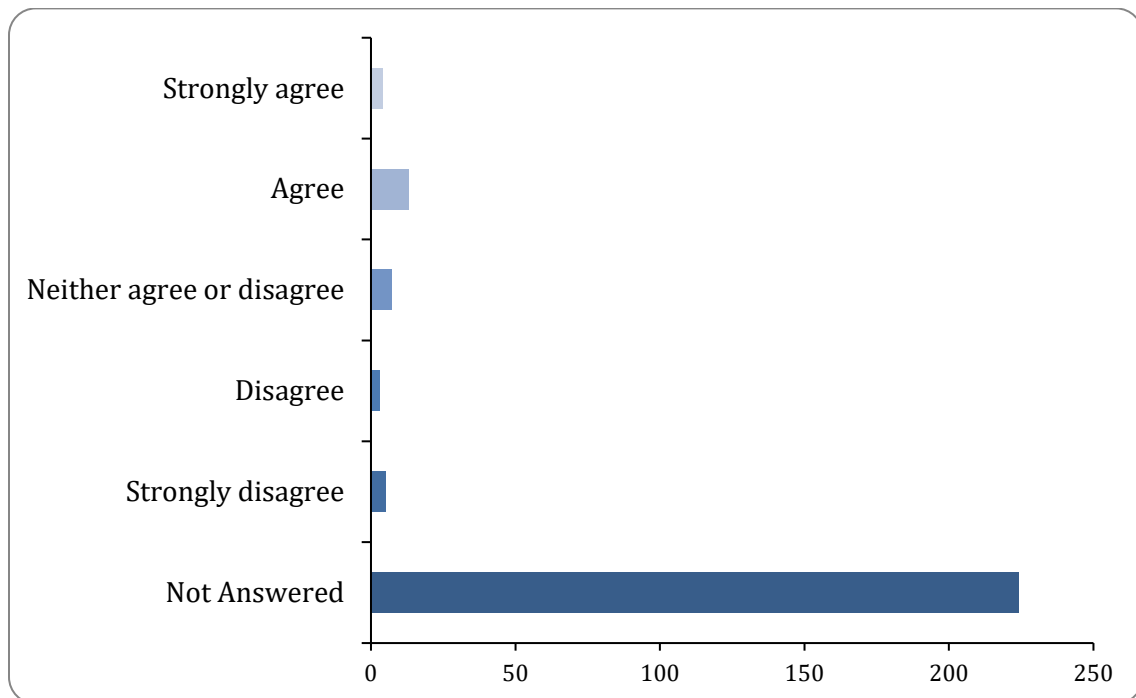
Why do you say that? Please write below:

There were 15 responses to this part of the question.

To what extent do you agree or disagree with the supporting actions of this theme, that can be found on page 5 of this pdf? (Please select only one item)

Norwich and Norfolk theme

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	4	1.56%
Agree	13	5.08%
Neither agree or disagree	7	2.73%
Disagree	3	1.17%
Strongly disagree	5	1.95%
Don't know	0	0.00%
Not Answered	224	87.50%

Supporting actions Norfolk and Norwich

There were 14 responses to this part of the question.

Is there anything else you feel we should consider in delivering this theme?

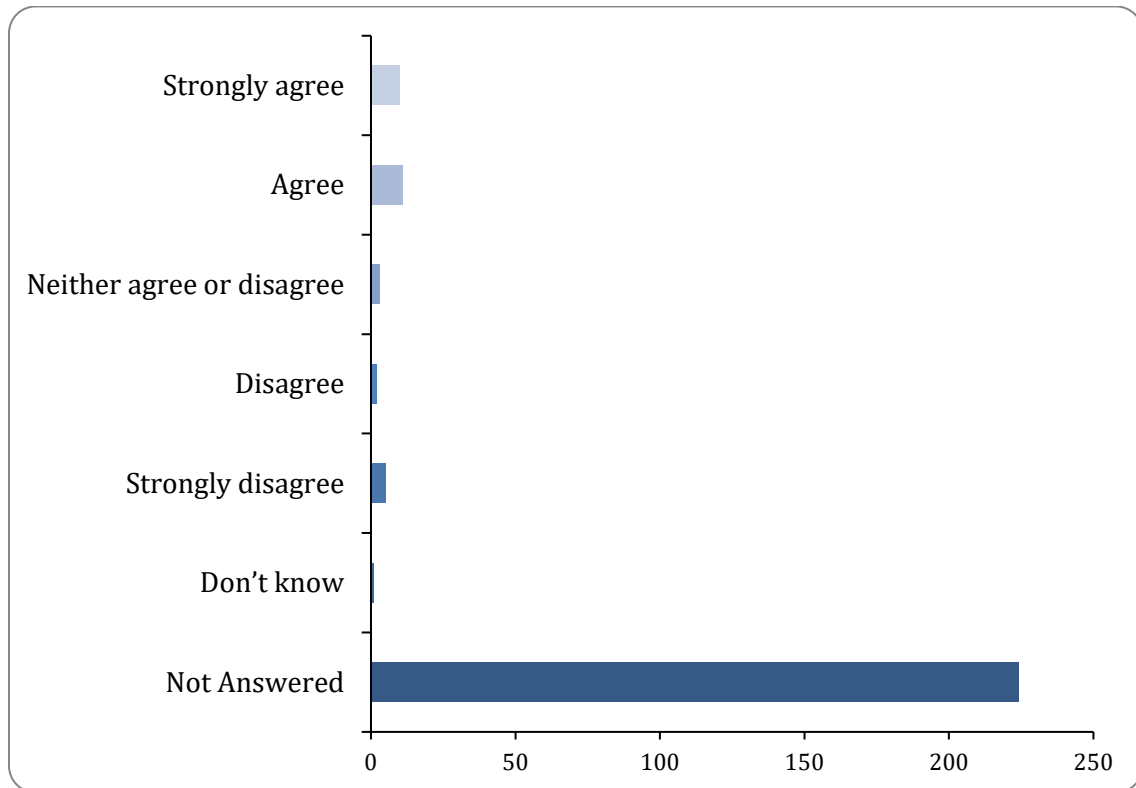
s there anything else you feel we should consider in delivering this theme? Please write in the box below

There were 8 responses to this part of the question.

To what extent do you agree or disagree with the statement of policy for this theme, which can be found in the purple box on page 4 of the pdf? (Please select only one item)

zero carbon future statement of policy

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	10	3.91%
Agree	11	4.30%
Neither agree or disagree	3	1.17%

Disagree	2	0.78%
Strongly disagree	5	1.95%
Don't know	1	0.39%
Not Answered	224	87.50%

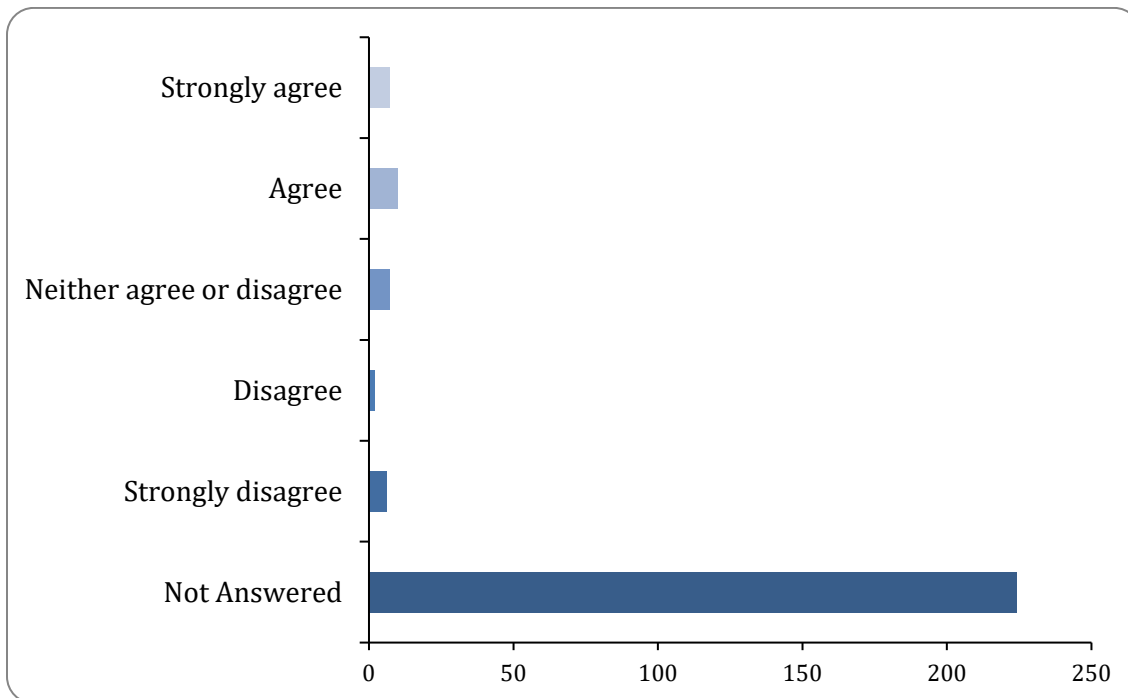
Why do you say that? Please write below:

There were 16 responses to this part of the question.

To what extent do you agree or disagree with the theme's key actions which can be found on page 4 of the pdf? (Please select only one item)

Norwich and Norfolk theme

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	7	2.73%
Agree	10	3.91%
Neither agree or disagree	7	2.73%
Disagree	2	0.78%
Strongly disagree	6	2.34%

Don't know	0	0.00%
Not Answered	224	87.50%

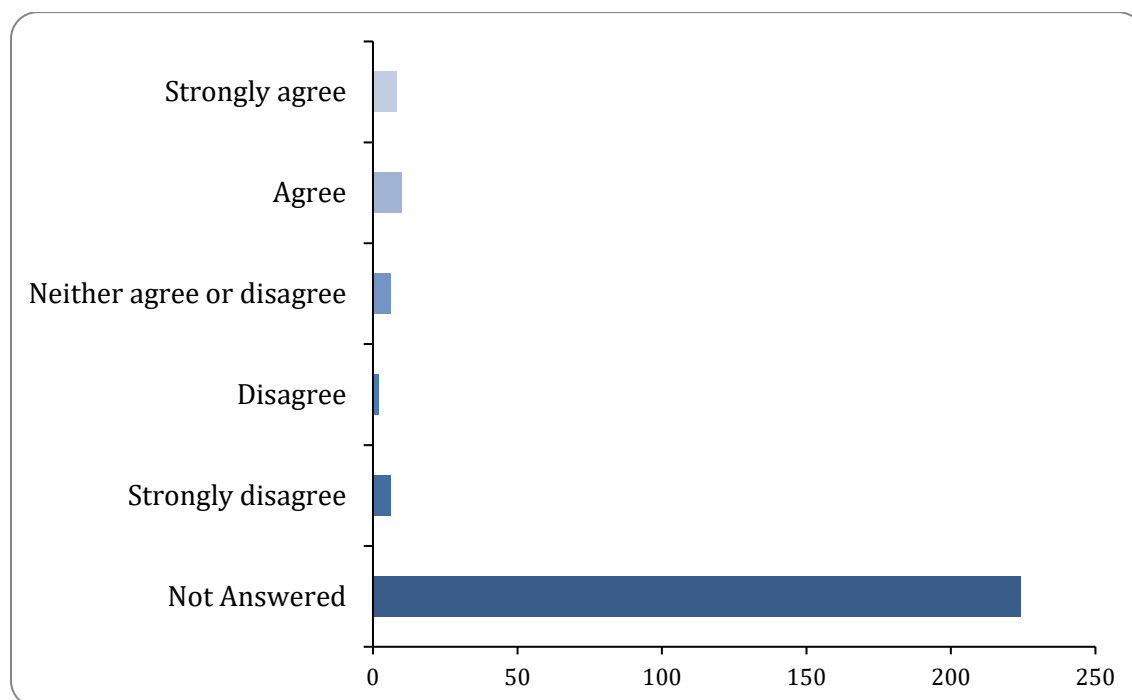
zero carbon key actions

There were 14 responses to this part of the question.

To what extent do you agree or disagree with the theme's supporting actions which can be found on page 4 of the pdf? (Please select only one item)

zero-carbon supporting actions

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	8	3.12%
Agree	10	3.91%
Neither agree or disagree	6	2.34%
Disagree	2	0.78%
Strongly disagree	6	2.34%
Don't know	0	0.00%
Not Answered	224	87.50%

Why do you say that? Please write below:

There were 14 responses to this part of the question.

