

# Norfolk County Council

## Record of Individual Cabinet Member Decision

**Responsible Cabinet Member: Cllr Graham Plant** Cabinet Member for Highways, Infrastructure & Transport)

### **Background and Purpose:**

These proposals relate to approved schemes along the Dereham Road corridor in Norwich, which are being delivered as part of the Department for Transport's DfT's) Transforming Cities Fund. This report sets out the Traffic Regulation Orders (TROs) required for the introduction of a bus/taxi/cycle lane, a bus/cycle lane and bus/cycle gates along Dereham Road and Prohibition of Waiting on the old alignment of Dereham Road that are required to implement the approved schemes.

These proposals will make improvements to support sustainable modes of transport, particularly bus travel.

A Prohibition of Waiting Order is proposed along the residential street U78489 Dereham Road. This road is set back from the main alignment of A1074 Dereham Road and the TRO process is proposed to formalise the waiting restriction in this location, to maintain the access to the proposed cycle path.

A local member and nine members of the public raised objections to the proposed Traffic Regulation Orders (TRO) for the bus lane restrictions during the statutory consultation.

**Decision:** To approve the implementation of a provision of : i) Bus, taxi and cycle lane ii) Bus and cycle lane (iii) Bus and cycle gates and iv) prohibition of waiting traffic regulation order as set out in Appendix B.

**Is it a key decision?** No

**Is it subject to call-in?** Yes

**If Yes – the deadline for call-in is:** 4pm Thursday 14 December 2023

**Impact of the Decision:** As detailed in the attached report.

**Evidence and reason for the decision:** As detailed in the attached report.

**Alternative options considered and rejected:** As detailed in the attached report.

- Appendix A: Site Location Plan
- Appendix B: i) Bus, Taxi and cycle lane ii) Bus and cycle lane (iii) Bus and Cycle Gates and iv) Prohibition of Waiting Traffic Regulation Order layout plans
- Appendix C: Objections comments from the consultation

**Financial, Resource or other implications considered:**

As detailed in the attached report.

**Record of any conflict of interest:** None

**Background documents:** N/A

**Date of Decision:** 5/12/2023

**Publication Date of Decision:** 7/12/2023

**Signed by Cabinet Member:**

I confirm that I have made the decision set out above, for the reasons also set out.

**Signed:** 

**Print name:** Cllr Graham Plant

**Date:** 05/12/2023

**Accompanying documents:**

- Appendix A: Site Location Plan
- Appendix B: i) Bus, Taxi and cycle lane ii) Bus and cycle lane (iii) Bus and Cycle Gates and iv) Prohibition of Waiting Traffic Regulation Order layout plans
- Appendix C: Objections comments from the consultation

Once you have completed your internal department clearance process and obtained agreement of the Cabinet Member, send your completed decision notice together with the report and green form to [committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)

# Individual Cabinet Member Decision Report

Item No:

**Report Title: Norwich - Dereham Road - Traffic Regulation Orders**

**Date of Meeting:** n/a

**Responsible Cabinet Member: Cllr Graham Plant** (Cabinet Member for Highways, Infrastructure & Transport)

**Responsible Director: Grahame Bygrave** – (Interim Executive Director, Community and Environmental Services)

**Is this a Key Decision? No**

## **Executive Summary / Introduction from Cabinet Member**

These proposals relate to approved schemes along the Dereham Road corridor in Norwich, which are being delivered as part of the Department for Transport's DfT's Transforming Cities Fund. This report sets out the Traffic Regulation Orders (TROs) required for the introduction of a bus/taxi/cycle lane, a bus/cycle lane and bus/cycle gates along Dereham Road and Prohibition of Waiting on the old alignment of Dereham Road that are required to implement the approved schemes.

These proposals will make improvements to support sustainable modes of transport, particularly bus travel.

A Prohibition of Waiting Order is proposed along the residential street U78489 Dereham Road. This road is set back from the main alignment of A1074 Dereham Road and the TRO process is proposed to formalise the waiting restriction in this location, to maintain the access to the proposed cycle path.

