

Transport for Norwich Advisory Committee

Date: 26th January 2023

Time: 2pm

Venue: Council Chamber

Membership :

Cllr Graham Plant (Chair)
Cllr Barry Stone (Vice Chair)
Cllr Fran Whymark
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 held in public and in person.

It will be live streamed on YouTube and members of the public may watch remotely by clicking on the following link: [Norfolk County Council YouTube](#)

We also welcome attendance in person, but public seating is limited, so if you wish to attend please indicate in advance by emailing committees@norfolk.gov.uk

We have amended the previous guidance relating to respiratory infections to reflect current practice but we still ask everyone attending to maintain good hand and respiratory hygiene and, at times of high prevalence and in busy areas, please consider wearing a face covering.

**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

(Page 4)

To confirm the minutes of the meetings held on 29 September 2022.

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 | Mayfly Way
Report by the Director of Highways & Waste | (Page 6) |
| 6 | Newmarket Road
Report by the Director of Highways & Waste | (Page 38) |
| 7 | Dereham Road Corridor including Bowthorpe Travel Hub and Longwater Lane
Report by the Director of Highways & Waste | (Page 88) |

Tom McCabe
Head of Paid Services
County Hall
Martineau Lane
Norwich
NR1 2DH

Date Agenda Published:18 January 2023



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**Joint Committee for Transport for Norwich
Minutes of the Meeting Held on 29 September 2022
at 2pm in the Council Chamber**

Present:

Cllr Martin Wilby (Chair)
Cllr Barry Stone (Vice-Chair)
Cllr Emma Corlett
Cllr Brian Watkins
Cllr Fran Whymark
Cllr Mike Stonard
Cllr Karen Davis
Cllr Kay Mason Billig

Representing:

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

Officers Present:

Graham Bygrave
Kat Hulatt
Jonathan Hall
Jeremy Wiggin

Title:

Director of Highways, Transport and Waste, NCC
Assistant Director of Governance (Legal Services), NCC
Democratic Support and Scrutiny Manager, NCC
Transport for Norwich Manager, NCC

1. Apologies for Absence

- 1.1 Apologies were received from: Peter Joyner (New Anglia Local Enterprise Partnership), and Cllr Ian Stutely (Cllr Karen Davis substituted).

2. Minutes

- 2.1 The Committee agreed the minutes of the meeting held on 21 July 2022 as an accurate record.

3. Declarations of Interest

- 3.1 No interests were declared.

4. Items received as urgent business

- 4.1 There were no items of urgent business.

5. Terms of Reference of Committee

- 5.1 The Committee received the report, which provided an update of the proposed amended terms of reference and the reasoning behind the amended terms.
- 5.2 Following an introduction and explanation of the terms from Kat Hulatt, Assistant Director of Governance, the following points were discussed and noted:

- The Leader of Norfolk County Council was not minded to delegate any decision making powers to the committee.
- Norwich City councillors were disappointed to learn that the committee was not acting as a Joint Committee as the City Council's understanding at the outset that this was to be the case.
- The issues concerning the governance arrangements had been reported to Audit, however they were yet to respond.
- The Department for Transport (DfT) had been advised of the governance issues and had been updated as matters developed. The DfT confirmed that governance issues were for the Highway Authority to determine.
- Members agreed that the schemes undertaken so far had provided numerous benefits to all and that outcomes would have been the same irrespective of what governance arrangements had operated.


5.4 The Director of Highways, Transport and Waste highlighted bullet point four of the Terms regarding providing advice to the Cabinet Member. i.e. the committee's role would include overseeing development and delivery of significant work identified in the Transport for Norwich strategy action plans.

5.3 The Chair undertook an indicative vote on the Terms of Reference which was equally split amongst the committee members and using his casting vote he indicated he was minded to accept the recommendation that the Terms of Reference **be adopted by the Committee and recommended to Cabinet for endorsement.**

The Meeting ended at 2.22pm

Next meeting: Thursday 24 November 2022 at 2pm

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

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Transport for Norwich Advisory Committee

Item No:5

Report Title: Mayfly Way

Date of Meeting: 26 January 2023

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

Responsible Director: Grahame Bygrave - Director of Highways, Transport & 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 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 the shared footway and cycleway along Mayfly Way to benefit those who walk and cycle locally as well as improving connectivity for people using the Green Pedalway which links Bowthorpe employment area to the city centre and the east of the city.

Recommendations:

- 1. To recommend to the Cabinet Member to approve the proposals for Mayfly Way as shown in Appendix E, noting that these are subject to the successful acquisition of land;**
- 2. To recommend to the Cabinet Member to decide to commence the statutory procedures associated with the necessary Traffic Regulation Orders (TROs) and Noticing required to implement the scheme as shown in Appendix 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, education and retail areas by making improvements to support sustainable modes of transport.
- 1.2 Mayfly Way is an off-carriageway shared footway and cycleway which stretches from the junction with Dereham Road/Richmond Road at its northern end through to Harpsfield. The route links to the Green Pedalway, which continues to the city centre and eastwards to the Plumsteads. It provides pedestrian and cycle access to Bowthorpe employment area and forms part of a route between Bowthorpe and Ormiston Victory Academy which is located to the northern side of Dereham Road.
- 1.3 This scheme is part of the TCF programme which includes other improvements along the length of Dereham Road corridor for walking, cycling and public transport. These are currently in development and will be available for comment in a separate report. This Committee paper relates only to changes along Mayfly Way.
- 1.4 A 12 hour pedestrian and cycle survey, carried out along Mayfly Way, on 5th July 2022 (7am to 7pm) recorded the following usage data:

Location	Total pedestrians	Total cyclists	Peak hour pedestrians	Peak hour cyclists
Barnard Road crossing	386	166	94	39
Chapel Break Road crossing	408	172	100	42
Harpsfield crossing	354	113	66	22

- 1.5 The Mayfly Way shared path is currently an average of 3m wide and requires users to give way to vehicular traffic where the route is bisected by Chapel Break Road and Barnard Road.

2 Proposal

- 2.1 The proposal is to provide more space for walking and cycling. This would be achieved by allowing the current path to be used as a 2-way cycle track and a new footway will be created adjacent to it, separated by a raised kerb. Parallel crossings (a zebra crossing with a parallel priority cycleway) are

proposed at Barnard Road and Chapel Break Road, with the latter on a raised table. A no waiting restriction (double yellow lines) is proposed on part of Barnard Road to provide adequate visibility to and from the crossing. Some tree removal and replanting will be required to enable the widening work to go ahead. The proposals are subject to the successful acquisition of some privately owned land.

3 Impact of the Proposal

- 3.1 A public consultation was carried out between 7th September and 5th October 2022. Please refer to **Appendices A** and **B** for the consultation letter and consultation plan detailing the proposals described above.
- 3.2 An online survey was carried out as part of the consultation to which 40 responses were received. The summary report of responses can be found in **Appendix C**. The majority (55%) of respondents identified as a local resident with 55% of total respondents identifying as cyclists, 17.5% as pedestrians, 25% as motorists and 2.5% as bus passengers. There were 3 respondents who identified as having a long-term illness, disability or health problem that limited their daily activities or the work they can do, all of whom either agreed or strongly agreed with the aims of the scheme (see section 9.3 for more details).
- 3.3 The survey showed that 82.5% of respondents either agreed or strongly agreed with the overall aims of the proposal and 15% stated they either disagreed or strongly disagreed with the aims.
- 3.4 Other questions in the survey asked to what extent respondents liked or disliked elements of the proposal. This included the widening of Mayfly Way, parallel crossings at Barnard Road and Chapel Break Road, a cycle priority crossing on Harpsfield and proposed double yellow lines on Barnard Road. The area of the survey that showed the most disagreement was the proposal for double yellow lines on Barnard Road (17.5% strongly disliked it and 2.5% disliked it). However, 55% of respondents liked it very much and 12.5% liked it.
- 3.5 The online survey also gave respondents an opportunity to give more detail for their selection options in the form of a free text response. A list of the main objecting and supporting themes with an officer response can be found in **Appendix D**. In summary, the main issues raised were:
 - The scheme is not required / is a waste of money; questioning whether surveys showed a need for the work.
 - The proposed double yellow lines should be extended / should also be added on the opposite side of the road.
 - Maintenance is an issue, including of surfaces and overgrown foliage.
 - Better lighting is required.

- Mixed views on the segregation of pedestrians and cycles – some people thought this was an improvement, but its effectiveness was also questioned.
 - Cycle routes should have coloured surfaces.
 - Requests for further improvements where the route meets Dereham Road to improve connectivity.
 - A request to carefully consider diversion routes during the construction work.
- 3.6 In addition to the online survey, a direct response was received from a local resident by email. The enquiry noted that mopeds were using Mayfly Way at night and wondered whether anything could be done as part of this scheme to help prevent this. The response provided highlighted that as a moped is a similar size to a cycle there are no physical measures that could be installed to prevent this and it is a matter for the police to enforce. However, consideration will be given to signage to help discourage this.
- 3.7 Norfolk Constabulary responded stating that they are very much in favour of the proposals which will assist in their Road Policing Strategy of reducing vehicle speeds and collisions. They noted the area was heavily used by children to and from schools at peak times and that the proposals would help ensure their safety whilst using the area.
- 3.8 No feedback was received from other stakeholders including nearby schools and the Cycling Campaign.

4 Impact of the proposal

- 4.1 No changes have been made following the consultation and the proposal can be seen in **Appendix E**.
- 4.2 The proposal would have a positive impact for those cycling and walking. Extra space that would be provided for these modes of travel will allow people who either cycle or walk on this route to be segregated, thus reducing the likelihood of conflict, and providing a more efficient route for cyclists. Both modes will benefit from the parallel crossings at the junctions with Barnard Road and Chapel Break Road that would provide priority to those cycling and walking over vehicular traffic and will also act to help slow the speed of vehicles using Barnard Road and Chapel Break Road.

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 The changes will complement the pedalway network by connecting to the existing Green Pedalway at Harpsfield and will complement other schemes planned along the Dereham Road corridor as part of the TCF programme should they receive approval for construction at a future committee meeting. This includes a scheme which will see changes at the junction of Mayfly with Dereham Road which will enhance connectivity for people cycling.

6 Alternative Options

- 6.1 An alternative option looked at the widening of the existing path but retaining its' status as shared use. However, this option is a step below Department for Transport guidance (i.e. to achieve segregation if possible), and it would not reduce the likelihood of conflict between user groups. It would not be as efficient for cycles who would be more likely to experience an interrupted journey due to lack of allocated space for cycling.
- 6.2 An alternative option is to do nothing, but this would not meet the aims of the TCF fund or improve conditions for walking and cycling in the Bowthorpe area with the associated benefits for those using the route for commuting to the Bowthorpe employment area / city centre.
- 6.3 As mentioned in Section 1.3, above, additional improvement schemes for sustainable modes of travel will be available for comment later this year. If the improvements to Mayfly Way go ahead there will be cumulative connectivity benefit to the associated proposed improvements to Dereham Road if they are also approved for construction.

7 Financial Implications

- 7.1 The work on Mayfly Way forms part of other work along the Dereham Road corridor and is expected to cost approximately £600,000 which represents High Value for Money in government appraisal terms.
- 7.2 Following the autumn spending review, the DfT are currently reviewing all Transforming Cities funding for the 2023/24 financial year and beyond. Therefore, at the current time, we are awaiting confirmation from the DfT as to whether funding for Norfolk and the other cities that received TCF funding will be available for 2023/24. We expect this decision to be made in February or March 2023 and we continue to work up projects so they can be implemented as soon as the funding is confirmed.

8 Resource Implications

- 8.1 **Staff:** The schemes will be designed and delivered utilising existing resources
- 8.2 **Property:** The delivery of the scheme is subject to the successful acquisition of private land and officers continue to work with NPS Group on this matter.
- 8.3 **IT:** None

9 Other Implications

- 9.1 **Legal Implications:** NPLaw will advise on the Traffic Regulation Order noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.
- 9.2 **Human Rights Implications:** Not applicable
- 9.3 **Equality Impact Assessment (EqIA) (this must be included):**
 - 9.3.1 NCC 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.
 - 9.3.2 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. There were 40 people who responded to this question and 3 people answered 'yes' and all of them either agreed or strongly agreed with the aims of the scheme. One of these respondents particularly welcomed the road improvements associated with the scheme, referencing poor driver behaviour. Another welcomed the clarity that the scheme would give to pedestrians that cyclists can legitimately use the route and noted that cycling improvements are of benefit to society.
 - 9.3.3 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 and children.
 - 9.3.4 Providing segregated space for those walking and cycling reduces the possibility of actual conflict and the perception of potential conflict, particularly for people who have impaired mobility. The provision of parallel crossings will give priority to those walking and cycling and make it easier for

people with mobility and visual impairments and children to cross the road and will also help to reduce vehicle speeds.

9.4 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

9.5 Health and Safety implications (where appropriate):

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

9.6 Sustainability implications (where appropriate):

The objectives of this scheme are aimed at improving the impact transport has on carbon emissions, air quality and public health. The proposals will have a positive impact on the environment by encouraging sustainable modes of transport and should help to reduce private vehicle mileage.

9.7 Any Other Implications:

None.

10 Risk Implications / Assessment

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

10.2 As highlighted in the Financial Implications section, the DfT are currently reviewing all Transforming Cities funding for the 2023/24 financial year and beyond. There is a risk the DfT will not confirm funding for 2023/24 and if this is the case, this project will be deferred until a suitable funding source can be confirmed.

11 Select Committee Comments

11.1 Not applicable

12 Recommendations

1. To recommend to the Cabinet Member to approve the proposals for Mayfly Way as shown in Appendix E, noting that these are subject to the successful acquisition of land;
2. To recommend to the Cabinet Member to decide to commence the statutory procedures associated with the necessary Traffic Regulation Orders (TROs) and Noticing required to implement the scheme as shown in Appendix E.

13 Background Papers

- 13.1 Web page for consultation carried out during September to October 2022:
[Mayfly Way Public Consultation](#)

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



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NCC contact number: 0344 800 8020
Text relay no.: 18001 0344 800 8020

Your Ref:
Date: 7 September 2022

My Ref: PEA045/ID/AW/01
Tel No.: 0344 800 8020
Email: transportfor Norwich@norfolk.gov.uk

Dear Sir/Madam,

Transport for Norwich: consultation on proposals for Mayfly Way, Bowthorpe

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on a series of proposed improvements to Mayfly Way in Bowthorpe.

We are seeking to improve safety for those travelling through the area by bike or on foot, along this popular route which connects to the Green Pedalway, linking the Bowthorpe employment area with the city centre and beyond. These improvements would be funded by the Department for Transport's Transforming Cities Fund.

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 table explains what changes we're proposing and the reasons behind them. The enclosed plan shows what the project would look like on the ground.

Proposal	Reason for proposal
1. Existing footpath to be used as two-way cycle track and existing verge converted to a raised-kerb footpath for pedestrian use only. Providing (550 metre) improved link to the Green Pedalway between Harpsfield and Dereham Road.	Provide a safer and more pleasant area for walking and cycling. Improved links to employment and education which encourage active travel.
2. Proposed parallel crossing (a zebra crossing with a parallel priority cycleway) of Barnard Road. Slight build-outs of pavements either side of the carriageway and supported with double yellow lines (see additional point below).	As above. Lower traffic speeds and improved visibility. Improved journeys for cycles.
3. Proposed parallel crossing of Chapel Break Road. Situated on a raised table with a 1:20 gentle slope. Slight build outs of pavements/kerb	As above.

realignment and removal of existing traffic island.	Lower traffic speeds and improved visibility. Improved journeys for cycles.
4. Proposed cycle priority crossing of Harpsfield to connect to the Green Pedalway.	As above.
5. Proposed new section of Double Yellow Lines on Barnard Road, starting from the east of the proposed crossing (approx. 24 metres in length).	Improved safety/visibility of the proposed crossing.

Converting the verge to a new footpath will require some tree removal and replanting in order to remove obstructions from the proposed new route, Full mitigation plans for all trees in the proposal area will be provided before the scheme design is finalised. See supporting FAQ on the project webpage for additional detail.

How to comment

There are two ways to comment on the consultation:

- Visit www.norfolk.gov.uk/mayflyway where you can view plans in more detail and complete our online survey to share your thoughts on the proposals.
- Ask for a hard copies by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.
- All comments must be received by **Wednesday 5 October**.

Next Steps

We will then carefully consider all responses and report back to the Transport for Norwich Joint Committee later in the year. 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,

Transport for Norwich







Mayfly Way

Proposed changes

- ① Existing footpath to be used as two way cycle track and existing verge converted to a raised kerb footpath for pedestrian use only
- ② Proposed parallel crossing (a zebra crossing with a parallel priority cycleway). Slight build-outs and double yellow lines (approx. 27m) to improve visibility
- ③ Proposed parallel crossing on a raised table with a 1:20 gentle slope. Kerb realigned and existing traffic island removed
- ④ Proposed cycle priority crossing to connect to the Green Pedalway
- ⑤ Proposed double yellow lines
- ⑥ End of segregated pavement

www.norfolk.gov.uk/mayflyway

Key

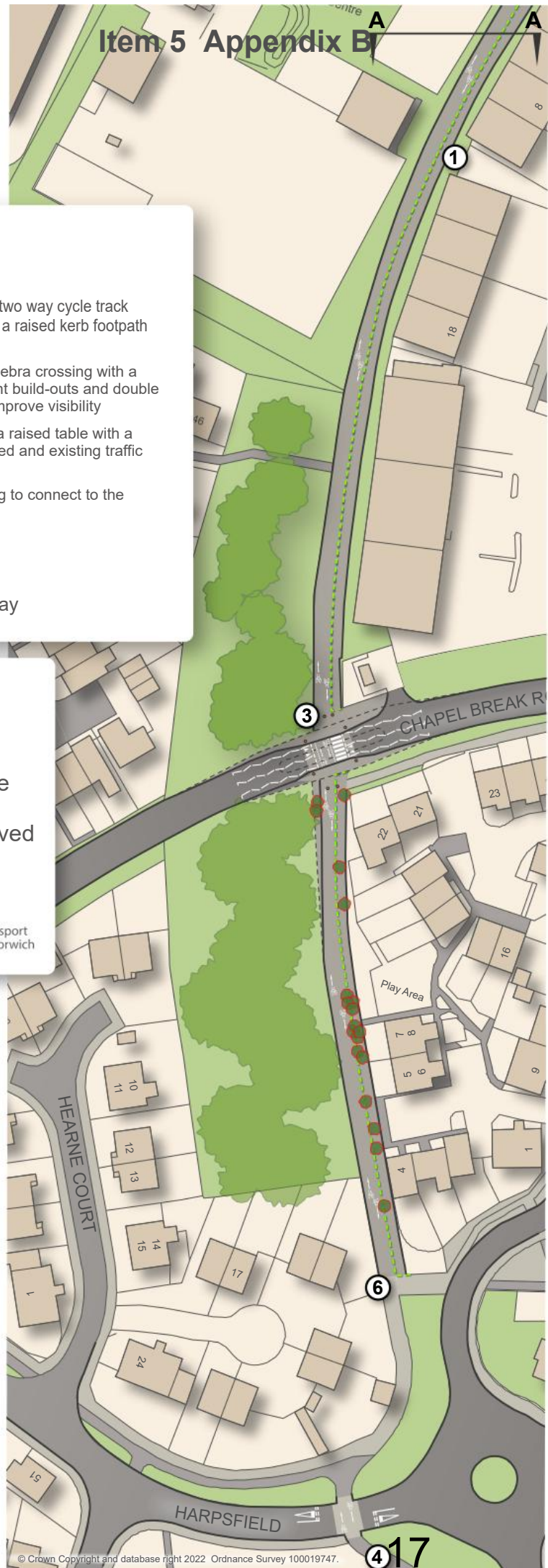
-  Existing kerbline
-  Proposed kerbline
-  Trees to be removed
-  Existing verge



INDUSTRIAL
STRATEGY
TRANSFORMING CITIES FUND



Transport
for Norwich



Norfolk County Council

Your views on proposed changes to Mayfly Way, Bowthorpe

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

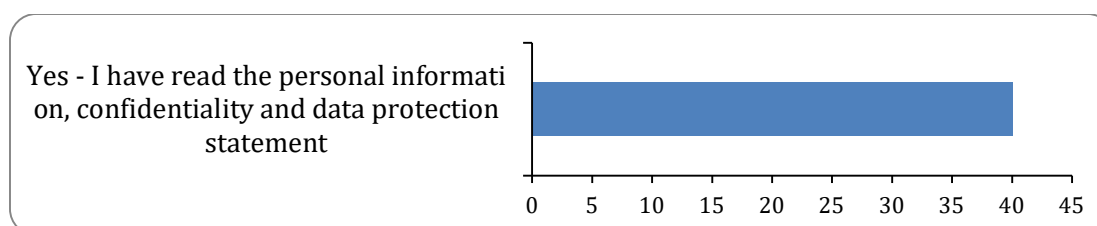
This report was created on Thursday 06 October 2022 at 08:15

The activity ran from 07/09/2022 to 05/10/2022

Responses to this survey: **40**

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

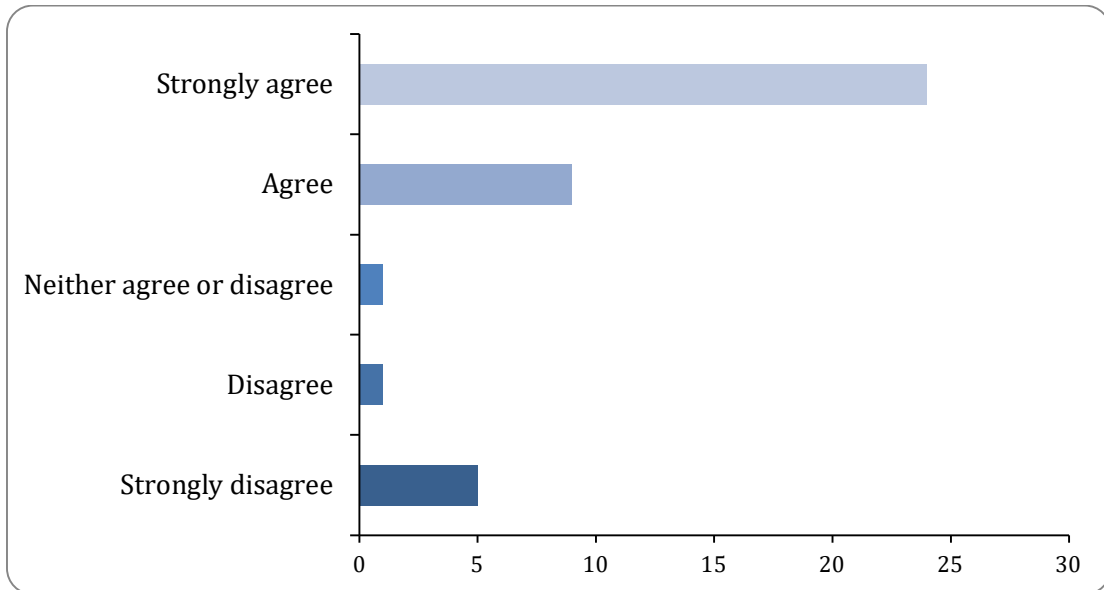
There were 40 responses to this part of the question.



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	40	100.00%
Not Answered	0	0.00%

1: To what extent do you agree with the overall aims of this proposal? (please select one answer only)

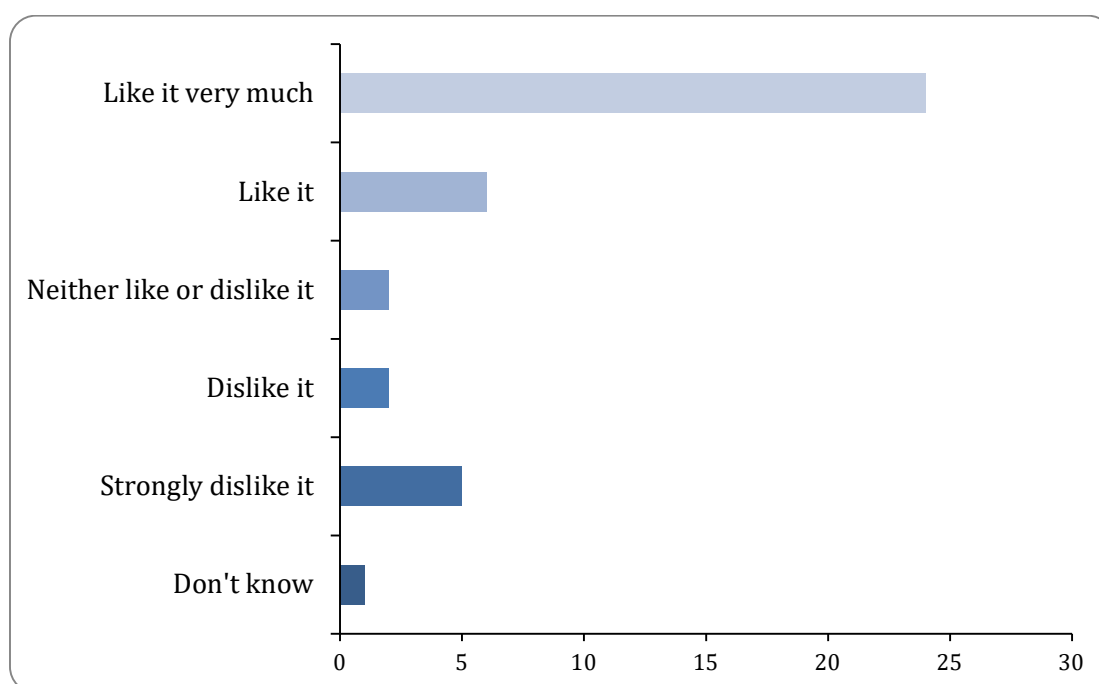
There were 40 responses to this part of the question.



Option	Total	Percent
Strongly agree	24	60.00%
Agree	9	22.50%
Neither agree or disagree	1	2.50%
Disagree	1	2.50%
Strongly disagree	5	12.50%
Not Answered	0	0.00%

2: Widening Mayfly Way to allow more space for segregated walking and cycling. To what extent do you like or dislike this element of the proposal? (please select only one item)

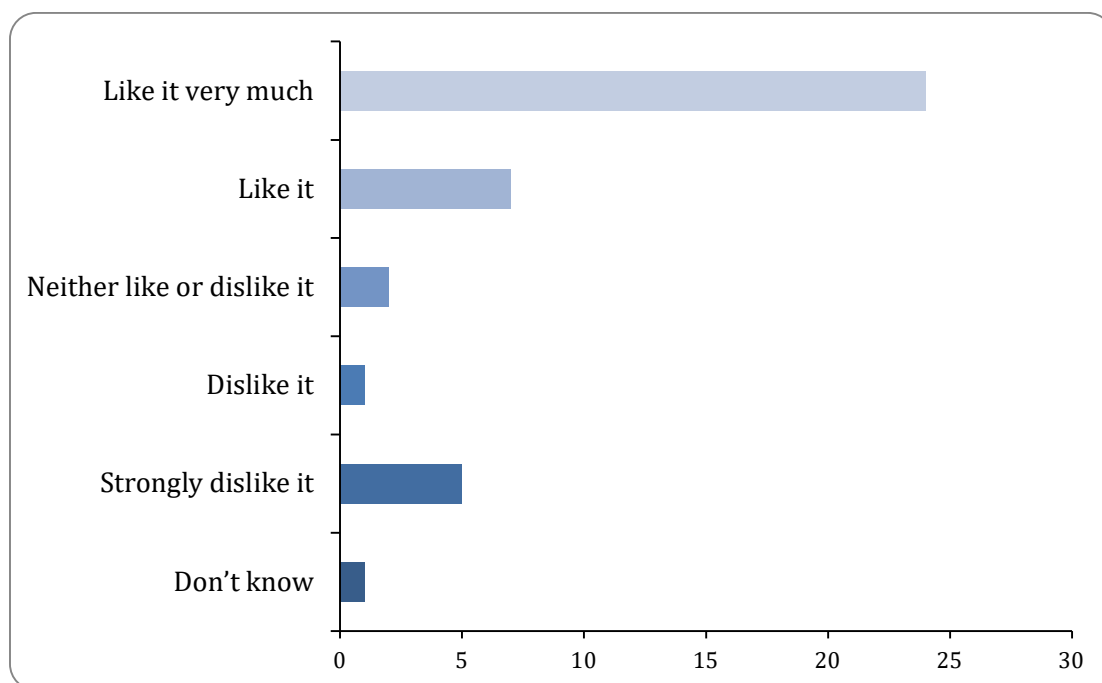
There were 40 responses to this part of the question.



Option	Total	Percent
Like it very much	24	60.00%
Like it	6	15.00%
Neither like or dislike it	2	5.00%
Dislike it	2	5.00%
Strongly dislike it	5	12.50%
Don't know	1	2.50%
Not Answered	0	0.00%

3: Proposed parallel crossing (a zebra crossing with a parallel priority cycleway) of Barnard Road, including slight build-outs of pavements either side of the carriageway. To what extent do you like or dislike this element of the proposal? (please select only one item)

There were 40 responses to this part of the question.

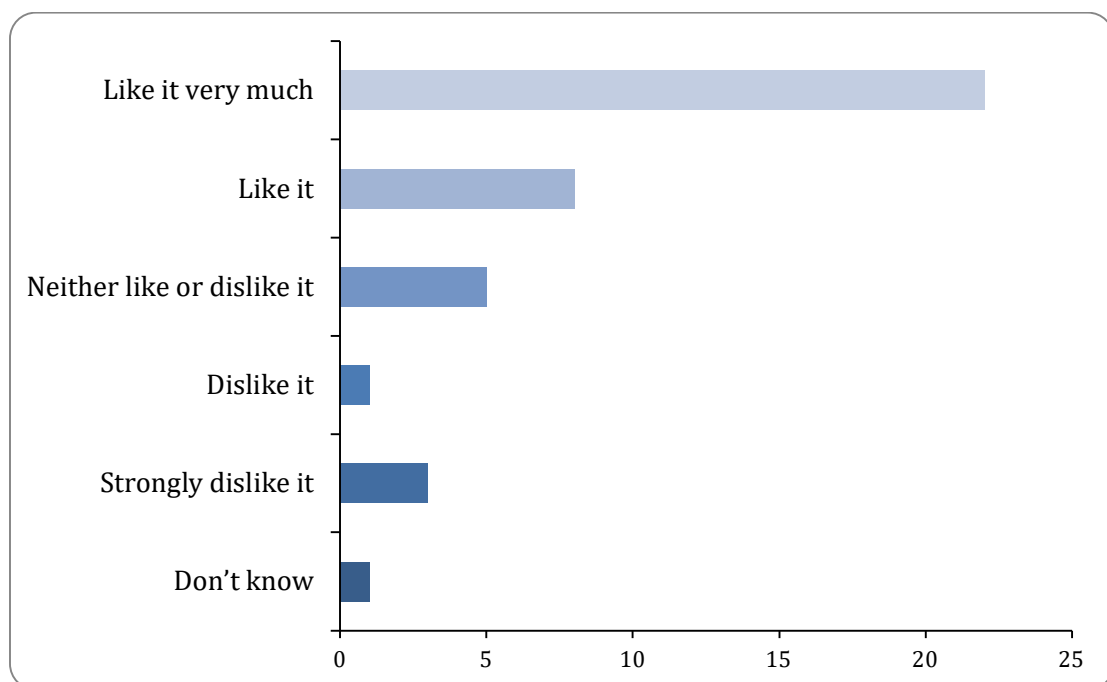


Option	Total	Percent
Like it very much	24	60.00%
Like it	7	17.50%
Neither like or dislike it	2	5.00%
Dislike it	1	2.50%
Strongly dislike it	5	12.50%
Don't know	1	2.50%
Not Answered	0	0.00%

4: Proposed parallel crossing of Chapel Break Road. Situated on a raised table with a gentle 1:20 slope, including slight build outs of pavements/kerb realignment and removal of existing traffic island.

To what extent do you like or dislike this proposal (please select only one item)

There were 40 responses to this part of the question.

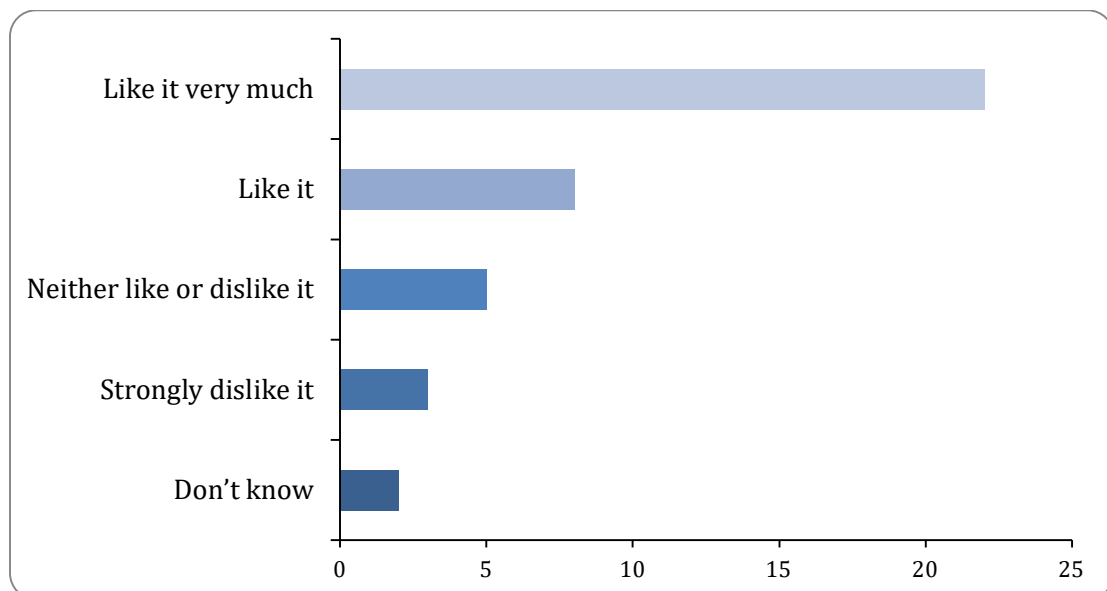


Option	Total	Percent
Like it very much	22	55.00%
Like it	8	20.00%
Neither like or dislike it	5	12.50%
Dislike it	1	2.50%
Strongly dislike it	3	7.50%
Don't know	1	2.50%
Not Answered	0	0.00%

5: Proposed cycle priority crossing of Harpsfield to connect to the Green Pedalway.

To what extent do you like or dislike this element of the proposal? (please select only one item)

There were 40 responses to this part of the question.

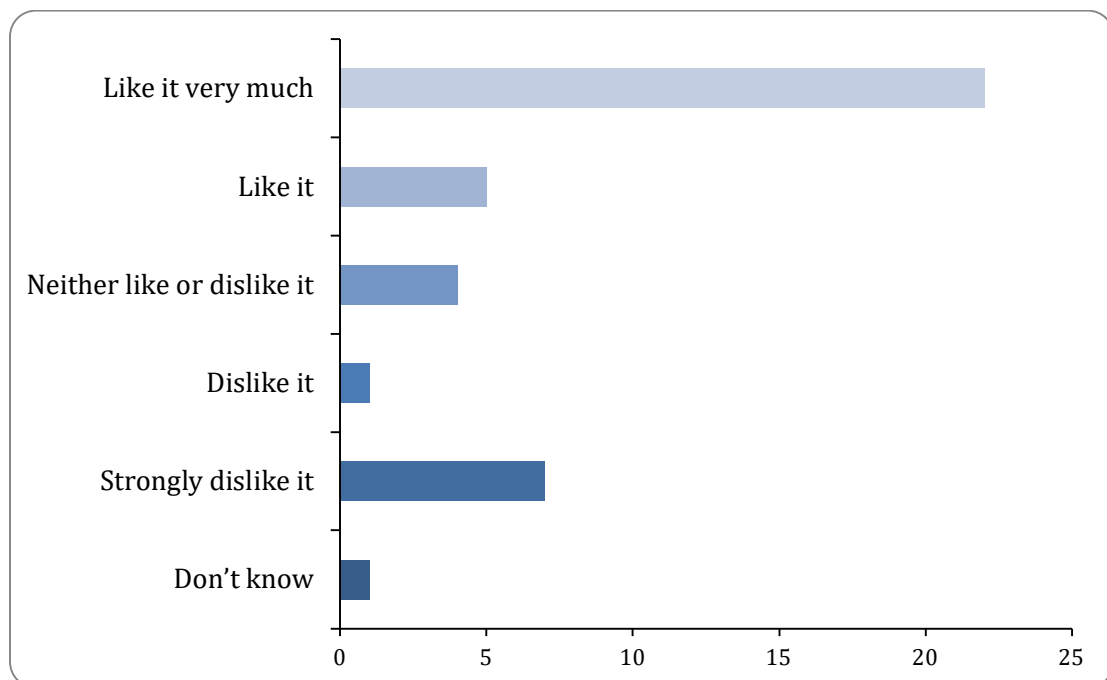


Option	Total	Percent
Like it very much	22	55.00%
Like it	8	20.00%
Neither like or dislike it	5	12.50%
Dislike it	0	0.00%
Strongly dislike it	3	7.50%
Don't know	2	5.00%
Not Answered	0	0.00%

6: Proposed new section of Double Yellow Lines on Barnard Road, starting east of the proposed crossing (approx. 24 metres in length).