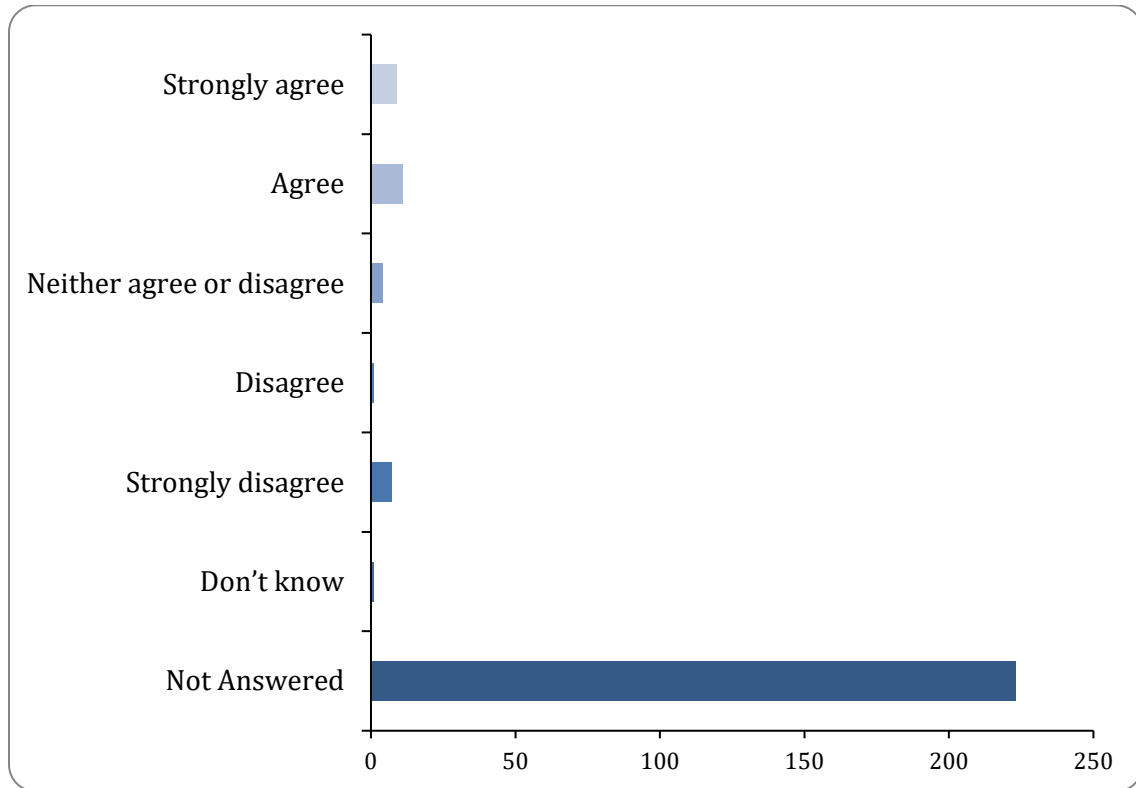
Is there anything else you feel we should consider in delivering this theme?

**Is there anything else you feel we should consider in delivering this theme?
Please write in the box below**

There were 11 responses to this part of the question.

**To what extent do you agree or disagree with this theme's statement of policy,
which can be found on page 4 of the pdf? (Please select only one item)
quality of air statement of policy**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	9	3.52%
Agree	11	4.30%
Neither agree or disagree	4	1.56%
Disagree	1	0.39%
Strongly disagree	7	2.73%
Don't know	1	0.39%
Not Answered	223	87.11%

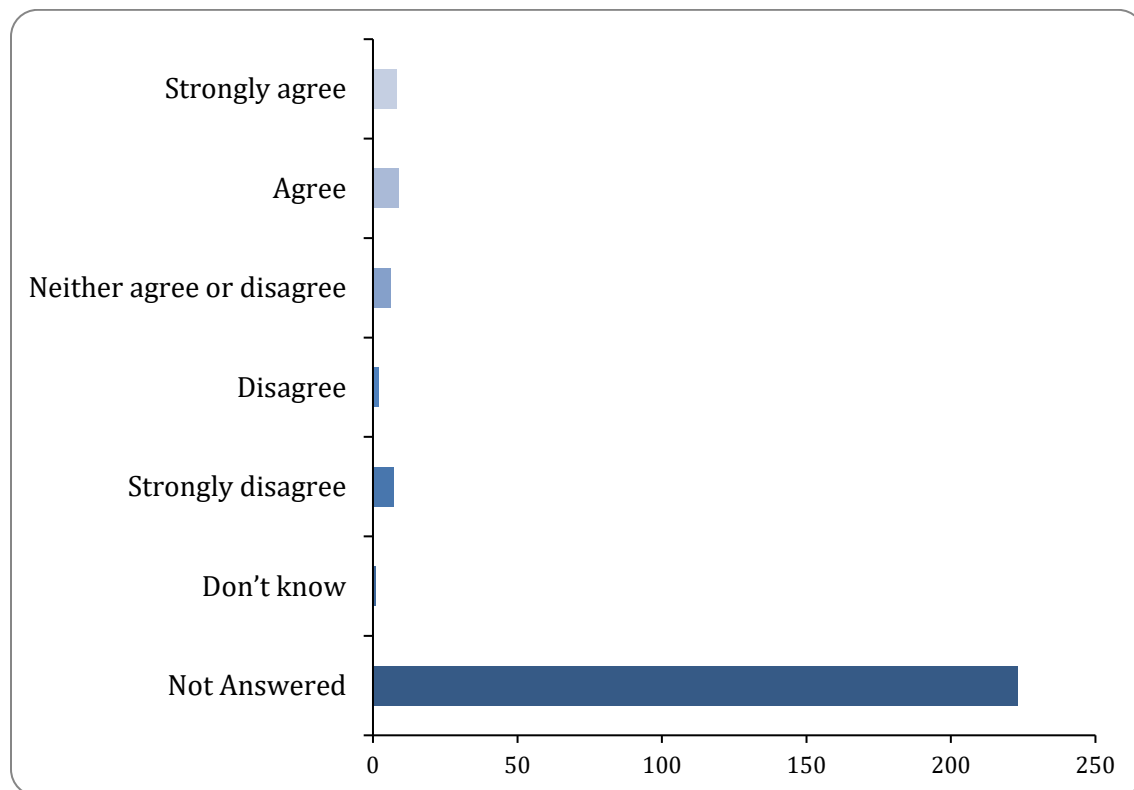
Why do you say that? Please write below:

There were 16 responses to this part of the question.

To what extent do you agree or disagree with this theme's key actions, which can be found on page 4 of the pdf? (Please select only one item)

Norwich and Norfolk theme

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	8	3.12%
Agree	9	3.52%
Neither agree or disagree	6	2.34%
Disagree	2	0.78%
Strongly disagree	7	2.73%
Don't know	1	0.39%
Not Answered	223	87.11%

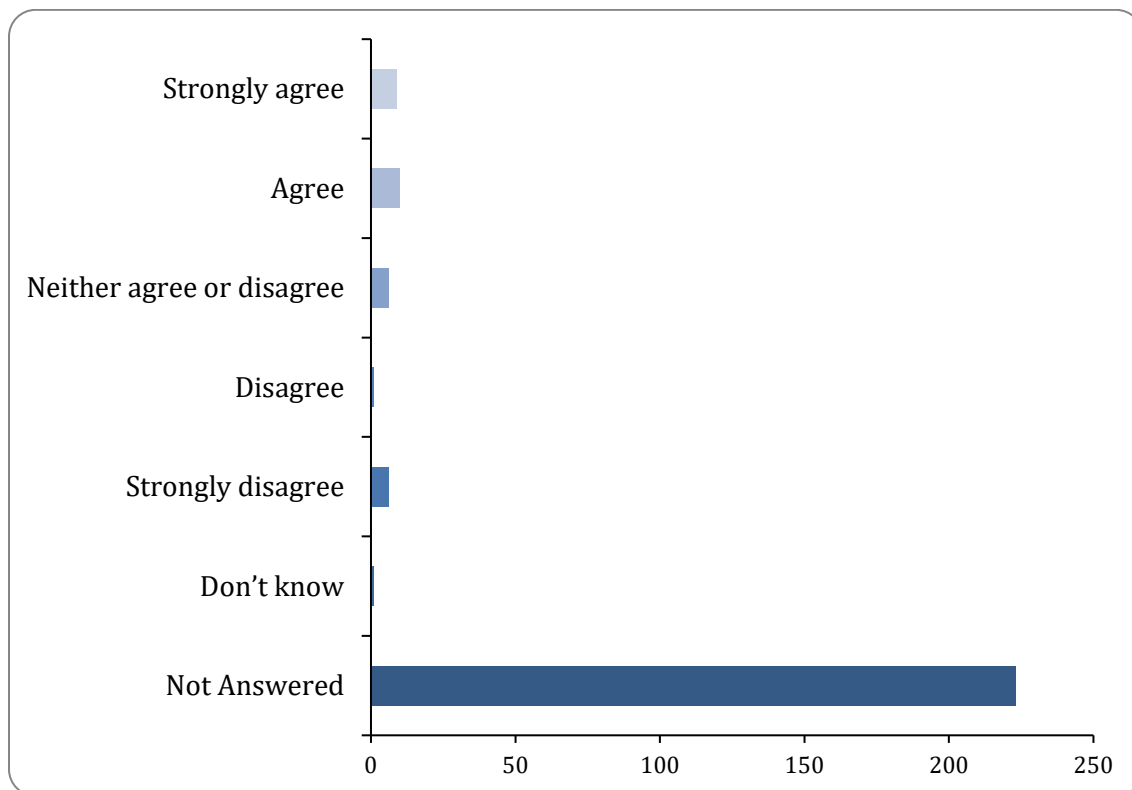
air quality key actions

There were 16 responses to this part of the question.

To what extent do you agree or disagree with the theme's supporting actions that can be found on page 5 of the pdf? (Please select only one item)

Norwich and Norfolk theme

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	9	3.52%
Agree	10	3.91%
Neither agree or disagree	6	2.34%
Disagree	1	0.39%
Strongly disagree	6	2.34%
Don't know	1	0.39%
Not Answered	223	87.11%

quality of air supporting actions

There were 13 responses to this part of the question.

Is there anything else you feel we should consider in delivering this theme?

Is there anything else you feel we should consider in delivering this theme?

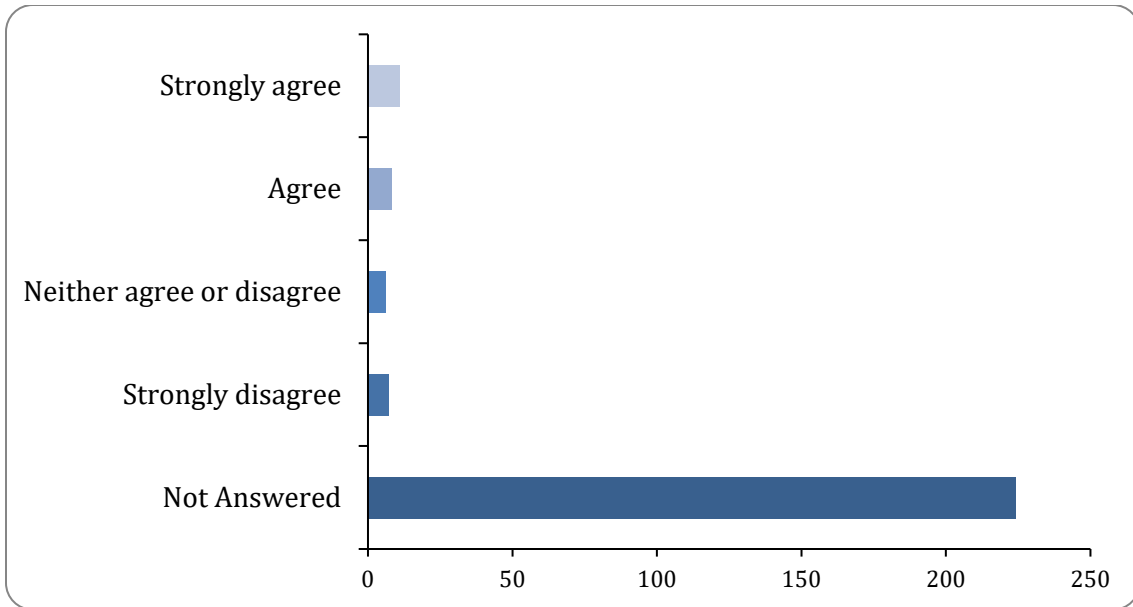
Please write in the box below

There were 11 responses to this part of the question.

To what extent do you agree or disagree with this theme's statement of policy listed on page 4 of the pdf? (Please select only one item)

Norwich and Norfolk theme

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	11	4.30%
Agree	8	3.12%
Neither agree or disagree	6	2.34%
Disagree	0	0.00%
Strongly disagree	7	2.73%
Don't know	0	0.00%
Not Answered	224	87.50%

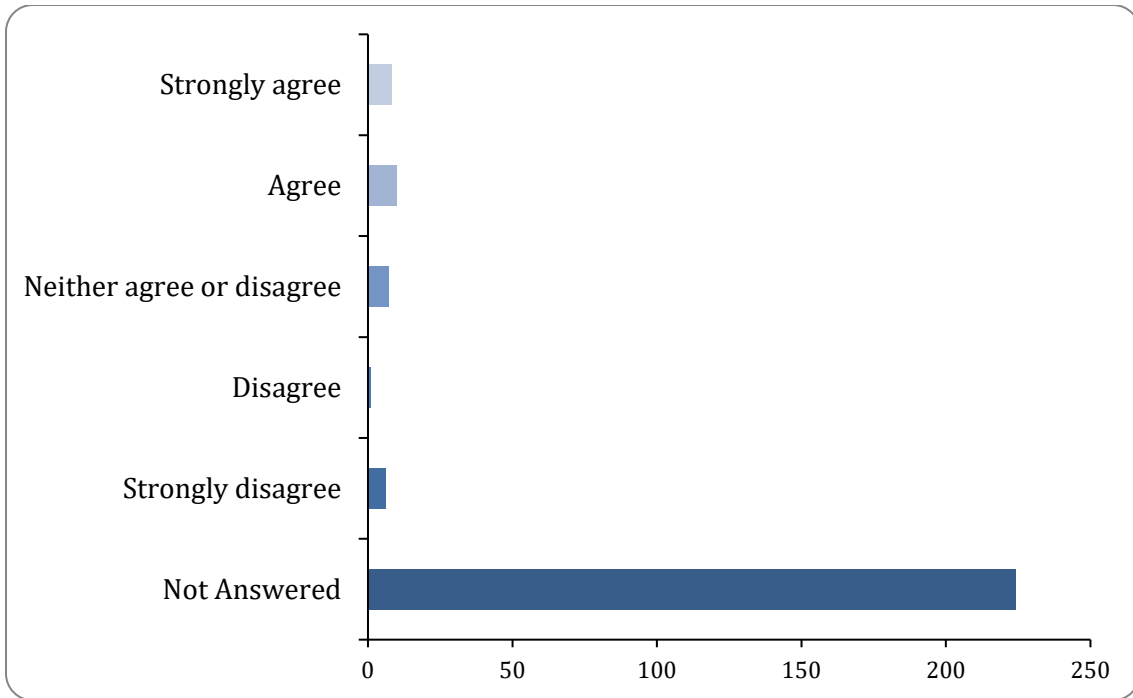
Changing attitudes statement of policy

There were 12 responses to this part of the question.