## **Recommendation**

**To implement the proposed Traffic Regulation Orders to introduce a bus/taxi/cycle lane, a bus/cycle lane and bus/cycle gates along Dereham Road and the waiting restrictions on the old alignment of Dereham Road as set out in Appendix B.**

## **1. Background and Purpose**

- 1.1 The Department for Transport (DfT) awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). Norfolk County Council's successful application was 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."
- 1.2 The proposals for the Dereham Road corridor were presented to the Transport for Norwich Advisory Committee on 26 January 2023. As an indicative vote, all members of the committee agreed to approve the proposals for Dereham Road and the undertaking of statutory processes for the Traffic Regulation Orders (TROs) and noticing required to implement the proposals. This decision was confirmed by the Cabinet Member in a Delegated Decision-Making Report dated 1 June 2023.
- 1.3 The statutory consultation for the TROs took place between 20 October and 14 November 2023. Eleven objections, including one from a local member, have been received to the TROs concerning the proposals and are set out in Appendix C.
- 1.4 A Scrutiny Committee meeting was held on 25 September 2023, in response to a call-in of the delegated Cabinet Member decision on Dereham Road Derestriction and 20mph Speed Limit Order and Bus and Cycle Lane Order, from Cllr Mike Sands, supported by Cllrs Julie Brociek-Coulton, Matt Reilly and Brenda Jones. Though the TROs promoted then were for the road section between Longwater Lane junction and Grays Fair junction, the whole Dereham Road scheme proposals including the TROs in this report were discussed during the meeting. The Committee resolved to note the call-in but take no further action.

## **2. Proposal**

- 2.1 The proposal seeks to introduce the following:
  - i) A bus/taxi/cycle lane along the Dereham Road north side (eastbound) from a point 71m east of the centre line of its junction with U78236 Breckland Road to a point 52m west of its junction with U78268 Gurney Road;
  - ii) A bus/cycle lane south side (westbound) from a point 63m east of its junction with U78236 Breckland Road eastwards for a distance of 160m;

- iii) A bus and cycle gate along U78264/12 Old Dereham Road/Three Mile Lane (eastbound and westbound) from its junction with A1074 Dereham Road to a point 4m west of centre line of U78264/16 Three Mile Lane;
- iv) A bus and cycle gate along U78489 Dereham Road (eastbound and westbound) from a point 45m east of its junction with U78236 Breckland Road south-eastwards to its junction with A1074 Dereham Road;
- v) A Prohibition of Waiting order along U78489 Dereham Road from a point 83m east of its junction with U78236 Breckland Road at the east end of the cul-de-sac for a distance of 14m;

See Appendix B – Extents of proposed bus/taxi/cycle Lane, bus/cycle lane and bus and cycle gates and waiting restrictions Traffic Regulation Order (TRO) layout plans.

- 2.2 The statutory consultation took place on 20 October 2023 with the process ending on the 14 November 2023.

Ten objections including one from a local member were received during the consultation. Details of the objections can be seen in Appendix C.

### **3. Impact of the Proposal**

- 3.1 The proposed bus/taxi/cycle lane order, bus/cycle lane order, bus/cycle gates order will provide shorter and more consistent bus journey times and improve facilities to encourage active travel. The impact of the proposal was documented in the Individual Cabinet Member Decision report. Please find a link in section 12 of this report.

### **4. Evidence and Reasons for Decision**

- 4.1 A decision to approve the proposals and statutory processes for them has already been taken. It has not been possible to resolve the objections because of the disagreement on the impact from the bus lanes on the traffic on Dereham Road. The TROs are required in order to implement the approved scheme and it is therefore recommended that the TROs shall be implemented as proposed.