To what extent do you like or dislike this element of the proposal (please select only one item)

There were 40 responses to this part of the question.



Option	Total	Percent
Like it very much	22	55.00%
Like it	5	12.50%
Neither like or dislike it	4	10.00%
Dislike it	1	2.50%
Strongly dislike it	7	17.50%
Don't know	1	2.50%
Not Answered	0	0.00%

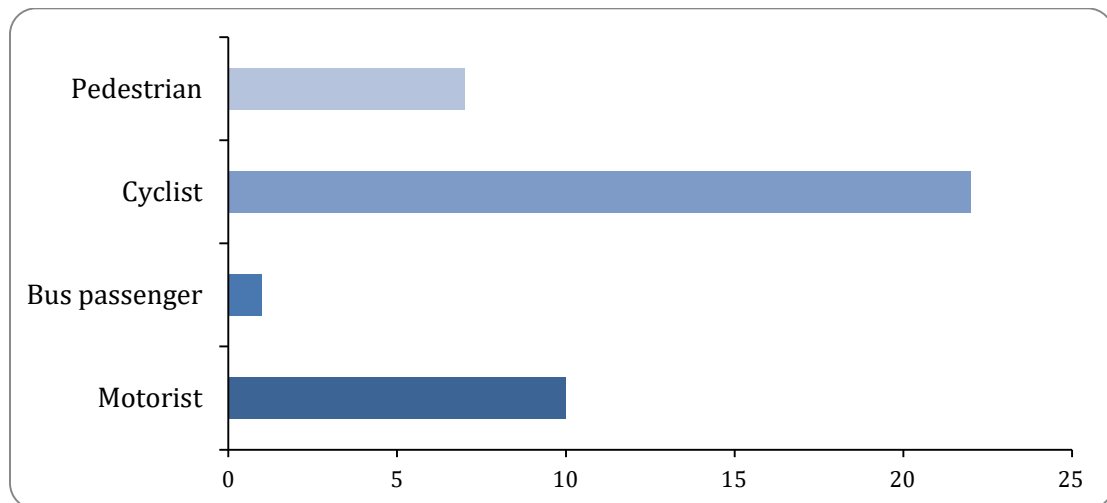
7: Based on the answers you have given..

There were 24 responses to this part of the question.

There were 18 responses to this part of the question.

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

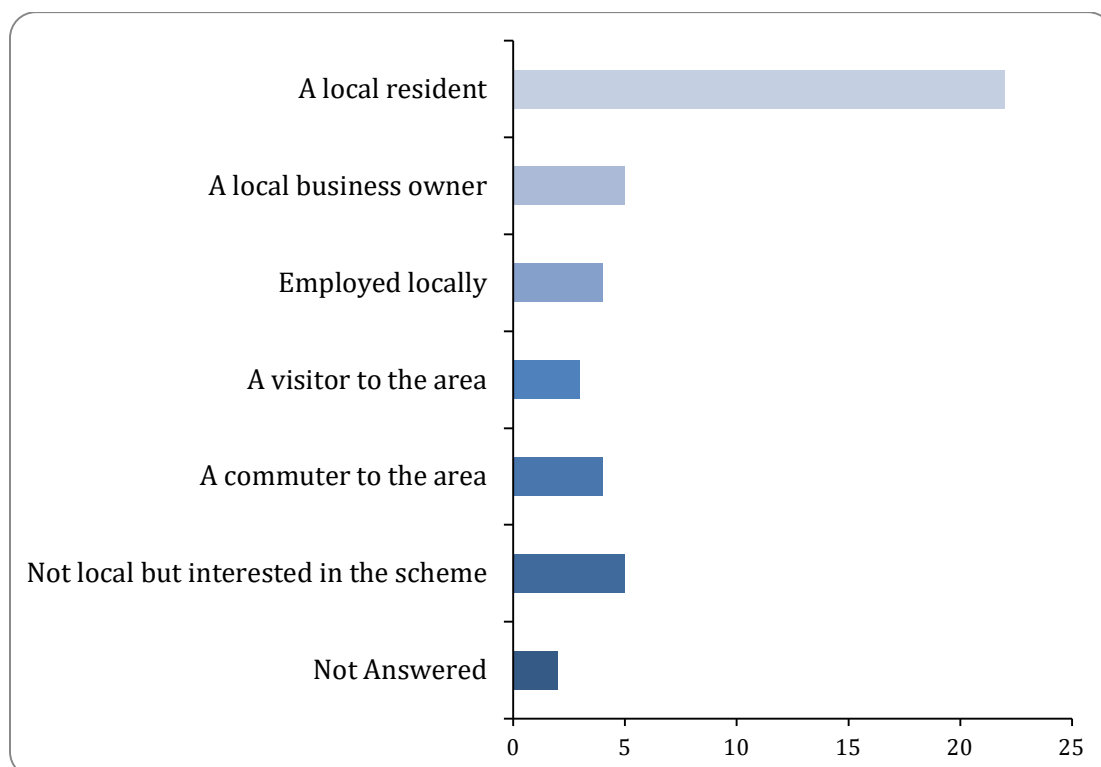
There were 40 responses to this part of the question.



Option	Total	Percent
Pedestrian	7	17.50%
Cyclist	22	55.00%
Wheelchair user	0	0.00%
Motorcyclist	0	0.00%
Bus passenger	1	2.50%
Motorist	10	25.00%
Other	0	0.00%
Not Answered	0	0.00%

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

There were 38 responses to this part of the question.

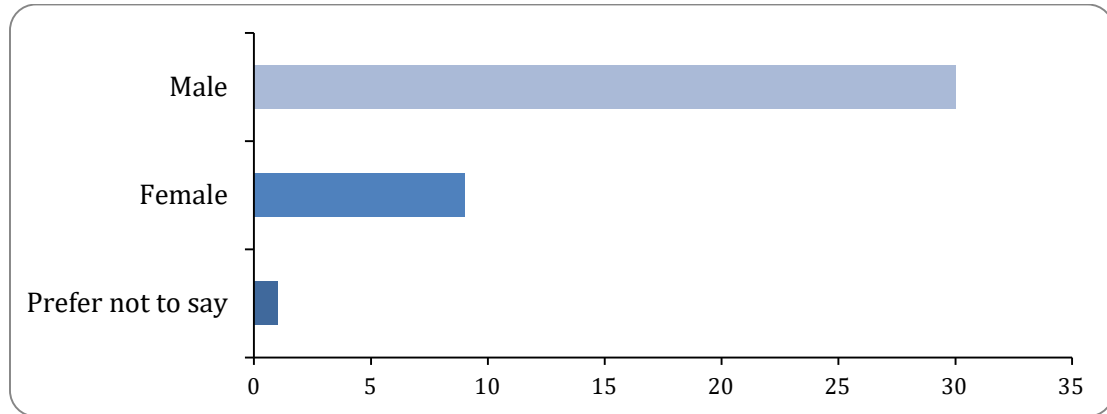


Option	Total	Percent
A local resident	22	55.00%
A local business owner	5	12.50%
Employed locally	4	10.00%
A visitor to the area	3	7.50%
A commuter to the area	4	10.00%
Not local but interested in the scheme	5	12.50%
A taxi/private hire vehicle driver	0	0.00%
Not Answered	2	5.00%

There were 3 responses to this part of the question.

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

There were 40 responses to this part of the question.

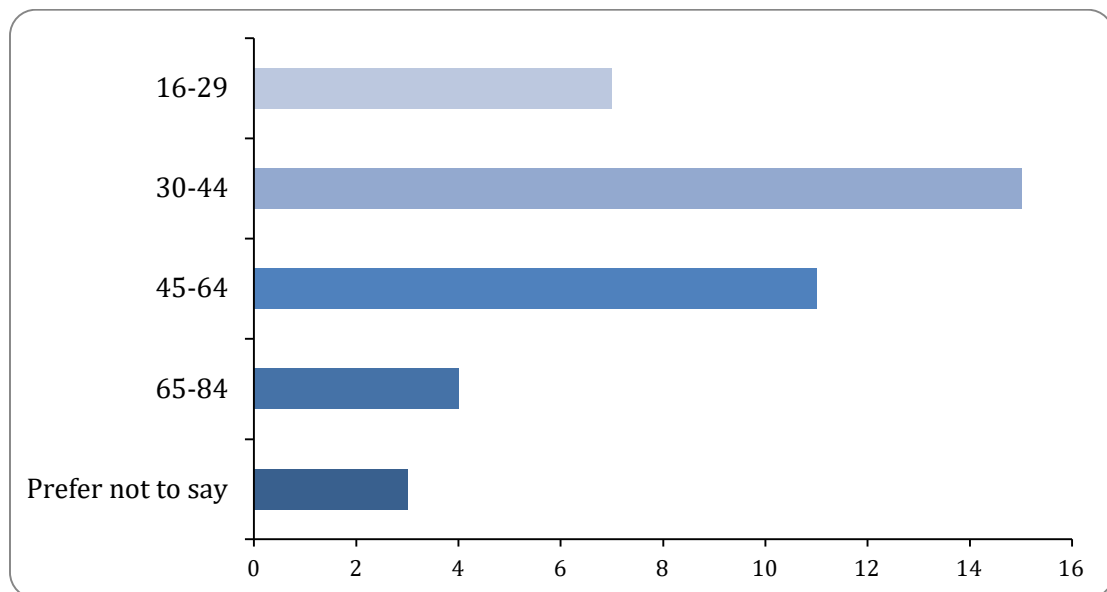


Option	Total	Percent
Male	30	75.00%
Female	9	22.50%
Prefer not to say	1	2.50%
Not Answered	0	0.00%

There were 0 responses to this part of the question.

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

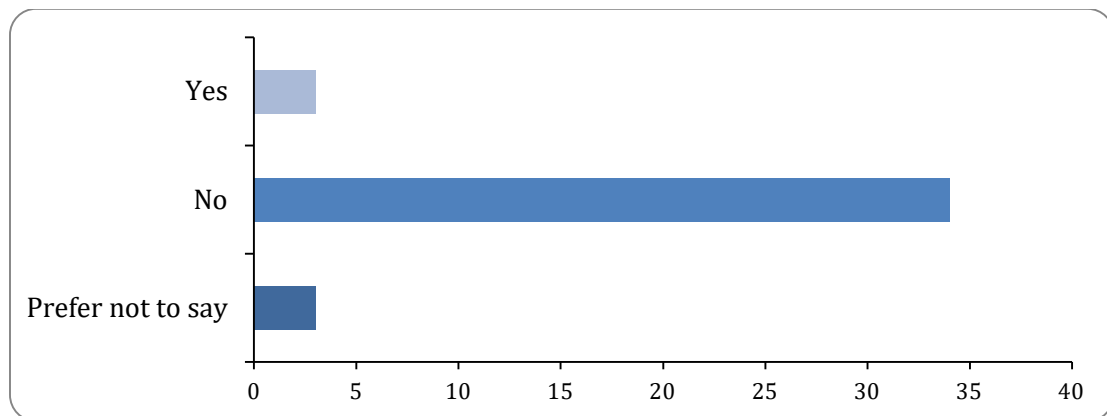
There were 40 responses to this part of the question.



Option	Total	Percent
Under 15	0	0.00%
16-29	7	17.50%
30-44	15	37.50%
45-64	11	27.50%
65-84	4	10.00%
85+	0	0.00%
Prefer not to say	3	7.50%
Not Answered	0	0.00%

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)

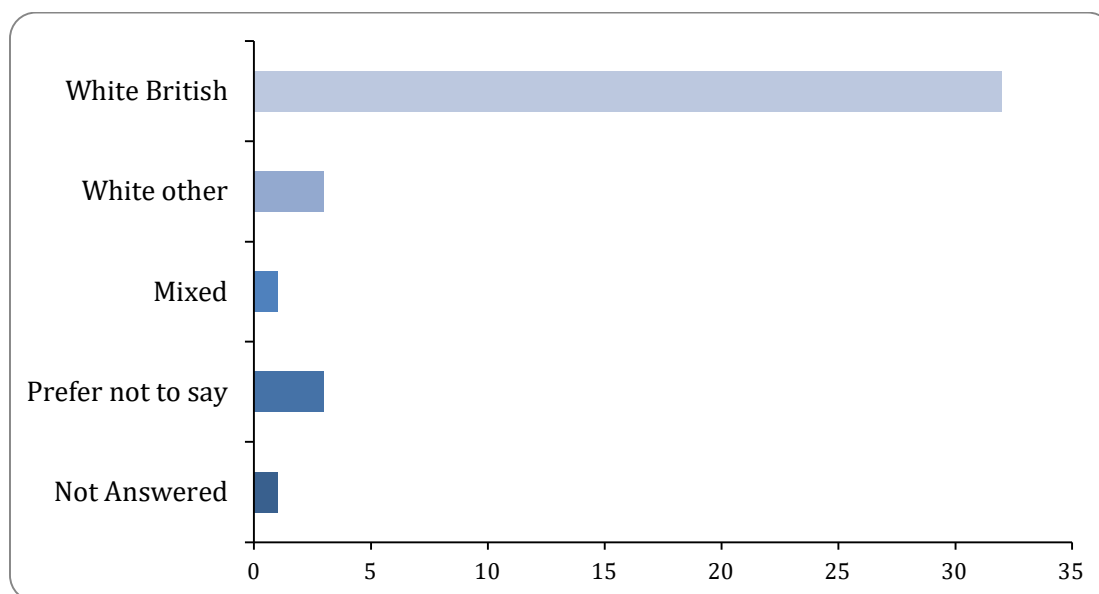
There were 40 responses to this part of the question.



Option	Total	Percent
Yes	3	7.50%
No	34	85.00%
Prefer not to say	3	7.50%
Not Answered	0	0.00%

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

There were 39 responses to this part of the question.



Option	Total	Percent
White British	32	80.00%
White Irish	0	0.00%
White other	3	7.50%
Mixed	1	2.50%
Asian or Asian British	0	0.00%
Black or Black British	0	0.00%
Chinese	0	0.00%
Prefer not to say	3	7.50%
Not Answered	1	2.50%

There was 1 response to this part of the question.

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

There were 39 responses to this part of the question.

**Analysis of Free Text Responses from September/October 2022
consultation for Mayfly Way, Bowthorpe
Main Objecting and Supporting Themes and Officer Responses**

Supporting Themes

Main Supporting Theme	Total responses
Clear markings establishing route is a cycle path and maintained the path. Colour all cycle routes to stand out.	7
This will make cycling and walking safer.	4
The route is also very popular with school children.	3
Stop speeding and unsafe drivers.	3
New Beryl hire bays on this route and cycling hub at Eaton Park [note Eaton Park is not within the scope of this project]	2

Comment in the context of support for the scheme	Total responses	Officer response
Stop speeding and unsafe drivers.	3	Elements of the proposals will help to discourage speeding vehicles.
The route is also very popular with school children.	3	The additional space and segregation provided will help to accommodate tidal flows of pedestrians and cycles at peak times, e.g., school start and end times.
This will make cycling and walking safer.	4	Agreed.
Clear markings establishing route is a cycle path and maintained the path. Colour all cycle routes to stand out.	7	Appropriate markings and signs will be installed. Adding a coloured surface to cycle routes is often considered but can be costly to apply and difficult and expensive to maintain. This design proposes clear segregation between users via a kerb so there is limited benefit from a coloured surface in this location.

Paths overgrown by hedges and plants/foilage beside the paths are dangerous.	5	Comments regarding overgrown foliage have been passed to the Highways Area Team.
Fallen foliage hides the ongoing problem of irresponsible dog owners not clearing up after their dogs.	2	These proposals will result in less foliage and comments on existing maintenance issues have been forwarded to the local area engineer.
Extend improvements to the other cycle paths in Bowthorpe. (Improvements to cricket way)	3	This is beyond the scope of the project and would not be funded by the DfT as part of this project.
Lighting should be considered; path is currently dark and somewhat ominous at night.	1	Lighting is to be assessed as part of the detailed design.
This is the standard we need for cycle tracks everywhere.	3	Current design standards suggest pedestrians and cycles should be physically segregated from each other where possible.
Cyclists need better provisions in the Norwich area, both for recreational and sports use funding	2	Further TCF-funded improvements to cycle facilities on the Dereham Road corridor are currently under development and will be consulted upon later this year.
Safety and visibility issues of lorries parked on road	2	There have been no collisions recorded in the vicinity of the area. The road is wide and straight, with good visibility, so passing a large, stopped vehicle shouldn't be an issue. The scheme has been subject to safety audit.

Ensure trees, shrubs & visible obstructions are permanently completely removed from the edges of the roads/pathways where the proposed parallel crossing of Chapel Break Road is.	1	Obstructions within the crossing's visibility splay area will be cleared.
Double yellow lines extended on the Robberds Way side of Barnard Road.	3	Double yellow lines are proposed to protect visibility of the crossings. There are some double yellow lines on the south side of Barnard Road in place already. There have been no collisions recorded in the vicinity of the area. The road is wide and straight, with good visibility, so passing a large, stopped vehicle shouldn't be an issue.
The crossing over Harpsfield should have clearer provision for pedestrians to cross. I also think the northern end of the path should be better connected to the crossing over Dereham road for people cycling.	1	The priority crossing and routes leading to the crossing are all shared use. Cycle markings on the table are useful as extra information for drivers. Another TCF funded scheme at the Mayfly Way/Dereham Road junction is currently in development and will be brought forward for consultation later this year.
New Beryl hire bays on this route and cycling hub at Eaton Park	2	A Beryl bay will be included near the Bowthorpe roundabout in another TCF-funded improvement scheme which will be consulted upon later this year. There is an existing Beryl Bay near Harpsfield in front of the Chapel Break Community Centre. Eaton

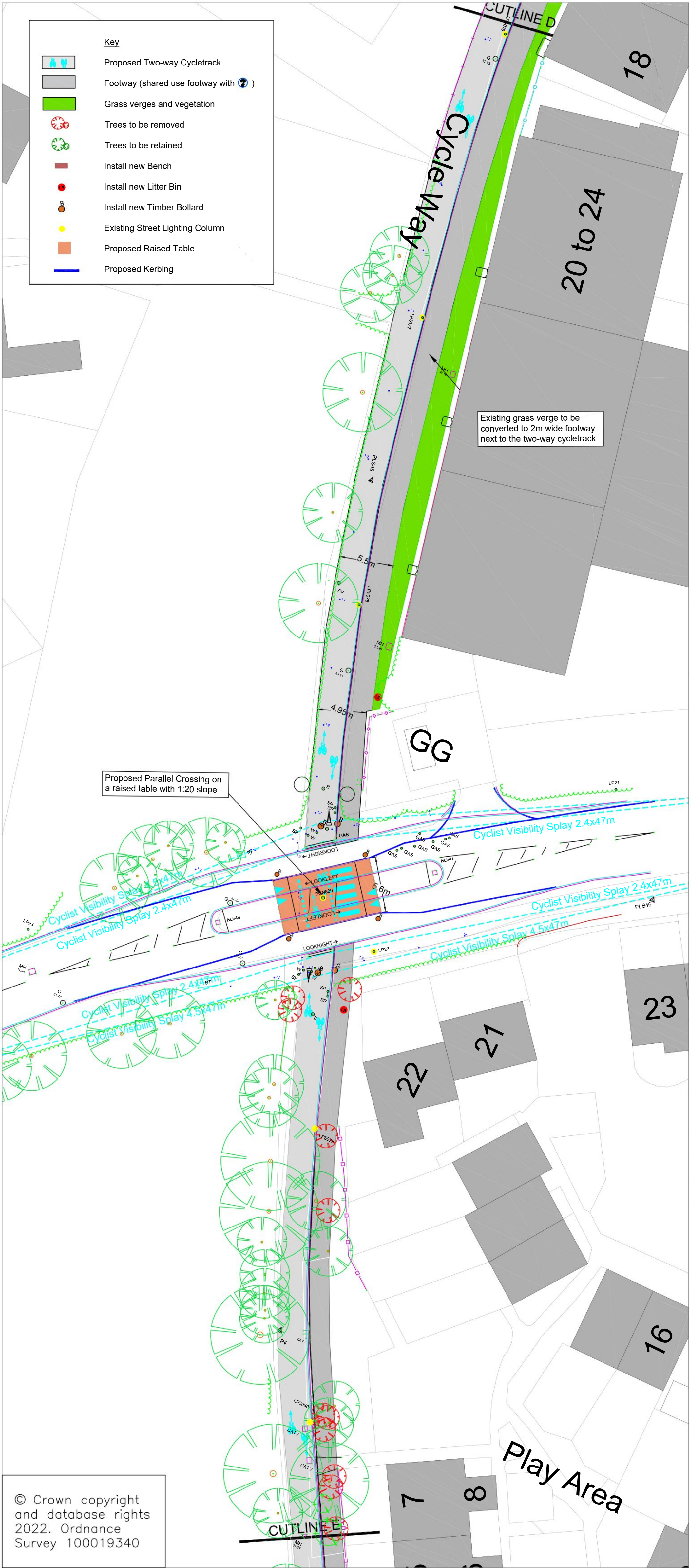
		Park is beyond the scope of this scheme.
Diversions via Chapel Break Road and Wendene are not suitable.	1	Traffic management will be considered as part of the detailed design and the most suitable route(s) available will be used, considering the requirements of all users.
Access via the path from Atkinson close could be improved, including removal of the barrier that makes it hard to access in a wheelchair or adapted cycle.	1	This will be reviewed during the detail design stage.
Proposed route for Dereham Road and through Bowthorpe for cycles or pedestrians (not UEA).	2	Further TCF-funded improvements to cyclists and pedestrians on the Dereham Road corridor are currently under development and will be consulted upon later this year.

Objecting Themes

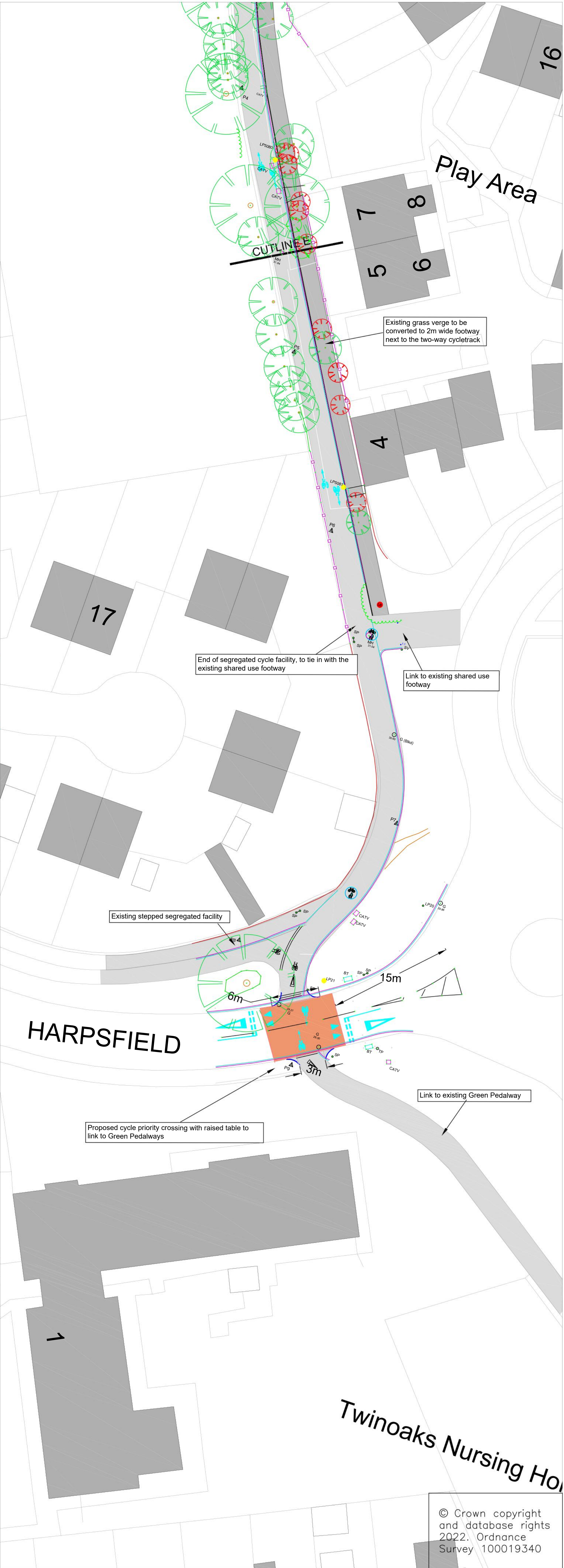
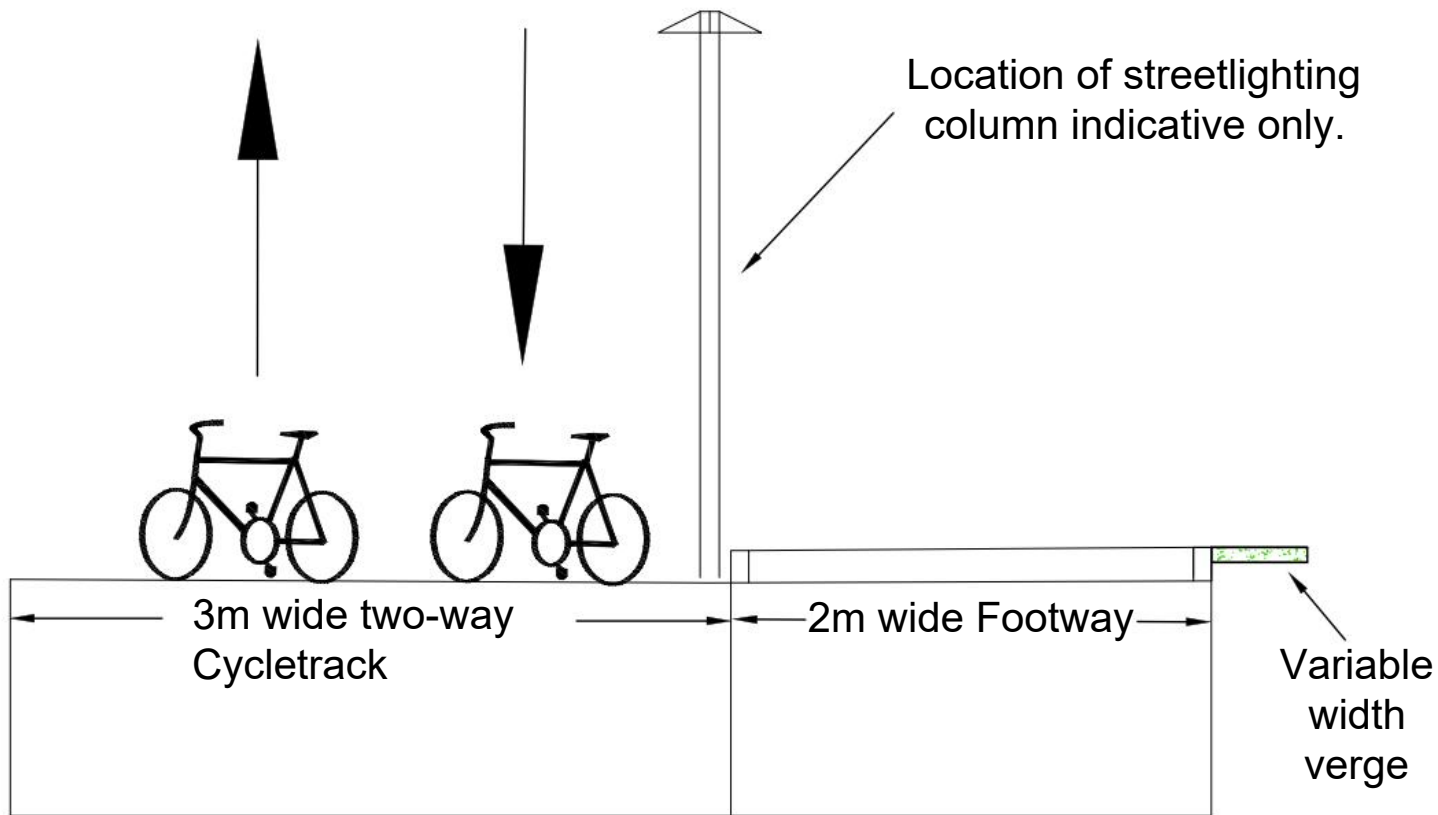
Main Objecting Theme	Total	Officer Response
Waste of money.	4	This scheme is financed by the DfT from the Transforming Cities Fund and may only be spent on this scheme, which seems to improve conditions for active modes of travel.
Doesn't seem necessary. Route has no issue.	2	The route does not meet current design standards in terms of the segregation of cycles and pedestrians and the

		provision of adequate widths.
Resurfacing of the paths/roads, overgrown hedges and dog bins.	3	Mayfly Way is currently under consideration for resurfacing in the near future. Comments on maintenance issues have been passed on to the local engineer. The project team is to contact the City Council about new dog bins as dog bins will need to be maintained by the City Council.
This is an industrial estate and not a rat run for cyclists they have main cycle routes nearby they can already use safely.	2	Bowthorpe is an employment area and the TCF scheme aims to improve access for active modes of travel to areas of employment. Whilst some cyclists may wish to stick to roads many prefer to use off-road routes where they are separated from general traffic. This is not a rat run - it is already a shared use path to be used by cycles and pedestrians; this scheme seeks to improve the route by segregating pedestrians from cycles and providing increased path widths.
HGV drivers also need to take regular breaks by law. Double yellow is preventing lorries from being able to park up and use the estate for its purpose.	2	Bowthorpe industrial estate also employs people who need to travel to work and may choose to do so by foot or cycle if suitable infrastructure exists. Bowthorpe is also home to many people who cycle to and from work in the city centre. Highways are not provided as lorry parks and should enable use by

		all modes including cycles.
Safety issue - Dereham Road at the end of Mayfly Way has already experienced a huge number of collisions, accidents, and fatalities. Worsen the situation and potentially cause accidents.	2	Another TCF funded scheme at the Mayfly Way/Dereham Road junction is currently in development and will be brought forward for consultation later this year.
Overflow parking on the roadsides.	1	New double yellow lines have been proposed on Barnard Road. This is to provide a safe visibility splay for pedestrians/cyclists at the crossing point. This is only for a short section of carriageway and plenty of unrestricted parking will remain.



Typical cross section



Drawing Title
Dereham Road - Mayfly Way
Sheet 2 of 2

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Crossing points updated	CQ	JR	10/22
B	Raised table at Harpsfield	CQ	JR	12/22

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS/PC		2021	PEA045-TCF-PRE-004B
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
CQ		10/21	Transforming Cities
DRAWN BY	INITIALS	DATE	Mayfly Way
CQ		10/21	
CHECKED BY	INITIALS	DATE	SCALE
JR		10/21	1:250 @ A1
			FILE No.
			PEA045



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

Transport for Norwich Advisory Committee

Item No:6

Report Title: Newmarket Road

Date of Meeting: 26 January 2023

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

Responsible Director: Grahame Bygrave - Director of Highways, Transport & 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 (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".

The Newmarket Road proposals are funded by TCF and will improve the route along the Blue Pedalway for people cycling and walking by widening footways; providing dedicated cycling infrastructure; providing new and improved crossing facilities; and making minor changes to kerb lines to enable the expeditious movement of buses along the busy A11 corridor.

The proposals align with the Government's Gear Change policy and the County Council's strategy to provide infrastructure to promote sustainable travel to support healthy lifestyles and clean growth.

Recommendations:

1. To recommend the Cabinet Member approves the proposals as shown in **Appendix A**;
2. To recommend the Cabinet Member approves the undertaking of the statutory procedures for the Traffic Regulation Orders (TROs) and noticing required to implement the proposals.

1. Background and Purpose

- 1.1 Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council 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, education and retail areas by making improvements to support sustainable modes of transport.
- 1.2 This proposed scheme improves the environment for walking, cycling and public transport on the A11 corridor, which is a key route into Norwich City Centre from the south-west from areas such as Cringleford, Hethersett, Wymondham and beyond. The corridor is well served by public transport and forms part of the Blue Pedalway.
- 1.3 The changes proposed are between the junctions with Claremont Road and Lime Tree Road / Christchurch Road which include the part of Newmarket Road that is intersected by the outer ring road. Newmarket Road is currently subject to a 30mph speed limit and the area is near the City of Norwich secondary school and Norwich High School for Girls. Please refer to **Appendix B** for a site location plan.

2. Proposals

- 2.1 A public consultation was carried out between 10th November and 1st December 2022. A consultation letter was sent to 357 properties in the area, as well as several other stakeholders, and can be viewed in **Appendix C**. There was an online survey during this period and the consultation was also publicised on social media and by First Bus. More information relating to the consultation response can be found in Section 3 of this report.
- 2.2 The drawings that accompanied the consultation were split across 3 plans. The details of these plans are listed below, and the plans can be viewed in **Appendix D**. The reason for each of the proposals below was outlined in the consultation letter.

- 2.3 Plan 1 in **Appendix D** shows the area of Newmarket Road between Claremont Road and the junction with Leopold Road and Eaton Road. The proposals outlined for this area were:
- Widen the existing crossing of Newmarket immediately east of the junction and remove the central islands;
 - Provide a new shared pedestrian and cycle push-button crossing across Eaton Road;
 - Install double yellow lines from Eaton Road to Claremont Road;
 - Consider a Beryl bike hire bay on the south-eastern corner of the junction.
- 2.4 Plan 2 in **Appendix D** shows the Daniels Road roundabout area where Newmarket Road intersects the outer ring road. The proposals outlined for this area were:
- A section of grass verge to the south of the roundabout to be converted to shared-use pavement;
 - Pavement widening on the south-western corner of the roundabout.
- 2.5 Plan 3 in **Appendix D** shows the area around the junction with Lime Tree Road and Christchurch Road. The proposals outlined for this area were:
- Widen the crossing to the immediate east of the junction and remove the central islands;
 - Provide a new shared-use push-button crossing across Lime Tree Road;
 - Remove the outbound bus stop to the west of Lime Tree Road;
 - Widen the cycle lane on the inbound approach to the junction and install segregator wands;
 - Widen the pavement on the north-eastern side of Christchurch Road;
 - Provide a new link to the west of the junction for cyclists to exit the carriageway and join the existing shared-use facility;
 - Bell bollards to be provided on the corner of Newmarket Road at its junction with Lime Tree Road.
- 2.6 Following the consultation, the above proposals have not been amended.

3. Summary of Consultation Responses

- 3.1 A public consultation was carried out between 10th November and 1st December 2022. A link to the consultation web page is provided in the background papers section of this report. There were 113 responses to the

online survey and 8 responses/enquiries received by email. A summary report from the online survey can be found in **Appendix E**. The main points from this are included below.

- 3.2 The majority of respondents identified as cyclists (44%), pedestrians (23%), and motorists (24%) – some respondents chose not to answer this question. 87% of respondents identified themselves as a local resident. There were 12 respondents who stated that they have a long-term illness, disability or health problem (see Section 9.3 for more information).
- 3.3 The online survey asked to what extent respondents agreed with the overall aims of the proposal. Of the 113 responses, over 71% of people agreed (29%) or strongly agreed (42%) with the aims. Nearly 18% of people either disagreed (5%) or strongly disagreed (12%) with the aims. Around 10% of people said that they neither agreed or disagreed.
- 3.4 From the online survey responses, all of the proposals other than the removal of existing bus stops on Newmarket Road had a higher percentage of respondents who liked the proposals as opposed to disliking them. Regarding the bus stops, 27% of people liked the proposal and 30% disliked it.
- 3.5 The online survey allowed some 'free text' areas for respondents to explain the reasons they liked or disliked the proposals. The main objecting and supporting themes are summarised below. More information on these, as well as an officer response, can be found in **Appendix G**.