To what extent do you agree or disagree with the key activities of this theme, which can be found on page 5 of the pdf? (Please select only one item)

Changing attitudes Key activities

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	8	3.12%
Agree	10	3.91%
Neither agree or disagree	7	2.73%
Disagree	1	0.39%
Strongly disagree	6	2.34%
Don't know	0	0.00%
Not Answered	224	87.50%

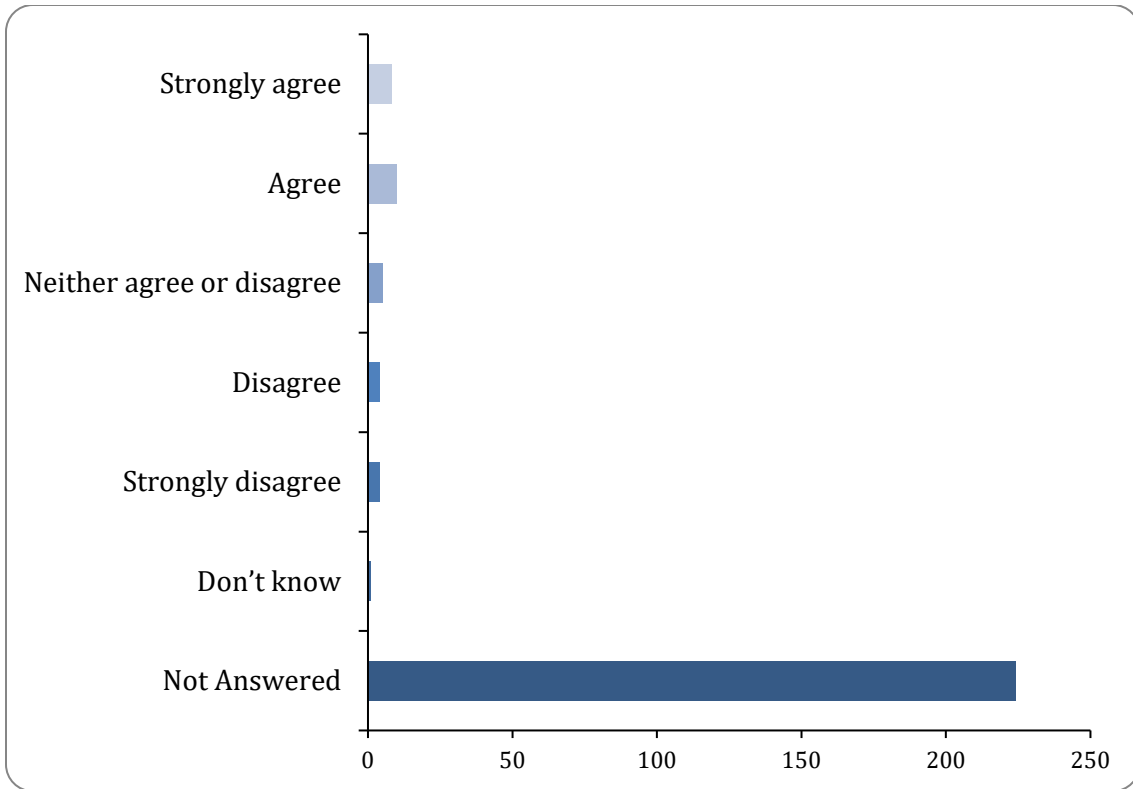
changing attitudes key activities

There were 13 responses to this part of the question.

To what extent do you agree or disagree with this theme's supporting actions, which can be found on page 5 of the pdf? (Please select only one item)

Norwich and Norfolk theme

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	8	3.12%
Agree	10	3.91%
Neither agree or disagree	5	1.95%
Disagree	4	1.56%
Strongly disagree	4	1.56%
Don't know	1	0.39%
Not Answered	224	87.50%

Changing attitudes supporting actions

There were 13 responses to this part of the question.

Is there anything else you feel we should consider in delivering this theme?

Is there anything else you feel we should consider in delivering this theme?

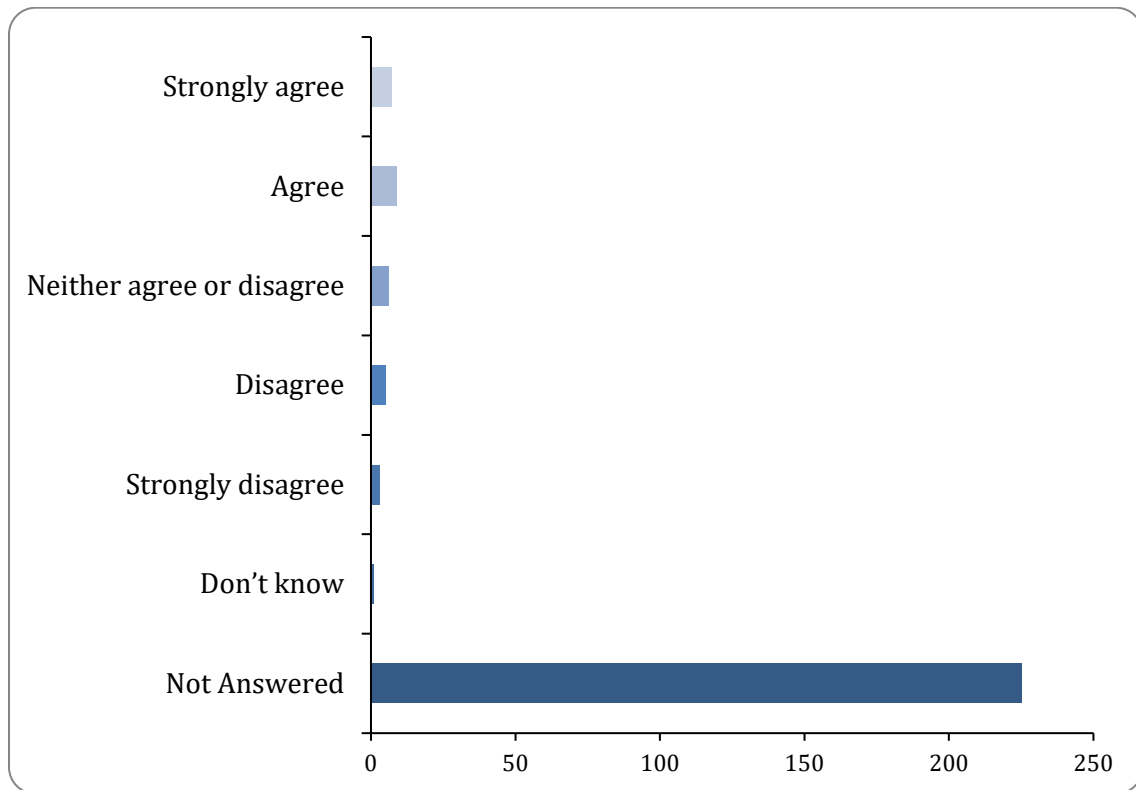
Please write in the box below

There were 8 responses to this part of the question.

To what extent do you agree or disagree with this theme's statement of policy which can be found on page 5 of the pdf? (Please select only one item)

Supporting growth statement of policy

There were 31 responses to this part of the question.



Option	Total	Percent
Strongly agree	7	2.73%
Agree	9	3.52%
Neither agree or disagree	6	2.34%
Disagree	5	1.95%
Strongly disagree	3	1.17%
Don't know	1	0.39%
Not Answered	225	87.89%

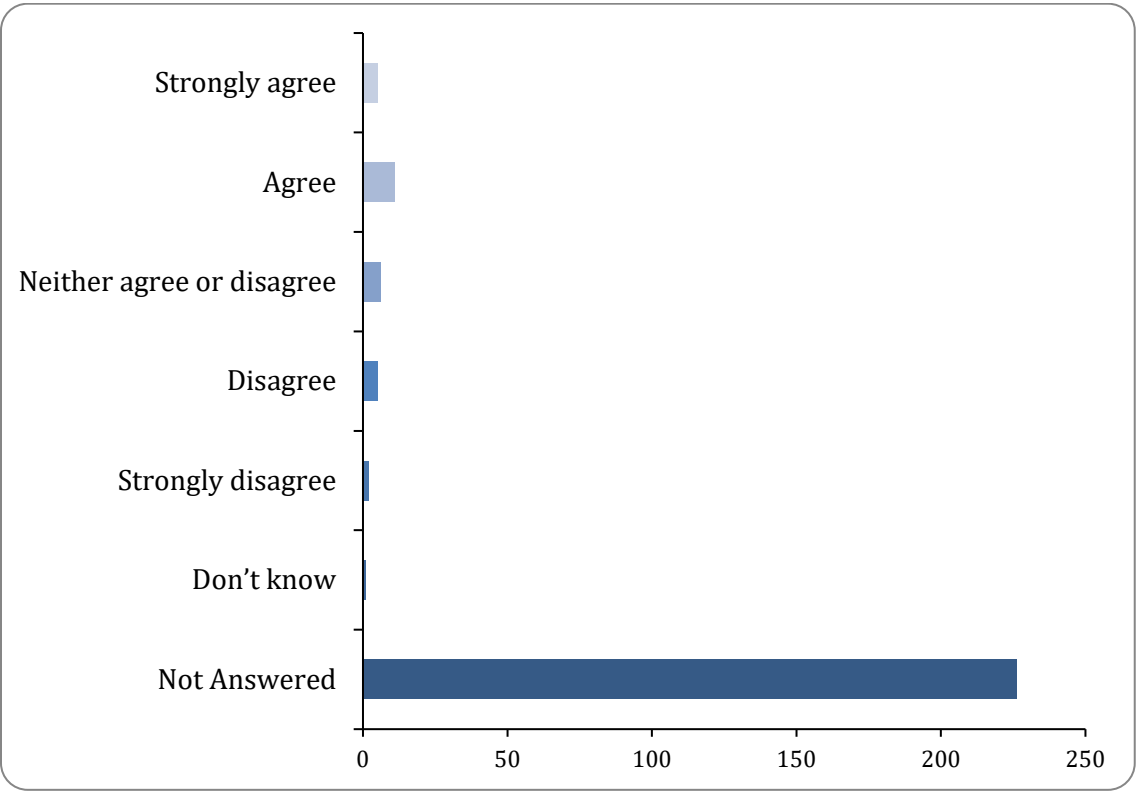
Why do you say that? Please write below:

There were 14 responses to this part of the question.

To what extent do you agree or disagree with this theme's key actions that can be found on page 5 of the pdf? (Please select only one item)

Norwich and Norfolk theme

There were 30 responses to this part of the question.



Option	Total	Percent
Strongly agree	5	1.95%
Agree	11	4.30%
Neither agree or disagree	6	2.34%
Disagree	5	1.95%
Strongly disagree	2	0.78%
Don't know	1	0.39%
Not Answered	226	88.28%

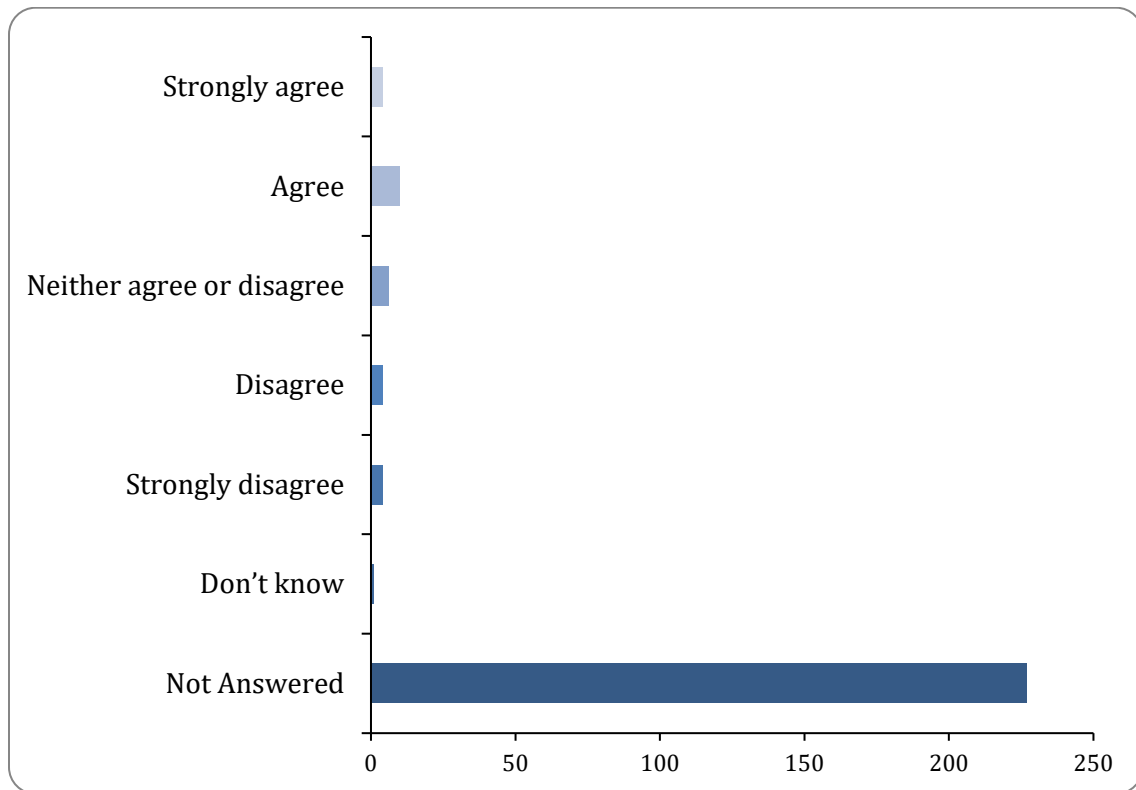
Key actions Supporting growth areas

There were 10 responses to this part of the question.