### **5. Alternative Options**

- 5.1 Existing bus lanes along Dereham Road currently operate 24 hours, including the 24 hour bus lanes which have been approved to be installed between the Longwater Lane and Grays Fair junctions. The current proposal for new

sections of bus lane proposed will provide consistency along this corridor and the provision will be in accordance with the Department for Transport's National Bus Strategy for England which states that 'bus lanes should be full-time and as continuous as possible'.<sup>1</sup>

- 5.2 Consideration could be given to bus lanes operating with restricted hours rather than 24 hours. However, this would not be in accordance with aims of the DfT's Transforming Cities Fund and the government guidance quoted in item 5.1 above. It would also reduce consistency along the Dereham Road corridor. In addition, doing so may not resolve objections, which were not all about the proposed hours of operation.
- 5.3 A number of trees will need to be removed to accommodate the proposed bus and cycle gate to the east of the Bowthorpe roundabout. A full tree survey has been conducted which has identified that these assets were considered to be Category C trees (be of low quality). A replanting scheme will be implemented following the scheme completion.

## **6. Financial Implications**

- 6.1 The TROs and associated works are being funded by the DfT's Transforming Cities Fund (TCF). The inability to implement the TROs and the approved scheme may result in the loss of the allocated funding and the cost of work carried out to date.

## **7. Resource Implications**

### **7.1 Staff:**

The scheme is being designed and delivered utilising existing resources.

### **7.2 Property:**

Nil

### **7.3 IT:**

Nil

## **8. Other Implications**

### **8.1 Legal Implications:**

Nplaw have advised on the making of this TRO and confirmed that actions taken to date have been compliant with the legislative requirements.

---

<sup>1</sup> Department for Transport, 'Bus Back Better – National Bus Strategy for England' (2021)

## **8.2 Human Rights Implications:**

Nil

## **8.3 Equality Impact Assessment (EqIA) (this must be included):**

Norfolk County Council has a duty to pay due regard to equality when exercising its public functions. In making this TRO, 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 particular needs when using the highways.

Public consultation on the TRO has taken place, to enable people to highlight any issues that are important for the Council to be aware of before a decision is made. The proposed improvements should help improve safety for all highway users.

## **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 in the event that we may need to correspond with affected parties as part of this process.

## **8.5 Health and Safety implications:**

Implementation of the Bus/Taxi/ Cycle Lane order, Bus/Cycle Lane order and Bus/Cycle Gates order should improve safety for non-motorised users in and around Dereham Road and improve public health by making it easier for people to choose active modes of travel.

## **8.6 Sustainability implications:**

The proposed Bus /Taxi /Cycle Lane order, Bus/Cycle Lane order and Bus/ Cycle Gates order will provide improvements to support sustainable modes of transport, particularly bus travel.

## **8.7 Any Other Implications: Nil**

## **9. Risk Implications / Assessment**

- 9.1 The proposals will benefit bus passengers and cyclists and will have negligible impact on traffic.

## **10. Select Committee Comments**

Not applicable.

## **11. Recommendation**

To implement the proposed Traffic Regulation Orders to introduce a bus/taxi/cycle lane, a bus/cycle lane and bus/cycle gates along Dereham Road and the waiting restrictions on the old alignment of Dereham Road as set out in Appendix B.

## 12. Background Papers

- Appendix A – Site Location Plan
- Appendix B – Extents of proposed notices, Bus /Taxi /Cycle lane order, Bus/Cycle Lane order, Bus/Cycle Gates order and Prohibition of Waiting Traffic Regulation Order (TRO) layout plans
- Appendix C – Objection comments – as a result of consultation
- [Individual Cabinet Member Decision Report - 1st June 2023](#)