Main supporting themes

- The proposals improve safety for people crossing the road;
- Path widening will improve visibility for those walking and cycling;
- Safety in general will be improved;
- There is a need to keep the traffic lights.

Main objecting themes

- The central islands on Newmarket Road should be retained in order to ensure safety for children, disabled people and the elderly;
 - The proposals are a waste of money;
 - A Beryl bike bay will make the area untidy / reduce public space;
 - The bus stops to the west of Lime Tree Road should be retained;
 - Dislike wands to mark out the edge of the cycle lane as they are prone to damage and make the cycle path difficult to maintain;
 - The shared-use proposals are not favoured as a segregated solution is preferred and in line with current design guidance from government.
- 3.6 In addition to the online survey, the following stakeholder feedback was also received:

- A local resident of Eaton Road was supportive of the aims of the proposals but noted the shared-use path on the south side of Newmarket Road is well used and wondered if improvements for those cycling and walking on this section would be possible. They also raised some suggestions regarding the shared-use path and side roads to the west of the site which are outside of the scope of this scheme;
- Norwich Cycling Campaign are supportive of the scheme including the signalised crossings and pavement widening. They welcomed a Beryl bay but suggested an alternative location adjacent to the ring road. They requested the inclusion of Advanced Stop Lines for cycles on side roads and requested a crossing of Newmarket Road on the west side of the Leopold Road junction. They also requested that closely-spaced wands be provided on the section of cycle lane between the Daniels Road roundabout and Christchurch Road, in order to provide physical segregation between cycles and motorised vehicles;
- A member of the public requested that the effect of the design on potential surface water ponding be considered and asked that bus stops should have shelters and made a comment about real-time bus information.

4. Impact of the proposal

- 4.1 The proposal will provide more space for walking and cycling, including segregated space for cycling where practicable. The segregator wands will provide physical segregation for cycles in line with current design guidance from government.
- 4.2 The new crossing on Eaton Road will improve safety for pedestrians and cyclists and the changes to the crossings on Newmarket Road will provide more space and convenience for the people using them, particularly at peak times, given their proximity to secondary schools and the large number of pedestrian and cycle movements.
- 4.3 The waiting restriction between Claremont Road and Eaton Road is being introduced as a result of observed parking taking place wholly on the shared-use facility. The associated legal order will make this offence easier to enforce and remove this unnecessary obstruction for those walking and cycling and improve safety.
- 4.4 The removal of the bus stops was proposed by, and has the support of, bus operators, because they are not well used, and their removal will improve bus journey times for all bus services along the corridor. With the two bus stops being removed this leaves 474m inbound and 592m outbound, between the bus stops still in situ. Please refer to **Appendix F** showing 400m from the existing remaining stops.

Regarding access to the Mile End surgery, the removal of the bus stop would not affect the use of this. Those wishing to access the surgery can use the

bus stop near the Eaton Road / Leopold Road Junction and walk along Mile End Road and use the pedestrian crossing over Mile End Road to the surgery, which is a shorter distance than from the bus stop being removed.

- 4.5 The provision of a Beryl bay will encourage active travel and strengthen the network of bays for this successful service. This location is on a key route to and from the city centre, is near to schools (available to those over 16 years of age), local amenities (e.g. convenience store / parcel pick-up, a hair salon via Leopold Road and a nearby garden centre) as well as being easily accessible due to its proximity to the junction with the outer ring road.
- 4.6 An improved kerb alignment on the inbound approach to the Daniels Road roundabout will provide more space for buses and larger vehicles to approach and navigate the roundabout, reducing delays for all users.
- 4.7 The bus stop shelters will be moved to the existing stop further towards Norwich City Centre on both inbound and outbound.
- 4.8 The proposal to add a crossing west side of Leopold/Eaton Road junction cannot be built due the driveway access on the corner of Newmarket/Leopold Road. This option was looked at before we went to consultation after discussions with the Norwich Cycling Campaign.

5. Evidence and Reasons for Decision

- 5.1 These proposals are line with the County Council's strategy to provide infrastructure to promote sustainable travel to support healthy lifestyles and clean growth. They also meet the objectives of the TCF fund to help create a healthy environment and increase social mobility by enhancing access to employment and education.
- 5.2 These proposals improve the environment for walking and cycling, as well as public transport, encouraging modal shift that will bring about associated benefits linked to improved air quality, public health and wellbeing.
- 5.3 The removal of the bus stops will enable the roll out of traffic light priority for buses to operate as effectively as possible. The removal of these bus stops also means that there will no longer be three bus stops located within a distance of 585m.

6. Alternative Options

- 6.1 An alternative option would be to do nothing. However, this would fail to meet the aims of the allocated TCF funding, fail to deliver improvements for sustainable modes of travel with its associated benefits to society as mentioned above and will also fail to improve the environment for those walking and cycling.

- 6.2 Another alternative option would be to remove the traffic signals at the Leopold Road / Eaton Road junction to improve public transport journey times. However, this option has been discarded on the basis that improvements to walking and cycling are limited and that benefits overall are reduced.
- 6.3 An option that excluded the inbound on-carriageway segregated cycle lane between the Daniels Road roundabout and Christchurch Road could be pursued. This would mean that cycles would need to use the existing shared-use facility on the southern side of the road or mix with general traffic using the existing narrow cycle lane marked with a white line. This option would fail to bring the cycle infrastructure in-line with current design standards aimed at encouraging more people to cycle.

7. Financial Implications

- 7.1 The project is funded by TCF and has a budget of £1,065,814. The scheme represents Very High Value for Money in government appraisal terms.
- 7.2 Following the autumn spending review, the DfT are currently reviewing all Transforming Cities funding for the 2023/24 financial year and beyond. Therefore, at the current time, we are awaiting confirmation from the DfT as to whether funding for Norfolk and the other 11 Transforming Cities in 2023/24 will be available. We expect this decision to be made in February or March 2023 and we continue to work up projects so they can be implemented as soon as the funding has been confirmed.

8. Resource Implications

- 8.1 **Staff:**
The scheme will be design and delivered using existing resources.
- 8.2 **Property:**
None.
- 8.3 **IT:**
None

9. Other Implications

- 9.1 **Legal Implications:**
None. NPLaw will advise on the Traffic Regulation Order noticing requirements and will confirm that actions taken to date have been compliant with the legislative requirements.
- 9.2 **Human Rights Implications:**

None.

9.3 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 promoting this scheme, we have considered the potential impact on people with protected characteristics.

The online consultation carried out in November-December 2022 showed that 12 respondents identified as having a long-term illness, disability or health problem that limits their daily activities or the work they can do.

The EqIA for this scheme has been updated following the consultation. The assessment shows that the removal of the bus stops would not be a negative effect if the shelters were moved to the new locations.

9.4 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 part of the scheme development.

9.5 Health and Safety implications (where appropriate):

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

9.6 Sustainability implications (where appropriate):

These proposals aim to have a positive effect on the environment by providing the infrastructure to encourage people to choose sustainable modes of travel to help reduce private vehicle mileage and carbon emissions.

9.7 Any Other Implications:

Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

10. Risk Implications / Assessment

- 10.1 A risk register is maintained for the TCF programme as part of the technical design and construction delivery processes.
- 10.2 As highlighted in the Financial Implications section, the DfT are currently reviewing all Transforming Cities funding for the 2023/24 financial year and beyond. There is a risk the DfT will not confirm funding for 2023/24 and if this is the case, this project will be deferred until a suitable funding source can be confirmed.

11. Select Committee Comments

- 11.1 Not applicable.

12. Recommendations

1. To recommend the Cabinet Member approves the proposals as shown in Appendix A;
2. To recommend the Cabinet Member approves the undertaking of the statutory procedures for the Traffic Regulation Orders (TROs) and noticing required to implement the proposals

13. Background Papers

- 13.1 [Newmarket Road web page for public consultation Nov-Dec 2022](#)

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.

- Key
- Proposed kerbing
 - Proposed edge kerbing
 - Proposed carriageway markings
 - Proposed tactile paving
 - Proposed carriageway surfacing
 - Proposed footway surfacing
 - Proposed shared use facility
 - Proposed new traffic signals
 - Existing traffic signals to remain
 - Proposed Bell Bollards
 - Proposed new cycle separator with reflective wands

Notes:

1. All trees overhanging from each junction to Daniels Road Roundabout to be trimmed back and existing shared/footpaths to be sided out.



Item 6 Appendix A

Sheet 1
Sheet 2

FOR DISCUSSION
PURPOSES ONLY

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Survey 100019340

Funded by:



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

DRAWING TITLE
PEA046 Newmarket Road
Eaton / Leopold Road Junction Improvements
(Sheet 1 of 3)

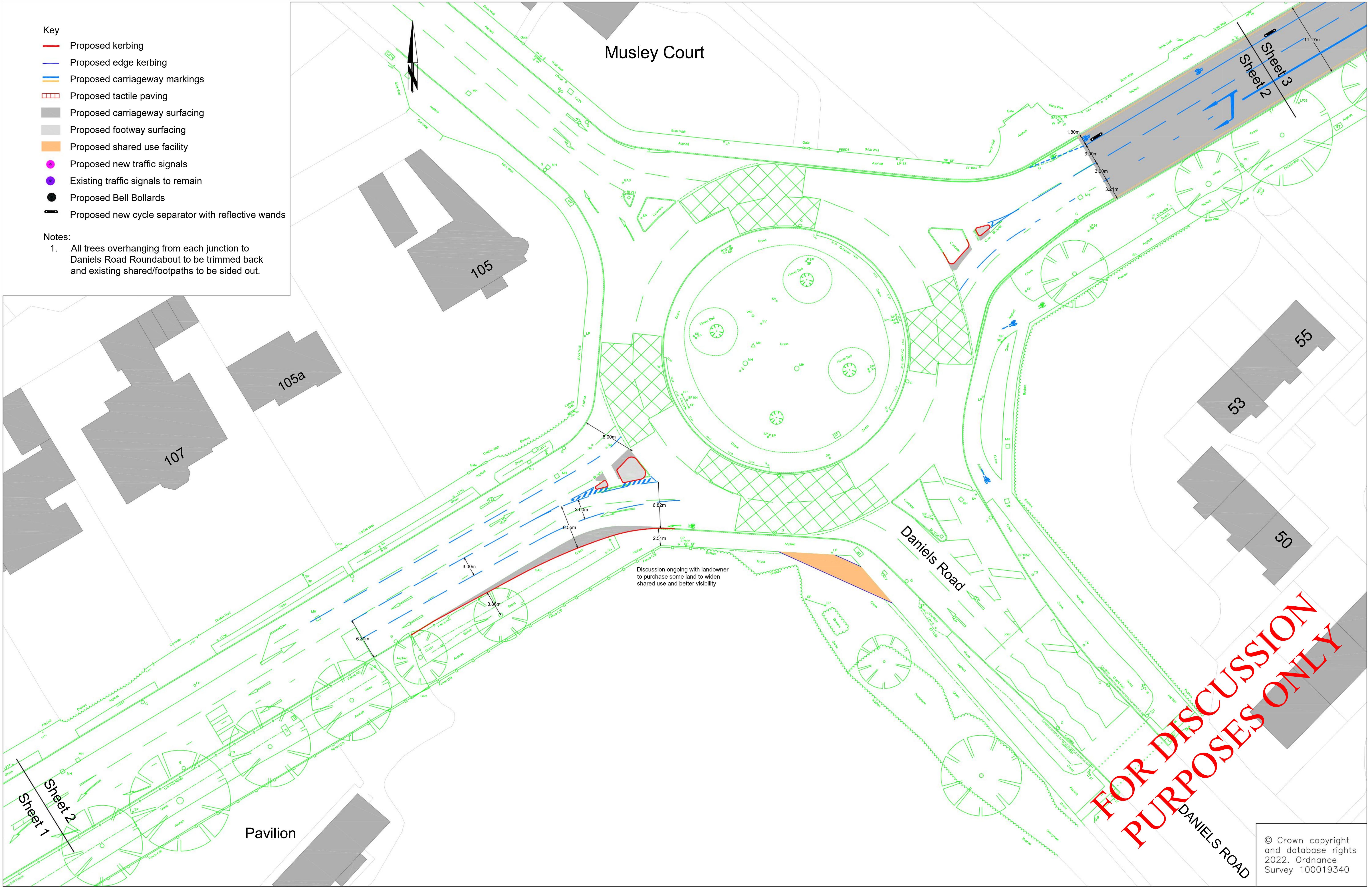
REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PEA046-HP3-DD-001
SURVEYED BY	OS/PC	2022	PROJECT TITLE
DESIGNED BY	JC	10/22	TCF2 Newmarket Road - Christchurch Road and Eaton Road
DRAWN BY	JC	10/22	SCALE
CHECKED BY	WJ	10/22	1:250 @ A1
			FILE No. PEA046

- Key
- Proposed kerbing
 - Proposed edge kerbing
 - Proposed carriageway markings
 - Proposed tactile paving
 - Proposed carriageway surfacing
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 - Existing traffic signals to remain
 - Proposed Bell Bollards
 - Proposed new cycle separator with reflective wands

Notes:

- All trees overhanging from each junction to Daniels Road Roundabout to be trimmed back and existing shared/footpaths to be sided out.



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

DRAWING TITLE
PEA046 Newmarket Road
Daniels Road Roundabout Improvements
(Sheet 2 of 3)











REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PEA046-HP3-DD-002	
SURVEYED BY	OS/PC	2022	PROJECT TITLE	
DESIGNED BY	JC	10/22	TCF2 Newmarket Road - Christchurch Road and Eaton Road	
DRAWN BY	JC	10/22	SCALE 1:250 @ A1	FILE No. PEA046 48
CHECKED BY	WJ	10/22		

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Key

-  Proposed kerbing
-  Proposed edge kerbing
-  Proposed carriageway markings
-  Proposed tactile paving
-  Proposed carriageway surfacing
-  Proposed footway surfacing
-  Proposed shared use facility
-  Proposed new traffic signals
-  Existing traffic signals to remain
-  Proposed Bell Bollards
-  Proposed new cycle separator with reflective wands

Notes:

1. All trees overhanging from each junction to Daniels Road Roundabout to be trimmed back and existing shared/footpaths to be sided out.

Christchurch Court

Bus stop to be removed. Bus shelters to removed and relocated further along Newmarket Road

Bus stop to be removed. Bus shelters to removed and relocated further along Newmarket Road

Osborne Court

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Survey 100019340

Funded by:



HM Government



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

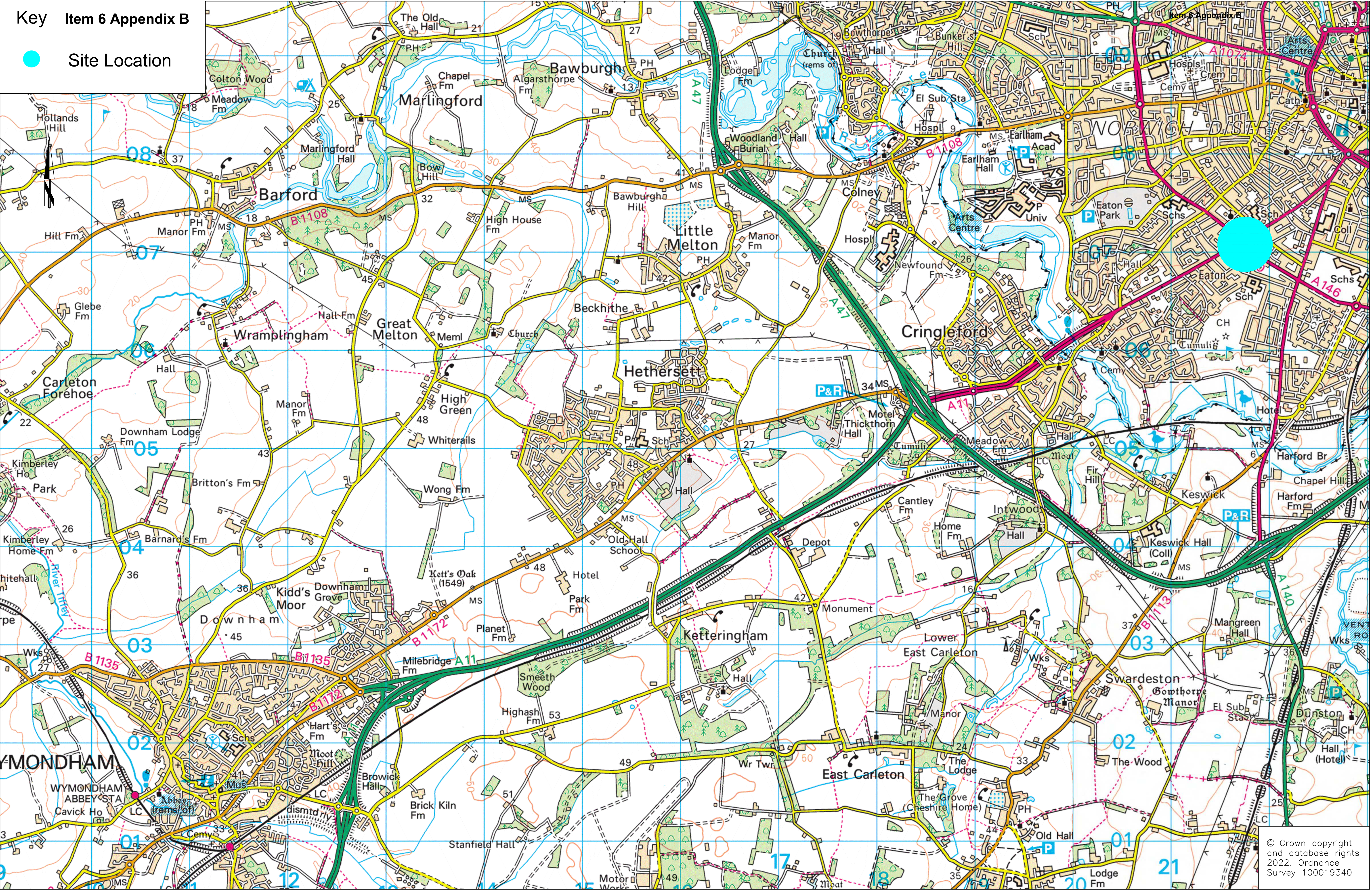
DRAWING TITLE
PEA046 Newmarket Road
Christchurch / Lime Tree Road Junction Improvements
(Sheet 3 of 3)

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PEA046-HP3-DD-003	
SURVEYED BY	OS/PC	2022	PROJECT TITLE TCF2 Newmarket Road - Christchurch Road and Eaton Road	
DESIGNED BY	JC	10/22		
DRAWN BY	JC	10/22		
CHECKED BY	WJ	10/22	SCALE 1:250 @ A1	FILE NO. PEA046-10

9

Site Location



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Survey 100019340

Funded by:



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

DRAWING TITLE
PEA046 Newmarket Road
Site Location Plan
(Sheet 1 of 1)

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PEA046-HP3-CR-001
SURVEYED BY	OS	2022	PROJECT TITLE TCF2 Newmarket Road - Christchurch Road and Eaton Road
DESIGNED BY	JC	12/22	SCALE NTS @ A1
DRAWN BY	JC	12/22	FILE No. PEA046
CHECKED BY	AC	12/22	50



NCC contact number: 0344 800 8020
Text relay no.: 18001 0344 800 8020

Your Ref:
Date: 10 November 2022

My Ref: PEA046/MP/JC/01
Tel No.: 0344 800 8020
Email: transportfor Norwich@norfolk.gov.uk

Dear Sir/Madam,

Transport for Norwich: Consultation on proposals for Newmarket Road, Norwich

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on a series of proposed improvements to Newmarket Road in Norwich.

We are seeking to improve safety for those travelling through the area by bus, bike or on foot. Newmarket Road is a key transport corridor into Norwich from the south-west and forms part of the blue pedalway between Wymondham, Hethersett, Eaton and Norwich city centre. These improvements would be funded by the Department for Transport's Transforming Cities Fund which can only be spent on the highway network.

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 table explains what changes we're proposing and the reasons behind them. The accompanying plans available on our website show what the project could look like on the ground.

Eaton/Leopold Road Junction

Proposal	Reason for proposal
1. Existing pedestrian crossing on Newmarket Road, at its junction with Eaton Road and Leopold Road to be widened and the central islands removed.	Provide a safer and larger crossing for those on foot, especially school children at peak times. The crossing distance would also be reduced.
2. Proposed shared use push button crossing over Eaton Road at its junction with Newmarket Road.	Improve safety for those travelling on foot or cycle.
3. Proposed double yellow lines to be installed on the south side of Newmarket Road from the	To prevent pavement parking in the existing shared use area – improving safety for all users.

junction of Claremont Road into the junction of Eaton Road (both sides)	
4. Proposed new site for Beryl bike bay on the south east corner of the Eaton Road junction with Newmarket Road.	Enhance cycle hire provision to encourage active travel.

Daniels Road Roundabout

Proposal	Reason for proposal
5. Proposed conversion of an existing section of grass verge to a new shared use pavement on the southwest corner of the Daniels Road roundabout.	Improved route for those on foot or cycle.
6. Proposed pavement widening (subject to land purchase) on the southwest corner of the Daniels Road roundabout	To improve visibility and safety for those on foot or cycle at what is currently an area with restricted visibility.

The roundabout work would also include some minor kerb realignments to improve the route for buses.

Lime Tree/Christchurch Road Junction

Proposal	Reason for proposal
7. Existing pedestrian crossing on Newmarket Road, at its junction with Christchurch Road and Lime Tree Road to be widened and the central islands removed.	Provide a safer and larger crossing for those on foot, especially school children at peak times. The crossing distance would also be reduced.
8. Proposed shared use push button crossing over Lime Tree Road at its junction with Newmarket Road.	Improve safety for those travelling on foot or cycle along the shared use blue pedalway route and will provide convenient access to the crossing on Newmarket Road so those cycling into the city can transfer from the shared use cycleway on the south side of Newmarket Road to the segregated cycleway on the north side.
9. Proposed removal of the existing bus stops situated on Newmarket Road (both sides) just west of Lime Tree Road	Removal of these under-used stops would improve bus journey times along a key route out of the city and improve conditions for walking and cycling.
10. Proposed widening of the cycle lane and installation of segregator wands on the north side of Newmarket Road either side of the Christchurch Road junction.	Improve safety on key cycle route to meet government's current design standards for cycle lanes.

11. Existing shared use pavement to be widened around 3 sides of the Christchurch/Lime Tree junction with Newmarket Road.	Provide a safer and larger area for those on foot or cycle.
12. Proposed new link for cycle access onto the existing off carriageway route on the south side of Newmarket Road approaching the Lime Tree Road junction.	Improve safety for those travelling by bike.
13. Proposed bell bollards on the southeast corner of Newmarket Road and Lime Tree Road.	To protect those on foot or cycle from turning vehicles.

How to comment

There are two ways to comment on the consultation:

- Visit www.norfolk.gov.uk/newmarketroad where you can view plans in more detail and complete our online survey to share your thoughts on the proposals.
- Ask for a hard copies by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.
- All comments must be received by **Thursday 1 December**.

Next Steps

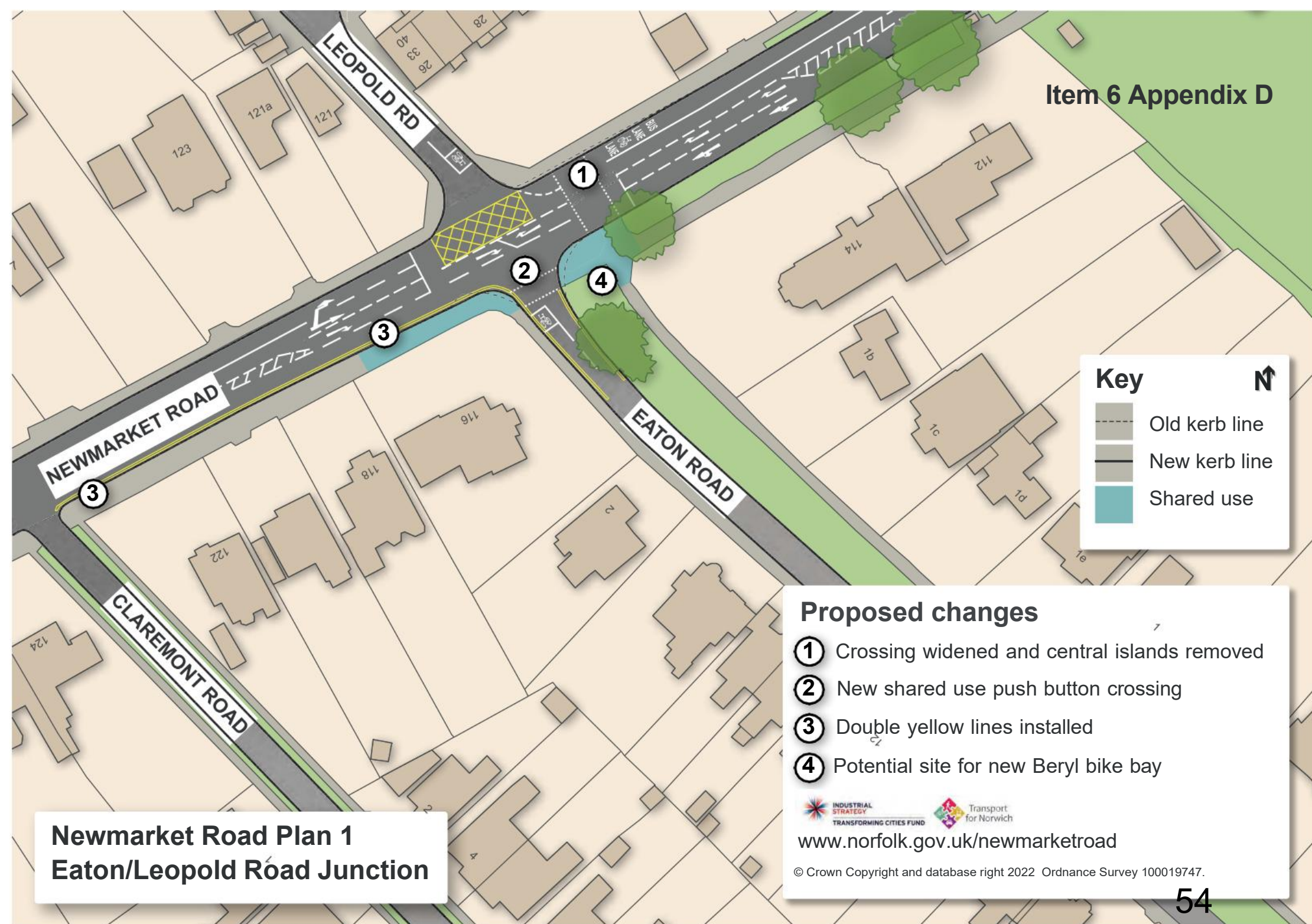
We will then carefully consider all responses and report back to the Transport for Norwich Advisory Committee early next year. The webpage above will be kept up to date with the latest progress and information.

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,

Transport for Norwich



Newmarket Road Plan 1 Eaton/Leopold Road Junction

Key



	Old kerb line
	New kerb line
	Shared use

Proposed changes

- ① Crossing widened and central islands removed
- ② New shared use push button crossing
- ③ Double yellow lines installed
- ④ Potential site for new Beryl bike bay



www.norfolk.gov.uk/newmarketroad

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Newmarket Road Plan 2 Daniels Road Roundabout

Proposed changes

- ⑤ Grass verge converted to shared use pavement
- ⑥ Pavement widening (subject to land purchase)





www.norfolk.gov.uk/newmarketroad

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Key



-  Old kerb line
-  New kerb line
-  Shared use
-  Segregator wand

Newmarket Road Plan 3 Lime Tree/Christchurch Road Junction

Key

-  Old kerb line
-  New kerb line
-  Shared use
-  Segregator wand



Proposed changes

- ⑦ Crossing widened and central islands removed
- ⑧ New shared use push button crossing
- ⑨ Bus stop removal
- ⑩ Cycle lane widened and wands installed
- ⑪ Pavement widening 29.3m
- ⑫ New link for cycle access
- ⑬ Bell bollards

www.norfolk.gov.uk/newmarketroad

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Consultation on proposals for Newmarket Road, Norwich

<https://norfolk.citizenspace.com/environment-transport-and-development/consultationonproposalsfornewmarketroad>

This report was created on Friday 02 December 2022 at 07:39

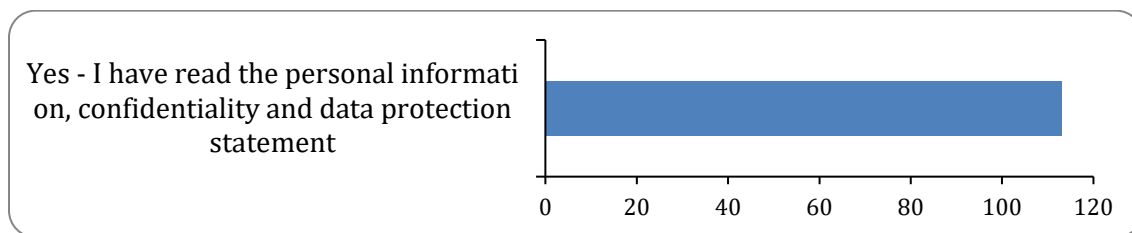
The activity ran from 10/11/2022 to 01/12/2022

Responses to this survey: **113**

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

Data protection agreement

There were 113 responses to this part of the question.

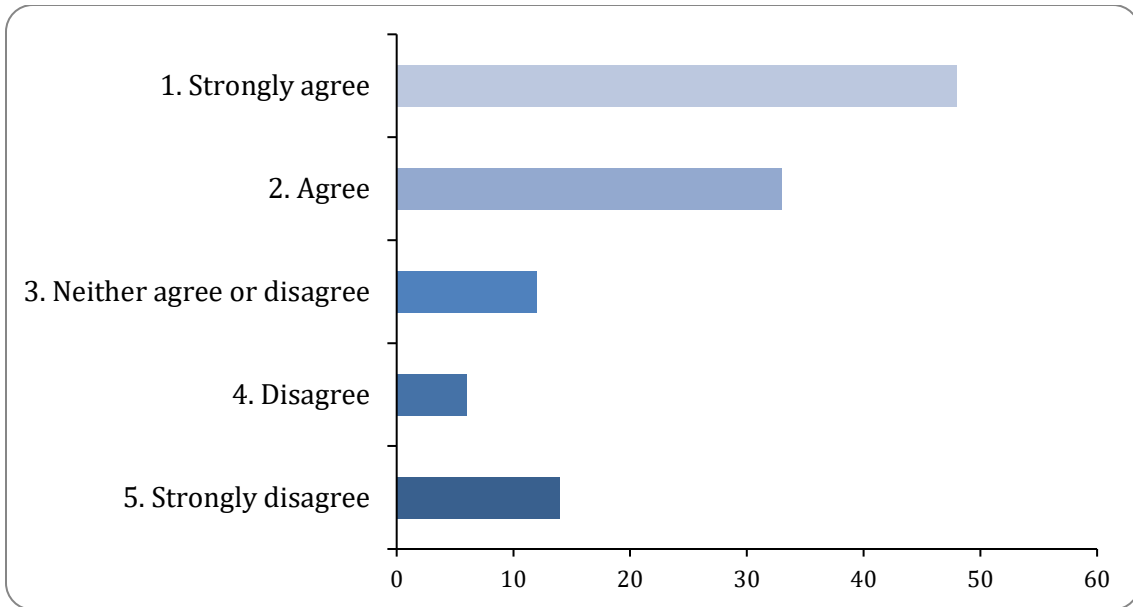


Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	113	100.00%
Not Answered	0	0.00%

To what extent do you agree with the overall aims of this proposal? (please select one answer only)

Support for Aims

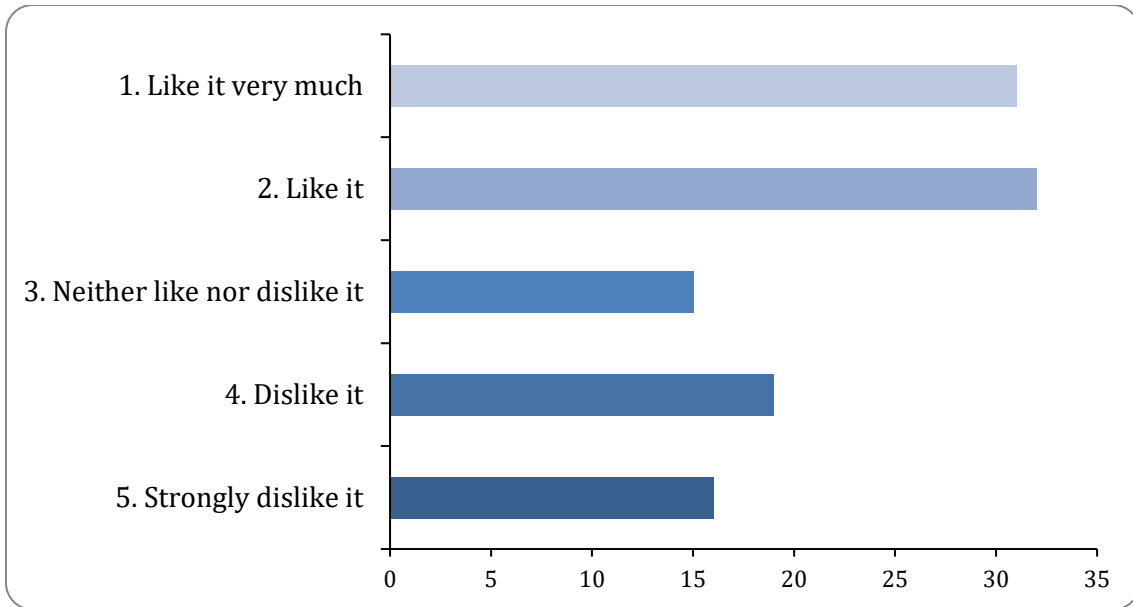
There were 113 responses to this part of the question.



Option	Total	Percent
1. Strongly agree	48	42.48%
2. Agree	33	29.20%
3. Neither agree or disagree	12	10.62%
4. Disagree	6	5.31%
5. Strongly disagree	14	12.39%
Not Answered	0	0.00%

1: Existing pedestrian crossing on Newmarket Road, at its junction with Eaton Road and Leopold Road to be widened and the central islands removed. To what extent do you like or dislike this element of the proposal?
widened pedestrian crossing

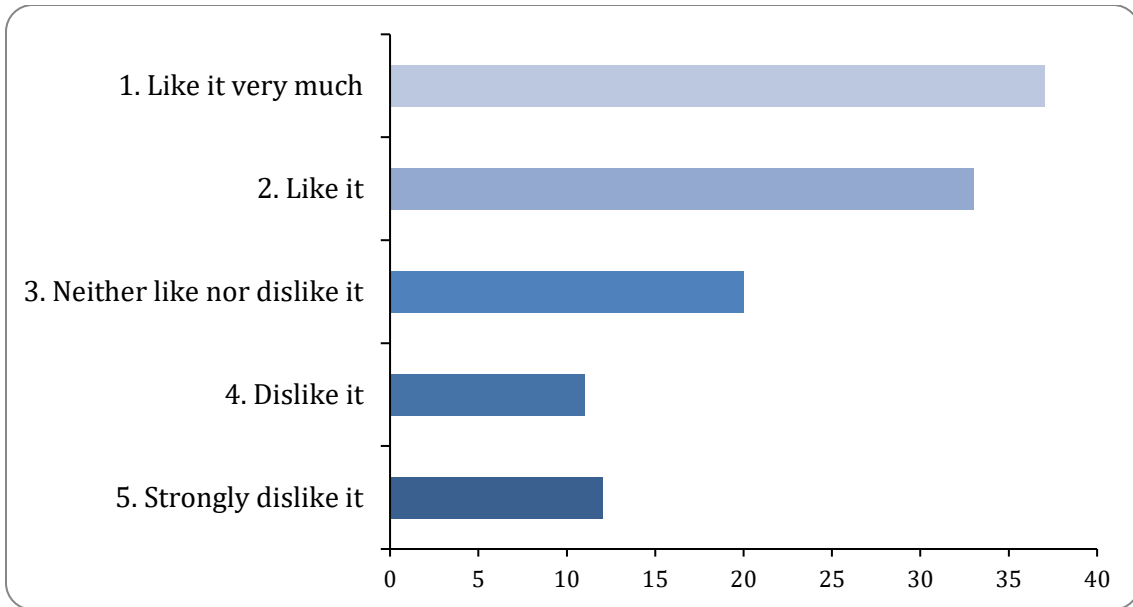
There were 113 responses to this part of the question.