To what extent do you agree or disagree with this theme's supporting actions that can be found on page 6 of the pdf? (Please select only one item)

Supporting growth areas supporting actions

There were 29 responses to this part of the question.



Option	Total	Percent
Strongly agree	4	1.56%
Agree	10	3.91%
Neither agree or disagree	6	2.34%
Disagree	4	1.56%
Strongly disagree	4	1.56%
Don't know	1	0.39%
Not Answered	227	88.67%

Why do you say that? Please write below:

There were 10 responses to this part of the question.

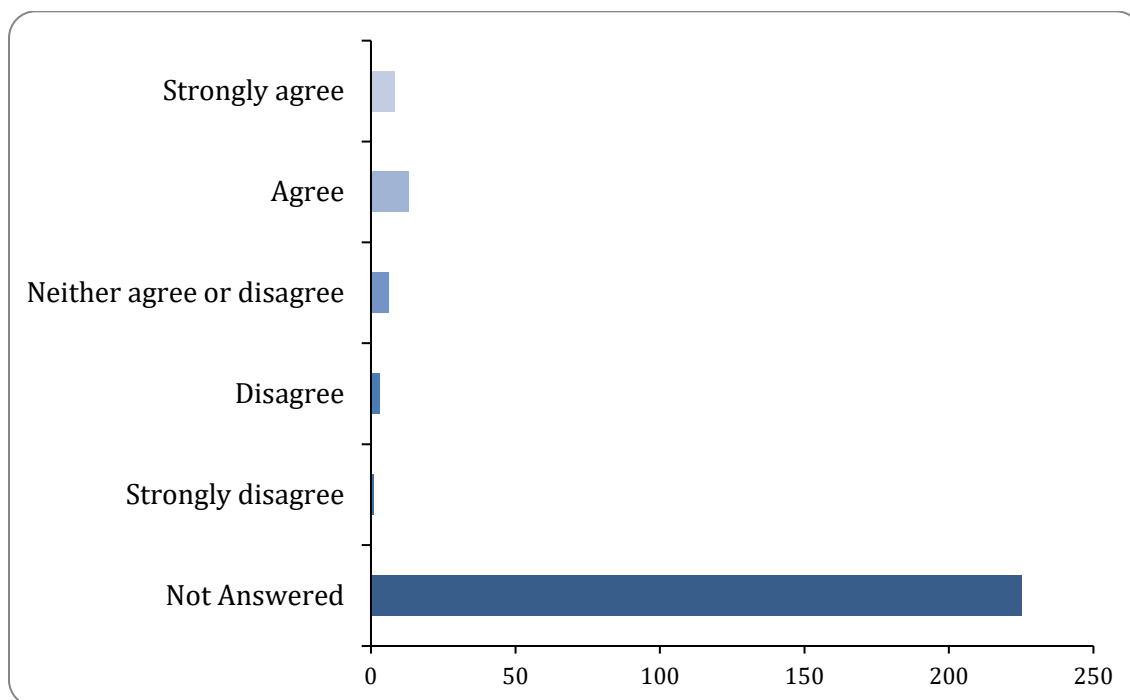
Is there anything else you feel we should consider in delivering this theme?

**Is there anything else you feel we should consider in delivering this theme?
Please write in the box below**

There were 8 responses to this part of the question.

**To what extent do you agree or disagree with this theme's statement of policy
which can be found on page 5 of the pdf? (Please select only one item)
meeting local needs statement of policy**

There were 31 responses to this part of the question.



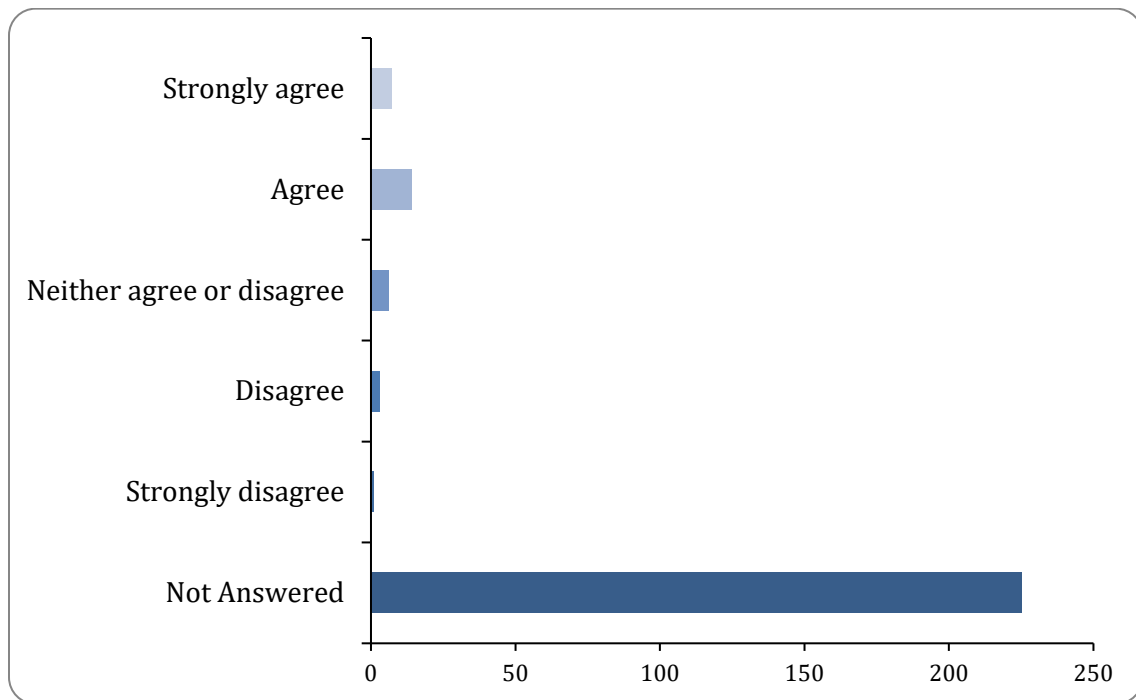
Option	Total	Percent
Strongly agree	8	3.12%
Agree	13	5.08%
Neither agree or disagree	6	2.34%
Disagree	3	1.17%
Strongly disagree	1	0.39%
Don't know	0	0.00%
Not Answered	225	87.89%

Why do you say that? Please write below:

There were 10 responses to this part of the question.

To what extent do you agree or disagree with this theme's key actions listed on page 5 of the pdf? (Please select only one item)
meeting local needs key actions

There were 31 responses to this part of the question.



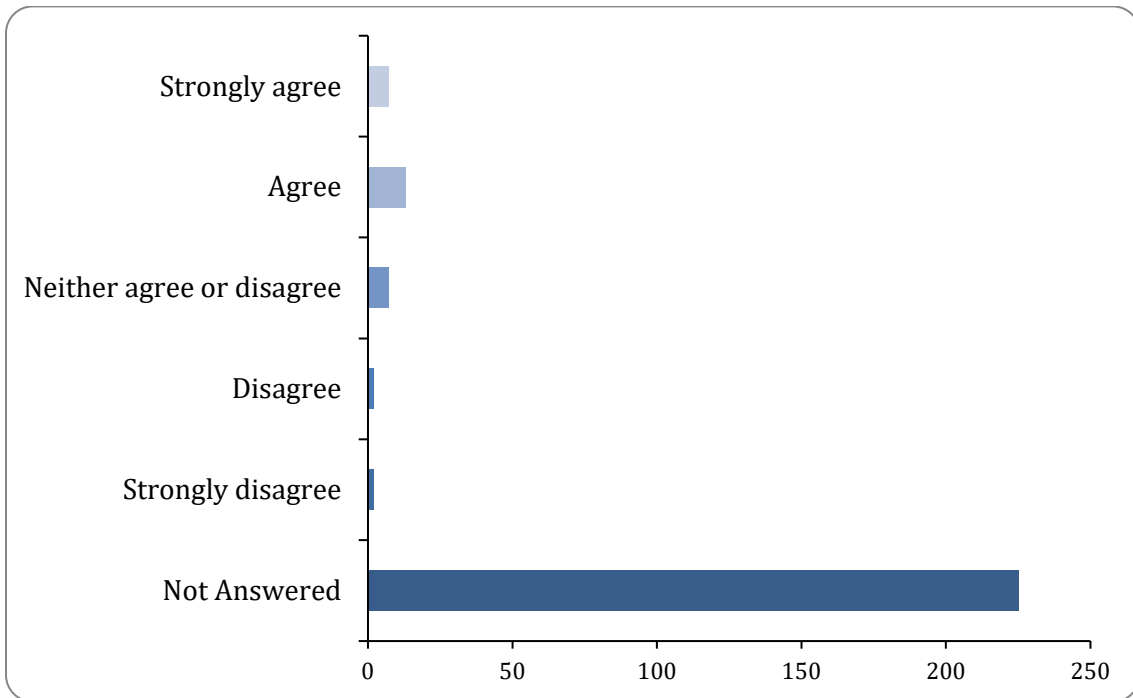
Option	Total	Percent
Strongly agree	7	2.73%
Agree	14	5.47%
Neither agree or disagree	6	2.34%
Disagree	3	1.17%
Strongly disagree	1	0.39%
Don't know	0	0.00%
Not Answered	225	87.89%

Why do you say that? Please write below:

There were 9 responses to this part of the question.

**To what extent do you agree or disagree with this theme's supporting actions,
listed on page 5 of the pdf? (Please select only one item)
meeting local needs supporting actions**

There were 31 responses to this part of the question.



Option	Total	Percent
Strongly agree	7	2.73%
Agree	13	5.08%
Neither agree or disagree	7	2.73%
Disagree	2	0.78%
Strongly disagree	2	0.78%
Don't know	0	0.00%
Not Answered	225	87.89%

Why do you say that? Please write below:

There were 9 responses to this part of the question.

Is there anything else you feel we should consider in delivering this theme?

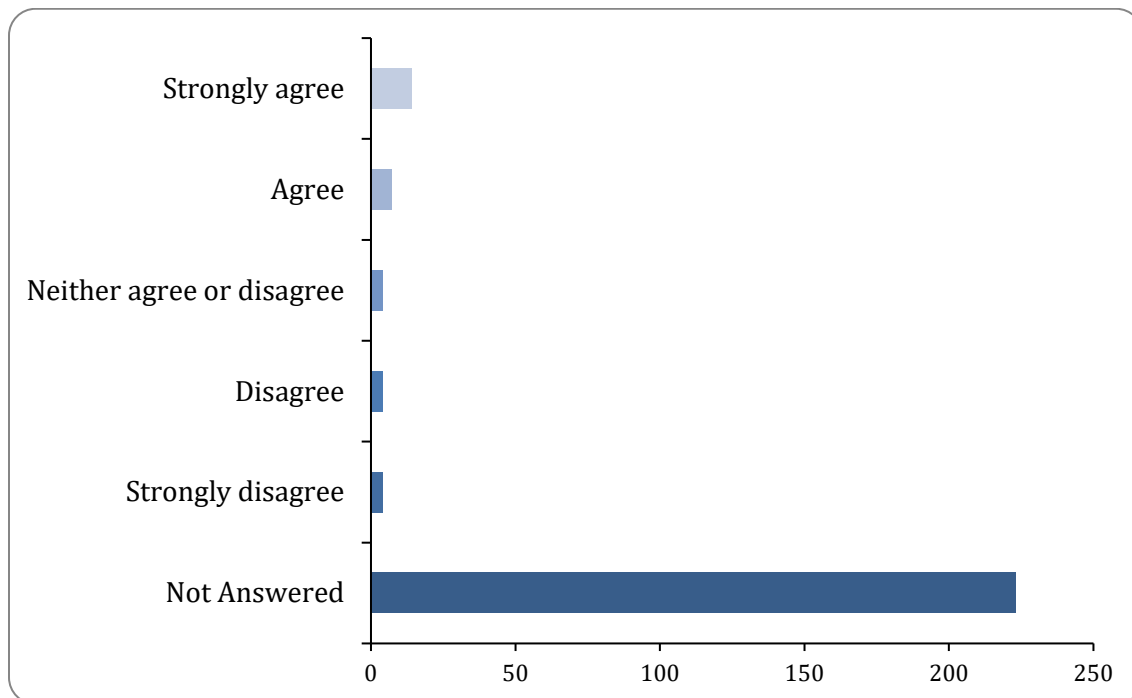
**Is there anything else you feel we should consider in delivering this theme?
Please write in the box below**

There were 8 responses to this part of the question.