### Officer Contact

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

**Officer name:** David Allfrey

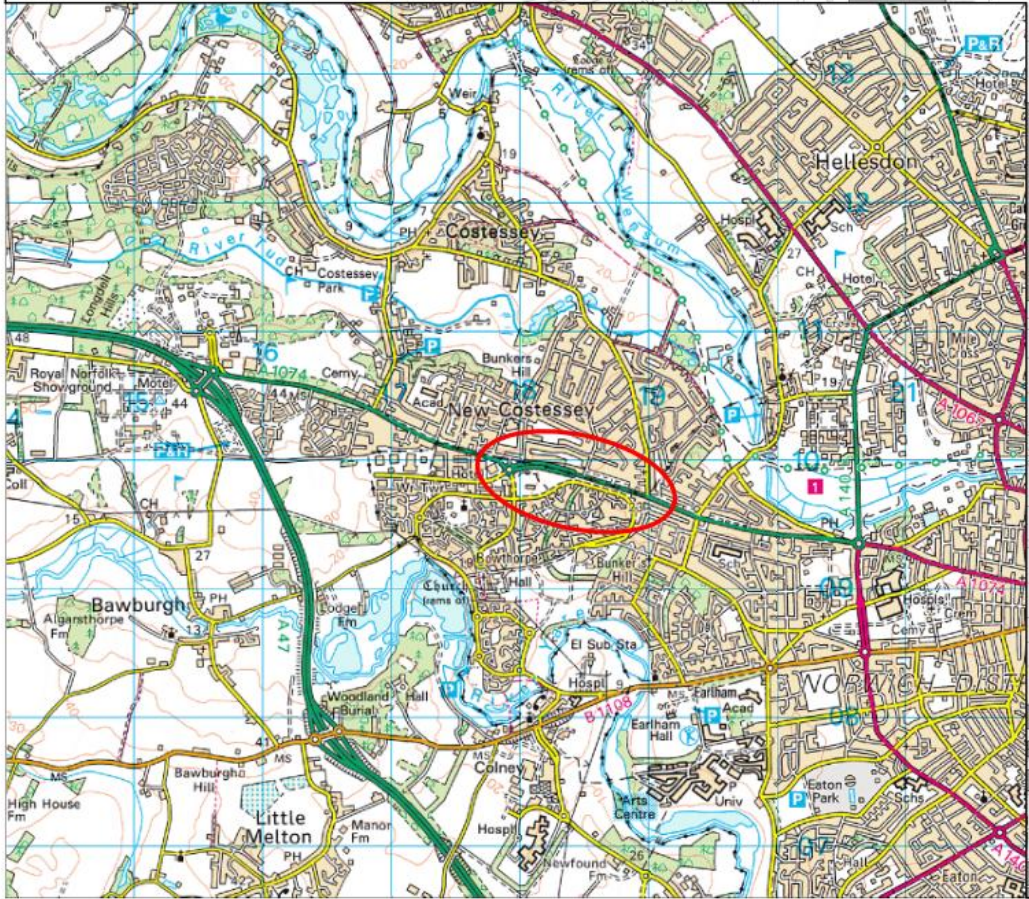
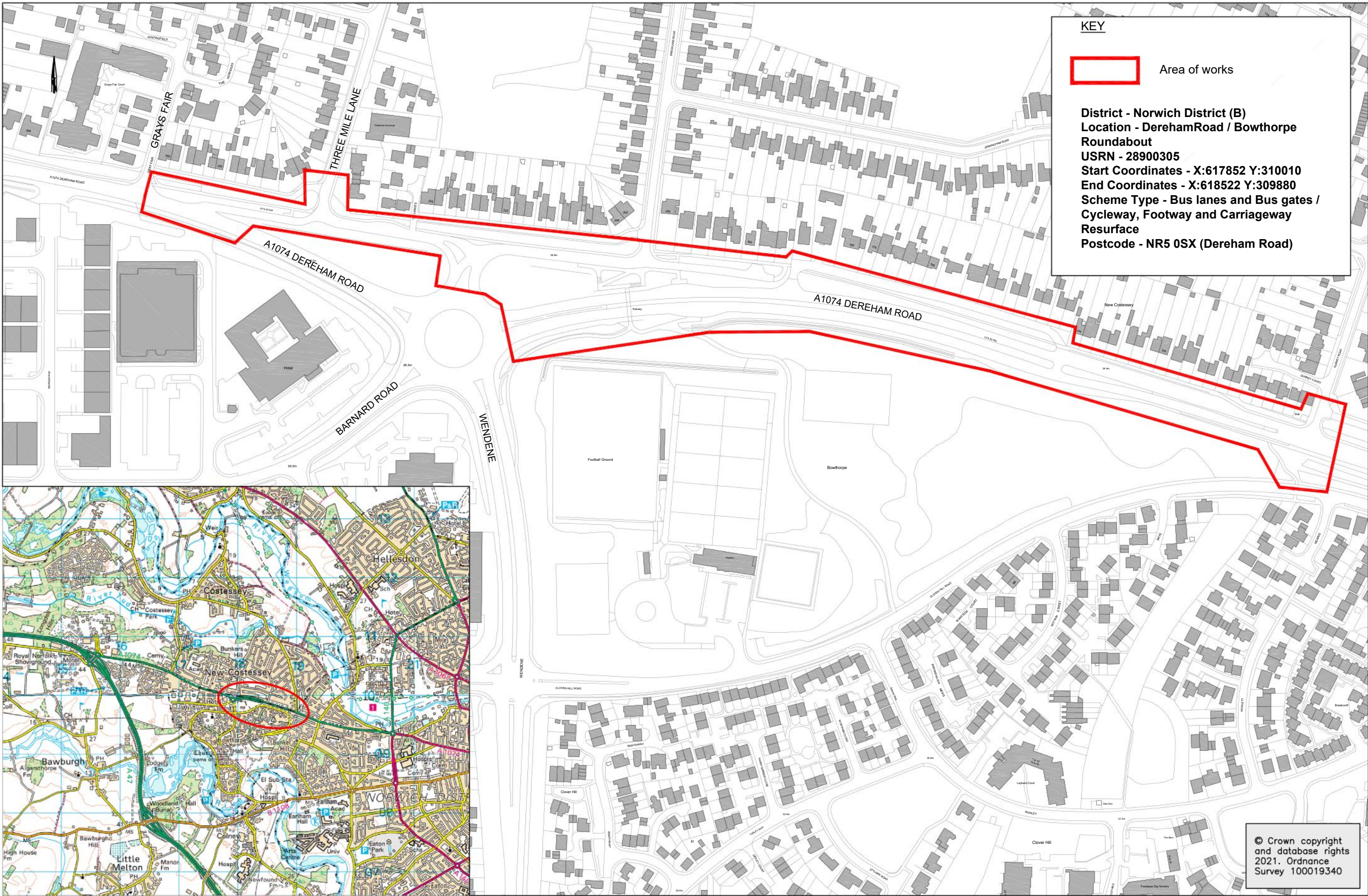
**Telephone no.:** 01603 223292