Option	Total	Percent
1. Like it very much	31	27.43%
2. Like it	32	28.32%
3. Neither like nor dislike it	15	13.27%
4. Dislike it	19	16.81%
5. Strongly dislike it	16	14.16%
Not Answered	0	0.00%

2: Proposed shared use push button crossing over Eaton Road at its junction with Newmarket Road. To what extent do you like or dislike this element?
push button crossing

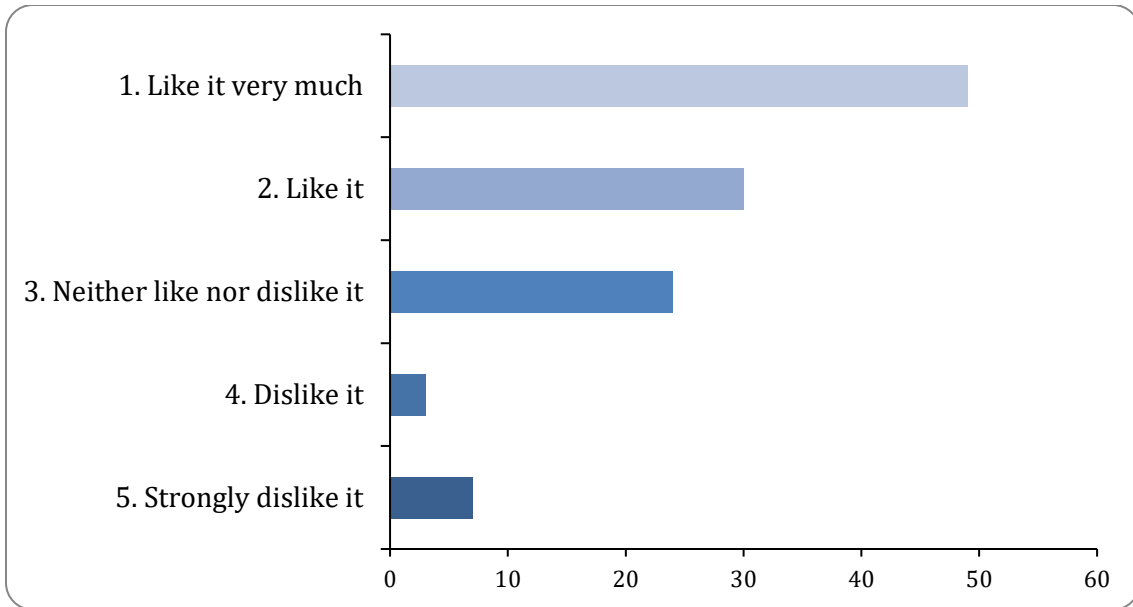
There were 113 responses to this part of the question.



Option	Total	Percent
1. Like it very much	37	32.74%
2. Like it	33	29.20%
3. Neither like nor dislike it	20	17.70%
4. Dislike it	11	9.73%
5. Strongly dislike it	12	10.62%
Not Answered	0	0.00%

3: Proposed double yellow lines to be installed on the south side of Newmarket Road from the junction of Claremont Road into the junction of Eaton Road (both sides). To what extent do you like or dislike this element?
double yellow lines

There were 113 responses to this part of the question.

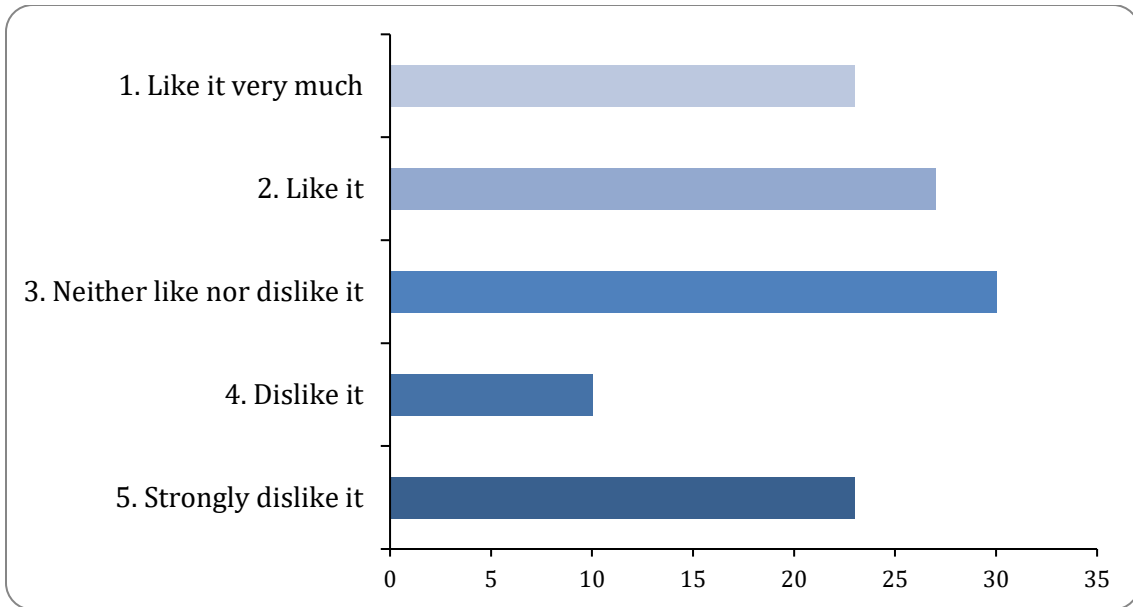


Option	Total	Percent
1. Like it very much	49	43.36%
2. Like it	30	26.55%
3. Neither like nor dislike it	24	21.24%
4. Dislike it	3	2.65%
5. Strongly dislike it	7	6.19%
Not Answered	0	0.00%

4: Proposed new Beryl bike bay on the south east corner of the Eaton Road junction with Newmarket Road. To what extent do you like or dislike this element?

Beryl Bike site

There were 113 responses to this part of the question.



Option	Total	Percent
1. Like it very much	23	20.35%
2. Like it	27	23.89%
3. Neither like nor dislike it	30	26.55%
4. Dislike it	10	8.85%
5. Strongly dislike it	23	20.35%
Not Answered	0	0.00%

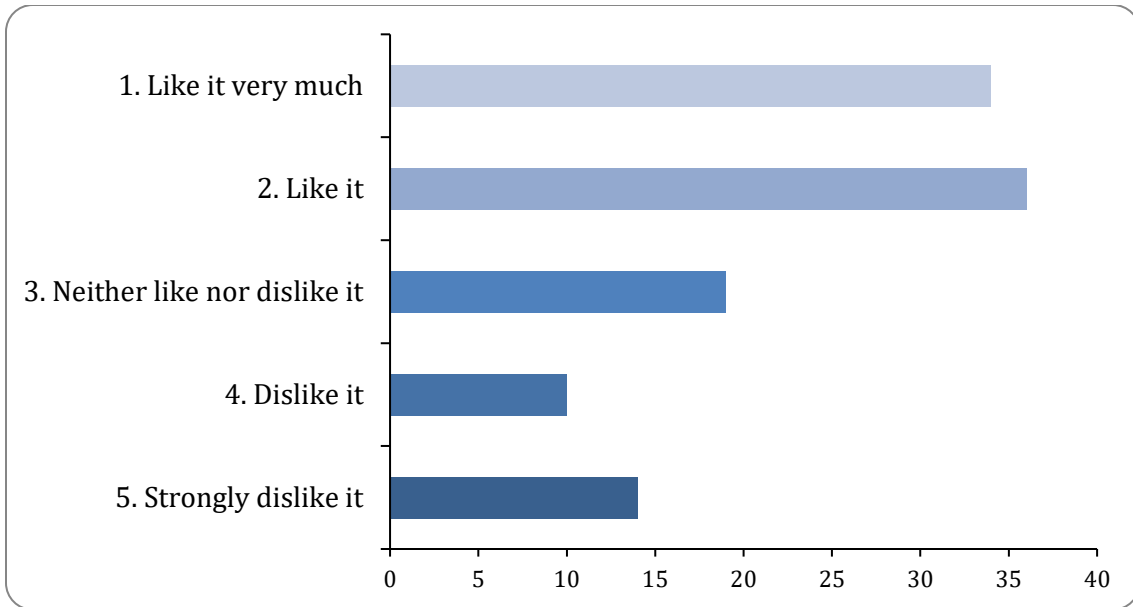
Based on the answers you have given

Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (Limited to 500 characters)

There were 95 responses to this part of the question.

5: Proposed conversion of an existing section of grass verge to a new shared use pavement on the southwest corner of the Daniels Road roundabout. To what extent do you like or dislike this element?
new shared use pavement

There were 113 responses to this part of the question.

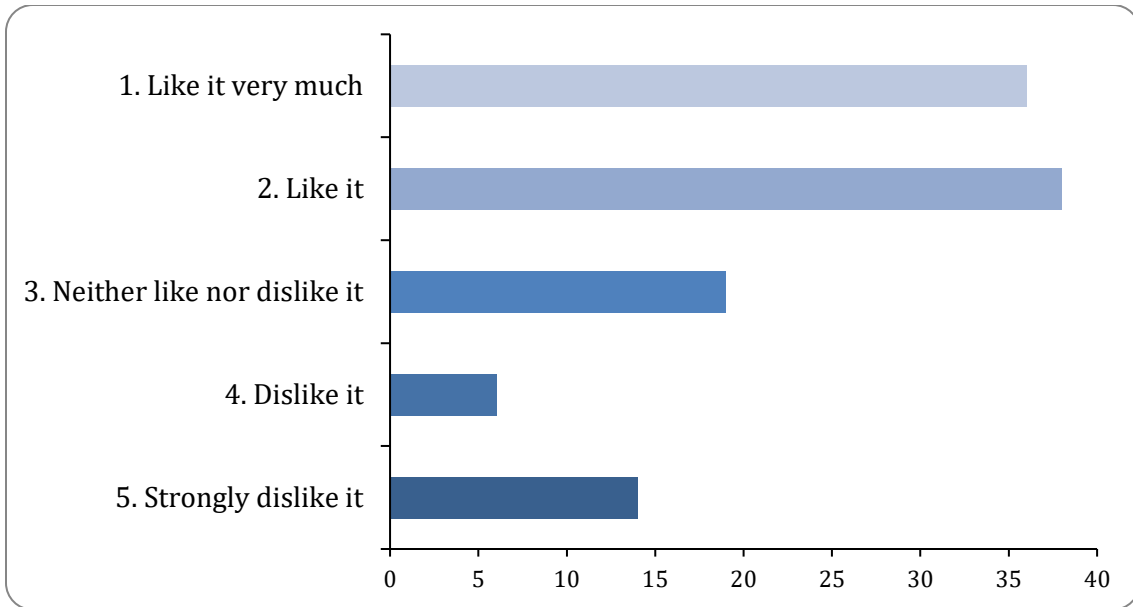


Option	Total	Percent
1. Like it very much	34	30.09%
2. Like it	36	31.86%
3. Neither like nor dislike it	19	16.81%
4. Dislike it	10	8.85%
5. Strongly dislike it	14	12.39%
Not Answered	0	0.00%

6: Proposed pavement widening (subject to land purchase) on the southwest corner of the Daniels Road roundabout. To what extent do you like or dislike this element?

pavement widening

There were 113 responses to this part of the question.



Option	Total	Percent
1. Like it very much	36	31.86%
2. Like it	38	33.63%
3. Neither like nor dislike it	19	16.81%
4. Dislike it	6	5.31%
5. Strongly dislike it	14	12.39%
Not Answered	0	0.00%

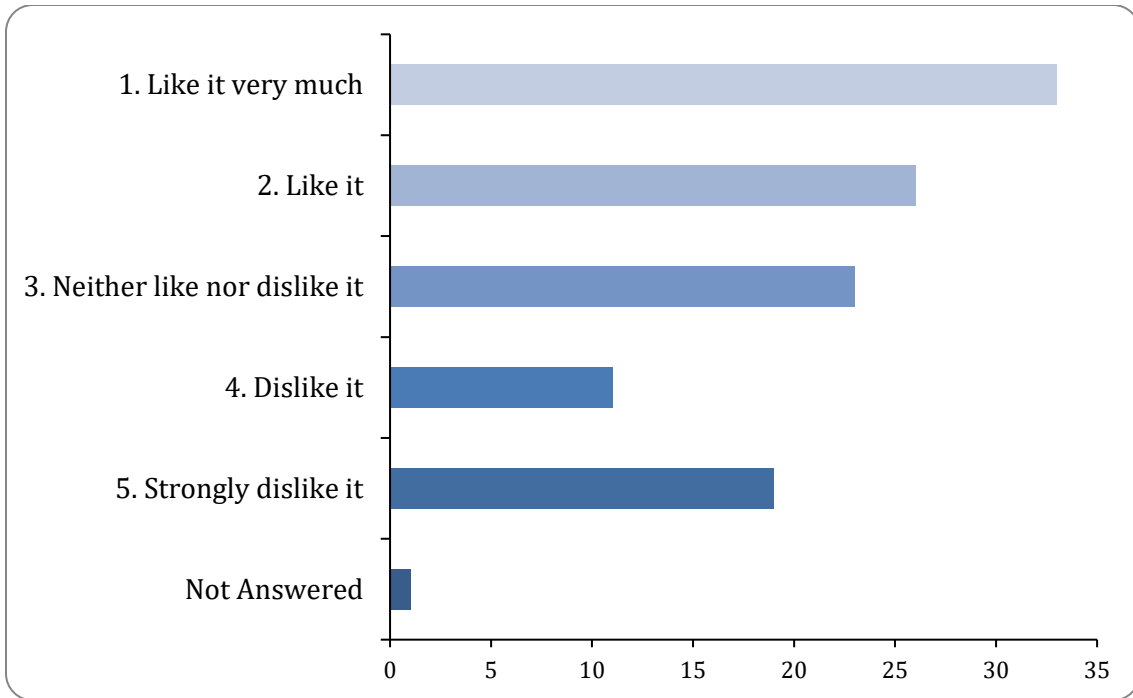
Based on the answers you have given

Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (limited to 500 characters)

There were 73 responses to this part of the question.

7: Existing pedestrian crossing on Newmarket Road, at its junction with Christchurch Road and Lime Tree Road to be widened and the central islands removed. To what extent do you like or dislike this element?
pedestrian crossing widened

There were 112 responses to this part of the question.

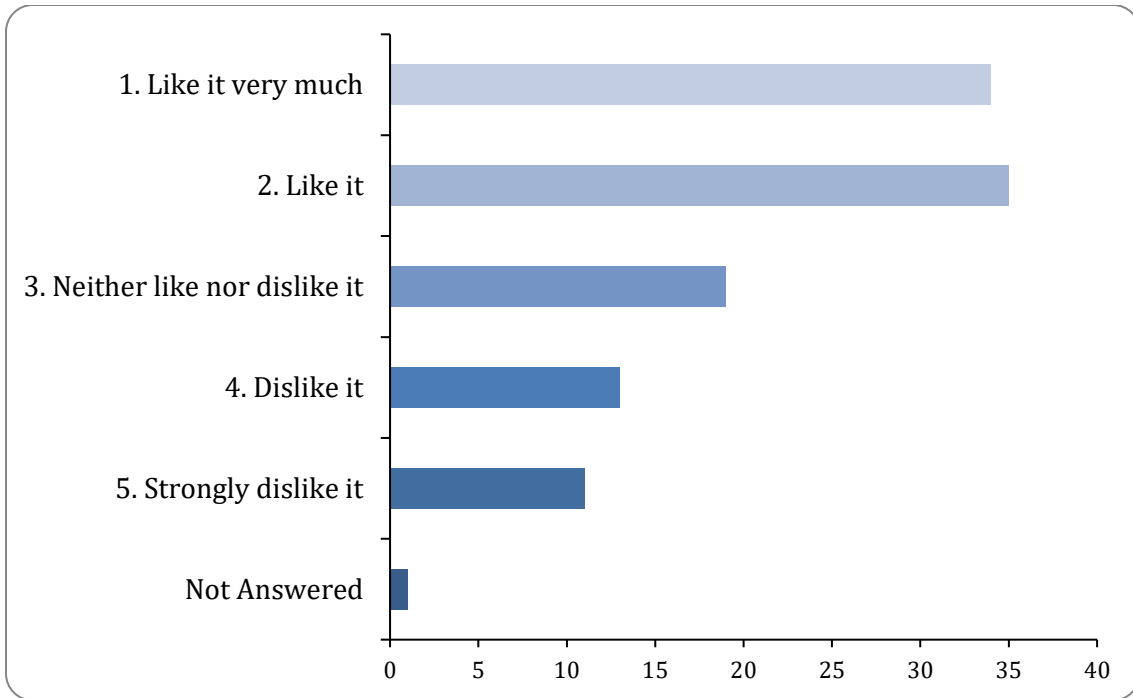


Option	Total	Percent
1. Like it very much	33	29.20%
2. Like it	26	23.01%
3. Neither like nor dislike it	23	20.35%
4. Dislike it	11	9.73%
5. Strongly dislike it	19	16.81%
Not Answered	1	0.88%

8: Proposed shared use push button crossing over Lime Tree Road at its junction with Newmarket Road. To what extent do you like or dislike this element?

shared use push button crossing

There were 112 responses to this part of the question.

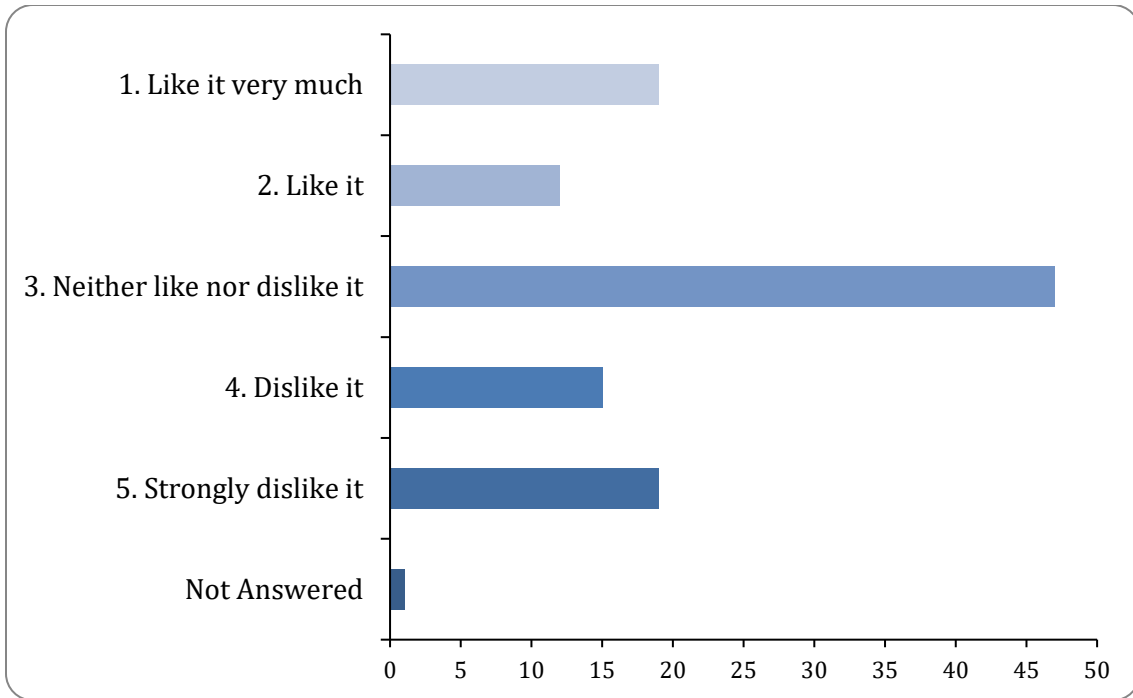


Option	Total	Percent
1. Like it very much	34	30.09%
2. Like it	35	30.97%
3. Neither like nor dislike it	19	16.81%
4. Dislike it	13	11.50%
5. Strongly dislike it	11	9.73%
Not Answered	1	0.88%

9: Proposed removal of the existing bus stops situated on Newmarket Road (both sides) just west of Lime Tree Road. To what extent do you like or dislike this element?

removal of existing bus stop

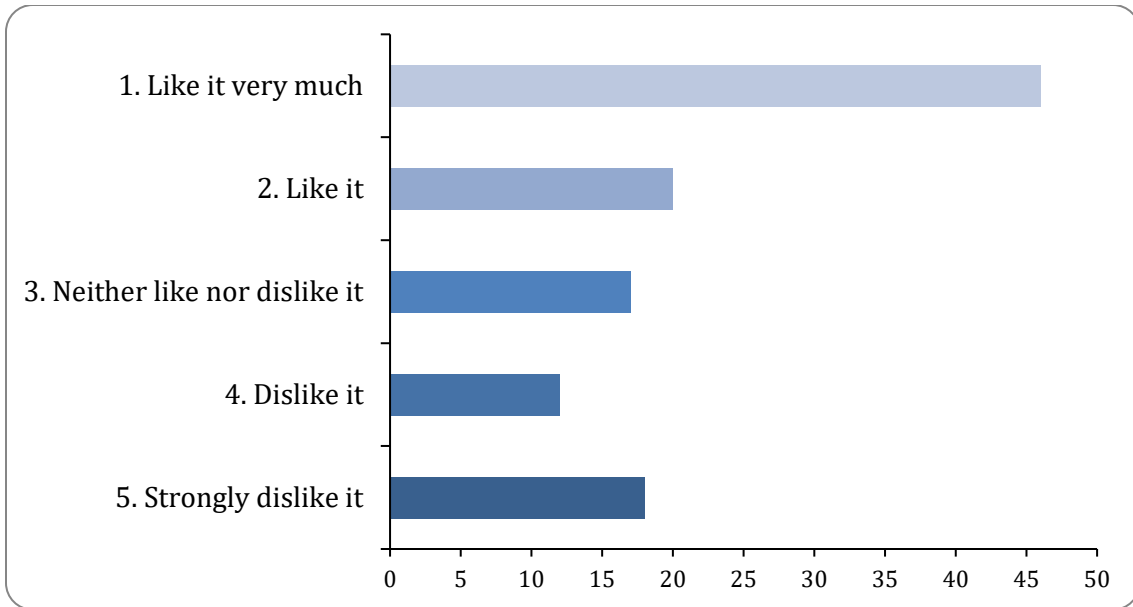
There were 112 responses to this part of the question.



Option	Total	Percent
1. Like it very much	19	16.81%
2. Like it	12	10.62%
3. Neither like nor dislike it	47	41.59%
4. Dislike it	15	13.27%
5. Strongly dislike it	19	16.81%
Not Answered	1	0.88%

10: Proposed widening of the cycle lane and installation of segregator wands on the north side of Newmarket Road either side of the Christchurch Road junction. To what extent do you like or dislike this element?
widening of cycle lane

There were 113 responses to this part of the question.

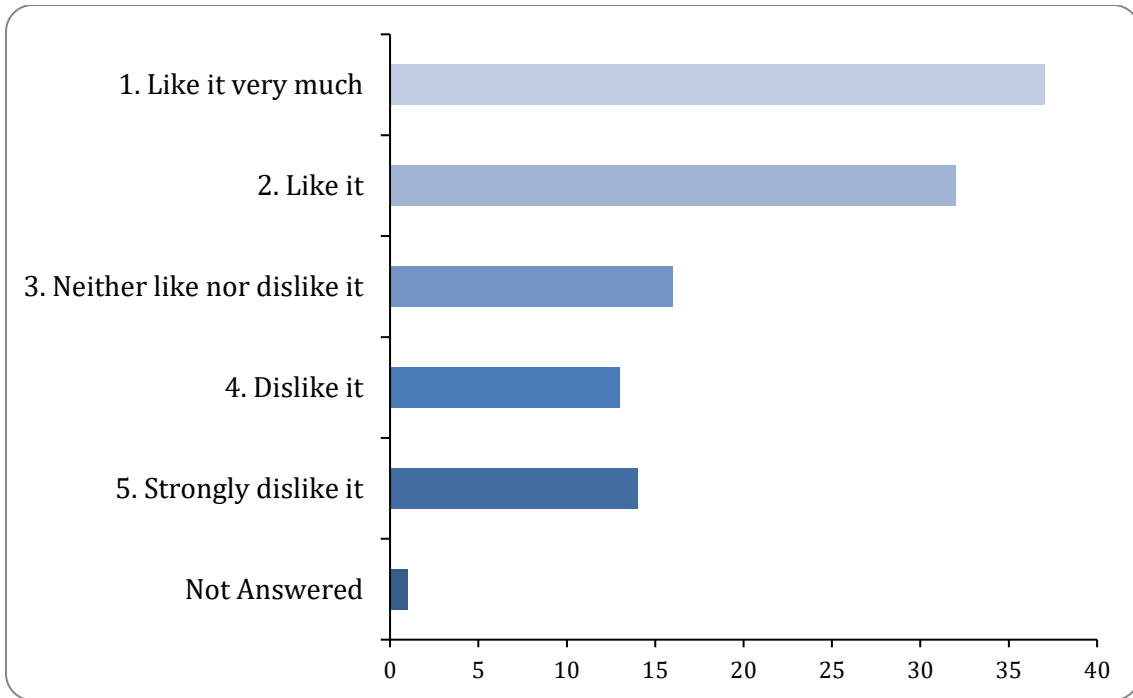


Option	Total	Percent
1. Like it very much	46	40.71%
2. Like it	20	17.70%
3. Neither like nor dislike it	17	15.04%
4. Dislike it	12	10.62%
5. Strongly dislike it	18	15.93%
Not Answered	0	0.00%

11: Existing shared use pavement to be widened around 3 sides of the Christchurch/Lime Tree junction with Newmarket Road. To what extent do you like or dislike this element?

shared use pavement to be widened

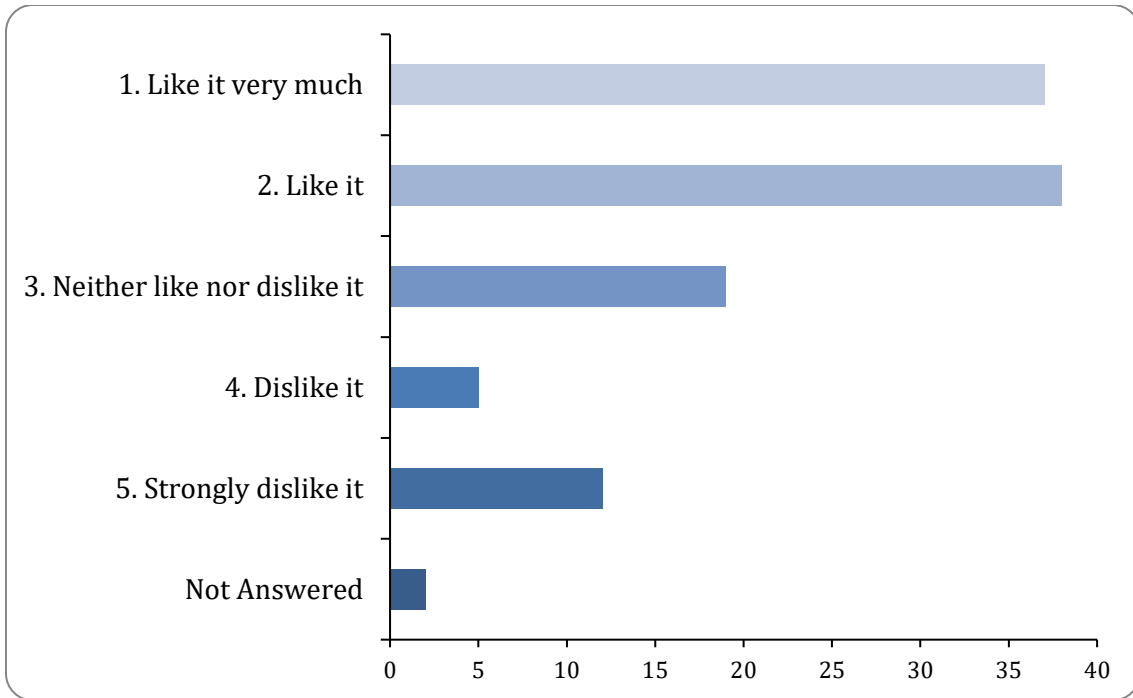
There were 112 responses to this part of the question.



Option	Total	Percent
1. Like it very much	37	32.74%
2. Like it	32	28.32%
3. Neither like nor dislike it	16	14.16%
4. Dislike it	13	11.50%
5. Strongly dislike it	14	12.39%
Not Answered	1	0.88%

12: Proposed new link for cycle access onto the existing off carriageway route on the south side of Newmarket Road approaching the Lime Tree Road junction. To what extent do you like or dislike this element?
new link for cycle access

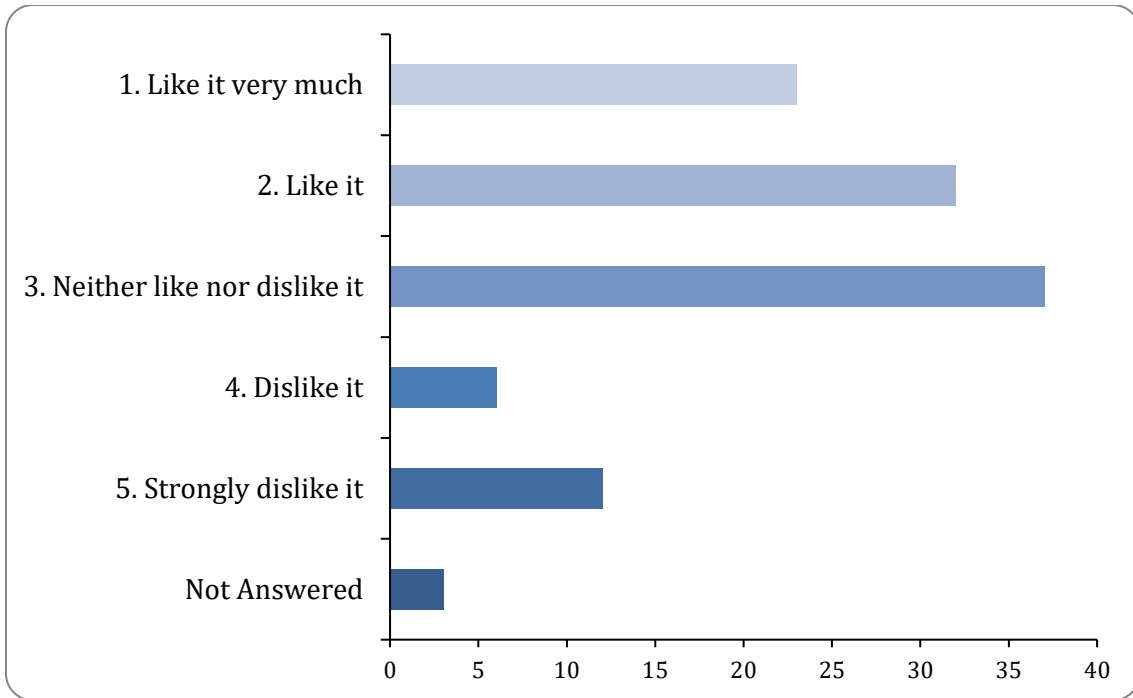
There were 111 responses to this part of the question.



Option	Total	Percent
1. Like it very much	37	32.74%
2. Like it	38	33.63%
3. Neither like nor dislike it	19	16.81%
4. Dislike it	5	4.42%
5. Strongly dislike it	12	10.62%
Not Answered	2	1.77%

13: Proposed bell bollards on the southeast corner of Newmarket Road and Lime Tree Road. To what extent do you like or dislike this element?
proposed bell paving

There were 110 responses to this part of the question.



Option	Total	Percent
1. Like it very much	23	20.35%
2. Like it	32	28.32%
3. Neither like nor dislike it	37	32.74%
4. Dislike it	6	5.31%
5. Strongly dislike it	12	10.62%
Not Answered	3	2.65%

Based on the answers you have given

Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (limited to 500 characters)

There were 79 responses to this part of the question.

Thank you for your responses so far. Please use this space if you have any other comments about the scheme (limited to 500 characters)

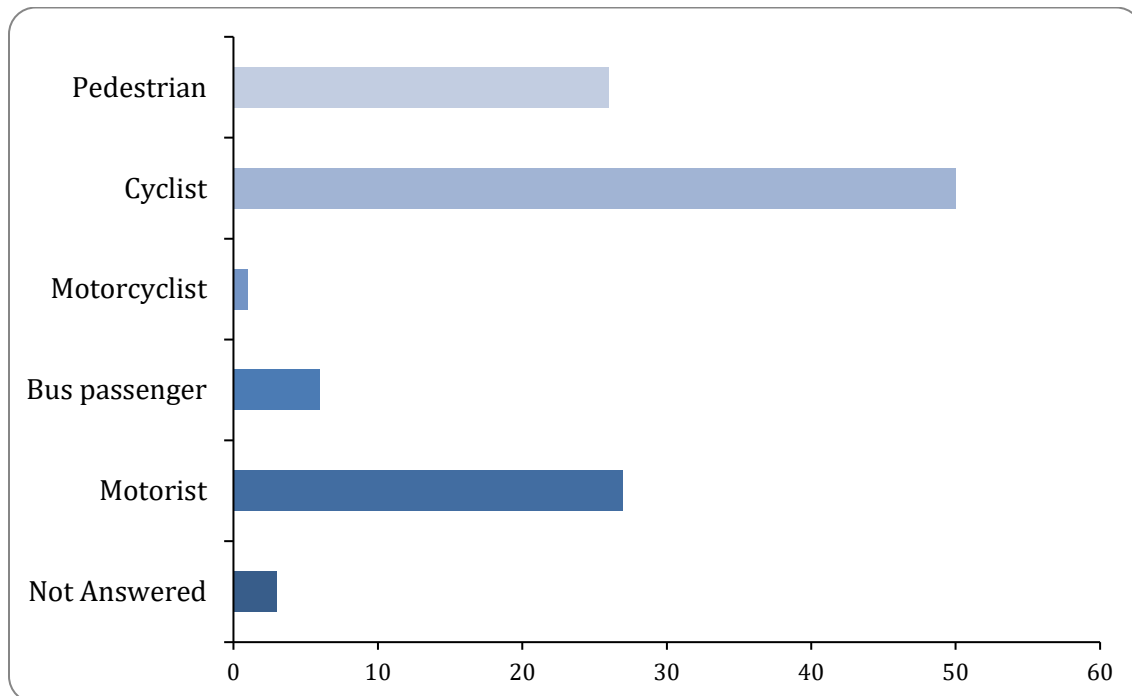
Any other comments

There were 62 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 110 responses to this part of the question.



Option	Total	Percent
Pedestrian	26	23.01%
Cyclist	50	44.25%
Wheelchair user	0	0.00%
Motorcyclist	1	0.88%
Bus passenger	6	5.31%
Motorist	27	23.89%
Not Answered	3	2.65%

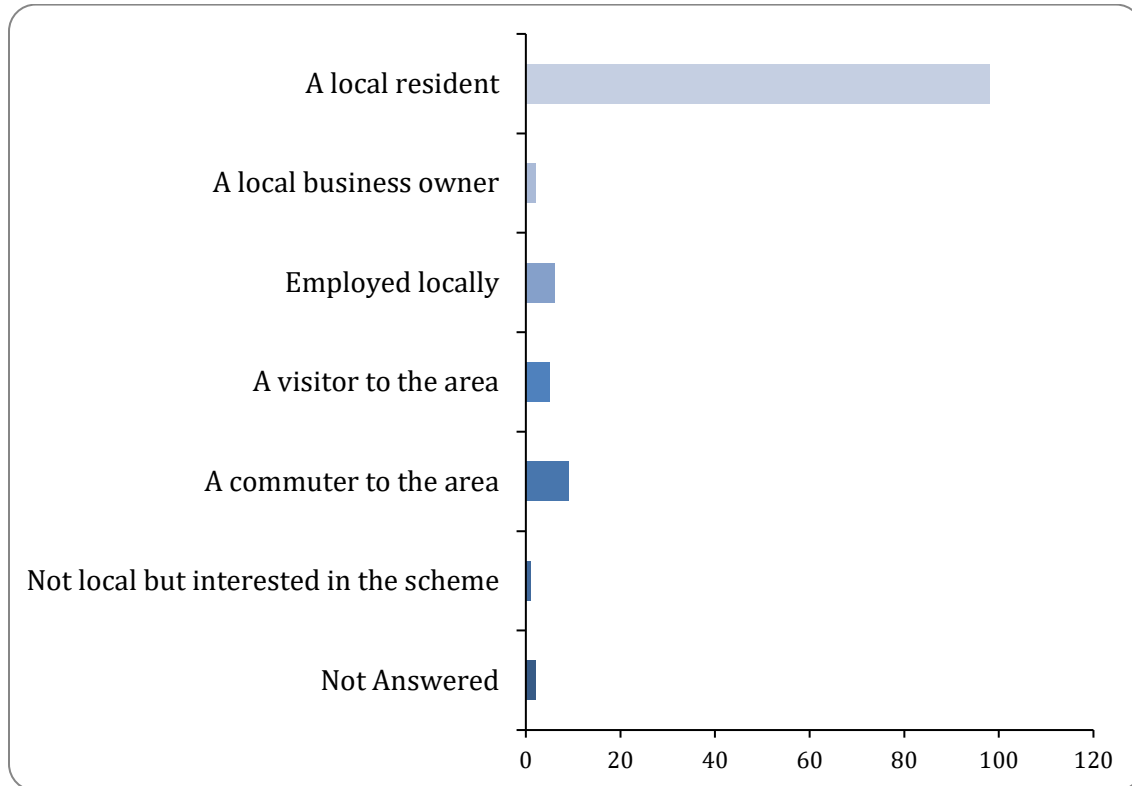
Other - please specify

There were 12 responses to this part of the question.