To what extent do you agree or disagree with this theme's statement of policy which can be found on page 5 of the pdf? (Please select only one item)

Reducing dominance of traffic statement of policy

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	14	5.47%
Agree	7	2.73%
Neither agree or disagree	4	1.56%
Disagree	4	1.56%
Strongly disagree	4	1.56%
Don't know	0	0.00%

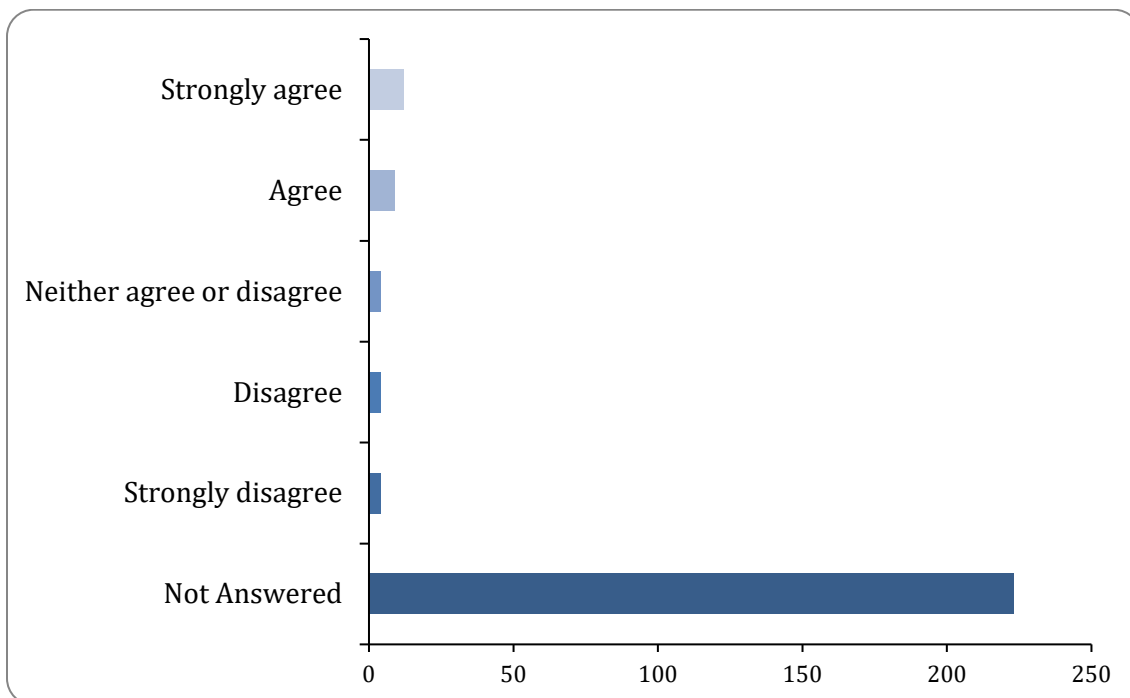
Not Answered	223	87.11%
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Why do you say that? Please write below:

There were 10 responses to this part of the question.

To what extent do you agree or disagree with this theme's key actions which can be found on page 5 of the pdf? (Please select only one item)
reducing dominance of traffic key actions

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	12	4.69%
Agree	9	3.52%
Neither agree or disagree	4	1.56%
Disagree	4	1.56%
Strongly disagree	4	1.56%
Don't know	0	0.00%
Not Answered	223	87.11%

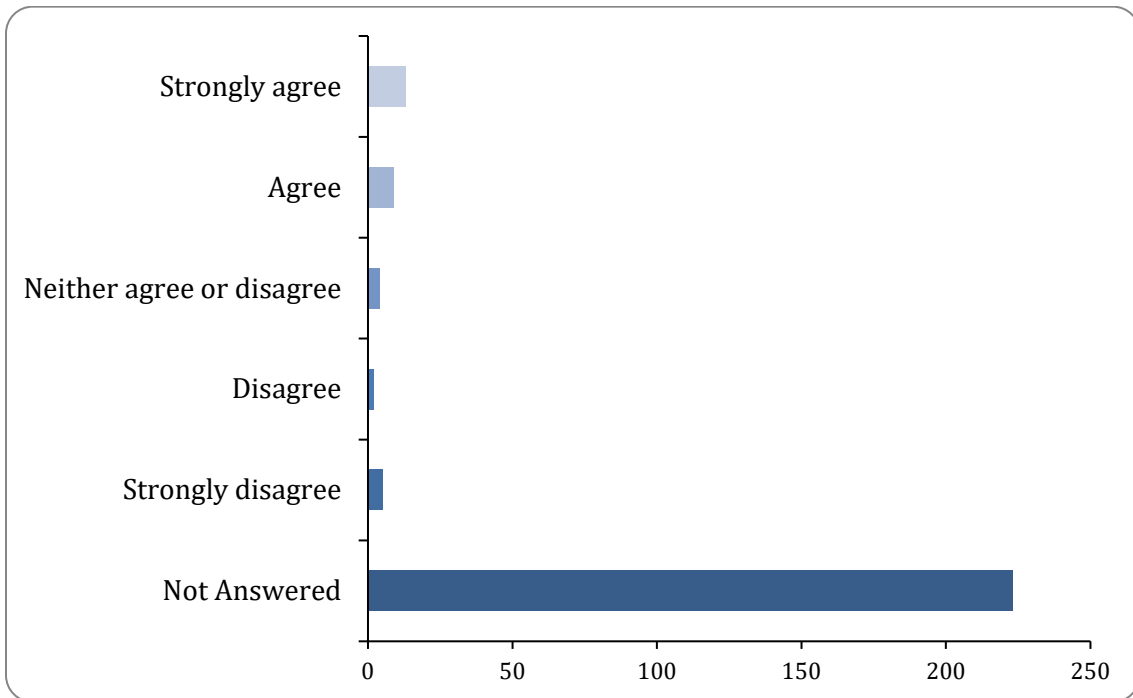
Why do you say that? Please write below:

There were 8 responses to this part of the question.

To what extent do you agree or disagree with this theme's supporting actions, which can be found on page 5 of the pdf? (Please select only one item)

Reducing dominance of traffic supporting actions

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	13	5.08%
Agree	9	3.52%
Neither agree or disagree	4	1.56%
Disagree	2	0.78%
Strongly disagree	5	1.95%
Don't know	0	0.00%
Not Answered	223	87.11%

Why do you say that? Please write below:

There were 11 responses to this part of the question.

Is there anything else you feel we should consider in delivering this theme?

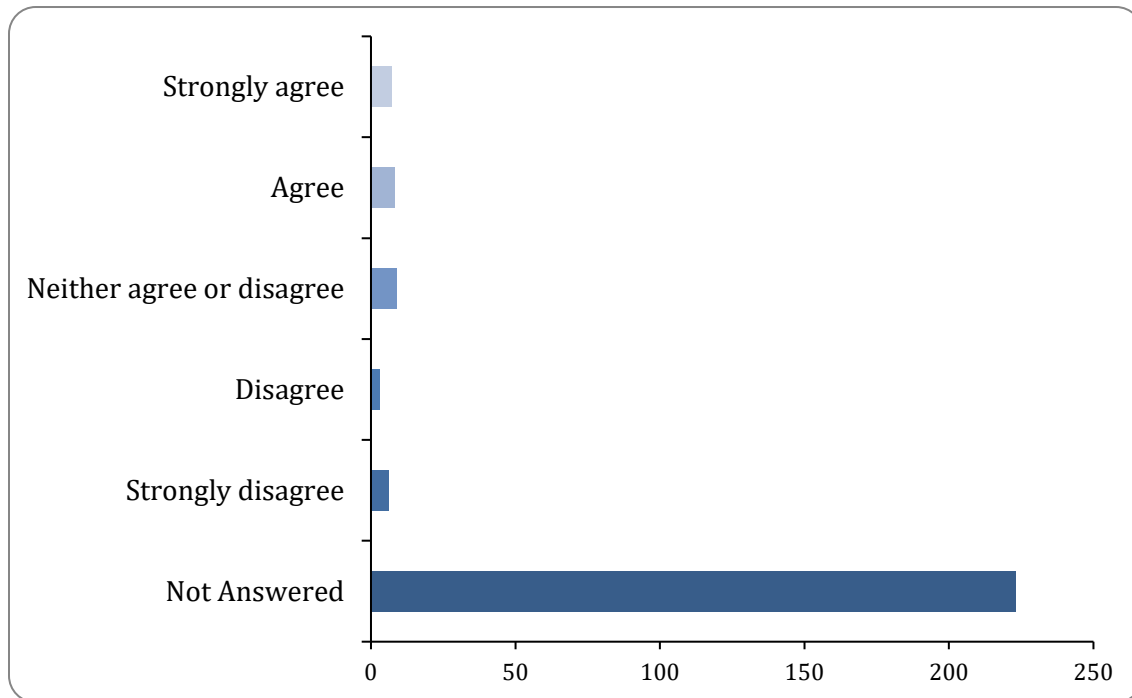
**Is there anything else you feel we should consider in delivering this theme?
Please write in the box below**

There were 10 responses to this part of the question.

**To what extent do you agree or disagree with the theme's statement of policy,
which can be found on page 5 of the pdf? (Please select only one item)**

Transport system work as one statement of policy

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	7	2.73%
Agree	8	3.12%
Neither agree or disagree	9	3.52%
Disagree	3	1.17%

Strongly disagree	6	2.34%
Don't know	0	0.00%
Not Answered	223	87.11%

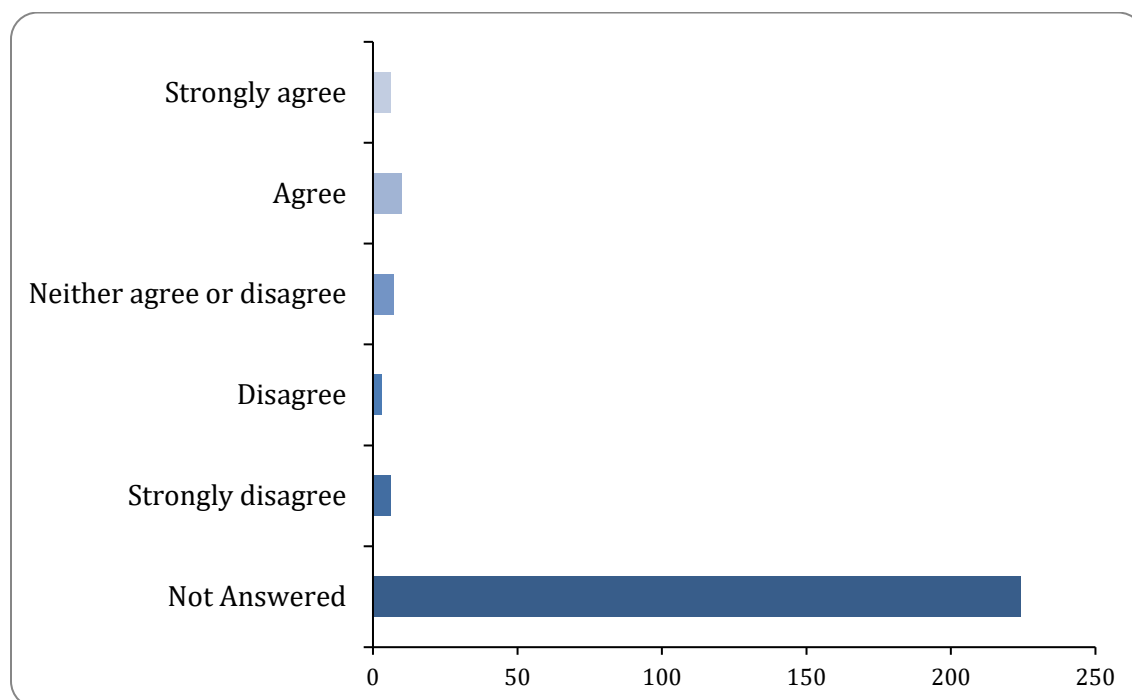
Why do you say that? Please write below:

There were 12 responses to this part of the question.

To what extent do you agree or disagree with this theme's key activities which can be found on page 5 of the pdf? (Please select only one item)

Transport system work as one key actions

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	6	2.34%
Agree	10	3.91%
Neither agree or disagree	7	2.73%
Disagree	3	1.17%
Strongly disagree	6	2.34%
Don't know	0	0.00%

Not Answered	224	87.50%
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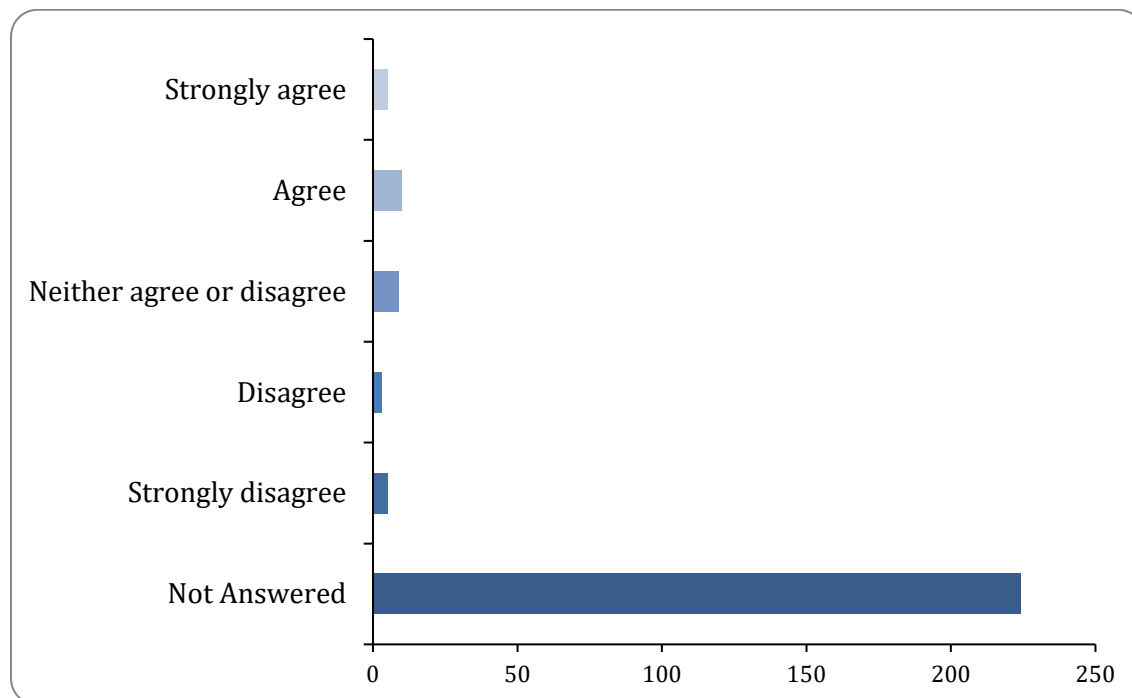
Why do you say that? Please write below:

There were 9 responses to this part of the question.