**Email:** david.allfrey@norfolk.gov.uk



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.





**Funded by:**

Transport for Norwich | HM Government | INDUSTRIAL STRATEGY TRANSFORMING CITIES FUND

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

**DRAWING TITLE**

Transforming Cities  
Dereham Road / Bowthorpe Hub  
Site Location Plan

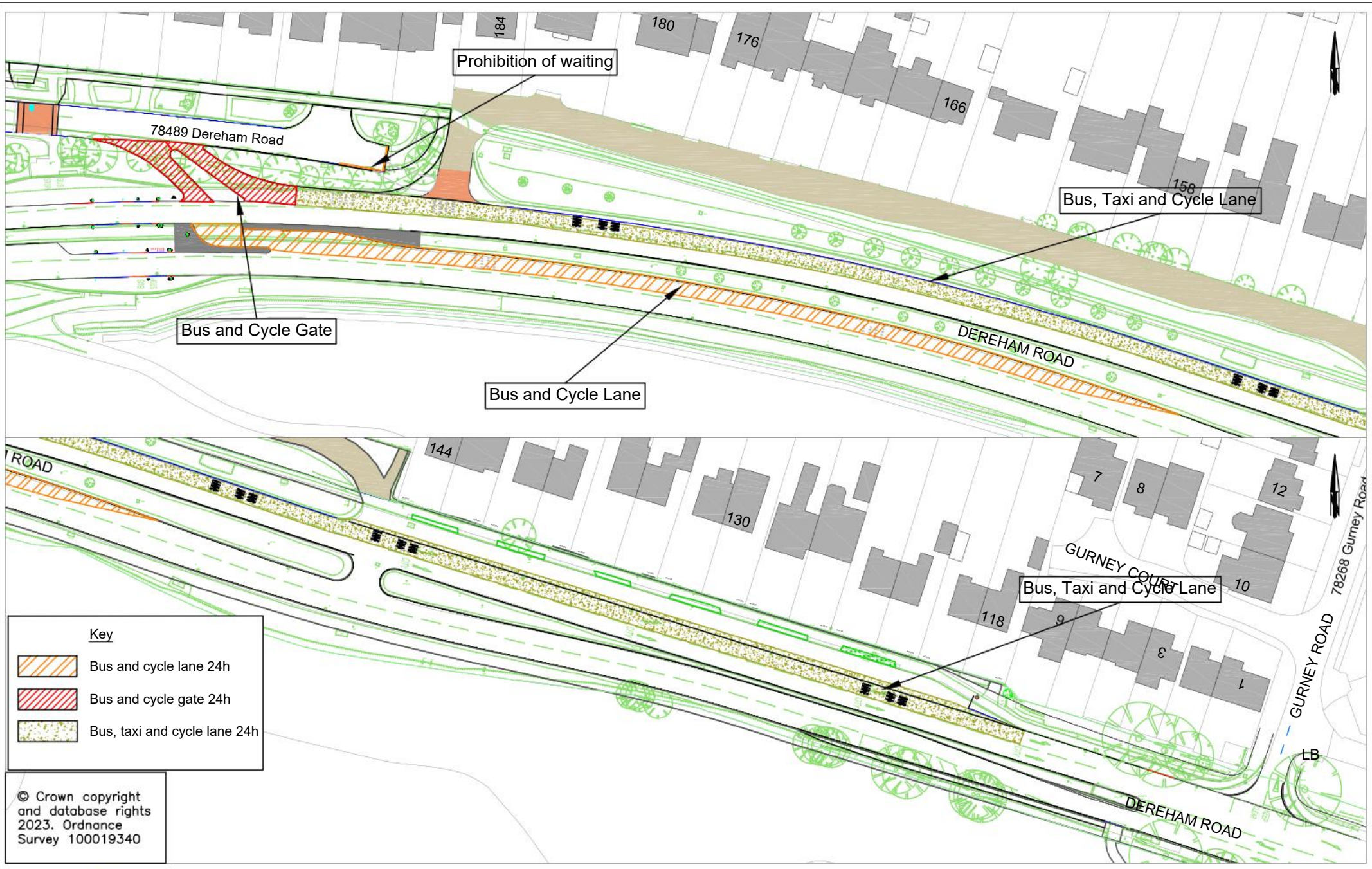
REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PBA019-TEN-0000-001
SURVEYED BY	OS	2023	PROJECT TITLE
DESIGNED BY	CQ	08/23	Transforming Cities
DRAWN BY	YN	08/23	Dereham Road TCF
CHECKED BY	JR		SCALE 1:2500 @A3
			FILE No. PBA019












**Key**

-  Bus and cycle lane 24h
-  Bus and cycle gate 24h
-  Bus, taxi and cycle lane 24h

© Crown copyright  
and database rights  
2023. Ordnance  
Survey 100019340



**Norfolk County Council**

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

**DRAWING TITLE**  
Dereham Road Bowthorpe Roundabout Mobility Hub  
TRO Layout Plan  
Sheet 2 of 2

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No.
	Topo/OS	2021	PBA019-TRO-0100-003
SURVEYED BY	JR	08/22	PROJECT TITLE
DESIGNED BY	YN	11/23	Transforming Cities Fund 2
DRAWN BY	JR	11/23	Dereham Road Mobility Hub
CHECKED BY	JR	11/23	SCALE 1:2000 @ A4
			FILE No. PBA019

## Appendix C

### Objection comments as a result of Statutory Consultation for the proposed TROs – Duration: 20 October to 14 November 2023