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

User groups

There were 111 responses to this part of the question.



Option	Total	Percent
A local resident	98	86.73%
A local business owner	2	1.77%
Employed locally	6	5.31%
A visitor to the area	5	4.42%
A commuter to the area	9	7.96%
Not local but interested in the scheme	1	0.88%
A taxi/private hire vehicle driver	0	0.00%
Not Answered	2	1.77%

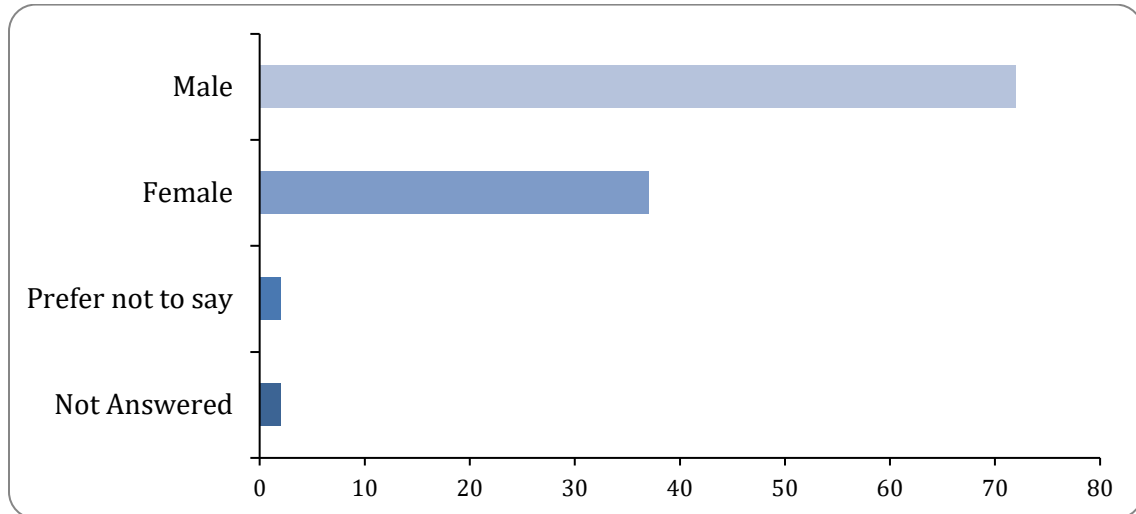
Other - please specify

There were 3 responses to this part of the question.

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

Gender

There were 111 responses to this part of the question.



Option	Total	Percent
Male	72	63.72%
Female	37	32.74%
Nonbinary	0	0.00%
Prefer not to say	2	1.77%
Not Answered	2	1.77%

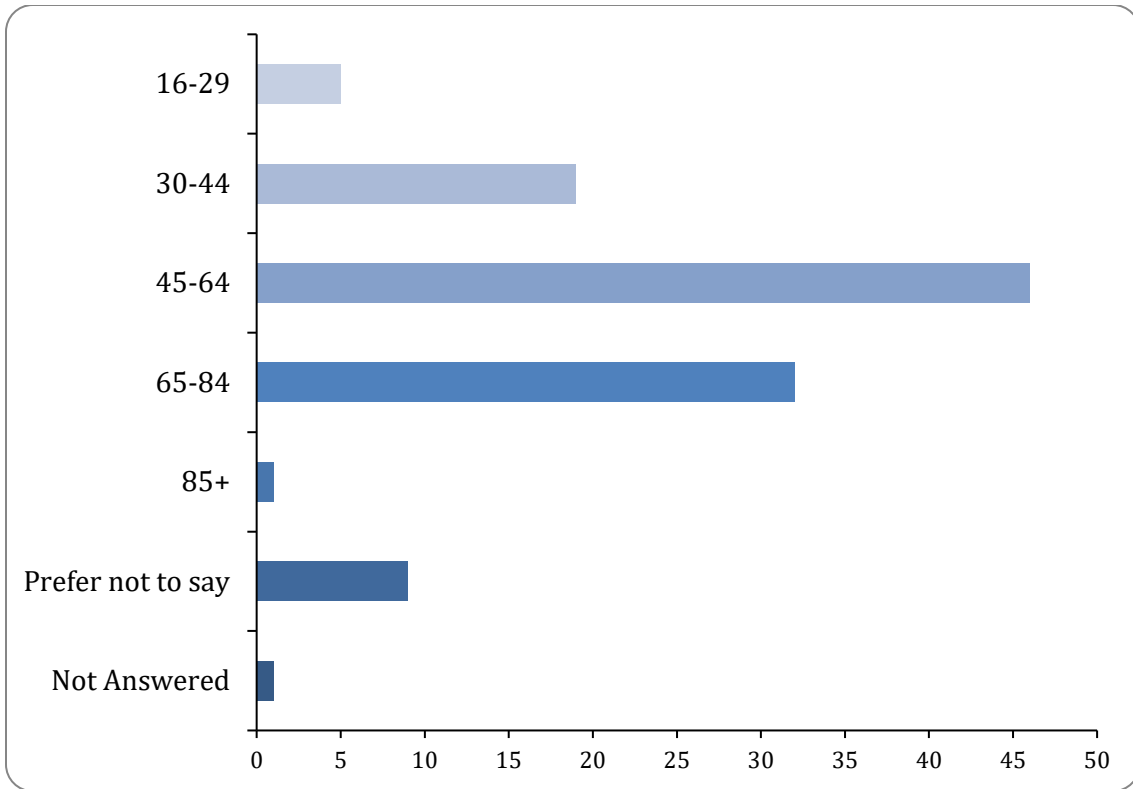
Other - please specify

There was 1 response to this part of the question.

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

Age

There were 112 responses to this part of the question.

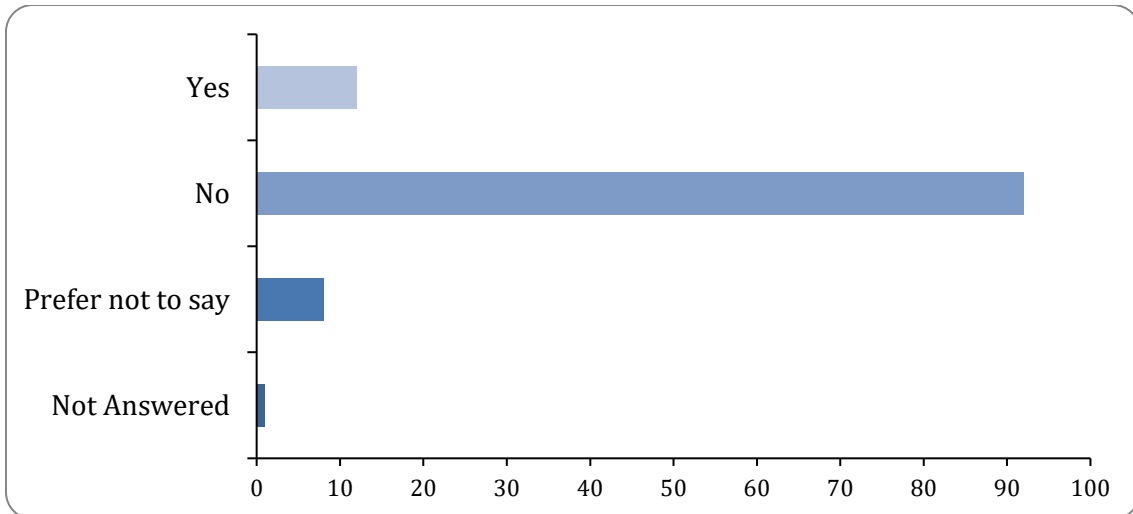


Option	Total	Percent
Under 15	0	0.00%
16-29	5	4.42%
30-44	19	16.81%
45-64	46	40.71%
65-84	32	28.32%
85+	1	0.88%
Prefer not to say	9	7.96%
Not Answered	1	0.88%

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 112 responses to this part of the question.

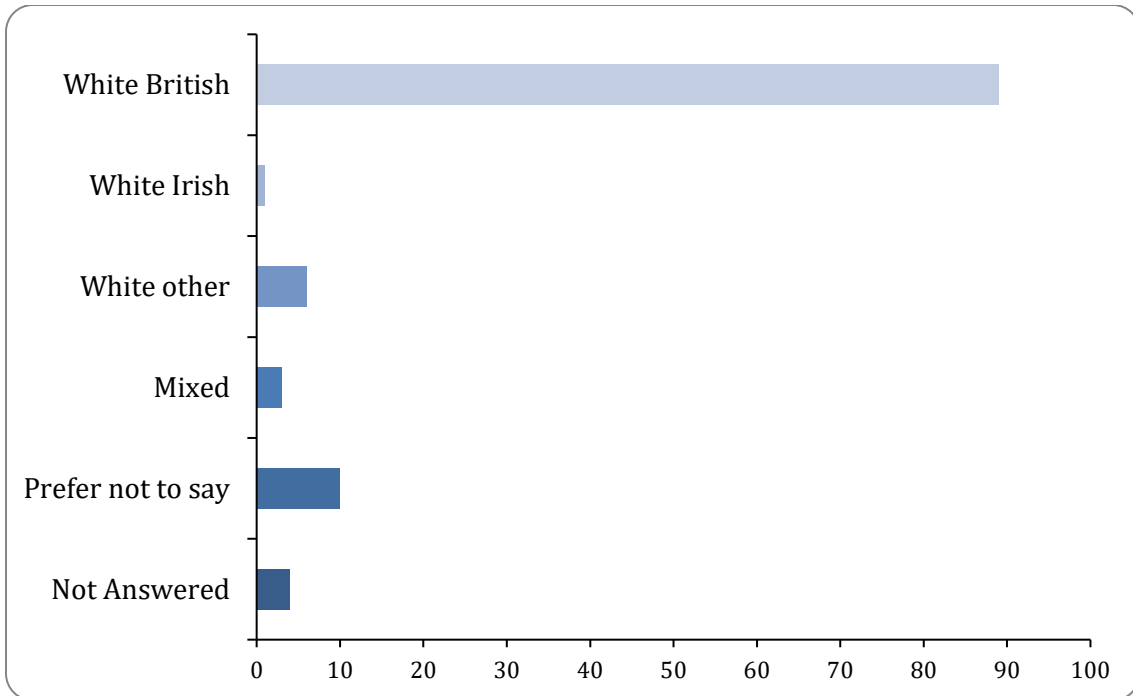


Option	Total	Percent
Yes	12	10.62%
No	92	81.42%
Prefer not to say	8	7.08%
Not Answered	1	0.88%

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

Ethnicity

There were 109 responses to this part of the question.



Option	Total	Percent
White British	89	78.76%
White Irish	1	0.88%
White other	6	5.31%
Mixed	3	2.65%
Asian or Asian British	0	0.00%
Black or Black British	0	0.00%
Chinese	0	0.00%
Prefer not to say	10	8.85%
Not Answered	4	3.54%

Other ethnic background - please describe:

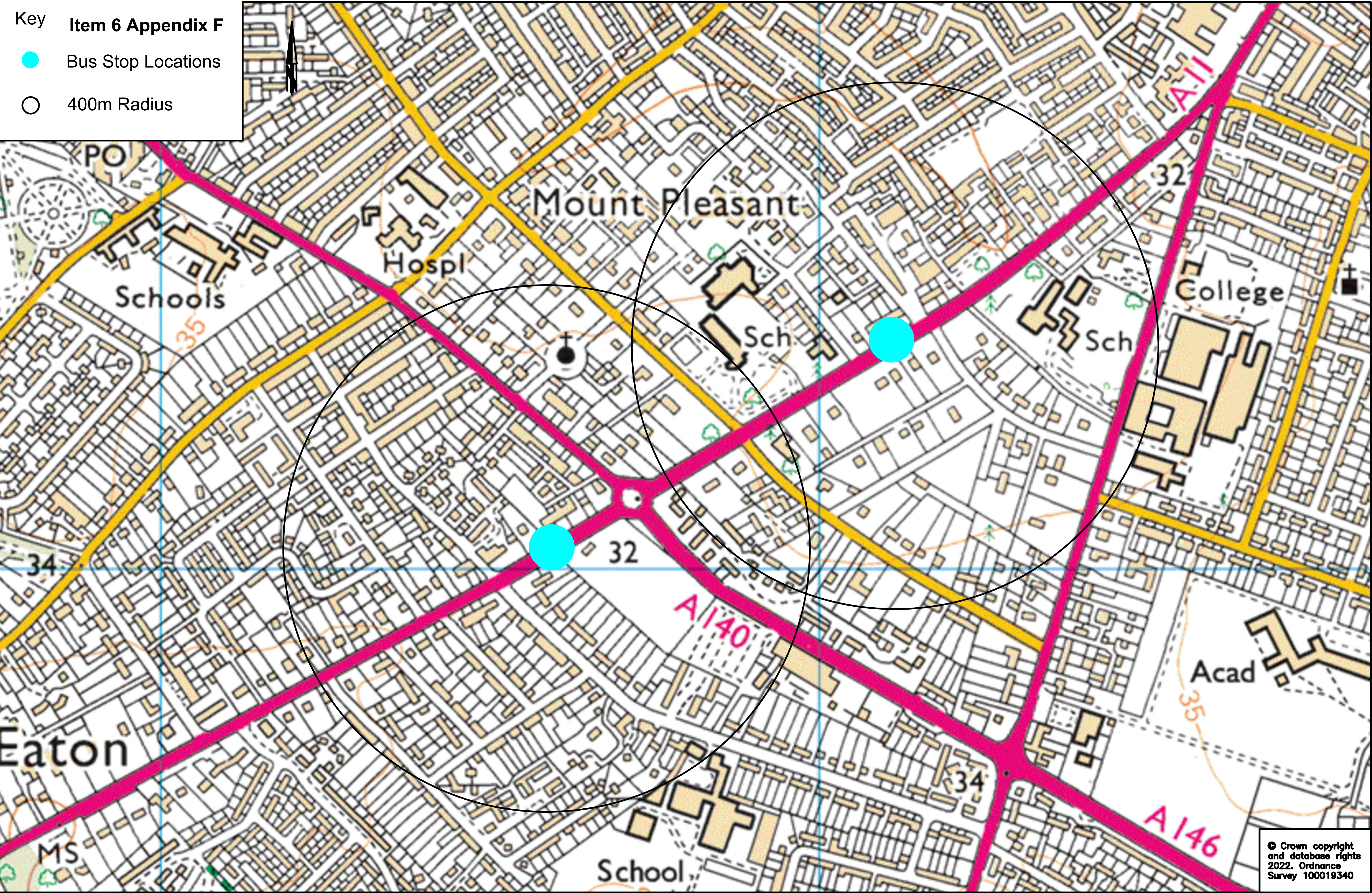
There were 4 responses to this part of the question.

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

Postcode

There were 112 responses to this part of the question.

- Key
- Item 6 Appendix F
- Bus Stop Locations
- 400m Radius



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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
PEA046 Newmarket Road
Bus Stop Distance
(Sheet 1 of 1)

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

	INITIALS	DATE	DRAWING No. PEA046-HP3-CR-002
SURVEYED BY	OS	2022	PROJECT TITLE
DESIGNED BY	JC	12/22	TCF2 Newmarket Road -
DRAWN BY	JC	12/22	Christchurch Road and Eaton Road
CHECKED BY	AC	12/22	SCALE NTS @ A1
			FILE No. PEA046

Analysis of Free Text Responses from November 2022 consultation for Newmarket Road Main Common Themes and Officer Responses

Supporting themes

Main Supporting Theme	Total responses
Supports improvement of cycling infrastructure	21
Safer for those crossing	20
Supports signal-controlled crossings	18
Will improve overall safety	8
Positive about encouraging more sustainable travel	6
Like yellow lines to stop parking	4
Like to see the Beryl bike bay	2

Objecting themes

Objection	Total Responses	Officer Response
Need to keep central reservations on pedestrian crossings. Their removal compromises safety for school children, disabled people, the elderly and from unknown crossing timings	16	The green man signal is an invitation to cross and pedestrians can safely start to cross when the green man is illuminated. Detection monitoring is used to ensure that pedestrians are given sufficient time to complete the crossing after the green man has extinguished. The removal of the central islands will remove the risk that they will provide insufficient capacity for the number of people using them, particularly in relation to peak times such as the start and end of the school day.
Dislike the disruption	9	All disruption during construction will be kept to a minimum.
Waste of money	8	This scheme is financed by the Department for Transport from the Transforming Cities Fund and can only be spent on this scheme, which improves conditions for active modes of travel. The scheme represents Very High Value for Money.
Unnecessary work – not required	5	The government want to increase the number of journeys that are taken using sustainable modes of travel. The Department for Transport's recent 'Gear Change' document states the aim that 'cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030'. Infrastructure needs to be improved to encourage people to use active modes of travel.

Will cause congestion	2	There will be some disruption during the construction period but this will be kept to a minimum.
Recent schemes have provided little improvement	2	It is unclear which schemes this comment relates to. All schemes delivered using funding from the Transforming Cities Fund are being monitored and evaluated to demonstrate the impact they have in terms of meeting the aims of the fund.
Money should be spent on electric buses	2	The funds provided for this scheme are not able to be spent on electric buses. The County Council has successfully secured funding for 15 zero emission electric buses to be introduced in Norwich in 2024 and other opportunities to secure additional funding are being sought.
Bus service is expensive and not efficient	2	The County Council has secured funding from government to deliver a Bus Service Improvement Plan across Norfolk. The objectives of this are to rebuild and increase passenger confidence, have a green and sustainable transport offer, have a public transport network that is the first choice mode for most journeys, for existing and new customers and to have a simple and affordable fares and ticketing offer.

General comments raised

Comments	Total responses	Officer response
Require a segregated solution / dislike shared use footpaths	35	In some areas there is insufficient space available to install segregated facilities for pedestrians and cyclists. Where there is space, such as Newmarket Road, those walking and cycling are segregated.
Requesting better biking infrastructure in line with LTN 1/20 than is currently proposed.	12	Facilities are provided to the guidance set out in Local Transport Note (LTN) 1/20 where space allows. This is not always possible due to the highway space available and other physical constraints.

Comments	Total responses	Officer response
There is a need to keep the central islands at pedestrian crossings. Their removal compromises safety for school children, disabled people, and the elderly. Concerns that people do not know how long they have to cross.	16	The green man signal is an invitation to cross and pedestrians can safely start to cross when the green man is illuminated. Detection monitoring is used to ensure that pedestrians are given sufficient time to complete the crossing after the green man has extinguished. The removal of the central islands will remove the risk that they will provide insufficient capacity for the number of people using them, particularly in relation to peak times such as the start and end of the school day.
Cyclists prefer to use the carriageway rather than shared use facilities due to a reduced journey time where they don't have to stop.	7	Cyclists are able to choose which option to use where facilities are provided. Some cyclists will prefer to be separated from general traffic rather than use the carriageway with other traffic.
Would like easier access out of Sunningdale	4	This is beyond the scope of this scheme but will be considered as part of any future works in this area.
Drivers jump red lights	4	Moving traffic offences such as this are enforced by Norfolk Constabulary. Concerns about any particular locations should be shared with them.
Pavements are of poor quality	4	All pavement areas where works are proposed will have new surfaces. We will review the quality of surfacing of nearby areas and will look to see if any works are needed as part of our regular maintenance programme.
Traffic calming suggestions, traffic cameras, 20mph limit, speed humps, all on Newmarket Road	3	Newmarket Road is an A class road and a main arterial route into and out of the city used by all traffic including HGVs. The suggested measures are inappropriate for this location.

Comments specifically related to Proposal 1 – Eaton – Leopold Road Junction	Total responses	Officer response
Dislike Beryl bike bay – untidy, bikes strewn in area, reduce public space, a menace	12	The Beryl bike scheme has been successful and is encouraging active travel across Norwich. The location is ideally placed where there is available space and it is in close proximity to the ring road. More than 92% of all Beryl bikes and e-scooters are left within a

Comments specifically related to Proposal 1 – Eaton – Leopold Road Junction	Total responses	Officer response
		designated bay. The locations of all Beryl bikes and e-scooters are monitored and any left out of a designated bay are collected regularly.
Need to keep traffic lights	10	Traffic lights are being retained.
Beryl bay in a poor location	5	Please response above.
Difficult to exit from Eaton Rd in car causing pollution and congestion	3	Newmarket Road is an A class road and an arterial route into and out of the city centre. The signal timings at the junction are designed to be suited to the location and the use of traffic signals ensures a safe exit onto Newmarket Road.

Comments specifically related to Proposal 2 – Daniels Road Roundabout	Total responses	Officer response
Like the widening of the path for pedestrians and cyclists as it's difficult to see around this corner	19	This element of the scheme is dependent on land outside the highway boundary being acquired.
Some cyclists prefer the more direct route on-road route around the roundabout.	4	Cyclists are able to choose which option to use where facilities are provided and it is recognised and noted that some will prefer to continue cycling on the main carriageway. For those that prefer to be separated from general traffic, off-carriageway cycle facilities are provided.
Removing grass areas is anti-environment	3	The area will still have a considerable area of soft landscaping and the removal of any grassed areas is minimal. The removal of some grassed area is needed to provide cycling infrastructure, which in turn will help the environment by reducing private vehicle usage.
Widening would give no benefit; encourages fast travel by bikers	3	The widening of the cycle lane will help bring the cycling infrastructure in line with current design guidance and improve visibility for cyclists and pedestrians.
Shared use paths at the roundabout are dangerous	3	Widening the paths and improving visibility will improve the safety for all users.

Comments specifically related to Proposal 3 – Lime Tree-Christchurch Road Junction	Total responses	Officer response
Don't remove bus stops – used by elderly and disabled, 13C route, need to cross roundabout if missed.	15	<p>The removal of the bus stops was proposed by, and has the support of, bus operators, because they are not well used, and their removal will improve bus journey times for all bus services along the corridor.</p> <p>Regarding access to the Mile End surgery, the removal of the bus stop would not affect the use of this. Those wishing to access the surgery can use the bus stop near the Eaton Road / Leopold Road Junction and walk along Mile End Road and use the pedestrian crossing over Mile End Road to the surgery, which is a shorter distance than from the bus stop being removed.</p>
Dislike wands as they trap leaves and can therefore be slippery, they are not easy to clear with a road sweeper, they get damaged, they don't protect cyclists and are something to potentially collide with.	7	The use of wands is an effective way of providing physical segregation between general traffic and cyclists and fully accords with current design guidance. The cycle lane will be included in the regular maintenance schedule in this area.
Cyclists reported they don't like leaving the bus lane to use the shared use facility to then have to stop.	5	Those cycling can continue to use the carriageway after the bus lane finishes. However, there will be a clearly signposted option to leave the main carriageway and use the existing shared use path if they prefer.
Improves safety	4	Agreed.
Widening the inbound cycle lane on Newmarket Road will make it safer	2	Agreed.

Notes

Examples of comments of common themes

Requesting better cycling infrastructure
Improvements lack cycle ambition. Particularly for a junction that is, according to the Propensity to Cycle Tool, the busiest cycle to school junction in Norfolk as feeding students into CNS, as well as part of the Wymondham-Newmarket cycling corridor and two Norwich Pedalways (Wymondham Circular and Blue Pedalway). Cycle prioritisation should be implemented as current proposed changes are likely to be hardly noticeable even for regular cycle users of the junction.
As a cyclist absolutely no more shared use infra creation. Zero. It's very dubious you are meeting gov regs and best practice- I have read your frequent question section. Do not use wands or orcas, use concrete kerb to protect cyclists, make the lane a red insta tow zone not double yellow. Paint it a colour so it is identifiable as a cycle lane not the odd random bike symbol. No more stealth cycle lanes. The building disruption with notoriously slow contractors is not worth the outcomes. You can immediately add it to your external audit on value for money. I have no issues cycling the route in question.
Improvements on the roundabout lack cycle ambition. Particularly for a roundabout part of the Wymondham-Newmarket cycling corridor and two Norwich Pedalways (Wymondham Circular and Blue Pedalway). Cycle prioritisation should be implemented as current proposed changes are likely to be hardly noticeable even for regular cycle users of the junction. A real Dutch roundabout should be implemented to protect cycle users when needed the most (at roundabouts) while still allowing them a quick, convenient and easy way to cross the roundabout (at least as much as car users are, ideally more but definitely no less). This is the best way to encourage, promote and facilitate a mode shift from car to active travel for which road and roundabout design obviously plays a key role. Road designers should take this into consideration following the latest design guidance from Gov's Guidance for Local Authorities on Designing High-quality, Safe Cycle Infrastructure LTN 1/20, particularly Point 10.7.25 "In some locations, particularly where the roundabout is large, it may be helpful to provide direct routes for cycling across or around the central island, as shown in Figure 10.41."
Please increase the cycle ambition on these schemes to make them cycle-proof for the next 10 years and more LTN 1/20 compliant, promoting and facilitating active travel which will reduce traffic in the area.

1.1 Beryl bay in a poor location
I strongly dislike the proposals for potentially locating a Beryl Bike stand at this location. It is a site where many students from CNS congregate prior to accessing the crossing over Newmarket Road. I think the Beryl Bike stands would be an obstruction at this site for those pedestrian students. I think a better site would be along the verge on the Newmarket Road between the crossing and the bus stop. There is plenty of room on this wide verge and it would not be in anyone's way and not have a detrimental affect on the aesthetics of the area
The installation of the aera for the Beryl bikes seems counterproductive as it will be located right on the entrance to the crossing. When the proposal is to improve safety. The proposal for the Beyl bikes maybe severed being moved towards Daniels roundabout.
Beryl bike bay - This is a poor option for location. With 100s of school children passing through this space in large groups, the use of this space for bike storage would cause flow problems, add additional pedestrian traffic (getting on/ off bikes), and invite misuse/ damage to the bikes by passing pedestrians. It is a cramped area at present. Also invites bike users to start their journey at a very busy crossing point. Far better would be at the Newmarket Rd roundabout - large grass verge area, with adjacent crossing, and larger bike lanes.

Need to keep central reservation
I have reservations about the removal of the central island which I feel provides better security for pedestrians crossing this wide road and especially for pupils from CNS at busy times. In fact, I believe it should be enlarged by lengthening it along the line of Newmarket Road. This could be facilitated by prohibiting right turns into Leopold Road. Very few vehicles turn there at present and Upton Road or Mile End Road would provide alternative routes, The removal of central islands at Eaton Village cross roads has not in my view been sensible.
The existing pedestrian crossing works well with a refuge which is safe and important for the less mobile who can't sprint across.
The pedestrian crossing over Newmarket road is dangerous. As a resident of Eaton Road I regularly observe cars travelling towards town failing to stop at the main junction under a red light. (Not just drivers jumping through immediately after changing, but properly failing to realise it is even a junction). The road markings and existing positioning of the red lights seem to catch many people out. It is only the island in the centre with the traffic light on it that seems to make some of them take notice and they stop suddenly in the middle of the junction just before the pedestrian crossing. It should be a proper 4 way pedestrian crossing as all traffic stops under the red lights.
Central islands at this crossing point provide safety on a busy crossing point for 100s of school children everyday. To remove them would risk their safety.
Islands provide safety halfway across the road on a busy crossing point. Vital for pedestrians with slower movement/ pushchairs/ large groups of school children (3 nearby schools). To remove the islands risks their safety.
I believe that pedestrians are better served by centre islands - especially the elderly, infirm and disabled. They provide a refuge.
I believe centre islands are essential for pedestrians trying to cross Newmarket road which is busy with traffic all day. all age groups need the safety - mums with baby buggies, school children using the crossing through out the day (not just morning and afternnon) older folk who need more time to cross the full width of the road.

Don't remove bus stops
Bus stops- we should be encouraging more use of buses not making it more difficult for people to access buses. Think of those who are infirm or partially sighted apart from the general public
Do not agree to the removal of bus stop at the west side of Lime Tree Road. This is used by a lot of people going to the Hospital, especially OAP from the Plantsman Estate. It is not easy to cross the Roundabout and Lime Tree Road if you are in a wheelchair or have walking difficulties. Never seen that many cyclists on Newmarket Road
removal of the bus stops (item 9) will require many people to walk further and use crossings to access the remaining bus stops. Residents of Plantsman Close, for example. Many are elderly - unsurprising given that the homes were designed for old people as a City Council initiative.
Very much dislike the removal of the bus stops. Residents of Eaton village have told me that they do use the bus stops each side of the Newmarket Road to travel to and back from their Doctor's Surgery at Mile End Road. It is convenient for them and some of them do not have the ability to walk further than they already do. This is what would happen if the bus stops were removed. There may not be many of them but the bus stops enable them to travel independently by bus to their Doctors at present and I dont think that arrangement should be altered. I dont understand the benefits of taking them away, when there is no problem.
As a city councillor for Eaton I am representing views of residents as well as my own views. Over many years of being resident in the area I have seen how the road traffic functions and how much still needs to be done to encourage more walking, cycling and use of public transport and I believe these measure will contribute to that. I am very much not in favour of taking away bus stops just to speed up the buses. They are there to serve the public and those who are currently using them need all the help they can get to continue to do so.

Eaton has an elderly population and even small increases in distance between the stop can affect the passengers use of that bus.

Other Suggestions

- Think Eaton Rd traffic can be disadvantaged when turning right into Newmarket Road, very especially at school arrival and departure times. So - the timing on the lights is important, and really should be improved to give more time for turning right, especially around the 3-5 slot.
- The proposals seem very limited and it's unclear how they will improve safety of cyclists and pedestrians. For example, many pedestrians cross the junction on the north side across Leopold Road but this is not being improved. Also more cyclists will choose to cycle on the main carriageway rather than on the cycle way if you introduce a push-button controlled crossing across Eaton Road; This will be less safe for those cyclists and will slow down traffic on the main carriageway
- Consideration is given to the interruption to traffic flow on Newmarket Rd by traffic turning right out of Judges Walk at the Judges Walk/Newmarket Rd junction
- There are two lanes for traffic coming from Daniels Rd, out of the City, on Newmarket Rd, as far as just before Eaton and Leopold Rds. Please can we have USE BOTH LANES marked especially in the outside one.
- Suggest moving traffic crossing from a few meters from Sunningdale junction and replacing with traffic light incorporating pedestrian crossing at entrance to Sunningdale
- I would like to see improved safety and provision for the link between Cringleford and Hethersett, (to complement and improve the current cycle path) in particular the junction on the B1172 and Colney lane
- Unthank Road would benefit from improvements and yellow lines, especially near the junction with, Newmarket Road.
- If money is to be spent improving traffic flow around the Newmarket Road /Guardian Road area I would suggest the following:
 - Remove the traffic light controlled pedestrian crossing outside of Notcutts which regularly results in traffic blocking entry to the Roundabout at this location causing unnecessary delays to bus services
 - Implement measures to improve a better flow of traffic off the Roundabout onto Newmarket Road heading away from the City as the right hand lane is often empty whilst traffic tails back onto the roundabout

Transport for Norwich Advisory Committee

Item No:7

Report Title: Dereham Road Corridor including Bowthorpe Travel Hub and Longwater Lane

Date of Meeting: 26 January 2023

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

Responsible Director: Grahame Bygrave - Director of Highways, Transport & 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 (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".

The Dereham Road Corridor proposals covered in this report were presented at the Joint Committee for Transport for Norwich in November 2021 (alongside proposals for Mayfly Way and Larkman Lane Mobility Hub). The Committee resolved to approve the preliminary public consultation which has now taken place. This report sets out the feedback received and summarises the changes made to the proposals in response to this.

The proposals set out in this report align with the government's Bus Back Better Strategy and Gear Change policy and will improve bus links, bus journey times and journey time reliability along this key transport corridor. Conditions for those who choose to walk or cycle will also be significantly improved, aligning with the County Council's strategy to provide infrastructure to promote healthy lifestyles and clean growth.

Recommendations:

- 1. To recommend the Cabinet Member approves the proposals as set out in Section 4 of this report;**
- 2. To recommend the Cabinet Member approves the undertaking of the statutory procedures for the Traffic Regulation Orders (TROs) and Noticing required to implement the proposals.**

1. Background and Purpose

- 1.1 Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council, 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, education and retail areas by making improvements to support sustainable modes of transport.
- 1.2 In November 2021, a report was presented to the Transport for Norwich Joint Committee seeking approval to carry out a public consultation on the Dereham Road corridor proposals. Public consultation took place during November 2022.
- 1.3 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. Pre-Covid, the Red Line service operated at a frequency of up to every 7 minutes. Currently, the service is operating at a lower frequency, mainly as a result of a temporary shortage of bus drivers, but it is expected that the frequency of service will increase to at least pre-Covid levels during 2023.
- 1.4 The Department for Transport (DfT) published the 'Bus Back Better'¹ national bus strategy for England, which sets out the vision and opportunity for delivering better bus services for passengers across England. This includes the implementation of 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 and as continuous as possible and be part of a whole-corridor approach.
- 1.5 The provision of bus priority measures such as bus lanes makes bus services faster, more reliable and more attractive to passengers. The provision of bus priority measures such as those outlined in this report are fundamental to securing both public and private funding towards zero emission buses and bus service enhancements.

¹ Department for Transport: 'Bus Back Better – National Bus Strategy for England (2021)

- 1.6 In 2020, the government released its Gear Change² policy to set out the action required to improve levels of cycling and walking in order to help reduce transport emissions, improve air quality, reduce congestion and improve health and wellbeing. The policy puts forward a vision where ‘cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030’.
- 1.7 The Norfolk Local Transport Plan (LTP) details how the County Council deals with a wide range of transport matters to achieve council objectives including a strong and stable economy, the health and well-being of our residents and reducing carbon. The LTP policies that are consistent with the delivery of this scheme are the following:
- **Policy 2:** The priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels; this includes the facilitation of necessary infrastructure;
 - **Policy 4:** We will work with people to shape the way they travel, why they are travelling and whether they need to travel, encouraging behaviour change and interventions that can help to increase the use of sustainable transport;
 - **Policy 9:** Our priority for improved connectivity will be that the network is used by clean transport modes;
 - **Policy 11:** When making changes and improvements to our transport network, and in working with users on how they choose to use the transport network, we will seek to understand the consequences of the decisions on meeting the collective challenge of protecting and improving our global environment to meet the environmental policy target of working towards carbon neutrality;
 - **Policy 15:** We will identify routes important for sustainable and active transport and give priority – especially in urban areas – to sustainable and active modes of transport;
 - **Policy 20:** In urban areas we will focus on measures to improve public transport corridors to make those journeys quicker and, in areas identified as having less congestion, we will aim to make all journeys more reliable.
- 1.8 Norfolk County Council’s ‘Better Together, For Norfolk’³ strategy states that the Council will accelerate infrastructure that supports clean growth and decarbonisation of transport, to help enable people to make choices that help to build climate resilience.

² Department for Transport: ‘Gear Change – A bold vision for cycling and walking’ (2020)

³ ‘Better Together, for Norfolk. Norfolk County Council Strategy 2021-25

2. Proposals set out in the consultation

- 2.1 A public consultation was carried out between 1st November and 30th November 2022. A consultation letter was sent to 3,675 properties in the area as well as direct contact with a number of other key stakeholders and can be viewed in **Appendix A**.
- 2.2 The letter directed respondents to an online survey, supported by six plans and two documents detailing what was being proposed and why. These documents are provided in **Appendix B** and can be viewed online using the link provided in Section 14 of this report.
- 2.3 In addition, the consultation was also promoted via social media, two press releases, a supporting poster campaign throughout the local area and further advertising by First Bus. Three face-to-face public consultation events were also held at the Costessey Centre and Chapel Break Community Centre.
- 2.4 The proposals relate to two main sections of Dereham Road for which there were separate online surveys:
 - The Longwater Lane scheme (Longwater Lane to Grays Fair);
 - Dereham Road Travel Hub (Grays Fair to Gurney Road).