To what extent do you agree or disagree with this theme's supporting activities, which can be found on page 6 of the pdf? (Please select only one item)

Transport system work as one supporting actions

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	5	1.95%
Agree	10	3.91%
Neither agree or disagree	9	3.52%
Disagree	3	1.17%
Strongly disagree	5	1.95%
Don't know	0	0.00%
Not Answered	224	87.50%

Why do you say that? Please write below:

There were 7 responses to this part of the question.

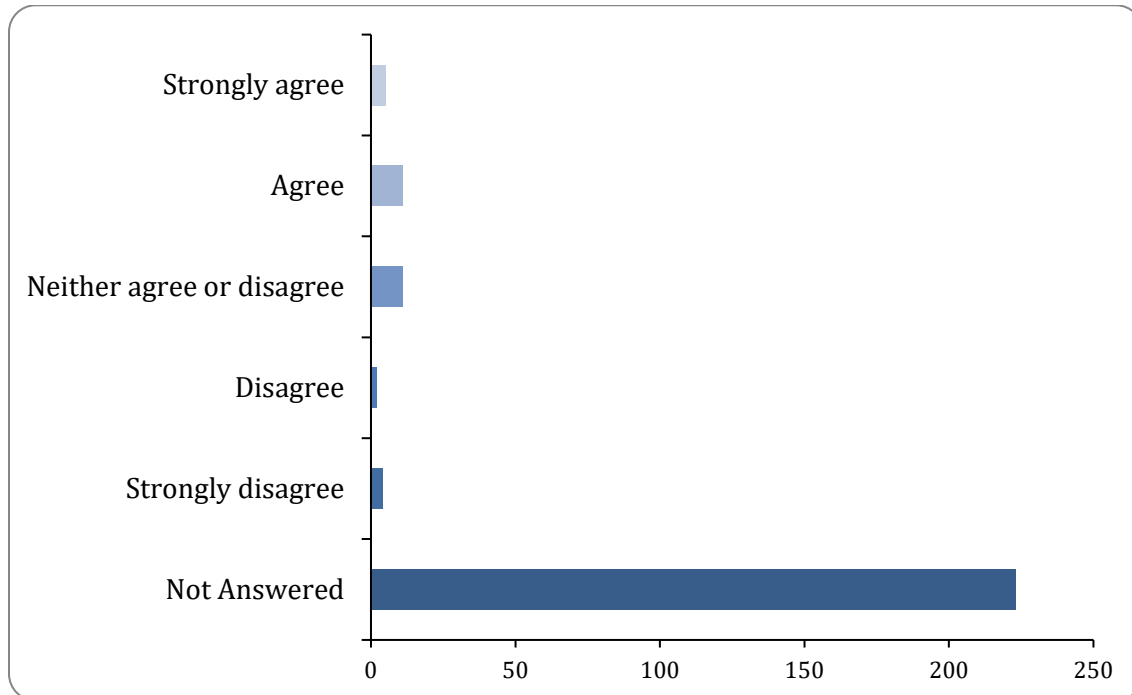
Is there anything else you feel we should consider in delivering this theme?

**Is there anything else you feel we should consider in delivering this theme?
Please write in the box below**

There were 7 responses to this part of the question.

**To what extent do you agree or disagree with this theme's statement of policy,
which can be found on page 3 of the pdf? (Please select only one item)
making it happen statement of policy**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	5	1.95%

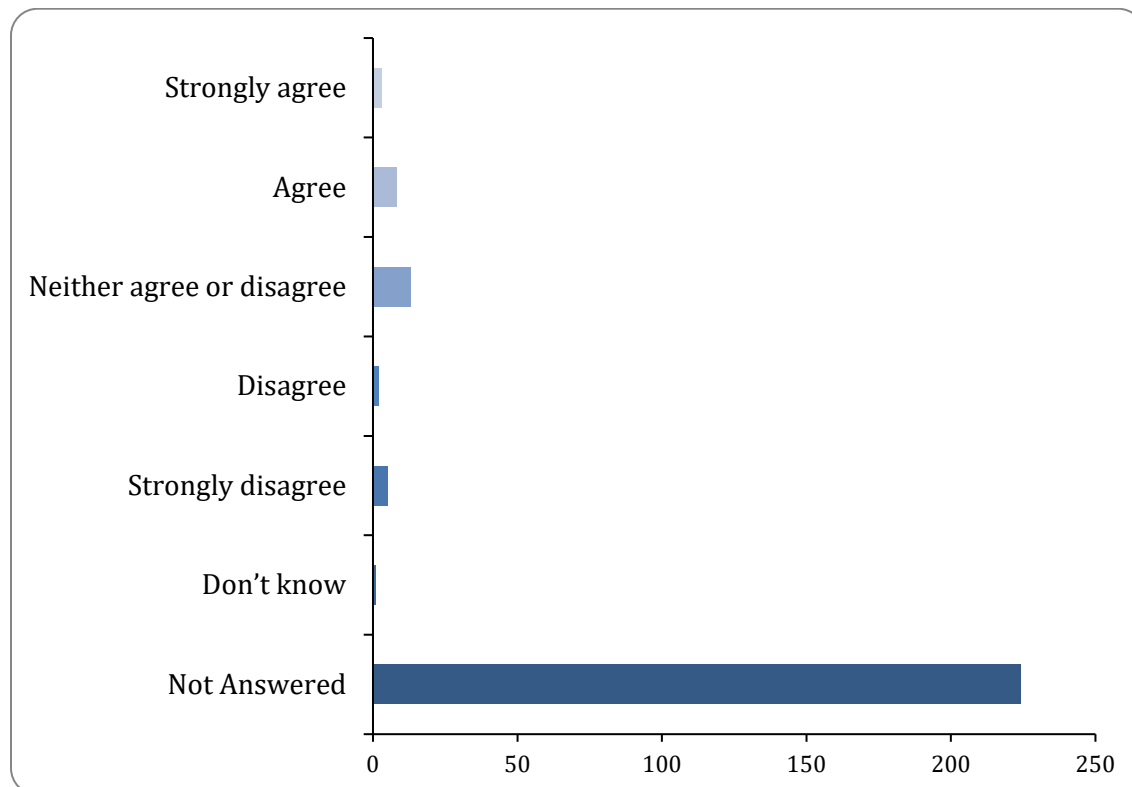
Agree	11	4.30%
Neither agree or disagree	11	4.30%
Disagree	2	0.78%
Strongly disagree	4	1.56%
Don't know	0	0.00%
Not Answered	223	87.11%

Why do you say that? Please write below:

There were 10 responses to this part of the question.

To what extent do you agree or disagree with this theme's key actions which can be found on page 3 of the pdf? (Please select only one item) making it happen key actions

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	3	1.17%

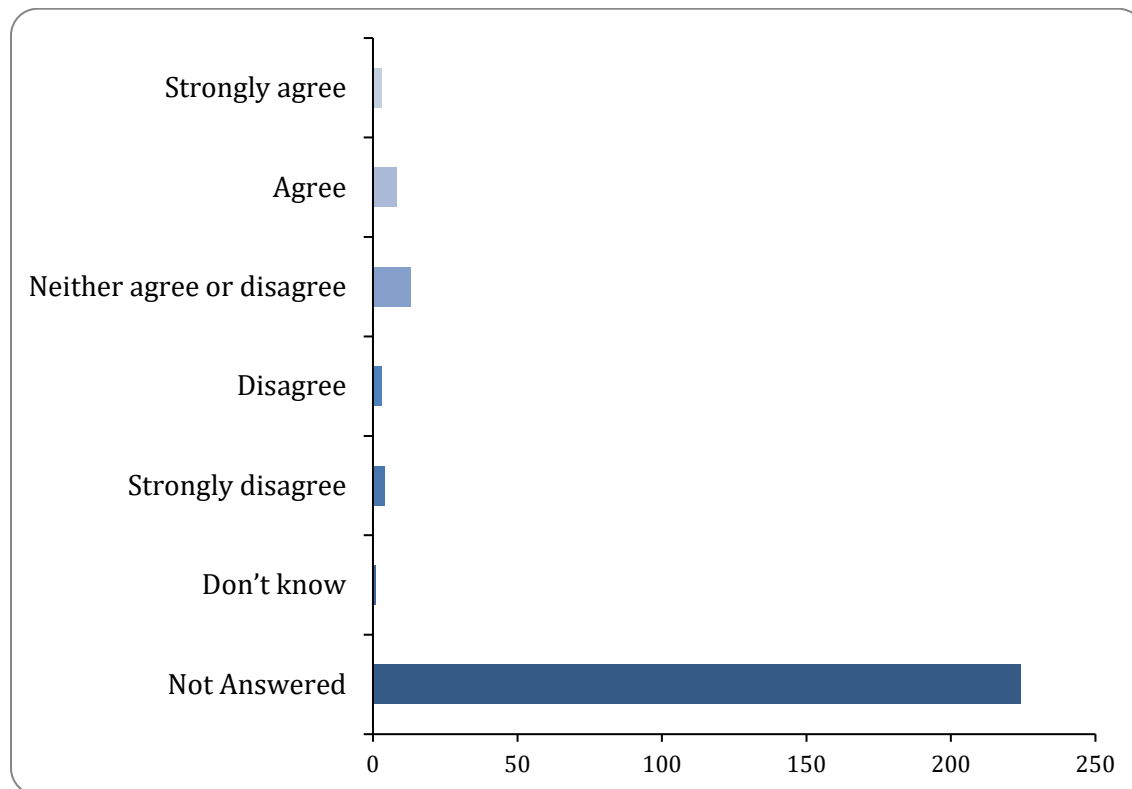
Agree	8	3.12%
Neither agree or disagree	13	5.08%
Disagree	2	0.78%
Strongly disagree	5	1.95%
Don't know	1	0.39%
Not Answered	224	87.50%

Why do you say that? Please write below:

There were 9 responses to this part of the question.

To what extent do you agree or disagree with this theme's supporting actions which can be found on page 4 of the pdf? (Please select only one item)
making it happen supporting actions

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	3	1.17%

Agree	8	3.12%
Neither agree or disagree	13	5.08%
Disagree	3	1.17%
Strongly disagree	4	1.56%
Don't know	1	0.39%
Not Answered	224	87.50%

Why do you say that? Please write below:

There were 8 responses to this part of the question.

Is there anything else you feel we should consider in delivering this theme?

**Is there anything else you feel we should consider in delivering this theme?
Please write in the box below**

There were 8 responses to this part of the question.

Lastly, is there anything else you feel should be considered when finalising the overall content of the TfN strategy?

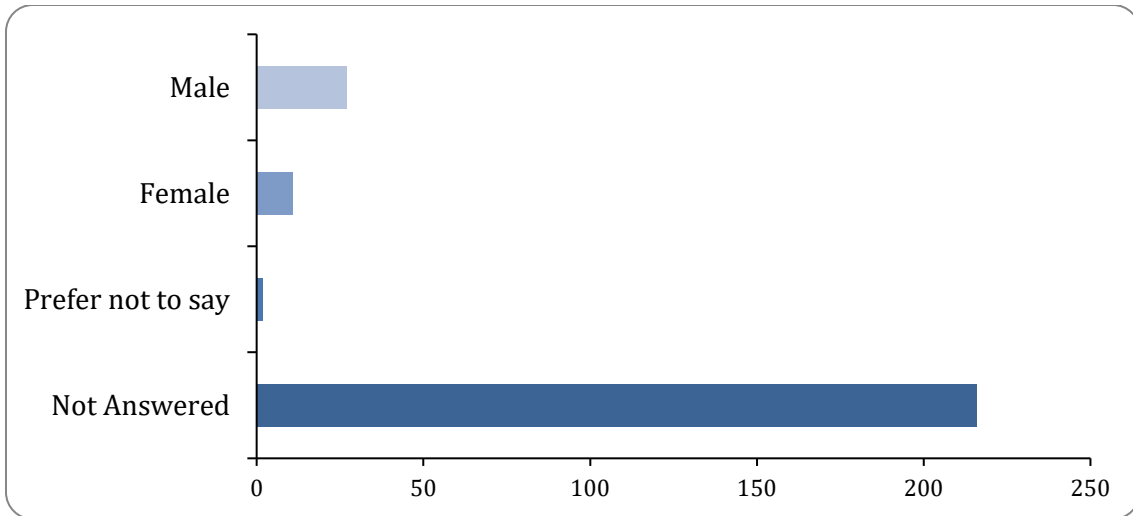
Is there anything else you feel should be considered when finalising the overall content of the TfN strategy? Please write in the box below

There were 20 responses to this part of the question.

Are you...?

Gender

There were 40 responses to this part of the question.