Originator	Objection/comments received	Project Team's Response
Cllr Mike Sands	Objection to the proposed changes to Dereham Road, highlighting that these changes are unnecessary and were not properly consulted upon, while asserting that the scheme is likely to worsen traffic congestion and that the £4 million allocated for these roadworks could be better spent elsewhere.	Acknowledged the comments and mentioned the proposal will be submitted for a Delegated Powers Decision.
Member of Public No. 1	The introduction of a "Rush hour only" Bus & Cycle Lane on a narrow, congested road would adequately address the traffic issue while showing consideration for non-motor traffic.	Explained the rationales of the 24-hour bus lane proposals, and traffic flow reviews that were conducted.
Member of Public No. 2	Reject the bus lanes.	Explained the rationales of the bus lane proposals.
Member of Public No. 3	<p>Objection to a 24-hour bus lane for the following reasons:</p> <p>1) Data which suggested more people were taking the bus was gathered pre-covid before businesses in the city centre closed and work from home became an option for a lot of businesses. The data is therefore invalid to require a 24-hour bus lane as the need is not there. Please share the most recent data to prove that there is a need for a bus and taxi lane 24 hours.</p> <p>2) Buses do not run 24 hours a day. During peak times there is a bus every 15-20 minutes maximum. Therefore, there would be a lot of time that the bus lane would not be in use, meaning a waste of time and money. These busses take limited routes therefore many people drive instead. The bus is quite expensive for a day and would not be an option through choice. Is there a</p>	<p>Explained the rationales of the 24-hour bus lane proposals and the traffic flow reviews that were conducted. Details below:</p> <p><i>The introduction of the bus lanes is to improve certainty and reliability of bus journey times. This is one of the main reasons cited by people for not using the bus. The scheme proposals would address this issue which hopefully would encourage more people to use buses in the future.</i></p> <p><i>Regarding the proposed 24hr bus lanes, although it is recognised that bus services do not operate 24hrs along this corridor, with the majority of services being</i></p>

	<p>demand for 24-hour busses during the day?</p> <p>3) After the roundabout between Breckland and Gurney Road, there are two lanes. People who drive in the left lane turn in to Gurney Road. This lane is always free and moving therefore, not preventing buses to move and travel. This does not require a 24-hour bus lane, all this will do will create more traffic in the one lane. It will take local residents longer to get to Gurney Road and cause traffic to back up to the roundabout.</p> <p>4) Has any traffic data been collected where these works will take place? If so, please share this. A concern we have is that the estate we live on will become a rat run as people try and avoid the long queues in the morning and afternoon, this will lead to a decrease in the traffic on Dereham Road and an increase through the estate.</p> <p>5) Just because the money is available, that does not mean it should go ahead.</p> <p>We would like to see the data which supports the proposals rather than just spend the money as the funds are available.</p>	<p><i>between 7am and 7pm, impacts on general traffic during the night outside these hours is minimal. Bus lanes can continue to be used at all times by taxis, cycles and e-scooters and emergency vehicles when responding to emergencies.</i></p> <p><i>At peaks, when the vast majority of traffic is on the road, buses would get the benefit, but the majority of car users would not, and in the off-peak, when traffic is much reduced, the queues are much shorter and delays for general traffic are minimum, so they would not see much benefit.</i></p> <p><i>In addition, having bus lanes operational at different times of the day can be confusing for motorists. They have the tendency to stay in the normal running lane just in case they are not supposed to use it – this is demonstrated on the only timed sections of bus lane the city currently has at the city end of Earlham Road and the inbound approach to The Brickmakers roundabout on Wroxham Road.</i></p> <p><i>Existing bus lanes along Dereham Road currently operate 24 hours, including the 24-hour bus lanes which have been approved to be installed between the Longwater Lane and Grays Fair junctions. The current proposal for new sections of bus lane proposed will provide consistency along this corridor and the provision will be in</i></p>
--	--	--