A summary of the main features of the proposals shown in **Appendix B** is provided below:

- Provision of a new travel hub, connecting bus services with local walking and cycling routes and providing community space;
- A reduction in the speed limit from 40mph to 30mph on Dereham Road between Longwater Lane and Norwich Road;
- Removal of the Butterfly Way pedestrian underpass and installation of a new signalised street level pedestrian and cycle crossing on Dereham Road;
- New sections of 24-hour inbound and outbound bus lanes to provide shorter and more consistent bus journey times to and from the city centre and Norwich Rail Station;
- Improved crossing facilities at the Dereham Road/Richmond Road junction;
- Dedicated facilities for those walking or cycling with raised-table side road crossings and additional traffic calming measures;
- Additional bus stops/shelters and real time passenger information;
- Extensive pavement widening and landscaping including mitigation planting for any trees that require removal to allow the measures to be implemented.

3. Summary of Consultation Responses

- 3.1 There were 192 responses to the Longwater Lane survey and 211 responses to the Travel Hub survey. In addition, there were 20 emails received.

Longwater Lane Survey

- 3.2 Respondents identified as motorists (54%), cyclists (18%), pedestrians (10%) and bus passengers (7%). Of these, 82% identified as a local resident. There were also 12% of people who identified as having a long-term illness, disability or health problem (please see section 8.3 for more information).
- 3.3 The online survey asked to what extent respondents agreed with the overall aims of the proposal. Of the 190 responses to this question, 48% of people agreed, of which 19% strongly agreed. Conversely, 54% of people disagreed, of which 39% strongly disagreed with the aims.
- 3.4 The full details of the online survey for Longwater Lane can be seen in **Appendix C** and a summary of main points is provided below:

Main areas of support

- Elements of the scheme related to widening of the footway were well supported;
- 48% of respondents liked the proposal to change the speed limit on Dereham Road between Longwater Lane and Norwich Road from 40mph to 30mph (42% disliked it);
- Proposals for sections of dedicated two-way cycle track were well supported (more people liked than disliked this) along with a link through the grass verge for cycling;
- The proposal for a segregated pavement with a 2m footpath and 3m wide two-way cycle track between Stafford Avenue and Grays Fair was liked by 45% of respondents (36% disliked);
- 46% of respondents liked the proposal to upgrade the existing push-button crossing near the Richmond Road junction to a wider single-stage shared-use crossing and prevent traffic turning right out of Richmond Road (38% disliked);
- The changed priority arrangement on Folwell Road was liked by 41% of respondents (35% disliked it);
- 39% of people liked the proposal for a new additional bus stop near the Longwater Lane junction (33% disliked it);
- 46% of people liked the proposal for bollards to prevent verge parking (22% disliked this).

Main areas of objection

- 60% of respondents disliked the proposal for a dedicated 24-hour outbound bus and cycle lane, of which 47% strongly disliked it. For the inbound bus lane, 55% disliked it, of which 45% strongly disliked it.

- The proposals to tighten radii and provide raised-table priority crossings for walking / cycling at the junctions of Grays Fair, Stafford Avenue and Richmond Road gained more objection than support;
- The proposal for chicanes to calm traffic on Richmond Road showed 32% of people liked it and 45% disliked it;
- 28% of people disliked the proposal to removal the bus stop on the south side of Dereham Road west of Mill Croft Close (19% liked this);
- The proposal to remove the bus stop on the south side of Dereham Road and replace it with a new bus stop at Horseshoe Close alongside a new section of footpath was disliked by 35% of people (25% liked it).
- Proposals to convert existing bus stop laybys to kerbside stops on Dereham Road at the junction with Richmond Road (both sides of the road) and on the north side of Dereham Road west of Mill Croft Close were disliked by the majority of people.

Travel Hub Survey

- 3.5 The majority of respondents identified as motorists (52%), pedestrians (18%), cyclists (12%) and bus passengers (9%). Of these, 93% identified as a local resident. There were also 13% of people who identified as having a long-term illness, disability or health problem (please see section 8.3 for more information).
- 3.6 The online survey asked to what extent respondents agreed with the overall aims of the proposal. Of the 208 responses to this question 33% of people agreed, of which 16% strongly agreed. Conversely, 60% disagreed, of which 49% strongly disagreed with the aims.
- 3.7 The full details of the online survey for the Travel Hub can be seen in **Appendix D** and a summary of the main points is provided below:

Main areas of support

- Proposals to widen the footpath adjacent to the old Dereham Road west of Gurney Road to between 1.5m and 2.0m throughout was liked by 44% of respondents (35% disliked this);
- The proposed footpath widening west of Gurney Road was liked by 44% of respondents (30% disliked this);
- The proposal for a segregated pavement with 1.5m footpath and 2.5m wide two-way cycle track on the north side of Three Mile Lane adjacent to the roundabout was liked by 46% of respondents (41% disliked it);
- 45% of people liked the proposal for a segregated pavement with a 2m wide footpath and 3m wide two-way cycle track on the north side of Dereham Road between Grays Fair and Three Mile Lane (43% disliked this).

Main areas of objection (Travel Hub Survey)

- The proposed change of the speed limit on Dereham Road between Longwater Lane and Norwich Road from 40mph to 30mph was disliked

by 45% of people and liked by 43% of people (although this proposal gained more support in the Longwater Lane survey as detailed above);

- The proposed 24-hour outbound bus lane between Gurney Road and Breckland Road was disliked by 65% of people with 55% of these strongly disliking it (22% liked it);
- The proposed 24-hour inbound bus and cycle lane between Breckland Road and Gurney Road was disliked by 67% of people with 57% of these strongly disliking it;
- 55% of people disliked the proposal for a Travel Hub, of which 44% strongly disliked it (210 responses);
- There were 149 responses to the question that asked residents to suggest which elements they would like to see at the Travel Hub. The most popular suggestion (51%) was for real-time passenger information, followed by seating, Beryl bikes/e-scooters, cycle parking, electric car charging and Car Club parking.
- There was more objection than support for other public transport measures associated with the scheme including bus priority traffic signals, a bus priority gate, new bus stops within the Travel Hub and in other areas along Dereham Road;
- The proposal to fill-in the subway was disliked by 63% of people of which 55% strongly disliked it (15% liked it);
- Related to the point above, the proposal to provide a street-level signalised segregated crossing of Dereham Road to replace the underpass was disliked by 61% of people with 54% strongly disliking this proposal (24% liked this);
- Proposals to tighten junction radii and provide raised-table priority crossings for those cycling and walking at various side roads to Dereham Road received more objection than support;
- Proposals relating to the provision of shared cycle and pedestrian paths received more objection than support;
- The proposal for a 2-way cycle track was disliked by 40% of people (30% liked it) and the proposal for cyclists to use the carriageway for a short section of the Old Dereham Road was disliked by 48% of people (17% liked this).

3.8 In addition to the online survey, 3 face-to-face public consultation events were held at the Costessey Centre and Chapel Break Community Centre which were attended by approximately 170 people. There were a number of issues raised, some of which were very specific and some related to other issues in the area that are outside the scope of the proposed scheme.

Appendix E shows details of the issues that were raised during the consultation events and from the online survey. The following points outline some of the main issues raised:

- The current bus service is poor, with buses often not turning up. Bus infrastructure shouldn't be provided until there is a reliable, inexpensive and efficient service operating;
- Concerns that bus lanes and the signalised bus gate will lead to an increase in congestion, especially on the inbound approach to Gurney Road and how this may impact residents accessing their properties on or via Gurney Road;
- A significant number of people preferred to see the retention of the existing subway although there was also support for its removal;
- Queries relating to why the Costessey Park and Ride service no longer operates along Dereham Road;
- Bus stop laybys should be retained, particularly on the stop near Richmond Road (south side);
- Concerns about rat running to Norwich Road via Gurney Road which is considered likely to get worse if this scheme is implemented;
- Trees should be retained where possible;
- Queries about whether the bus lanes need to be in operation 24 hours a day;
- The proposed change to the speed limit seemed well supported;
- Some people asked for a signalised crossing to be provided on Dereham Road close to Gurney Road where there is an existing uncontrolled crossing;
- Some people thought that the proposed street-level signalised crossing to replace the subway crossing would cause delay and congestion to general traffic.

3.9 Stakeholder feedback was also received from the following:

- The Norwich Cycling Campaign supports the scheme, including the proposed 30mph speed limit and changed priority at Folwell Road. They supported the raised tables on side roads and asked that the surface is a different colour to the surrounding carriageway. They requested a toucan crossing near Gurney Road in place of the existing uncontrolled crossing. They requested the crossing near Richmond Road should be a signalised parallel crossing (separate crossing areas for pedestrians and cycles) similar to the one provided on Chapelfield Road. They raised some detailed design points relating to the connection of elements of cycle infrastructure.
- Costessey Town Council provided feedback in the form of minutes of the Extraordinary Costessey Town Council Meeting held on 21st November. These minutes can be found in **Appendix F**. The Town Council stated its' position as being generally supportive of efforts and improvements to support cycling, pedestrians and better bus services. The Town Council supported the majority of the proposals including bus lanes, the change to the speed limit and dedicated facilities for those walking and cycling

including raised-table crossings. The Town Council noted their support for the Travel Hub relies on improvements to the bus service and their support for pavement widening is supported alongside concerns about trees at risk. They did not support the removal of the underpass, for which they requested its retention and improvements.

- A member of the public asked that action be taken to prevent cars from using the bus lane in Costessey and noted a lack of patrons on the buses and the emissions from them;
- A member of the public queried the proposed route of the number 23 bus and requested bus stops on both sides of the road on Breckland Road. They welcomed improvements to pedestrian and cycling infrastructure and the provision of the street-level crossing. They felt that the bus improvements associated with the travel hub would disrupt the flow of traffic. They welcomed real-time passenger information and improved reliability of bus services which they felt is more important than a reduction in bus journey time.
- A member of the public requested the provision of a tunnel;
- A member of the public thought that the bus service is poor, with buses often not turning up, and suggested that the reliability of services needs to improve prior to upgrading public transport infrastructure;
- A local resident raised concerns about an increase in congestion which they thought would cause inconvenience accessing their property;
- A member of the public requested the surface water drainage be considered during detailed design and asked that bus shelters be provided.
- A member of the public disagreed with the removal of bus laybys as they thought it would result in queuing traffic.
- A local resident raised concerns about HGVs parking on waiting restrictions near their home and supported the 24-hour operation of the proposed bus lanes and the proposed speed limit reduction. They requested the retention of bus stop laybys and requested consideration of rubbish bins. They supported the retention of trees wherever possible and the retention of the subway. They supported the scheme if it doesn't affect the flow of general traffic.
- A member of the public raised concerns about the raised tables on side roads resulting in traffic on the main road being involved in a rear collision when stopping to allow the priority movement for pedestrians and cycles. They requested a prohibited right turn from Grays Fair and requested the retention of bus stop laybys. They noted inappropriate parking by parents collecting children from the nearby school. They considered the bus service to be poor and felt that motorists are being treated shoddily;
- Norfolk Constabulary said that the creation of new pedestrian subways should be avoided. They provided some feedback on the design of

subway features and footway lighting for reference 'if it is necessary to retain the subway'.

- A local resident also mentioned that the bus service is poor, so a 24-hour bus lane is not required. They felt that the measures would not make the area safer, would increase pollution and disagreed with the absence of a controlled crossing near Gurney Road.
- An emergency responder raised concerns that filling in the bus lay-bys will increase congestion especially the bus stops just before the Richmond Road junction causing a pinch point and causing traffic to back up quickly to the Wendene Roundabout increasing risk of accidents and obstructing connecting roads. This will potentially delay and compromise emergency response routes along this stretch, especially around this junction.

3.10 All of the objecting and supporting themes from the consultation period are listed in **Appendix G** with an officer response.

4. Revised Proposals

4.1 Taking into account the wide ranging and extensive feedback received during the consultation process, a number of revisions are proposed to the proposals. The table below summarises the main proposals that were set out in the consultation and what changes are now proposed to these.

Proposal	Feedback	Recommendation
Provision of a new travel hub	<p>55% of people disliked the proposal for a travel hub, of which the majority of these strongly disliked it.</p> <p>The proposal for a travel hub was supported by Costessey Town Council but only on the basis that guarantees could be provided that bus services would improve – on this point, it is important to note that First Bus have committed to increasing journey frequency to 10 buses an hour in each direction along Dereham Road if the time savings for bus journeys can be delivered through the scheme.</p>	<p>Provision of the travel hub is heavily linked to the filling in of the pedestrian subway as this creates additional space for other transport modes to be accommodated. As it is recommended to retain the subway (see below), space for the travel hub is now limited and will need to be much smaller in size and scope. Instead, it is recommended that real time information is provided at the existing bus stops (which was the most popular suggestion from the consultation) as well as some seating. We will also explore the provision of Beryl bikes at this location (a minor expansion of the geographical area of the</p>

Proposal	Feedback	Recommendation
	<p>There were 149 responses to the question that asked residents to suggest which elements they would like to see at the Travel Hub. The most popular suggestion (51%) was for real-time passenger information, followed by seating, Beryl bikes/e-scooters, cycle parking, electric car charging and Car Club parking</p>	<p>Beryl scheme may be needed to support this) and general cycle parking if space allows.</p> <p>We will engage with Enterprise Car Club to see if there is scope for any car club vehicles to be provided in this general area but note that this may not be possible at this specific location.</p>
<p>A reduction in the speed limit from 40mph to 30mph on Dereham Road between Longwater Lane and Norwich Road</p>	<p>In both the Longwater Lane and Travel Hub surveys, there was generally a balance in terms of those supporting and disliking the reduction in the speed limit.</p> <p>This proposal is supported by the local Member and Costessey Town Council.</p>	<p>It is recommended that this proposal goes forward.</p>

Proposal	Feedback	Recommendation
<p>Removal of the Butterfly Way pedestrian underpass and installation of a new signalised street level pedestrian and cycle crossing on Dereham Road</p>	<p>The proposal to fill-in the subway was disliked by 63% of people, the majority of which strongly disliked it.</p> <p>The proposal was not supported by Costessey Town Council, who would prefer that the underpass is retained with improvements made to access, lighting and drainage.</p> <p>The proposal to provide a street-level signalised segregated crossing of Dereham Road to replace the underpass was disliked by 61% of people with 54% strongly disliking this proposal (24% liked this).</p> <p>Concerns raised that a new street level crossing will add to traffic congestion.</p>	<p>After careful consideration of the consultation feedback, it is now recommended that the subway is retained but that appropriate works are undertaken to improve lighting and drainage as requested by local residents, Costessey Town Council and the local Member. A suggestion was made that local schools are engaged with a view to designing some artwork to brighten up the area and this will be explored.</p> <p>The lack of support shown for the street level crossing is consistent with the lack of support for the subway being filled in. However, if the subway remains, the level of objection to a new crossing is envisaged to be significantly less.</p> <p>It is recommended that the street level cycle and pedestrian crossing is built to ensure a fully accessible crossing of Dereham Road is provided. As there will be the choice of using the subway and street level crossing, impacts of stopping traffic when the crossing is in use will be reduced.</p>

Proposal	Feedback	Recommendation
<p>New sections of 24-hour inbound and outbound bus lanes</p>	<p>The proposed sections of bus lane were disliked by 55-65% of people, with the majority strongly disliking.</p> <p>The majority of concern was that bus lanes will introduce further congestion and delay. Others felt that a 24-hour bus lane wasn't required given buses don't run to these times and that a timed bus lane was more appropriate.</p> <p>Others felt that if bus lanes were provided, effective enforcement was needed.</p> <p>The provision of new bus lanes was supported by Costessey Town Council.</p>	<p>A review of the traffic flows in this area has concluded that impacts on general traffic flow will be minor as a result of bus lanes being introduced. Traffic surveys show that in the area where the inbound bus lane approaching Gurney Road would go, over 75% of vehicles are in the offside lane, which increases to 85% at the Gurney Road junction itself.</p> <p>Existing bus lanes along Dereham Road currently operate 24hrs and the new sections of bus lane proposed would be consistent with this.</p> <p>Although it is recognised that bus services don't operate 24hrs along this corridor, with the majority of services being 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.</p> <p>Effective enforcement of bus lanes will be undertaken as appropriate.</p> <p>It is recommended to proceed with this part of the proposal.</p>

Proposal	Feedback	Recommendation
Improved crossing facilities at the Dereham Road / Richmond Road junction including a right turn ban out of Richmond Road	<p>There was a majority of support for this proposal (46% liked, 38% disliked).</p> <p>This has the support of Costessey Town Council.</p>	<p>Traffic surveys have shown that at least 77% of right turning vehicles from Richmond Road turn into East Hills Road rather than Dereham Road. This figure increases to 92% during school end times. The right turn ban is therefore expected to have minimal impact on traffic using East Hills Road.</p> <p>It is recommended to proceed with these proposals.</p>

Proposal	Feedback	Recommendation
Dedicated facilities for those walking or cycling with raised-table side road crossings and additional traffic calming measures	Overall, there was general support for segregated pedestrian and cycle facilities – around 45% in favour. This includes the link through the grass verge for cycling near Longwater Lane.	It is recommended to proceed with segregated pedestrian and cycle facilities as set out in the proposals consulted on.
	The changed priority arrangement on Folwell Road was liked by 41% of respondents (35% disliked it)	It is recommended to proceed with the junction modification at Folwell Road.
	Proposals to tighten junction radii and provide raised-table priority crossings at side roads received more objection than support. Concerns were raised that traffic slowing to enter the side road will be rear ended by vehicles behind and that large vehicles will struggle to make the turn. Costessey Town Council supported the proposals.	Changes to the Highway Code, giving waiting pedestrians priority at side roads, have been in effect for nearly a year now. These scheme proposals formalise this priority, whilst also encouraging slower turning speeds into minor roads. Drivers already have to slow to turn into side roads, and following drivers have a duty of care to keep a safe distance from the vehicle in front. It is recommended to proceed with these proposals as consulted on.
	The proposal for chicanes to calm traffic on Richmond Road showed 32% of people liked it and 45% disliked it. Many respondents felt that traffic moves at a slow speed in this area currently.	It is recommended not to proceed with this. Further monitoring of traffic speeds will be undertaken before deciding on an appropriate course of action.

<p>Additional bus stops/shelters and real time passenger information</p>	<p>39% of people liked the proposal for a new additional bus stop near the Longwater Lane junction (33% disliked it)</p> <p>Removal of bus stop laybys was generally disliked on the basis that this will cause queuing traffic and an obstruction.</p>	<p>Feedback from the consultation included a request to improve the pedestrian/ cycle crossing at the Dereham Road / Longwater Lane junction. It is recommended that a pedestrian crossing assessment is undertaken at this location, which will consider existing and future demand for crossing movements and what design options may be most appropriate. The provision of a new bus stop near this junction will be considered as part of the assessment of the junction so that any highway works can be combined. Delivery of these elements would be dependent on appropriate funding being identified.</p> <p>These concerns have been carefully considered. It is recommended that the layby near Richmond Road for inbound buses is removed as this provides additional space for those walking and cycling. However, it is proposed that the bus stop is moved from this location to a point slightly further eastbound where the bus lane starts. There should be no obstruction to general traffic.</p> <p>For other locations where bus laybys were proposed to be removed, it is recommended that the laybys are retained.</p>
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Proposal	Feedback	Recommendation
	<p>Particular concerns were raised at moving the outbound bus stop to a location opposite Gurney Road.</p> <p>The proposal to remove the bus stop on the south side of Dereham Road and replace it with a new bus stop at Horseshoe Close alongside a new section of footpath was disliked by 35% of people (25% liked it).</p>	<p>These concerns have been carefully considered and it is recommended that the bus stop will not be moved to be opposite Gurney Road and we will look at options that meet safety and accessibility concerns.</p> <p>It is recommended to not proceed with this proposal.</p>
Extensive pavement widening and landscaping including mitigation planting for any trees that require removal to allow the measures to be implemented	In general, there was a majority of support for pavement widening from respondents and Costessey Town Council. There was also a majority of support for the provision of bollards to prevent verge parking.	<p>Regarding any tree loss, this will be strictly minimised and only actioned where absolutely necessary. A programme of replanting and mitigation will be delivered. No Compulsory Purchase is needed.</p> <p>It is recommended to proceed.</p>

- 4.2 A number of specific suggestions were made during the consultation and a summary of these is outlined in the table below.

Suggestion made	Officer response
Motorbikes should be allowed to use bus lanes.	At the current time, motorcycles are restricted from bus lanes in Norfolk. This is primarily based on safety grounds as vehicles turning right into a side road across an oncoming bus lane may not see an oncoming motorcyclist in a bus lane when obscured by oncoming traffic in the general running lane. Cyclists travel much slower than motorcyclists so the speed differential

Suggestion made	Officer response
	with traffic in the general traffic lane will make cyclists easier for right turning traffic to see.
Consider a new crossing of Dereham Road near the junction with Gurney Road as there are a number of elderly people who live in this area. There is currently an uncontrolled crossing here.	A pedestrian crossing assessment will be undertaken at this location, which will consider existing and future demand for crossing movements and what design options may be most appropriate. Delivery would be dependent on appropriate funding being identified. Progress on this will made available.
Provision of a new, off-carriageway outbound cycle lane alongside Dereham Road from the BP garage to the Bowthorpe Roundabout	Further work will be undertaken to consider the feasibility and value for money of delivering this infrastructure. Progress on this will be made available.
Provision of a new pedestrian crossing on Wendene to the south of the Bowthorpe roundabout to link with the restaurant and hotel. Such a link should also be made possible to cycle on.	A pedestrian crossing assessment will be undertaken at this location, which will consider existing and future demand for crossing movements and what design options may be most appropriate. Delivery would be dependent on appropriate funding being identified. The proposed link from Wendene to the new street level crossing will be for pedestrians and cycles. Progress on this will be made available.
There are difficulties turning right out of Millcroft. Could a signalised junction or roundabout be considered?	Further work will be undertaken to consider the feasibility and value for money of delivering this infrastructure. Progress on this will be made available.
Consider extension of the Beryl network out to Longwater Retail Park.	This proposal will be discussed with Beryl. Progress on this will be made available.
Investigate a Low Traffic Neighbourhood for the areas around Sunny Grove, Crown Road and Beaumont Road to	The feasibility of this will be considered as part of work being undertaken for the Local Transport Plan and Transport for Norwich Implementation Plan.

Suggestion made	Officer response
reduce traffic taking a short cut from Dereham Road to Norwich Road.	Progress on this will be made available.
Install a footpath from Lord Nelsons Drive to the new bus stop on Dereham Road.	Further work will be undertaken to consider the feasibility and value for money of delivering this infrastructure. Progress on this will be made available.
Introduce a ban on the right turn of vehicles onto Dereham Road from Grays Fair.	Further work will be undertaken to consider the feasibility and value for money of introducing this. Progress on this will be made available.
Can drainage requirements be considered as part of works?	Yes, all works will consider drainage implications.
Traffic light sequencing needs to be improved at junctions along Dereham Road	This will be considered as part of the wider delivery of this project. Progress on this will be made available.
Can the Costessey Park and Ride route serve the city centre instead of just the hospital?	The Costessey P&R site is currently well used on the Hospital / UEA route but this is subject to review as part of the future Transport for Norwich Strategy.
The pedestrian crossing at William Frost Way needs to be improved	A new toucan crossing for pedestrians and cyclists is being provided on William Frost Way as part of a separate scheme and is being funded by development in the area. Design of this is currently underway.
The junction of Wendene and Clover Hill Road needs to be improved for pedestrians	A pedestrian crossing assessment will be undertaken at this location, which will consider existing and future demand for crossing movements and what design options may be most appropriate. Delivery would be dependent on appropriate funding being identified.
Can footbridges be considered instead of street level crossings on Dereham Road?	Footbridges have not been considered as a means of crossing Dereham Road in this area because they are considerably more expensive to

Suggestion made	Officer response
	construct, offering poor value for money, and require a significant amount of space for them to be accessible to all users. They are also less convenient for those walking and cycling as the distance needed to travel to cross the road is significantly higher.
Request to improve the pedestrian/ cycle crossing at Dereham Road / Longwater Lane / Bawburgh Lane junction	A pedestrian crossing assessment will be undertaken at this location, which will consider existing and future demand for crossing movements and what design options may be most appropriate. Delivery would be dependent on appropriate funding being identified.

5. Impact of the Proposal

- 5.1 The proposal will provide more space for walking and cycling, including segregated space for cycling where practicable. It will encourage more people to choose active modes of travel for short journeys.
- 5.2 The provision of inbound and outbound bus lanes will help to improve bus journey reliability, which was a key concern raised through the consultation, and reduce bus journey times, improving the experience of existing bus passengers and encouraging others to use public transport. First Bus have committed to increasing journey frequency to 10 buses an hour in each direction along Dereham Road if the time savings for bus journeys can be delivered through the combination of schemes along the route.
- 5.3 Interchange between different transport modes will be made easier and although the transport hub will be smaller in size and scope, it will provide improved bus information and we will look to provide more seating, cycle parking and a new Beryl bay. The provision of a new Beryl bay would require the geographical area of the Beryl network to be expanded to avoid any out of area charges and consideration will also be given for a new Beryl hub being provided at Longwater Retail Park.
- 5.4 Improvements to the existing pedestrian underpass as requested through the consultation, such as lighting and drainage, will improve the environment in this area for those that continue to use this route.
- 5.5 The provision of a new street-level signalised crossing will make it easier for pedestrians and cyclists to cross the road due to the direct and level route. This is particularly useful for those with mobility impairments or people who may have concerns about personal safety when using the subway.
- 5.6 The change of speed limit from 40mph to 30mph will provide consistency long Dereham Road and will help improve safety in the area including for vulnerable highway users.

- 5.7 The improved crossing near Richmond Road will provide more space for people using this very busy area, including school pupils at peak times and surveys show that the right turn ban at this junction will have minimal impact on right turning traffic movements and on East Hills Road.
- 5.8 A number of requests have been made for additional crossings in the area, improvements to existing crossings and provision of new walking and cycle routes. These will be subject to further assessment and delivered at a later date, subject to the assessment demonstrating a high value for money and funding being available.

6. Evidence and Reasons for Decision

- 6.1 The proposals are in line with the County Council's strategy to provide infrastructure to promote sustainable travel to support healthy lifestyles and clean growth as well as the Local Transport Plan and Environmental Policy. They also meet the objective of the allocated TCF funding and align with the Government's Bus Back Better Strategy and Gear Change policy.
- 6.2 The extensive consultation resulted in a large amount of feedback, some of which related to specific detailed design points which will be considered as the detailed design progresses. The proposals put forward for recommendation include changes as a result of the feedback we received.
- 6.3 It is noted that a significant proportion of consultees disagreed with the principle of providing 24-hour bus lanes. However, it should be noted that a review of the traffic flows in this area has concluded that impacts on general traffic flow will be minor as a result of bus lanes being introduced. In order to operate a reliable service, bus operators need consistent journey times across all times of the day. Existing bus lanes along Dereham Road currently operate 24hrs and the new sections of bus lane proposed would be consistent with this. Although it is recognised that bus services don't operate 24hrs along this corridor, with the majority of services being 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. Respondents asked for bus lanes to be effectively enforced and this will be fully considered.
- 6.4 The proposals recommended for approval aim to facilitate the behaviour change required to achieve modal shift to sustainable modes of travel to meet the environmental and health benefits set out earlier in this report, whilst still retaining highway space for general traffic.
- 6.5 Where there is physical space available, pedestrians and cycles have been separated. However, the consultation has shown that the elements of the scheme that include shared cycle and pedestrian use were disliked by many people. There are areas where space is constrained and segregated facilities cannot be provided without purchasing private land or reducing the space available to other modes of transport, such as removing general traffic lanes or bus lanes. These options would lead to higher scheme costs that are no longer affordable or represent value for money; significantly longer

timescales for delivery that would then be outside the scope of the current funding; detrimental to the bus network if bus lane capacity was reduced or removed and create unacceptable levels of congestion and worsening air quality if general traffic capacity was significantly reduced. The proposals recommended for implementation strike an appropriate balance between providing infrastructure that supports people travelling more actively and sustainably, whilst ensuring the road network is able to accommodate vehicles that remain on the network.

7. Alternative Options

- 7.1 An alternative option would be to do nothing. This would not fulfil the aims of the TCF or County Council and Government strategies in relation to sustainable travel. This would also not provide the level of infrastructure improvements required to secure the additional investment from First Bus, which relies on these measures to help improve journey time reliability and service frequency.
- 7.2 An alternative option that has been suggested is that investment should focus on subsidising or reducing the cost of public transport and running more bus services. However, this would require revenue funding and the funding we have from government to deliver these proposals is capital funding, which can only be spent on infrastructure and not ticketing or service provision. Norfolk has secured £49.55m from government to deliver a Bus Service Improvement Plan, of which £18.6m is revenue to support ticketing and bus service enhancements. This funding will be used to encourage more people to use buses and other sustainable transport options, which is key to our ambitious aims of achieving net-zero in Norfolk by 2030.

8. Financial Implications

- 8.1 The project is funded by TCF and has a budget of £4,089,522 and the scheme represents High Value for Money.
- 8.2 Following the autumn spending review, the DfT are currently reviewing all Transforming Cities funding for the 2023/24 financial year and beyond. Therefore, at the current time, we are awaiting confirmation from the DfT as to whether funding for Norfolk and the other cities that received TCF funding will be available for 2023/24. We expect this decision to be made in February or March 2023 and we continue to work up projects so they can be implemented as soon as the funding is confirmed.

9. Resource Implications

- 9.1 **Staff:**
The scheme will be designed and delivered using existing resources.
- 9.2 **Property:**

None.

- 9.3 IT:**
None.

10. Other Implications

10.1 Legal Implications:

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

10.2 Human Rights Implications:

None.

10.3 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 promoting this scheme, we have considered the potential impact on people with protected characteristics.

The online consultation carried out in November 2022 showed that 23 respondents (Longwater Lane survey) and 27 people (Travel Hub survey) identified as having a long-term illness, disability or health problem that limits their daily activities or the work they can do. The online surveys are anonymous so the total number of people identifying as such across the two surveys is not known.

The EqIA for this scheme has been updated following the consultation.

10.4 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 part of the scheme development.

10.5 Health and Safety implications (where appropriate):

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

10.6 Sustainability implications (where appropriate):

These proposals aim to have a positive effect on the environment by providing the infrastructure to encourage people to choose sustainable modes of travel to help reduce private vehicle mileage and carbon emissions. The measures include the provision of bus lanes in accordance with the Government's Bus Back Better guidance that 'bus lanes should be full-time and as continuous as possible.'⁴

10.7 Any Other Implications:

⁴ Department for Transport: 'Bus Back Better – National Bus Strategy for England' (2021)

Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

11. Risk Implications / Assessment

- 11.1 A risk register is maintained for the TCF programme as part of the technical design and construction delivery processes.
- 11.2 As highlighted in the Financial Implications section, the DfT are currently reviewing all Transforming Cities funding for the 2023/24 financial year and beyond. There is a risk the DfT will not confirm funding for 2023/24 and if this is the case, this project will be deferred until a suitable funding source can be confirmed.

12. Select Committee Comments

- 12.1 Not applicable.

13. Recommendations

Recommendations

- 1. To recommend the Cabinet Member approves the proposals as set out in Section 4 of this report;
- 2. To recommend the Cabinet Member approves the undertaking of the statutory procedures for the Traffic Regulation Orders (TROs) and Noticing required to implement the proposals.

14. Background Papers

- 14.1 November 2021 TfN Committee agenda & minutes
- 14.2 November 2022 Dereham Rd consultation web page

Officer Contact

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

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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.



NCC contact number: 0344 800 8020
Text relay no.: 18001 0344 800 8020

Your Ref:
Date: 1 November 2022

My Ref: PEA045/ID/AW/01
Tel No.: 0344 800 8020
Email: transportfor Norwich@norfolk.gov.uk

Dear Sir/Madam,

Transport for Norwich: consultation on proposals for Dereham Road, Norwich

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for your feedback on a series of proposed highway improvements along the Dereham Road corridor, which is a key transport route to and from the centre of Norwich and beyond.

The proposed changes aim to provide shorter and more consistent journey times for buses, improve connectivity between different modes of travel, as well as a safer environment for those walking or cycling along Dereham Road. We also aim to provide better connections between the two large communities on either side of the main road and provide safer access to local schools and other amenities.

We recently ran a smaller consultation on proposed walking and cycling improvements for Mayfly Way to the south of Richmond Road and we are now writing to let you know how to find out more about these further elements of the project and how to take part in the consultation.

All proposals are being funded by the Department for Transport's Transforming Cities Fund, which can only be spent on the transport network.

What's being proposed – overview

The proposals relate to two main sections of the Dereham Road;

- The Longwater Lane scheme (covering Longwater Lane to Grays Fair) and;
- Dereham Road travel hub; which covers the area from Grays Fair to Gurney Road

Main features:

- Creation of a new travel hub, connecting bus services with local walking/cycling routes as well as new spaces for community use
- A reduction in speed limit to 30 mph along Dereham Road between Longwater Lane and Norwich Road to create a safer environment for all road users
- Removal of the Butterfly Way pedestrian underpass and creation of a new signalised street level pedestrian and cycle crossing on Dereham Road

- New sections of inbound and outbound bus lanes to provide shorter and more consistent bus journey times to and from the city centre and Norwich Rail Station
- Improved crossing facilities on Dereham Road at the Richmond Road junction
- Dedicated facilities for those walking or cycling, with raised table side road crossings and additional traffic calming measures
- Additional bus stops/shelters and real time passenger information
- Extensive pavement widening and landscaping.

Removal of some trees and vegetation would be required to facilitate these proposals but full mitigation plans including suitable replanting would be provided for any areas affected once we have gathered all views from the local community.

Further detail

To view the proposals in more detail please visit www.norfolk.gov.uk/derehamroad where you will find detailed drawings, full breakdowns of all changes proposed and the reasons behind them. A list of Frequently Asked Questions (FAQs) is also provided.

How to comment

- Visit www.norfolk.gov.uk/derehamroad to view the plans in more detail and complete our online survey/s to share your thoughts on the proposals.
- Ask for hard copies by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.
- Speak to a member of our team at a consultation event or request a meeting
- All comments must be received by **Wednesday 30 November 2022**.

Exhibitions/meetings

We will also be holding a series of face-to-face public consultation events for you to view large scale plans and ask questions should you wish. These will be held:

- Monday 14 November - The Costessey Centre, Stafford Hall, 2pm-8pm
- Tuesday 15 November – Chapel Break Community Centre, 10am-4pm
- Thursday 17 November – Chapel Break Community Centre, 1pm-7pm

An online meeting or telephone call can also be arranged on request if you are unable to attend one of the above events but would still like to speak to us.

Next Steps

We will then carefully consider all responses received and report back to the Transport for Norwich Advisory Committee early next year. This committee is chaired by Norfolk County Council and made up of councillors from TfN partners Norwich City, Broadland District and South Norfolk councils, who will consider how we should proceed with the project.

The webpage above will be kept up to date with the latest FAQs and progress.

Yours faithfully,

Transport for Norwich

Appendix B - Dereham Road Proposals and Plans

Travel Hub Scheme Proposal - What's being proposed and why

Introduction

These proposals aim to improve walking, cycling and public transport along this key transport route. They also include a proposal for a new centrally located Travel Hub where the public can access shared mobility services such as car club and beryl bikes, alongside local bus services.

This part of the scheme is broken down into three main sections from west to east.

The following tables explain exactly what changes we're proposing and the reasons behind them. The accompanying plans show what the project would look like on the ground.