Option	Total	Percent
Male	27	10.55%
Female	11	4.30%
Prefer to self-describe (please specify below)	0	0.00%
Prefer not to say	2	0.78%
Not Answered	216	84.38%

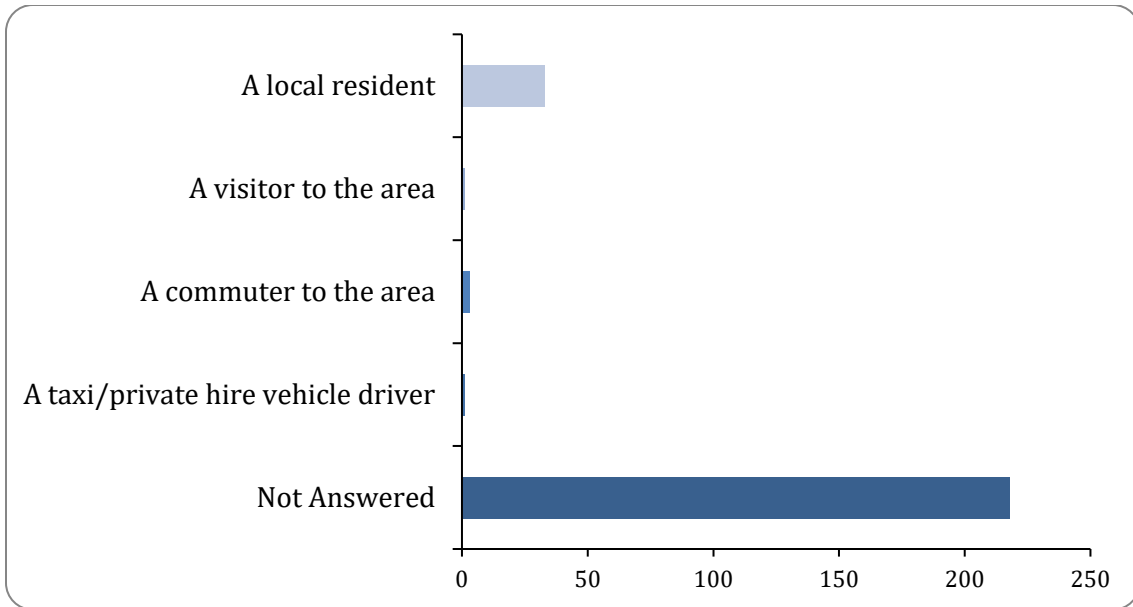
If you prefer to self-describe please specify here:

There were 0 responses to this part of the question.

Are you responding as...? (Please select all that apply)

Responding as

There were 38 responses to this part of the question.



Option	Total	Percent
A local resident	33	12.89%
A local business owner	0	0.00%
Employed locally	0	0.00%
A visitor to the area	1	0.39%
A commuter to the area	3	1.17%
Not local but interested in the scheme	0	0.00%
A taxi/private hire vehicle driver	1	0.39%
Not Answered	218	85.16%

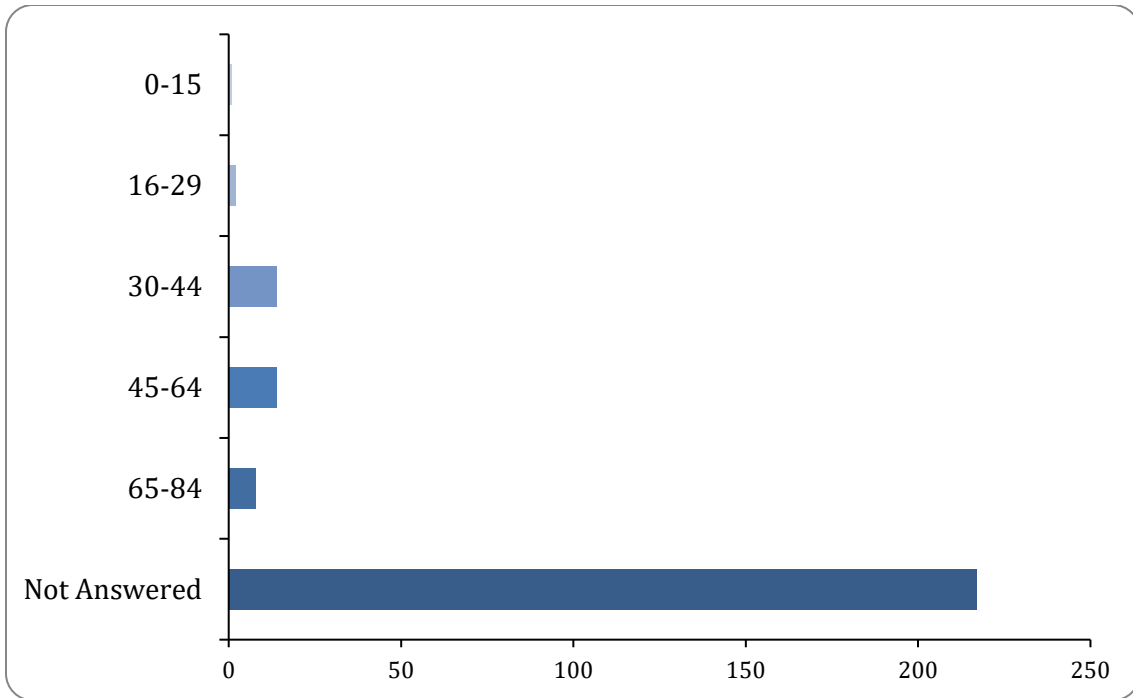
Other, please specify

There were 4 responses to this part of the question.

How old are you?

Age

There were 39 responses to this part of the question.

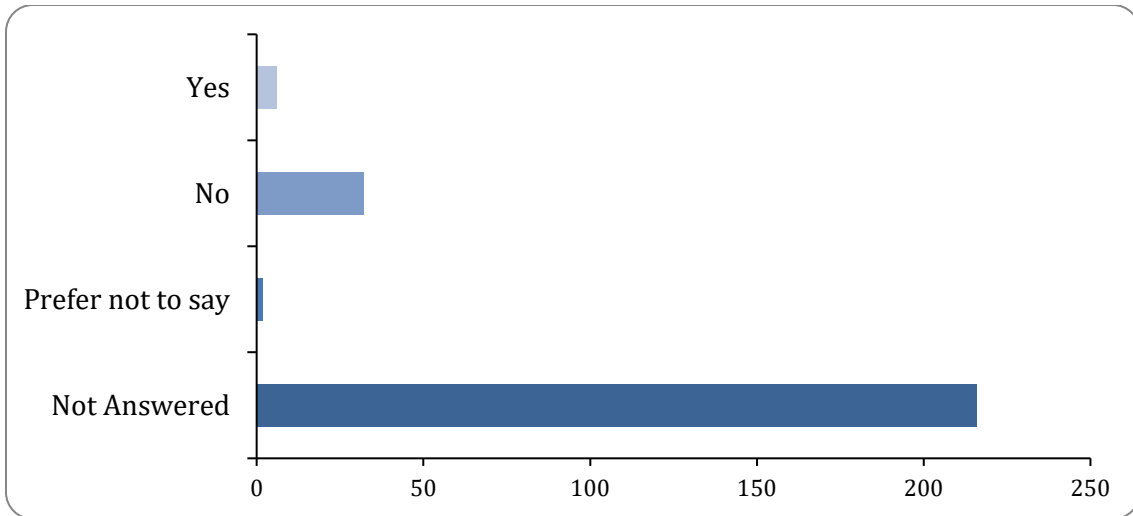


Option	Total	Percent
0-15	1	0.39%
16-29	2	0.78%
30-44	14	5.47%
45-64	14	5.47%
65-84	8	3.12%
85+	0	0.00%
Not Answered	217	84.77%

Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do?

Disability

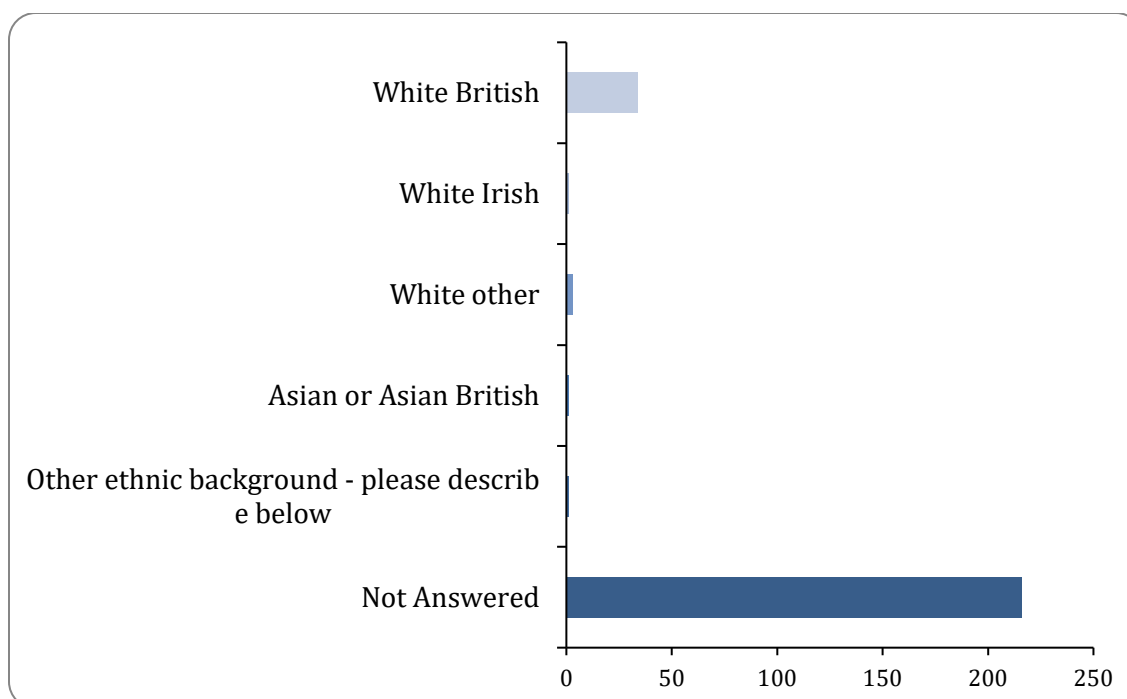
There were 40 responses to this part of the question.



Option	Total	Percent
Yes	6	2.34%
No	32	12.50%
Prefer not to say	2	0.78%
Not Answered	216	84.38%

How would you describe your ethnic background? Please select one only
Ethnicity

There were 40 responses to this part of the question.



Option	Total	Percent
White British	34	13.28%
White Irish	1	0.39%
White other	3	1.17%
Mixed	0	0.00%
Asian or Asian British	1	0.39%
Black or Black British	0	0.00%
Chinese	0	0.00%
Other ethnic background - please describe below	1	0.39%
Not Answered	216	84.38%

Ethnicity 2

There were 2 responses to this part of the question.

What is the first part of your postcode? (e.g. NR4)

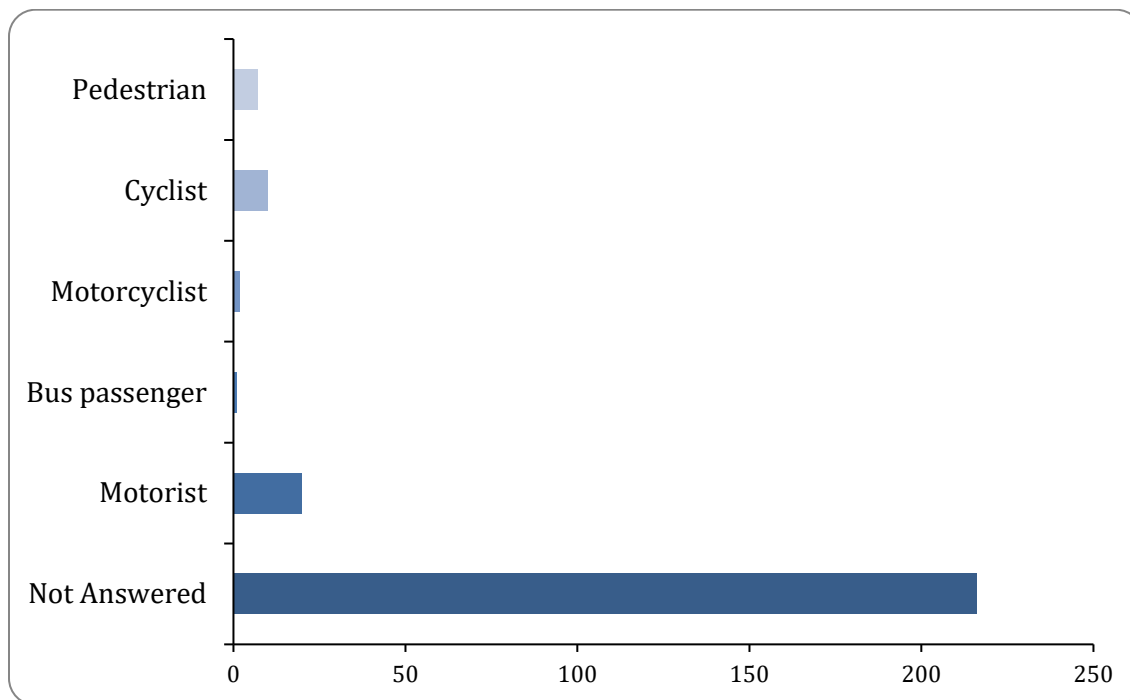
Postcode

There were 40 responses to this part of the question.

How do you primarily travel in the Greater Norwich area? (Please select only one item)

Primary use of area

There were 40 responses to this part of the question.



Option	Total	Percent
Pedestrian	7	2.73%
Wheelchair user	0	0.00%
Cyclist	10	3.91%
Motorcyclist	2	0.78%
Bus passenger	1	0.39%
Motorist	20	7.81%
Not Answered	216	84.38%

Other, please specify

There were 3 responses to this part of the question.