		<p><i>accordance with the Department for Transport's National Bus Strategy for England which states that 'bus lanes should be full-time and as continuous as possible.'</i></p> <p><i>With respect to the bus lane between Breckland and Gurney Road, this ensures general traffic is in the appropriate lane for onward travel towards the city. Traffic surveys show that by the time vehicles reached the middle point of this section (between the roundabout and the Gurney Road junction), over 75% were in outside lane heading toward the city centre and by Gurney Road over 85%. Impact on general traffic would therefore be minimal. The proposed raised table at the Gurney Road junction will hopefully discourage traffic using it as a rat run.</i></p>
Member of Public No. 4	<p>The present bus schedules already cause traffic holdups, as can be witnessed with buses during peak times being held up at the Larkman, Brigg Street and Castle Meadow. The simple solution to the Dereham Road traffic flow is to redesign the traffic light sequence at the old Oval junction and the Larkman, but this needs to be done in conjunction with refinements to Gurney Road and Norwich Road. This would also help reduce or better, deter rat running. There is no justification in removing trees etc to provide bus and cycle facilities which will not be used enough to help solve traffic, congestion, or pollution issues.</p>	<p>Comments on traffic lights at other junctions are passed to the relevant teams to assess. Explained the trees to be felled are all of low quality and a replanting scheme will also be implemented.</p>
Member of Public No. 5	<p>Comments on what feels like a waste of time for another round of public consultations. Object to the travel hub and the road crossing.</p>	<p>Explained the differences between the public consultation that was held earlier, and the statutory consultation</p>

	<p>An under-utilised bus lane from the Bowthorpe roundabout into Norwich already exists. The bus gates and surface crossing will only cause more congestion, in turn increasing pollution to the environment and for the residents living along the main road. These proposals to improve journey times into Norwich will only reduce it by a few minutes, with no guarantee of decreasing cars on the road.</p>	<p>required for the making of the TROs. Also mentioned several revisions that were made to the original proposals following the previous public consultation. Explained the rationales of the travel hub and bus lanes. The new crossing is to ensure a fully accessible crossing of Dereham Road is provided. The gradient of the existing slope on approaches to the subway crossing is very steep which means it is not an inclusive facility.</p>
Member of Public No. 6	<p>Object to the proposed 24-hour bus lane, citing the lack of a 24-hour bus services and advocating for peak period restrictions seen on other main route bus lanes in and around Norwich.</p>	<p>Explained the rationales of the 24-hour bus lane proposals.</p>
Member of Public No. 7	<p>Object to the proposed bus lane starting right outside the property with concerns regarding the future property value or saleability.</p>	<p>Explained the purpose of the introduction of the bus lane and that the proposed starting position could prevent HGVs blocking the footway in front of the property, which was another complaint made by the same resident before.</p>
Members of Public No. 8 & 9 (from the same household)	<p>Oppose the proposed bus lanes and against the removal of the trees. The proposals of having buses running up and down would increase the risk for the elderly that use these streets and live locally and the children that play outside their homes. There is already a lack of safe places for them to be outside and play where parents can monitor them. The buses are virtually empty because they are too expensive, and people work from home.</p>	<p>Explained the rationales of the bus lane and travel hub proposals, and the changes that were made following the public consultation held previously.</p>
Cllr Blundell (comment)	<ul style="list-style-type: none"> <li>• Would be better if the bus lane was timed, I appreciate the</li> </ul>	

received after stat consultation finished)	<p>comments/reasons given, but Dereham Road has issues with congestion and pollution already. 7-9 in the morning and around 4-7 in the evening timed for buses and cars can move into the other lane so ambulances can use the bus lane. If cars decide not to use the bus lane outside peak times that is their choice, it is government guidance to have 24-hour bus lanes it is not compulsory. Other councils including Hull and Manchester are changing from 24-hour bus lanes to peak hour bus lanes, they have more traffic and more buses.</p>	
Additional Comments from the public received via Cllr Blundell after the stat consultation finished	<ul style="list-style-type: none"> <li>• The bus service through Costessey needs to be drastically improved.</li> <li>• Saturday morning my daughter was waiting for a bus to get into the city, 3 buses were supposed to turn up and at the last minute they were cancelled, she had to be in the city for 10 finally a bus turned up at 9.50, she was late.</li> <li>• The other week, my son went to catch a bus for work 7 buses did not turn up, he was late for work, thankfully his employer is very understanding. This is happening daily, hence why so many residents use their cars to get to work as that is reliable. We have elderly residents who wait at bus stops after walking quite a distance to have no buses turning up, they rely on the bus service to do their shopping/doctor's appointment and so on. I appreciate as I keep being told, the bus companies are private, but if taxpayers are paying for new buses/bus lanes they really do deserve a better service.</li> </ul>	