Overarching

<i>Proposal</i>	<i>Reason for proposal</i>
1. Speed limit on Dereham Road between Longwater Lane and Norwich Road reduced from 40 to 30mph	<p>ie in with existing 30 mph speed limit on adjacent sections of Dereham Road. Improve safety for all road users and improve conditions for walking and cycling.</p> <p>Provide a consistent speed limit along the entire Dereham Road corridor between Longwater Lane and Grapes Hill</p>

Dereham Road Travel Hub Scheme Plan 1 – Covering Grays Fair to Wendene Roundabout

<i>Proposal</i>	<i>Reason for proposal</i>
<p>2. Provide two-way bus priority access to and from Dereham Road on the old Dereham Road alignment (just east of Grays Fair), to enable buses to conveniently serve the proposed new travel hub and allow buses to avoid using the Wendene roundabout</p> <p>Bus priority signalised access from the travel hub to Dereham Road for all outbound bus services</p>	<p>Provide shorter and more consistent bus journey times.</p> <p>Supports free bus movements and improves journeys for passengers on all outbound services</p>
<p>3. Segregated pavement with 2m footpath and 3m wide two-way cycle track on the north side of Dereham Road between Grays Fair and Three Mile Lane</p>	<p>Improve safety and comfort for walking and cycling.</p> <p>Encourage active travel</p>
<p>4. Tighten corners of the Three Mile Lane side road junction and provide a walk/cycle priority crossing on a raised table across the junction</p>	<p>Improve safety and comfort for walking/cycling by slowing turning traffic and providing priority across the junction.</p> <p>Reflect latest changes in the Highway Code that support priority being given to those walking and cycling at road junctions.</p>
<p>5. Segregated pavement with 1.5m footpath and 2.5m wide two-way cycle track on the north side of Three Mile Lane adjacent to the roundabout, carrying through to Breckland Road</p>	<p>Improve safety and comfort for walking and cycling.</p> <p>Encourage active travel.</p>
<p>6. Junction access to Three Mile Lane from the Dereham Road roundabout realigned with priority for buses</p>	<p>Provide shorter and more consistent bus journey times</p>

Dereham Road Travel Hub Scheme Plan 2 – The Proposed Travel Hub to the east of the Wendene Roundabout

<i>Proposal</i>	<i>Reason for proposal</i>
7. New bus stops located on Breckland Road within the proposed travel hub (just north of the current underpass)	All bus services can conveniently stop in one central location. Ease of transfer between services/modes of travel. Improve access for passengers and encourage active travel
8. The proposed travel hub would be sited at street level at the location of the existing underpass and could provide cycle parking, access to Beryl bikes / e-scooters, car club vehicle parking, electric car charging points, community seating and real time passenger information for all buses	<p>a. All bus services can conveniently stop in one central location. Ease of transfer between services/modes of travel. Improve access for passengers and encourage active travel.</p> <p>b. Residents are invited to suggest which elements they would like to see this space used for to help shape the final design and share any other ideas they may have e.g., space for pop-up vendors, community garden/noticeboards etc</p>
9. Tighten corners of the Breckland Road, side road junction and provide a walk/cycle priority crossing on a raised table across the junction	<p>Improve safety and comfort for walking/cycling by slowing turning traffic and providing priority across the junction.</p> <p>Reflect latest changes in the Highway Code that support priority being given to those walking and cycling at road junctions</p>
10. Walking/cycling priority crossing of the old Dereham Road to access the proposed travel hub and segregated street level crossing of the main Dereham Road (see item 15)	<p>Improve safety and comfort for walking/cycling.</p> <p>Ease of transfer between modes of travel. Improve access for passengers and encourage active travel</p>
11. Existing subway crossing to be filled in	The crossing replacement will improve safety, accessibility, and sense of security for those walking and cycling
12. Provision of new shared use walking/cycling route (sited near what is currently the southern entrance to the underpass) linking through to the existing shared use path through Bowthorpe Park. This proposal would require some tree removal	Improve safety and comfort for walking/cycling.
13. Carriageway narrowed on exit from Wendene roundabout towards the city to facilitate earlier merge into one lane	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.
14. Existing bus stop layby on the southern side of Dereham Road removed and relocated to the travel hub	Centralised access to all local bus services and speed of passenger transit improved

<i>Proposal</i>	<i>Reason for proposal</i>
15. New street-level signalised segregated crossing of the main Dereham Road to replace current underpass	Improved safety/connections for walking and cycling. When the new crossing is in use, bus movements will not be delayed
16. Bus priority signalised access to the travel hub from Dereham Road for all outbound bus services	Provide shorter and more consistent bus journey times
17. Cyclists required to use carriageway for short section of the old Dereham Road (east of Breckland Road	Utilise existing infrastructure
18. Bus priority gate onto main Dereham Road bus lane for inbound bus services	Provide shorter and more consistent bus journey times
19. Priority raised table crossing of old Dereham Road access (east of the Wendene roundabout).	Reflects latest changes in the Highway Code that support priority being given to those walking and cycling at road junctions.
20. Dedicated outbound bus lane (24-hour operation) between Gurney Road and Breckland Road	Provide shorter and more consistent bus journey times.
21. Dedicated inbound bus and cycle lane (24-hour operation) between Breckland Road and Gurney Road	Provide shorter and more consistent bus journey times.
22. Two-way cycle track (heading east towards Gurney Road). Some pinch points due to trees will remain.	Improve the environment for cycling whilst minimising any potential tree loss.
23. Existing footpath adjacent to the old Dereham Road west of Gurney Road widened to between 1.5m and 2m throughout	Improve the environment for walking.

Dereham Road Travel Hub Scheme Plan 3 – Gurney Road

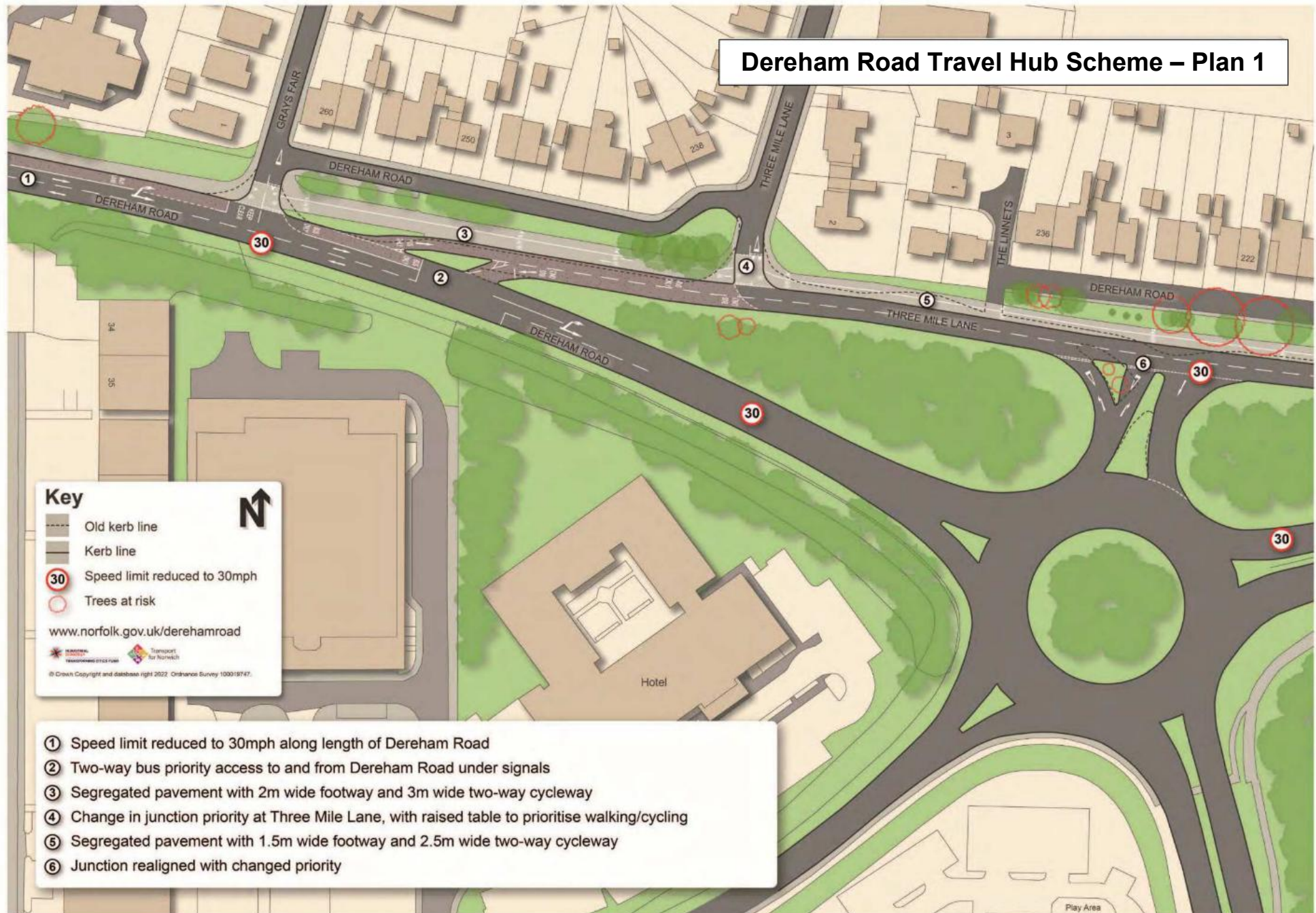
<i>Proposal</i>	<i>Reason for proposal</i>
24. Existing footpath widened by removing small sections of existing grass verges (west of Gurney Road	Improve the environment for walking
25. Convert existing layby (west of Gurney Road) to two-way cycle track	Improved the environment for cycling
26. Existing outbound bus stop (west of Gurney Road) relocated	Improved access for bus passengers
27. Existing Crossing (west of Gurney Road) widened and removal of some railings	Improved access
28. Relocated outbound bus stop sited opposite Gurney Road and footpath linking route into Clover Hill estate	Improved access for bus passengers
29. Existing footpath widened and converted to shared use walking and cycling on the western corner of Gurney Road	Improved access and safety for walking and cycling
30. Priority walking/cycle raised table crossing of Gurney Road	Reflects latest changes in the Highway Code that support priority being given to those walking and cycling at road junctions

<i>Proposal</i>	<i>Reason for proposal</i>
31. Existing footpath east of Gurney Road widened and converted to shared use walking and cycling	Improved access for walking and cycling. Encourage active travel
32. Cyclists join existing shared use bus and cycle lane (east of Gurney Road)	Improved access/cycle link

Tree Mitigation

Some loss of trees and vegetation would be required in order to facilitate these proposals. The accompanying plans show all areas which may be affected. We would seek to avoid tree loss wherever possible and full mitigation plans for all trees in the proposal area will be provided before the scheme design is finalised. See supporting FAQ on the project webpage for additional detail.

Dereham Road Travel Hub Scheme – Plan 1



Dereham Road Travel Hub Scheme – Plan 2



Dereham Road Travel Hub Scheme – Plan 3



Dereham Road Longwater Lane Scheme Proposal - What's being proposed and why

Introduction

These proposals aim to improve walking, cycling and public transport along this key transport route.

This part of the scheme is broken down into three main sections from west to east.

The following tables explain exactly what changes we're proposing and the reasons behind them. The accompanying plans show what the project would look like on the ground.

Overarching

<i>Proposal</i>	<i>Reason for proposal</i>
1. Speed limit on Dereham Road between Longwater Lane and Norwich Road reduced from 40mph to 30mph.	<p>Tie in with existing 30 mph speed limit on adjacent section of Dereham Road. Improve safety for all road users and improve conditions for walking and cycling.</p> <p>Provide a consistent speed limit along the entire Dereham Road corridor between Longwater Lane and Grapes Hill.</p>

Plan 1 – Longwater Lane to Millcroft Close

Proposal	Reason for proposal
2. A new (additional) bus stop is to be provided near the Longwater Lane junction (to form a pair with the existing adjacent bus stop outside the Roundwell Medical Centre).	Improved access to bus services and local amenities.
3. Provide a link through the existing grass verge for those cycling on the north side to join the eastern end of the old Dereham Road (in both directions) which is a residential street subject to a 20mph speed limit.	Provide a safer and more convenient cycling route. Improved links and facilities to encourage active travel. Improve pedestrian safety by discouraging pavement cycling.
4. A dedicated outbound bus and cycle lane (24-hour operation) is to be introduced from 50m east of Horseshoe Close to Longwater Lane by reallocating the existing carriageway space without affecting the number of existing traffic lanes.	Provide shorter and more consistent bus journey times Improve facilities to encourage active travel
5. Bollards to be installed along the grass verge of the eastern end of the old Dereham Road to prevent verge parking on the residential street.	To improve safety for cyclists through increased visibility/removal of obstructions and protect natural space.
6. Existing bus stop removed from south side of Dereham Road (west of Millcroft Close).	In the proposed layout two new stops are provided either side of this location. This enables a better spacing of bus stops.
7. Existing bus stop lay-by filled in and converted to kerbside stop with improved facilities. A footpath is provided through the grass verge to link the old Dereham Road and the bus stop (west of Millcroft Close).	Provide shorter and more consistent bus journey times as buses will no longer have to wait for a gap in the traffic. Increased pavement space/improved access for passengers.
8. Widen the existing footpath along the north side of Dereham Road (Longwater Lane to Richmond Road) up to 2 metres where possible.	Improve the environment for walking
9. Widen footpath on the south side of Dereham Road west of Millcroft Close.	Improve the environment for walking

Plan 2 – Millcroft Close to Richmond Road

Proposal	Reason for proposal
10. The existing bus stop on the southern side of Dereham Road is to be removed and replaced by a new bus stop in front of Horseshoe Close (with the eastern access of this junction closed and converted to a new section of footpath).	Provide safer and more accessible walking and cycling Improved links and facilities to encourage active travel.
11. The side road junction with Folwell Road is to be realigned with changed priority; cyclists will be able to re-join the segregated footpath/cycleway along the main Dereham Road at the eastern end of the old Dereham Road.	Provide safer and more accessible walking/cycling routes. Improved links and facilities to encourage active travel.
12. All cycles join a section of dedicated two-way cycle track to the west of Richmond Road which runs adjacent to the footpath.	Provide safer and more accessible walking/cycling routes. Improved links and facilities to encourage active travel.
13. Existing push button crossing upgraded to a wider single stage shared use crossing suitable for those on foot or bike. Traffic island remodelled to prevent traffic turning right out of Richmond Road	Provide safer and more accessible walking/cycling routes. Improved links and facilities to encourage active travel. Removing the right turn allows improvements for walking and cycling to be implemented and improves safety for vehicles exiting Richmond Road.
14. The entrance of Richmond Road is to be tightened with the footways widened on both sides and converted to shared use footpath/cycleway. A raised table crossing with priority for walking/cycling is also proposed (see point 15 below).	Reduce vehicle speeds and volume of traffic using Richmond Road. Improve safety and access for walking and cycling, especially for local schools.
15 Install a raised table crossing across the Richmond Road junction.	Reflects latest changes in the Highway Code that support priority being given to those walking and cycling at road junctions
16. South side of the East Hills Road/Richmond Road junction is to be tightened by widening the footpath.	To reduce vehicle entry speed and discourage vehicles from turning right onto Richmond Road and exiting via the Richmond Road/Dereham Road junction. Improving safety and access for walking and cycling.
17 Install new traffic calming measures on Richmond Road - chicanes and cycle markings (chicanes located outside No's 20, 23, 40/42 and 45/47).	Lower traffic speeds and improved safety for cycle journeys/school access. This follows local concerns received regarding poor adherence to current 20mph speed limit.

Plan 3 – Richmond Road to Grays Fair





Proposal	Reason for proposal
18. The existing bus stop lay-by on the south side of Dereham Road opposite the Richmond Road junction is to be filled in and converted to kerbside bus stop with improved facilities (widened footpath and new bus shelter).	Provide shorter and more consistent bus journey times as buses will no longer have to wait for a gap in the traffic, better facilities for bus users and more accessible pavements.
19. The existing bus stop lay-by on the north side of Dereham Road east of Richmond Road is to be filled in and converted to kerbside bus stop with improved bus stop facilities (widened footpath and new bus shelter).	Provide shorter and more consistent bus journey times as buses will no longer have to wait for a gap in the traffic
20. Footpath widened on north side between Richmond Road and Stafford Avenue.	Improve the environment for walking.
21 New section of 3m wide two-way cycle track on the north side of Dereham Road between Richmond Road and Stafford Avenue. Requires some grass verge removal but access to all driveways would be retained.	Improve safety and access for walking and cycling. Encourage active travel.
22. Tighten corners of the Stafford Avenue side road junction and provide a walk/cycle priority crossing on a raised table across the junction	Improve safety and comfort for walking/cycling by slowing turning traffic and providing priority across the junction. Reflect latest changes in the Highway Code that support priority being given to those walking and cycling at road junctions
23. Segregated pavement with 2m footpath and 3m wide two-way cycle track on the north side of Dereham Road between Stafford Avenue and Grays Fair.	Improve safety and access for walking and cycling. Encourage active travel.
24. A dedicated inbound bus and cycle lane (24hr operation) is to be introduced (west of Stafford Avenue to Grays Fair) by reallocating the existing carriageway space without affecting the number of existing traffic lanes.	Provide shorter and more consistent bus journey times Improve facilities to encourage active travel
25. Tighten corners of the Grays Fair side road junction and provide a walk/cycle priority crossing on a raised table across the junction	Improve safety and comfort for walking/cycling by slowing turning traffic and providing priority across the junction. Reflect latest changes in the Highway Code that support priority being given to those walking and cycling at road junctions

Tree Mitigation

Some loss of trees and vegetation would be required in order to facilitate these proposals. The accompanying plans show all areas which may be affected. We would seek to avoid tree loss wherever possible and full mitigation plans for all trees in the proposal area will be provided before the scheme design is finalised. See supporting FAQ on the project webpage for additional detail.

Dereham Road Longwater Lane Scheme – Plan 1

Key

-  Old kerb line
-  Kerb line
-  Speed limit reduced to 30mph
-  Trees at risk

www.norfolk.gov.uk/derehamroad

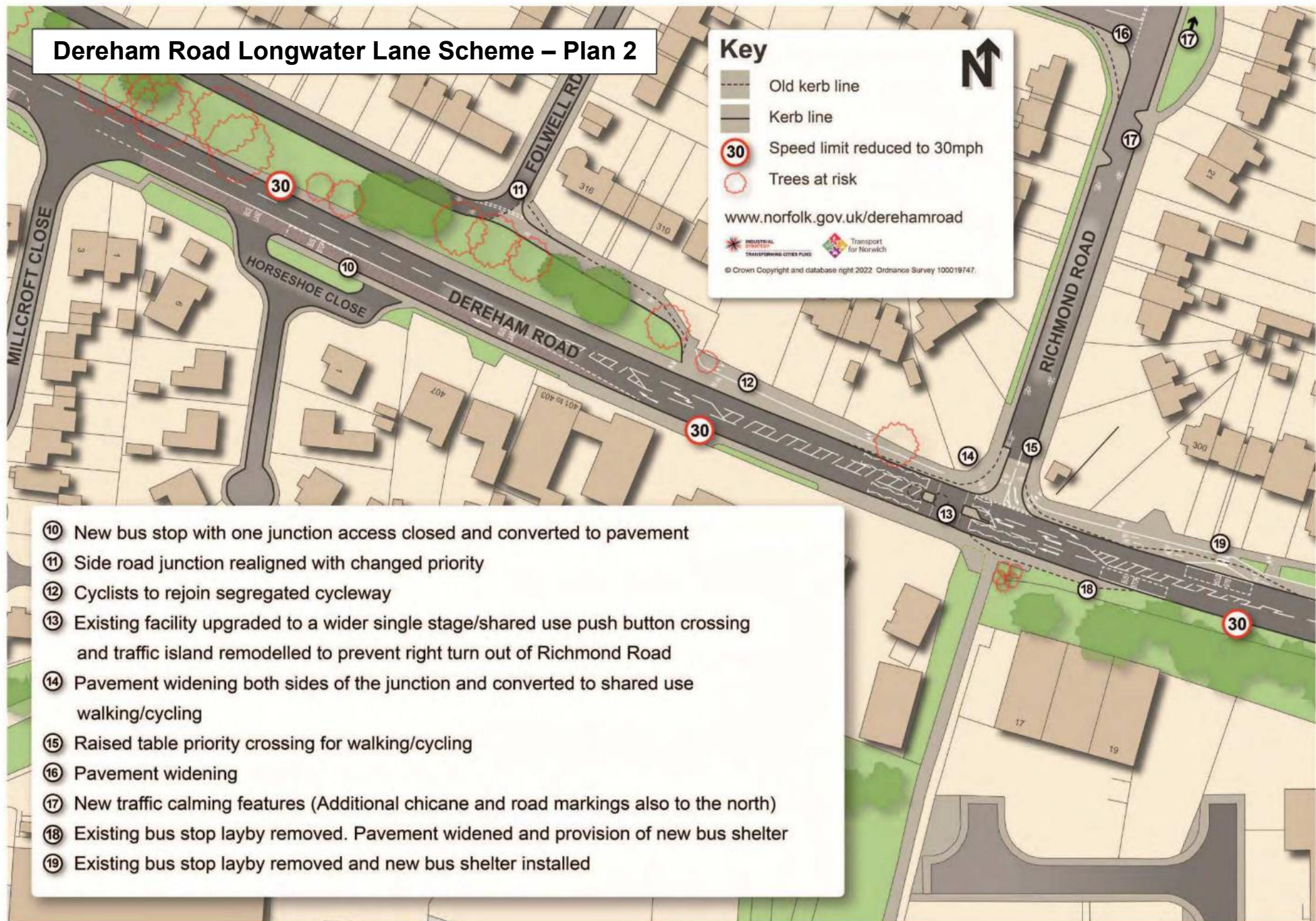
 **INDUSTRIAL PRODUCTION**
TRANSFORMING CITIES FUND

 **Transport for Norfolk**

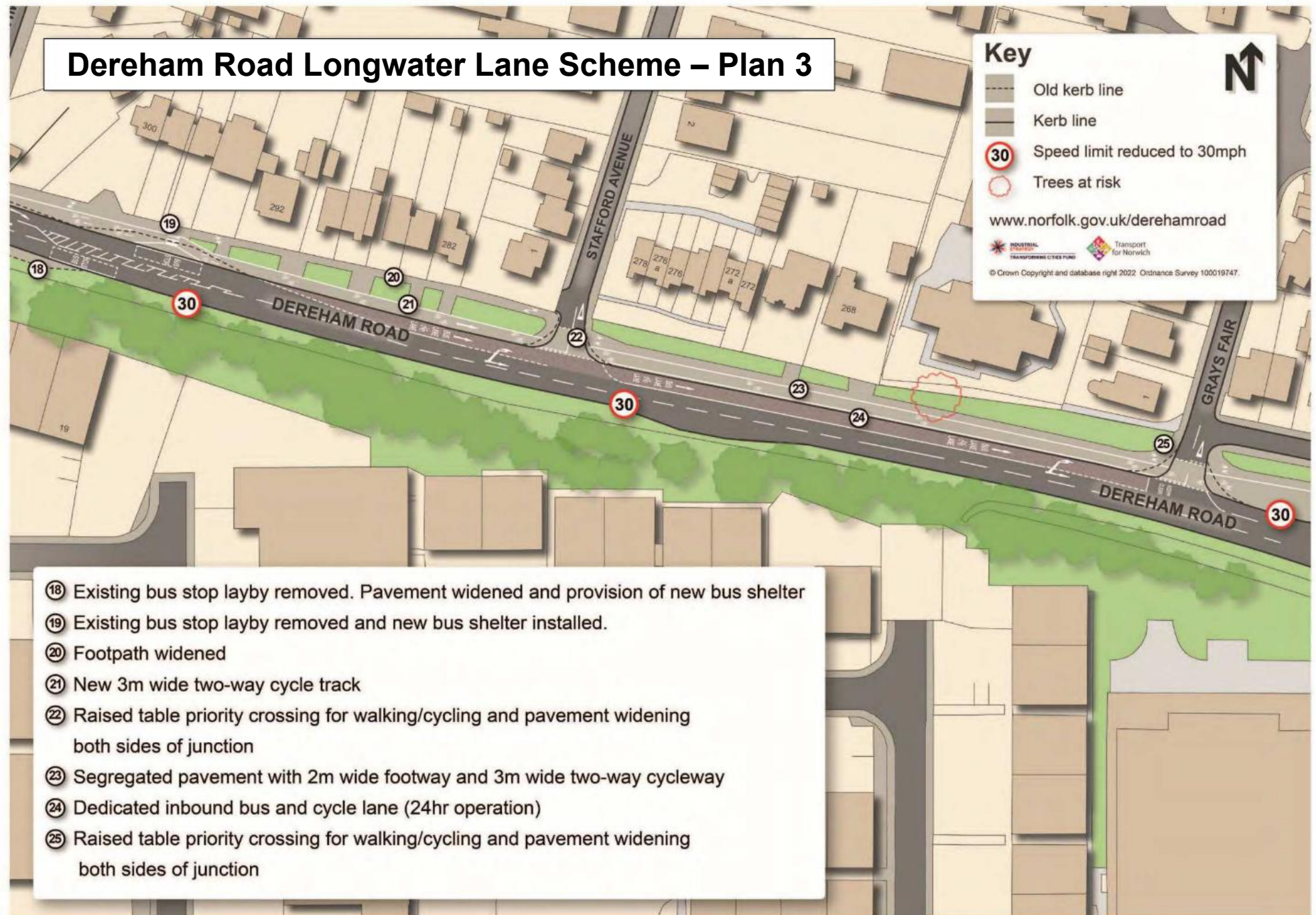
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- ① Speed limit reduced to 30mph along length of Dereham Road
- ② New bus stop
- ③ Cycle link routed via residential street (20 mph speed limit)
- ④ Dedicated outbound bus and cycle lane (24hr operation)
- ⑤ Bollards to prevent verge parking
- ⑥ Existing bus stop removed
- ⑦ Existing bus stop layby removed and footpath created
- ⑧ Pavement widening on the north side of Dereham Road (up to 2m where possible)
- ⑨ Pavement widened

Dereham Road Longwater Lane Scheme – Plan 2



Dereham Road Longwater Lane Scheme – Plan 3



Norfolk County Council

Your views on proposed changes to Dereham Road (Longwater Lane Scheme)

<https://norfolk.citizenspace.com/environment-transport-and-development/yourviewsonchangestoderehamroadlongwaterlanescheme>

This report was created on Thursday 01 December 2022 at 08:23

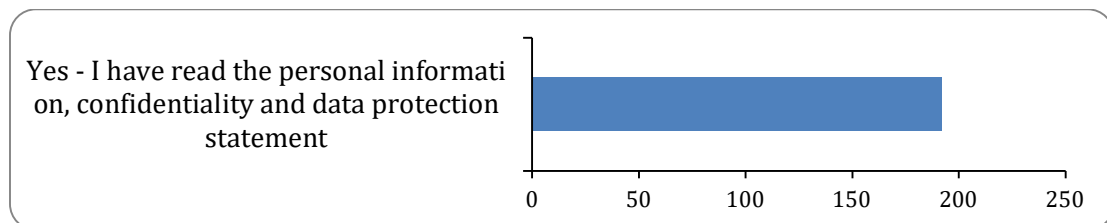
The activity ran from 01/11/2022 to 30/11/2022

Responses to this survey: **192**

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

Data protection agreement

There were 192 responses to this part of the question.

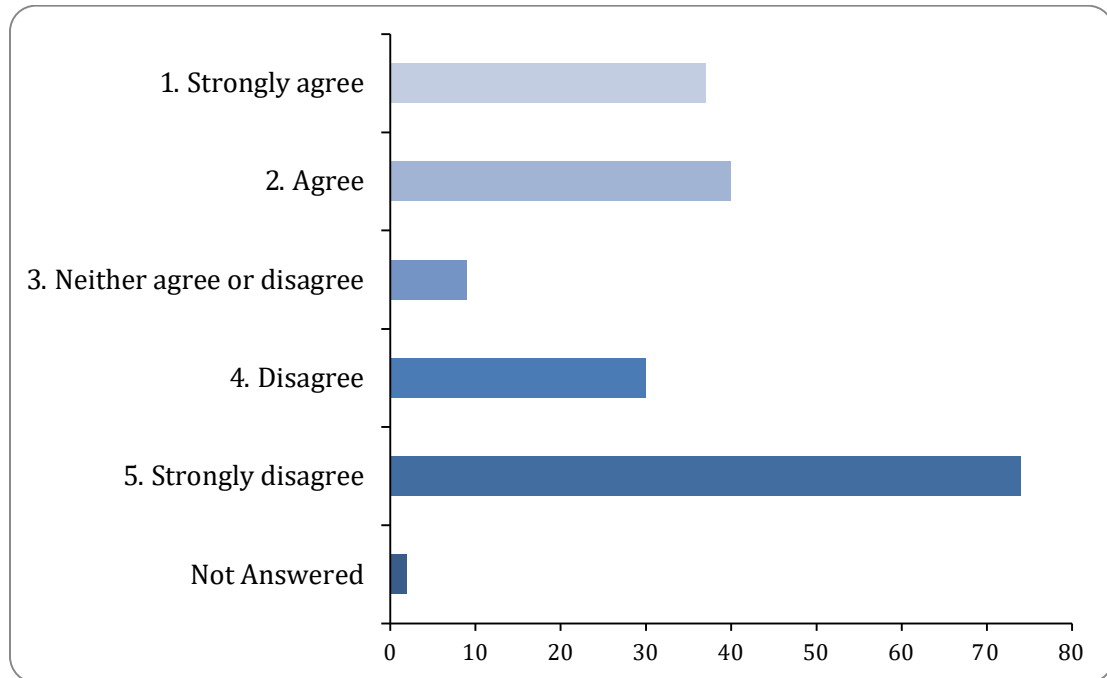


Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	192	100.00%
Not Answered	0	0.00%

To what extent do you agree with the overall aims of this proposal? (please select one answer only)

Support for Aims

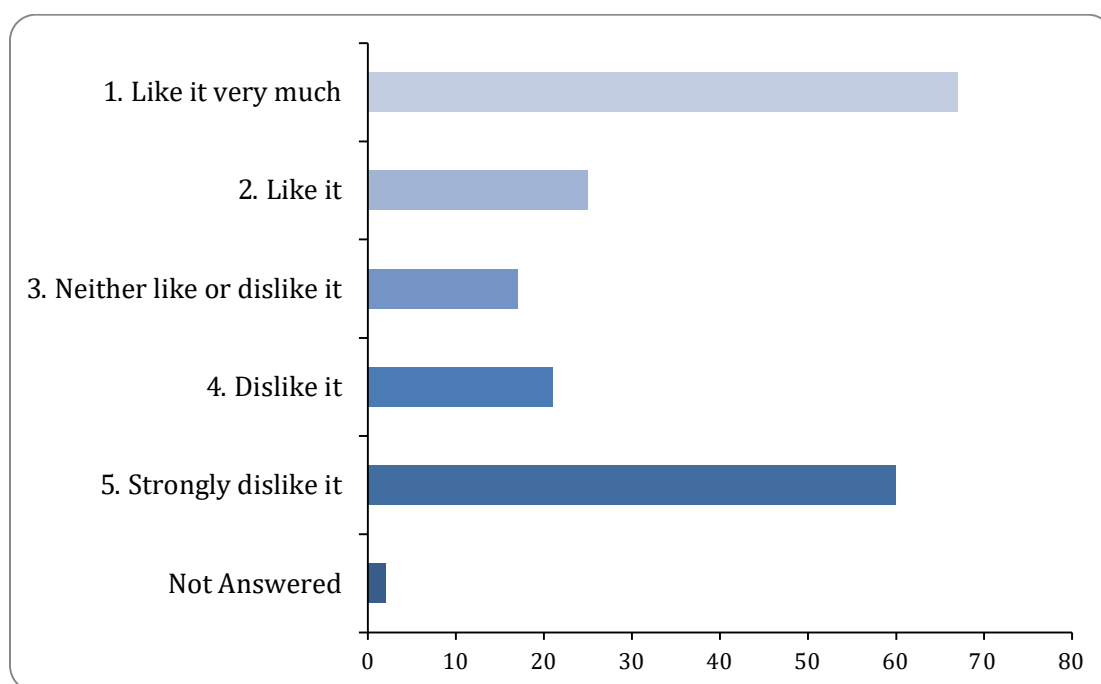
There were 190 responses to this part of the question.



Option	Total	Percent
1. Strongly agree	37	19.27%
2. Agree	40	20.83%
3. Neither agree or disagree	9	4.69%
4. Disagree	30	15.62%
5. Strongly disagree	74	38.54%
Not Answered	2	1.04%

1: Speed limit on Dereham Road between Longwater Lane and Norwich Road reduced from 40mph to 30mph. To what extent do you like or dislike this element of the proposal? (Please select only one item)
speed limit decrease

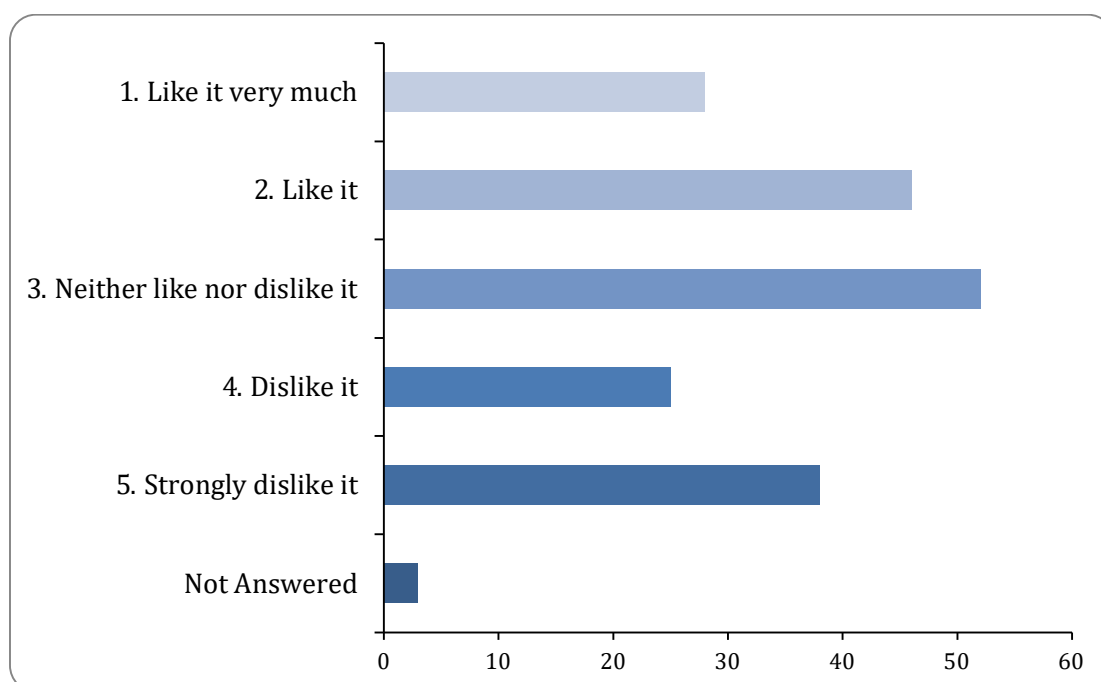
There were 190 responses to this part of the question.



Option	Total	Percent
1. Like it very much	67	34.90%
2. Like it	25	13.02%
3. Neither like or dislike it	17	8.85%
4. Dislike it	21	10.94%
5. Strongly dislike it	60	31.25%
Not Answered	2	1.04%

2: A new (additional) bus stop is to be provided near the Longwater Lane junction (to form a pair with the existing adjacent bus stop outside the Roundwell Medical Centre). To what extent do you like or dislike this element of the proposal?
new bus stop

There were 189 responses to this part of the question.