Transport for Norwich Strategy Consultation version – Schedule of proposed changes

Section / Para	Comment	Proposed change
Executive Summary	Norfolk and Norwich Theme description should recognise local transport and rail; and extent of connections	Amend the Norwich and Norfolk Theme description Norwich and the strategic growth area around it is the centre for a large part of the county and the wider eastern region. Good, strategic connections by clean transport modes including rail, low carbon vehicles and sustainable modes within and to places outside of the area are vital for continued prosperity.
Spatial Portrait	Add reference to Attleborough and Thetford on the NCTC	Change para 1.4 The Norwich-Cambridge corridor is of key strategic importance to the planned growth including Attleborough and Thetford , with rail.....
1.6	The strategy should recognise issues of deprivation outside the city and be inclusive.	Amend 1.6 The city also has a higher level of deprivation than the Norfolk average. Also, there are pockets of deprivation in the rural areas that rely on the Norwich urban area for services and employment. This takes into account... NB: Also note changes proposed at 10.3 in relation to this comment (see later)
1.18	Changes to be consistent with GNLP strategic growth area.	Replace Para 1.18 with The TfN strategy covers, broadly, the full extent of the Strategic Growth Area as expressed through the Greater Norwich Local Plan (GNLP) together with consideration of the longer distance trips from the county and beyond. This will be where the strategy and its action plan have their focus although TfN strategy has not identified a precise boundary. Wider are policies and actions will be taken forward through the LTP.
2.1	Amend paragraph to make it clear the review covered plan projects and strategies	Amend Para 2.1 A comprehensive review of all the relevant policies, plans, projects and strategies for the TfN Strategy...
2.1	TfN does not reference Decarbonising	Include a reference to Decarbonising Transport in Chapter 2 (bullet points in 2.1). New bullet:

Section / Para	Comment	Proposed change
	Transport in Chapter 2	Decarbonising Transport: a better, greener Britain (July 2021)
Chapter 4 Themes	Inconsistent between Exec Summary and Themes.	Change theme text throughout Chapter 4 to align with those in the Executive Summary and pick up comments (as described under Exec Summary, above) in these descriptions
5.1	Acknowledgement should be given to enhancing the public space, public realm, and green spaces to provide an attractive Norwich and Norfolk which can be enjoyed by day visitors and citizens alike	Amend 5.1 Norwich is Norfolk's largest urban area and comprises the city itself and the built-up fringe parishes in Broadland and South Norfolk districts. It is one of the largest centres of employment in south-east England, making the city and its hinterland an important focus in the region for a range of services, as well as the administrative and operational headquarters for a number of organisations. It has an attractive, historic environment including parts of the transport system, intrinsic to making it a place that people want to visit and live, and for businesses (see chapter 11 for our strategy about this). Due to the its prominence in the county...
5.8	Amend text to recognise the importance of the wider Norwich area	Amend 5.8 first sentence to read High quality connections between Norwich, its strategic growth areas, the wider area and markets beyond Norfolk are vital to the economy role of the wider Norwich area as a key driver of economic growth. The city centre...
5.10	Strategy should give commitment to new rail halts	Amend para 5.10 The Rail and the park and ride system plays an important roles in maintaining good access into Norwich for trips from outside the urban area
5.11	3 rd supporting action to carry out strategic assessments is unclear.	Amend 3 rd supporting action under 5.11 Carry out a strategic assessment to evidence the opportunities to deliver enhanced sustainable transport interventions as a consequence of completing the committed Transforming Cities interventions (a major package of improvements focussed on public transport, walking and cycling) and the Norwich Western Link Carry out strategic assessments of the traffic impacts as a consequence of completing the committed strategic schemes (including improvements to the A47, the committed transforming cities programme and the Norwich Western Link) to identify the opportunities to deliver enhanced sustainable transport measures to support public transport and active travel.

Section / Para	Comment	Proposed change
5.11	Add clarity to the final supporting action	Amend final point under 5.11 We will review the measures that weren't funded through the Transforming Cities package to ensure these support the objectives and incorporate them into the action plan where they remain consistent with achieving the intended outcomes of the TfN Strategy.
6.6	Update to reflect adoption of the EV strategy and give more support to EV charging points	Amend 2 nd supporting action under 6.6 Work to deliver the An electric vehicle strategy is being that has been developed and which will be used to assist in the transition to clean fuels
6.6	Text refers to clean buses, not zero emission. More attention is needed to greening delivery vehicles	Amend the 4 th bullet point under 6.6 supporting actions to the Net Zero Carbon policy Work with bus companies, freight operators and others on switching to cleaner vehicles transitioning to zero emission fleets
Chapter 7 Highlights	TfN should adopt a policy of supporting zero emissions public transport	Amend the last bullet in the Highlights box at the beginning of Chapter 7 Promoting less polluting Support and promote a transition to zero emissions public transport
7.8	Could include reference engine switch off and brief explanation of each point	Amend all bullet points to include brief explanation of the measures, and add additional bullet point to 7.8 <ul style="list-style-type: none"> • Clean Air Zone (Charging to charge vehicles with higher emissions to enter a certain area) • Workplace parking place levy (A charge on business premises for each parking space) • Road charging / congestion charge (Charging for all vehicles, or particular types of vehicle, in a certain area) • Vehicle bans on certain roads or areas (Preventing all vehicles, or particular types of vehicle from certain areas) • Enforcing engine switch off (Enforcement officers can issue a fixed penalty – similar to a parking ticket – where drivers do not switch off their engine when in queues or waiting at the side of the road).
Chapter 8 Highlights	Typo	Second point, first word P People need to...

Section / Para	Comment	Proposed change
8.6	Would appreciate additional information to the 'disincentives' that are discussed within the key actions section	<p>Add extra sentences to 8.6</p> <p>How people choose to travel will have a significant bearing on how successful we are in meeting our ambitions. We need to make sure that we are providing the information and measures to influence the travel choices people make in order to find it easy, safe and convenient to get to where they need to get to. The strategy sets out examples of some measures that will be investigated including reviewing parking policy and potential restrictions on vehicular use. Our focus will be on active and clean travel. We need to engage to understand what people need, to ensure active and clean travel are suitable and that we are putting in place the right measures. We also need to show people how active and clean travel can become their first choice, to encourage them to switch how they travel. In all cases, it will be necessary to engage with stakeholders to understand views and take these into account in developing measures.</p>
9.8	We feel that new developments should be embedding green charging points within their designs	<p>Amend 9.8 first bullet point:</p> <p>Work with district Local Planning Authorities to support masterplans, development briefs and design codes / guides that are aligned with TfN strategy. This could include securing infrastructure for electric vehicle charging as part of new development proposals</p>
9.8	The word mobility hub should be used rather than transport hub in 9.8 to avoid confusion.	<p>Amend wording in 9.8 third bullet point</p> <p>Seek to encourage high density development where there is good access to mobility transport hubs, local services and employment opportunities</p>
Chapter 10 highlights	Recognise that users of the transport network may be from outside the immediate Norwich area and their needs are to be considered	<p>Amend the text in the Highlights box</p> <p>This chapter reinforces the importance of reducing casualties and that we need to have a transport system that supports the needs of everyone, being designed to take account the different needs of different people including those who travel from outside of Norwich and the strategic growth area.</p>
10.3	Reword to ensure the text acknowledge needs of those outside the	<p>Reword 10.3</p> <p>Levels of inequality in Norwich and the surrounding area vary considerably which leads to disparities in people's access to transport and therefore access to employment and education opportunities. Car ownership across</p>

Section / Para	Comment	Proposed change
	<p>immediate Norwich area</p> <p>NB: These changes also respond to the comment made at 1.6</p>	<p>Norwich and its surrounding areas varies considerably. This can be a lifestyle choice for some, but for others low incomes and protected characteristics may make car ownership inaccessible. Other modes such as buses, rail, walking and cycling can be less convenient, particularly depending on where people live, the cost, scheduling, as well as concerns regarding the perceived safety of roads for walking and cycling. It is highly important that the TfN strategy seeks to provide a transport network accessible to all who use it, whether local or not, with the ambition to overcome barriers of transport inequality across the city and the surrounding area to meet the needs of the network's users and government ambitions for equal access as set out in the Inclusive Transport Strategy (2020) and Equality Act (2010).</p>
10.11	<p>advocate that the policy (traffic harm reduction) should be changed to say that "20mph will be adopted as the default speed limit across the whole urban area with higher limits only on streets that have a strategic traffic function and do not have a strong residential and local service function. Where the street design does not currently support adherence to 20mph, engineering and enforcement measures will be implemented to achieve compliance."</p>	<p>Add to the end of the 3rd supporting action</p> <p>....to 20mph across the whole urban area with higher limits only on streets that have a strategic traffic function and do not have a strong residential and local service function (see Chapter 11....</p>

Section / Para	Comment	Proposed change
10.15	Reference technology to provide flexible alternatives in	<p>Add at the end of first sentence of second supporting action, under 10.15</p> <p>As part of our Bus Service Improvement Plan, and other related initiatives, consider how we can improve existing services and use technology and innovation to plan and provide transport solutions to reduce reliance on car ownership and increase flexibility and reliability at times and in locations where public transport is not easily available. This will....</p>
11.3	Reference to Norwich-wide 20mph speed limit, with the exception of a few A roads	<p>Amend 11.3</p> <p>... There has been a programme to introduce 20 mph zones across parts of the city and this strategy needs to take this forward across the whole urban area, with higher limits only on streets that have a strategic traffic function and do not have a strong residential and local service function. This will to support low traffic neighbourhoods and active travel. within these areas</p>
11.7 Places policy	The word changes at the beginning of the policy can be better explained and the wording can be changed to be more specific.	<p>Change place policy</p> <p>Changes New schemes, enforcement and maintenance activities on the transport network to the transport network will seek to ...</p>
11.9	Point regarding the importance of facilities which propel Norwich City Centre into an attractive destination which all people will want to visit	<p>Add additional bullet point in 11.9</p> <p>Consider the layout of streets and spaces, and the facilities provided, so that the transport network meets the needs of all users</p>
11.12	Alternative new technologies such as e-cargo bikes and drones could be explored for those deliveries within the city centre which do not require larger vehicles	<p>Amend last bullet point in 11.12</p> <p>Provision of e-cargo delivery services or other innovative systems including drones within the city centre</p>
12.1	Change from vehicle focus	<p>Amend 12.1</p> <p>... To enable this, transport interventions must prioritise</p>

Section / Para	Comment	Proposed change
		the movement of people, not just vehicles , active travel and public transport.
12.5 Mode Hierarchy Policy	Comments that the policy should be people not vehicle focussed.	Amend the policy in 12.5 ROAD NETWORK AND TRAVEL MODE HIERARCHY We will adopt a road network and travel mode hierarchy that will support mobility requirements of people rather than just vehicles and recognises the place function as well as movement function of different parts of the network.
12.6	Typo	Correct typo in 12.6 We will introduce a hierarchy that reflects how roads, streets and spaces are used. This will range from identifying roads where essential movement will be the priority through to identifying places where the primary use will be for meeting people, eating out or socialising
12.7	TfN should reflect the needs of all users in the narrative	Amend 12.7 ...The layout and constrained nature of roads in our urban areas means it is very difficult to make improvements for all types of user, although the needs of everyone – and the function of the city – will need to be taken into account . Therefore, we will prioritise space for certain types of users rather than trying to make provision for all types of user along different corridors. We...
12.8	Reference to traffic reduction across the whole road network and not solely within the city centre and residential neighbourhoods	Amend 12.8 to make it clearer and consistent with other sections Movement across Norwich and its strategic growth areas will seek to significantly reduce the intrusion of extraneous traffic within the city centre and residential neighbourhoods. Cross city traffic will be required to use orbital and radial primary routes rather than short cuts on neighbourhood roads. As set out elsewhere, our strategy recognises that significant and far-reaching interventions including reductions in travel demand will be needed in order to achieve our objectives.
12.10	More recognition should be attuned to alternative micro-mobility options of transport within the region	Add additional bullet point at end of 12.10 Investigate the use of micro-mobility transport solutions where they support the aims and objectives of the strategy
12.12	TfN strategy fails to address that the cost and	Add extra narrative in 12.12

Section / Para	Comment	Proposed change
	<p>availability of public transport in the rural hinterlands is the biggest deterrence for people.</p> <p>Suggestion to include a mode shift target in the Bus Services policy</p>	<p>Historically Norwich has seen high bus patronage, although not all of its surrounding hinterland has good, affordable services, and Covid-19 at least temporarily reduced this patronage because of the need to run socially distanced services. The county council is forming has committed to develop an Enhanced Partnership and Bus Service Improvement Plan with local bus operators that will influence the development of the bus network. This includes an objective to increase the mode share of buses and develop location specific targets on a corridor-by-corridor basis. The council has also committed to develop an enhanced partnership with operators</p>
12.12 Bus Services policy	Typo (missing apostrophe)	<p>Amend bus services policy</p> <p>Bus services will continue to be a vitally important transport solution. We will work in partnership with operators to deliver services that meet people's travel needs.</p>
12.13 and 12.14	<p>Better reference to the Bus Service Improvement Plan</p> <p>We would like the Bus Improvement Plan and Enhanced Partnership to consider how the cost of bus travel of other groups can be reduced and for the supporting action under 12.4 to be reworded to: "consider social needs in relation to bus services, including the cost of travel".</p>	<p>Start 12.13 with</p> <p>Through the Bus Service Improvement Plan we will Continue continue to work in partnership ...</p>
12.14	Lack of consistency between paragraphs 12.10 and 12.14	<p>Amend 12.14</p> <p>Investigate the introduction of higher priority on important bus corridors appropriate bus priority measures on important bus corridors beyond committed Transforming Cities Fund work</p>

Section / Para	Comment	Proposed change
12.28 Active Travel Policy	Statement that the proposed policy is weak and needs tangible targets	Amend policy at 12.28 ACTIVE TRAVEL We will promote active travel by walking and cycling. We will promote and prioritise active travel by walking and cycling to ensure that half of all journeys in Norwich are cycled or walked by 2030
12.29 Active travel policy supporting action.	Needs to reference LTN 1/10	Add at end of action ...to meet current guidance best practice.
General (Change to be made at 13.4)	The strategy should commit to review	Add to the end of 13.4 We will take opportunities to have future reviews of the strategy to reflect on progress and changing circumstance and legislation