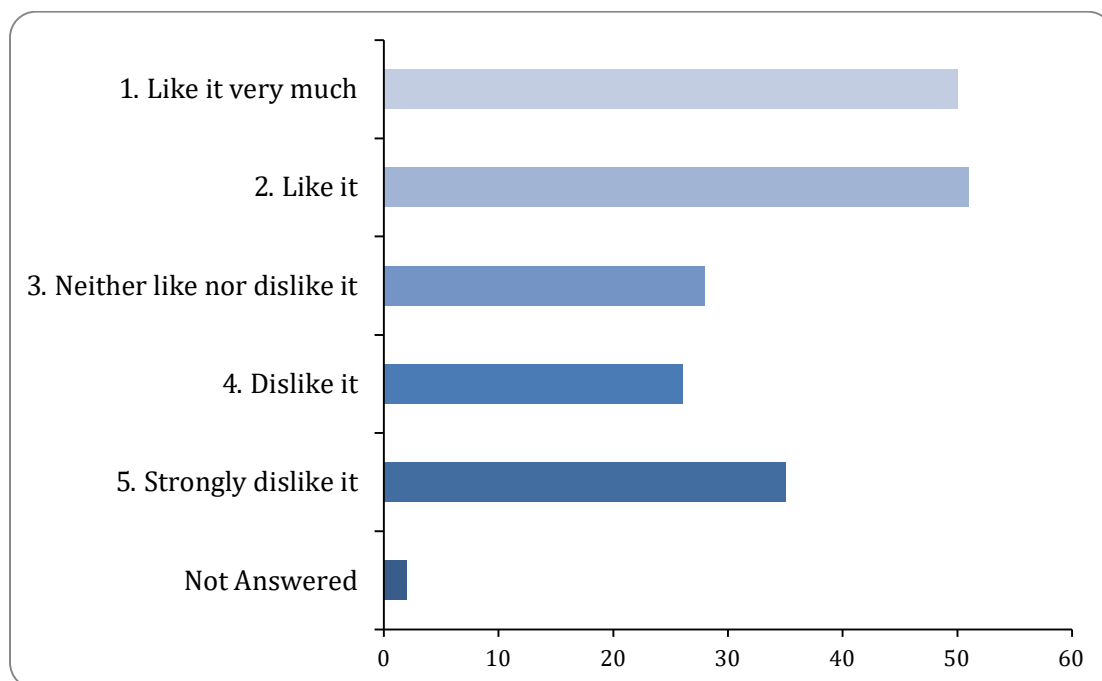


Option	Total	Percent
1. Like it very much	28	14.58%
2. Like it	46	23.96%
3. Neither like nor dislike it	52	27.08%
4. Dislike it	25	13.02%
5. Strongly dislike it	38	19.79%
Not Answered	3	1.56%

3: Provide a link through the existing grass verge for those cycling on the north side to join the eastern end of the old Dereham Road (in both directions) which is a residential street subject to a 20mph speed limit. To what extent do you like or dislike this element?

cycle link

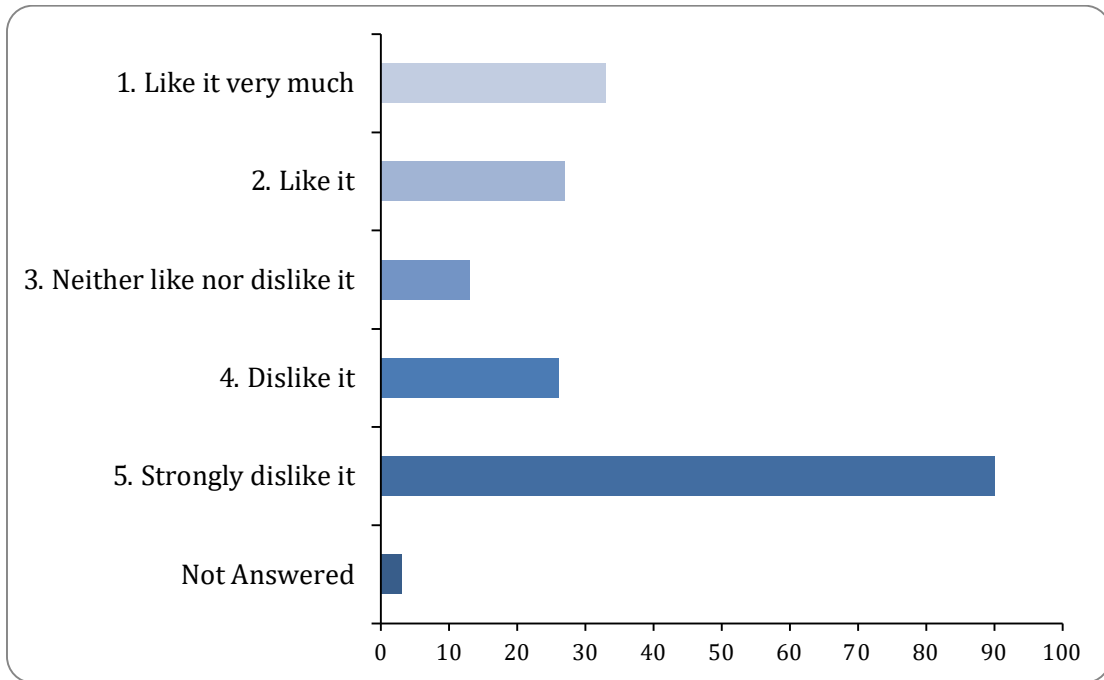
There were 190 responses to this part of the question.



Option	Total	Percent
1. Like it very much	50	26.04%
2. Like it	51	26.56%
3. Neither like nor dislike it	28	14.58%
4. Dislike it	26	13.54%
5. Strongly dislike it	35	18.23%
Not Answered	2	1.04%

4: A dedicated outbound bus and cycle lane (24-hour operation) is to be introduced from 50m east of Horseshoe Close to Longwater Lane by reallocating the existing carriageway space without affecting the number of the existing traffic lanes. To what extent do you like or dislike this element?
outbound bus lane

There were 189 responses to this part of the question.

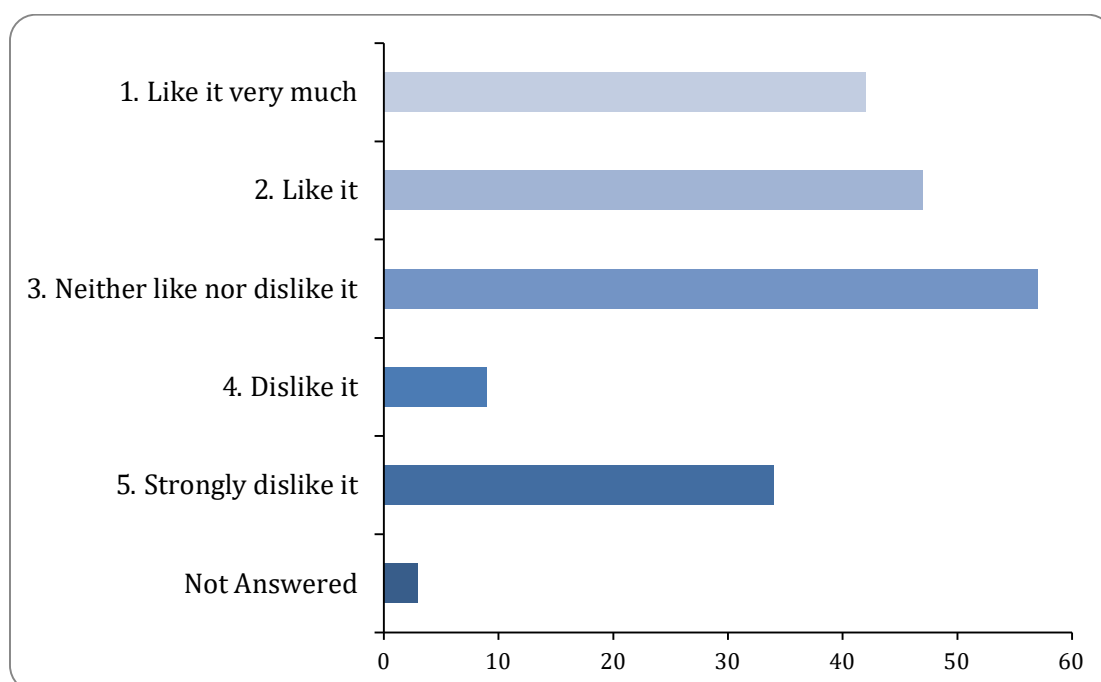


Option	Total	Percent
1. Like it very much	33	17.19%
2. Like it	27	14.06%
3. Neither like nor dislike it	13	6.77%
4. Dislike it	26	13.54%
5. Strongly dislike it	90	46.88%
Not Answered	3	1.56%

5: Bollards to be installed along the grass verge of the eastern end of the old Dereham Road to prevent verge parking on the residential street. To what extent do you like or dislike this element?

Bollards

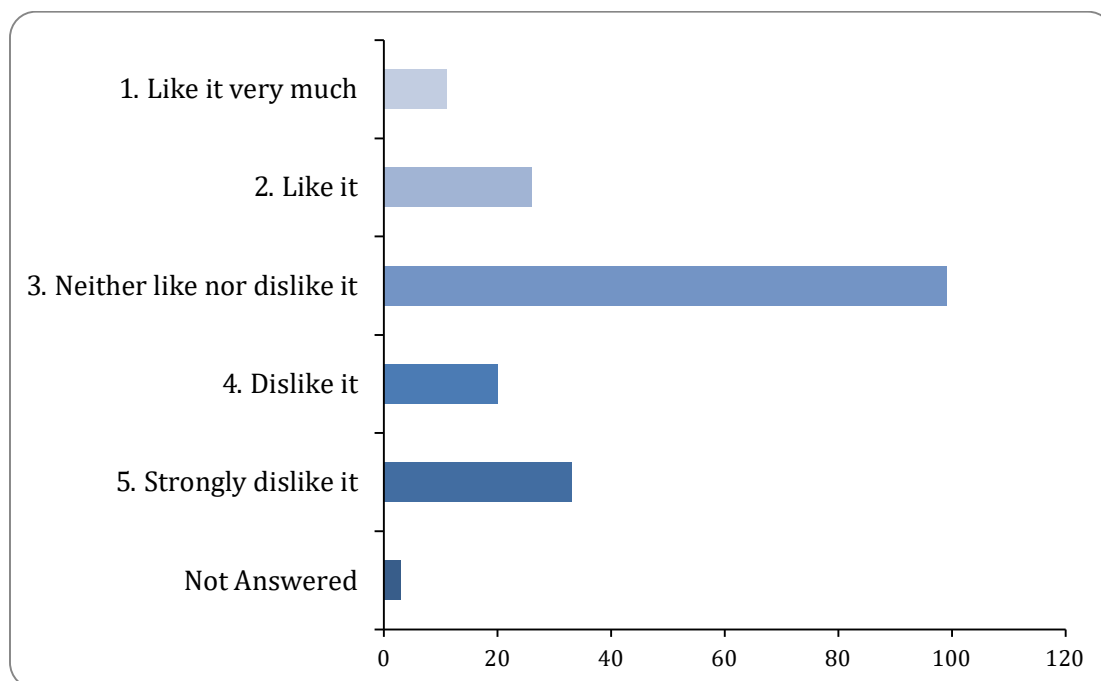
There were 189 responses to this part of the question.



Option	Total	Percent
1. Like it very much	42	21.88%
2. Like it	47	24.48%
3. Neither like nor dislike it	57	29.69%
4. Dislike it	9	4.69%
5. Strongly dislike it	34	17.71%
Not Answered	3	1.56%

6: Existing bus stop removed from south side of Dereham Road (west of Millcroft Close). To what extent do you like or dislike this element?
bus stop removed

There were 189 responses to this part of the question.

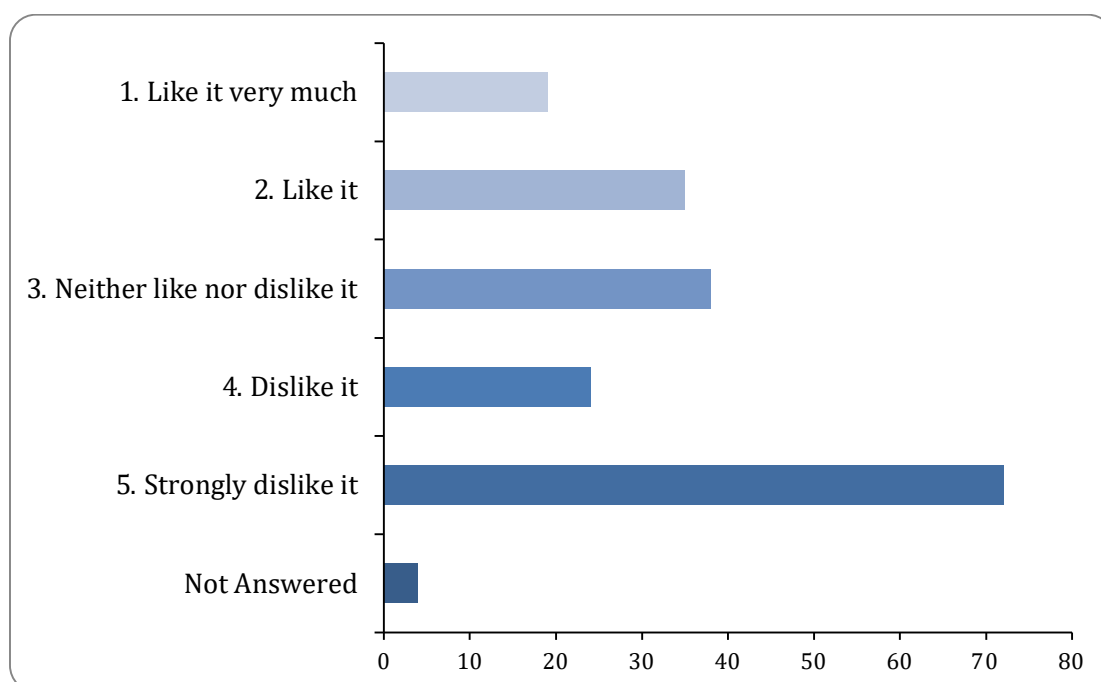


Option	Total	Percent
1. Like it very much	11	5.73%
2. Like it	26	13.54%
3. Neither like nor dislike it	99	51.56%
4. Dislike it	20	10.42%
5. Strongly dislike it	33	17.19%
Not Answered	3	1.56%

7: Existing bus stop lay-by filled in and converted to kerbside stop with improved facilities. A footpath is provided through the grass verge to link the old Dereham Road and the bus stop (west of Millcroft Close). To what extent do you like or dislike this element?

bus stop converted to kerbside stop

There were 188 responses to this part of the question.

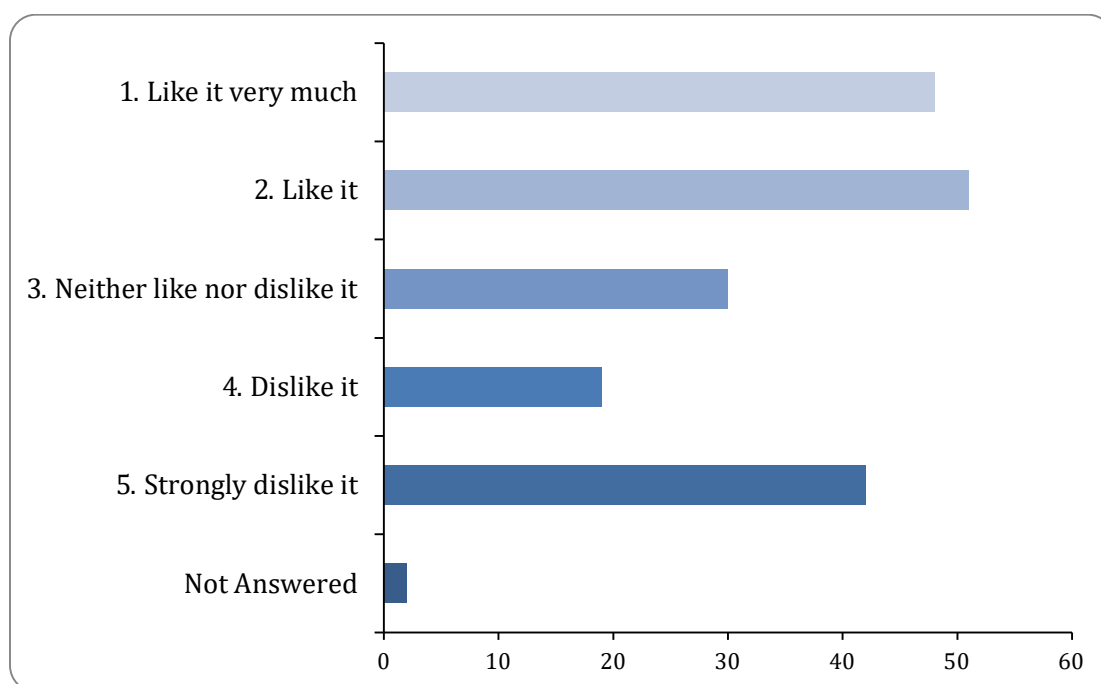


Option	Total	Percent
1. Like it very much	19	9.90%
2. Like it	35	18.23%
3. Neither like nor dislike it	38	19.79%
4. Dislike it	24	12.50%
5. Strongly dislike it	72	37.50%
Not Answered	4	2.08%

8: Widen the existing footpath along the north side of Dereham Road (Longwater Lane to Richmond Road) up to 2 metres where possible. To what extent do you like or dislike this element?

widen pavement

There were 190 responses to this part of the question.



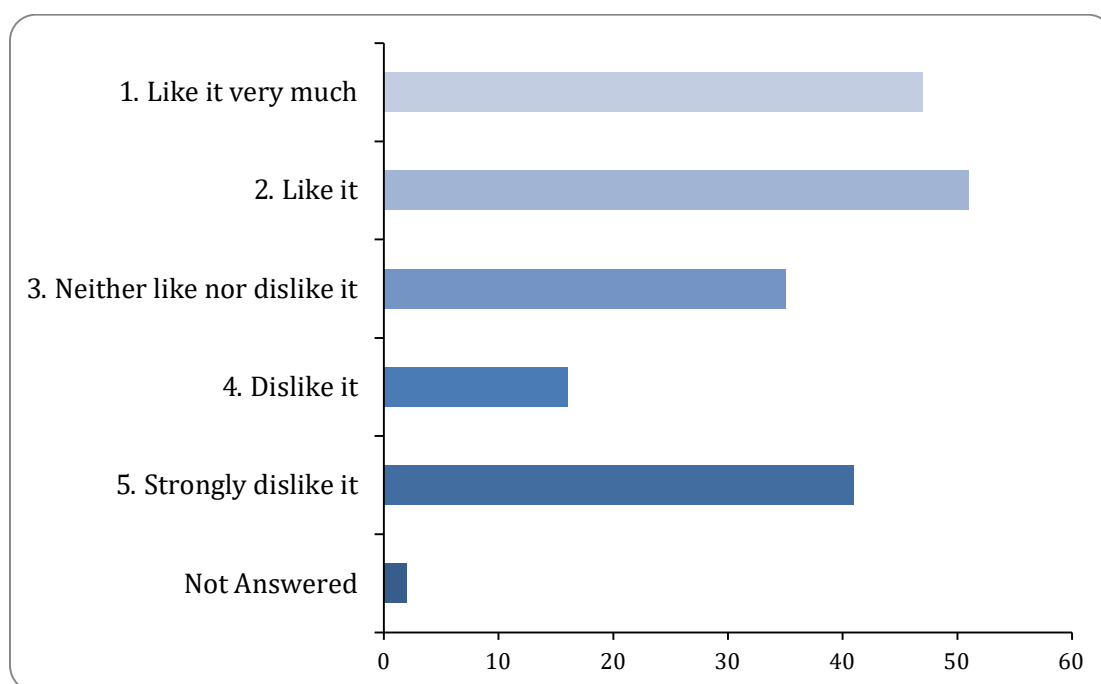
Option	Total	Percent
1. Like it very much	48	25.00%
2. Like it	51	26.56%
3. Neither like nor dislike it	30	15.62%
4. Dislike it	19	9.90%
5. Strongly dislike it	42	21.88%
Not Answered	2	1.04%

9: Widen footpath on the south side of Dereham Road west of Millcroft Close.

To what extent do you like or dislike this element?

widen pavement

There were 190 responses to this part of the question.



Option	Total	Percent
1. Like it very much	47	24.48%
2. Like it	51	26.56%
3. Neither like nor dislike it	35	18.23%
4. Dislike it	16	8.33%
5. Strongly dislike it	41	21.35%
Not Answered	2	1.04%

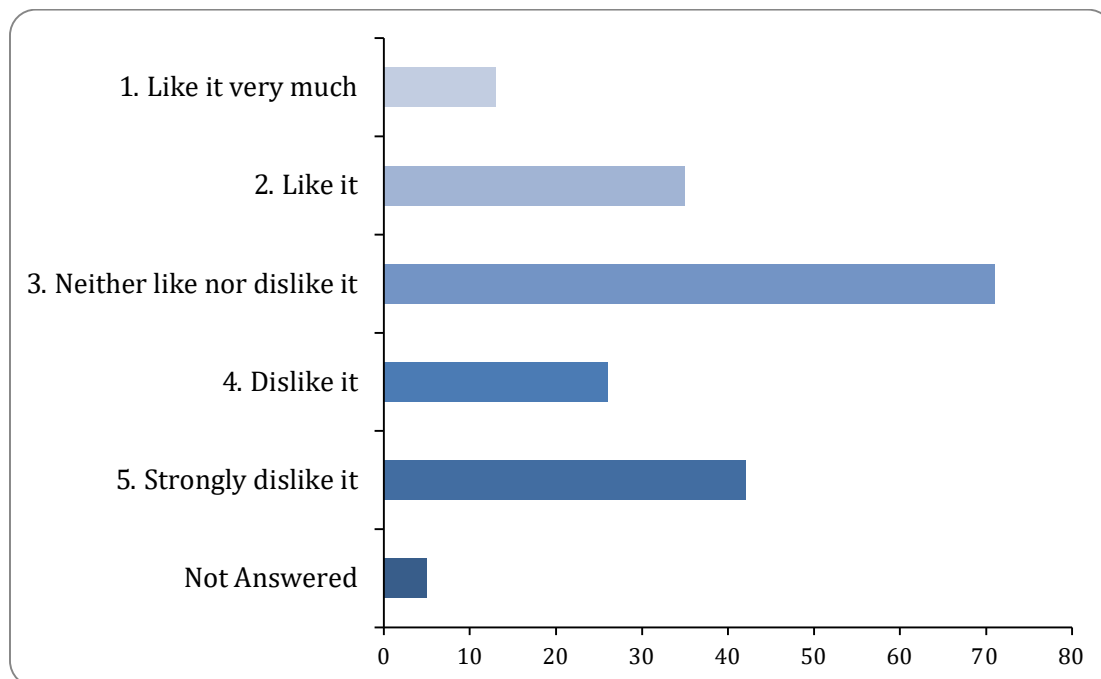
Based on the answers you have given

Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (Limited to 500 characters)

There were 145 responses to this part of the question.

10: The existing bus stop on the southern side of Dereham Road is to be removed and replaced by a new bus stop in front of Horseshoe Close (with the eastern access of this junction closed and converted to a new section of footpath). To what extent do you like or dislike this element?
new bus stop horseshoe close

There were 187 responses to this part of the question.

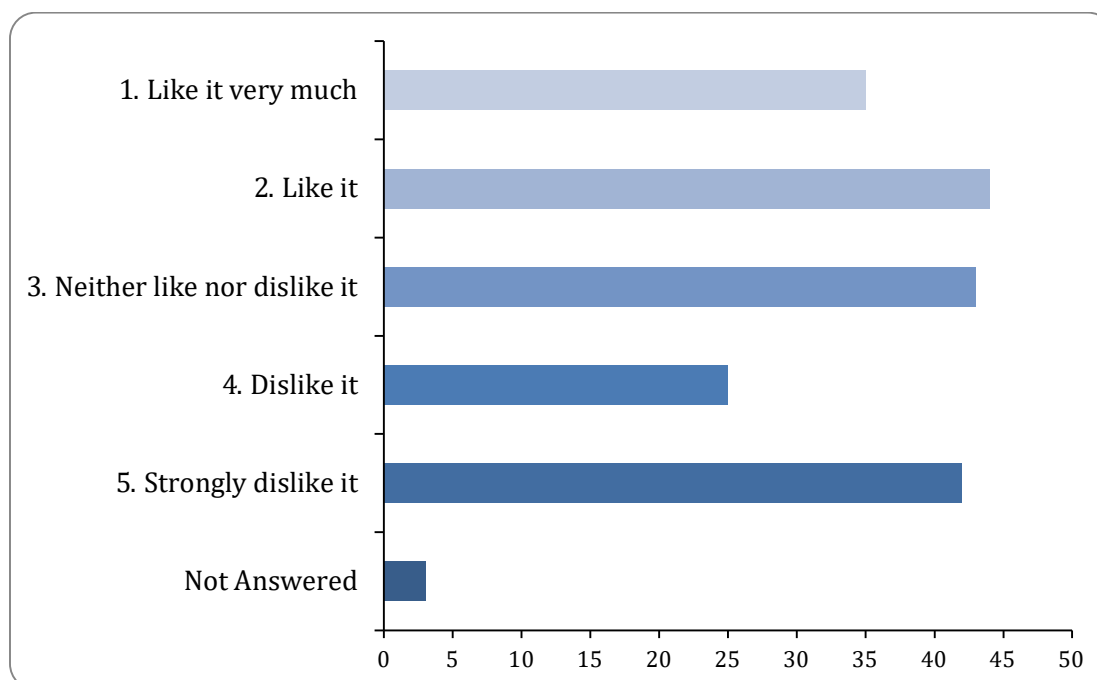


Option	Total	Percent
1. Like it very much	13	6.77%
2. Like it	35	18.23%
3. Neither like nor dislike it	71	36.98%
4. Dislike it	26	13.54%
5. Strongly dislike it	42	21.88%
Not Answered	5	2.60%

11: The side road junction with Folwell Road is to be realigned with changed priority; cyclists will be able to re-join the segregated footpath/cycleway along the main Dereham Road at the eastern end of the old Dereham Road. To what extent do you like or dislike this element?

side road realigned

There were 189 responses to this part of the question.

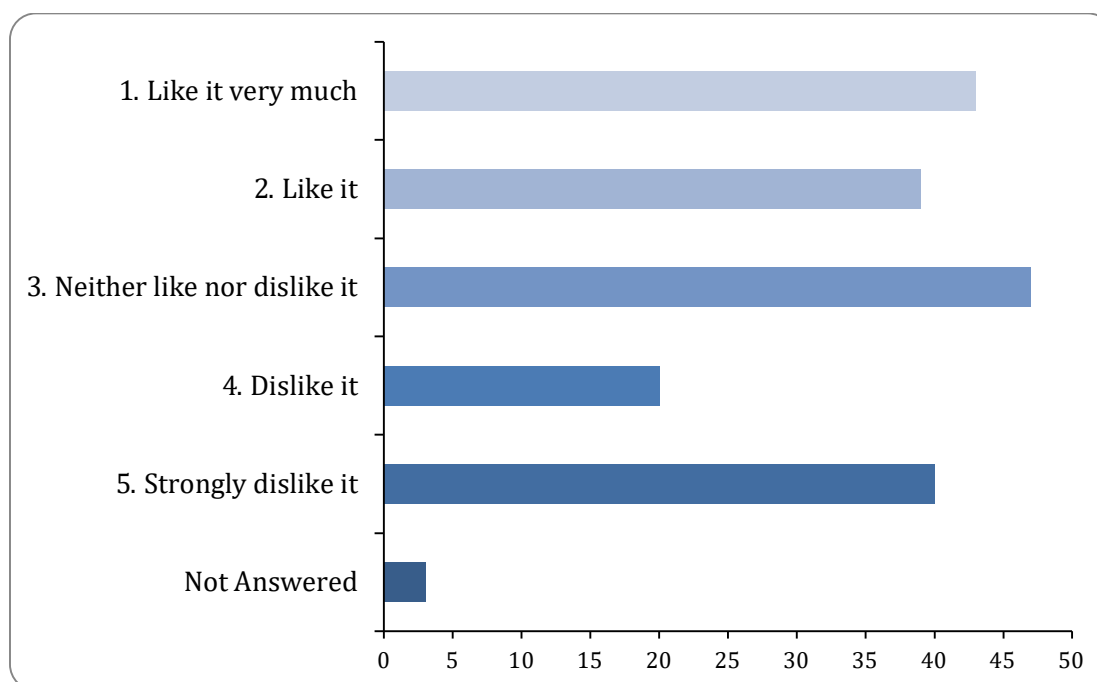


Option	Total	Percent
1. Like it very much	35	18.23%
2. Like it	44	22.92%
3. Neither like nor dislike it	43	22.40%
4. Dislike it	25	13.02%
5. Strongly dislike it	42	21.88%
Not Answered	3	1.56%

12: All cycles join a section of dedicated two-way cycle track to the west of Richmond Road which runs adjacent to the footpath. To what extent do you like or dislike this element?

cycleway

There were 189 responses to this part of the question.

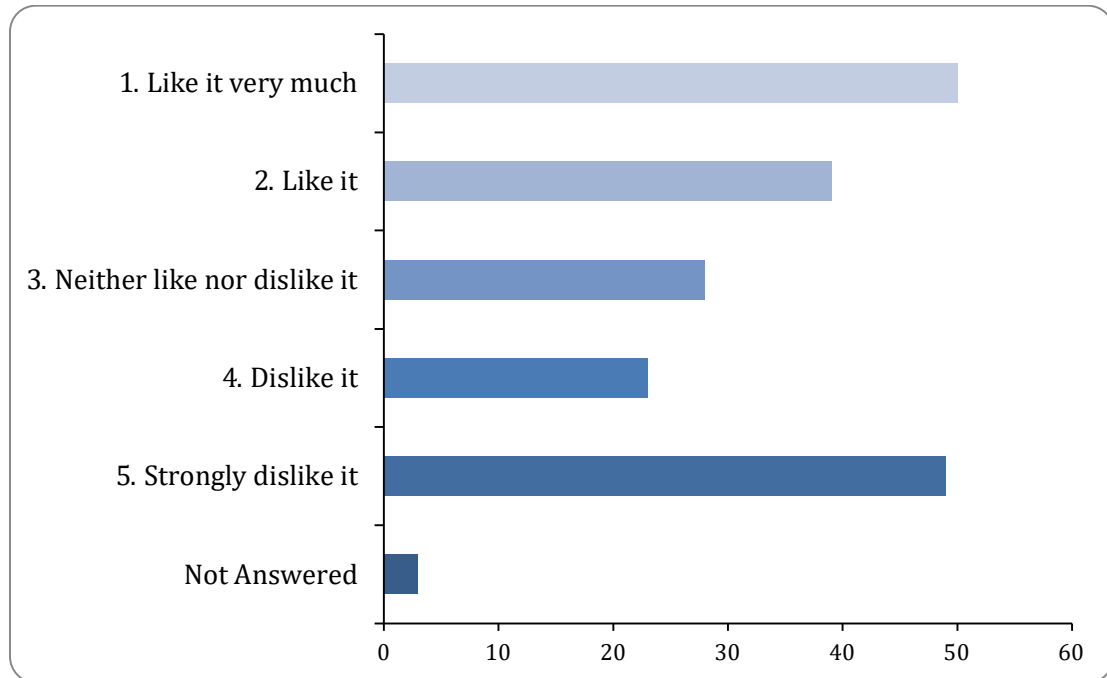


Option	Total	Percent
1. Like it very much	43	22.40%
2. Like it	39	20.31%
3. Neither like nor dislike it	47	24.48%
4. Dislike it	20	10.42%
5. Strongly dislike it	40	20.83%
Not Answered	3	1.56%

13: Existing push button crossing upgraded to a wider single stage shared use crossing suitable for those on foot or bike. Traffic island remodelled to prevent traffic turning right out of Richmond Road. To what extent do you like or dislike this element?

no right turn

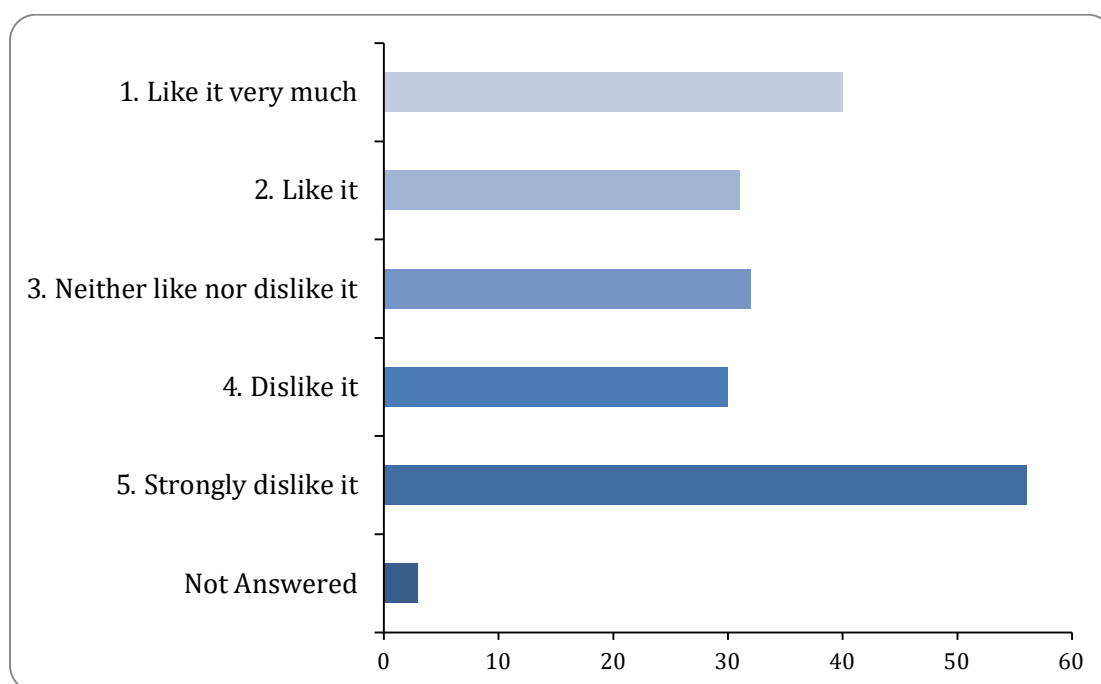
There were 189 responses to this part of the question.



Option	Total	Percent
1. Like it very much	50	26.04%
2. Like it	39	20.31%
3. Neither like nor dislike it	28	14.58%
4. Dislike it	23	11.98%
5. Strongly dislike it	49	25.52%
Not Answered	3	1.56%

14: The entrance of Richmond Road is to be tightened with the footways widened on both sides and converted to shared use footpath/cycleway. A raised table crossing with priority for walking/cycling is also proposed (see point 15 below). To what extent do you like or dislike this element?
entrance tightened

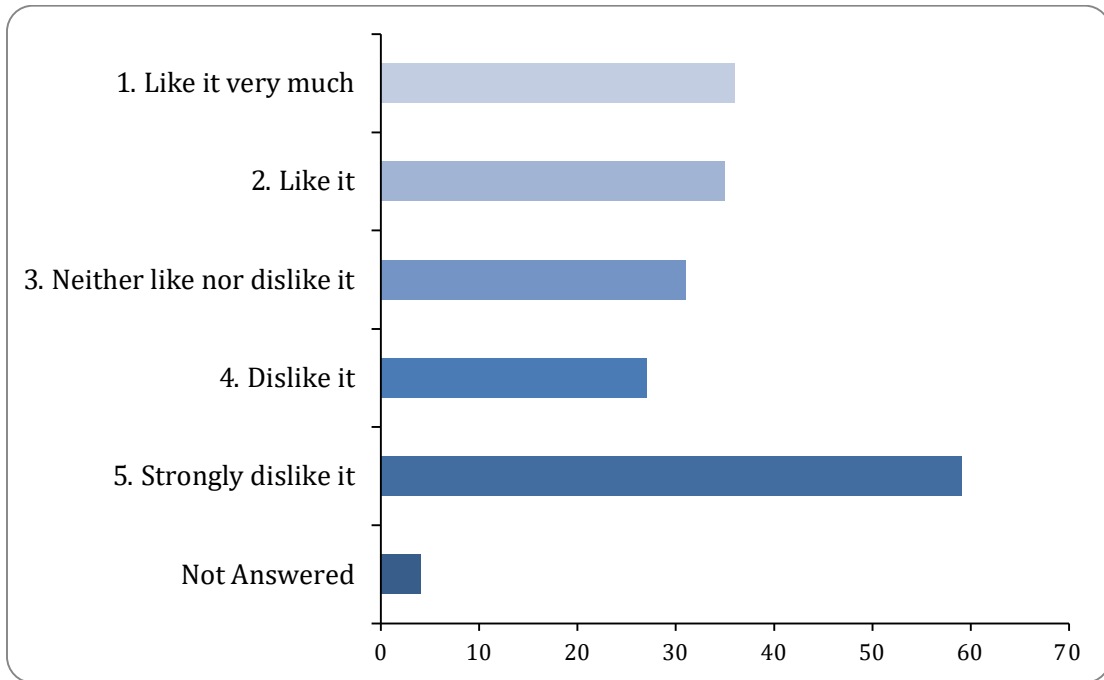
There were 189 responses to this part of the question.



Option	Total	Percent
1. Like it very much	40	20.83%
2. Like it	31	16.15%
3. Neither like nor dislike it	32	16.67%
4. Dislike it	30	15.62%
5. Strongly dislike it	56	29.17%
Not Answered	3	1.56%

15: Install a raised table crossing across the Richmond Road junction. To what extent do you like or dislike this element?
raised crossing

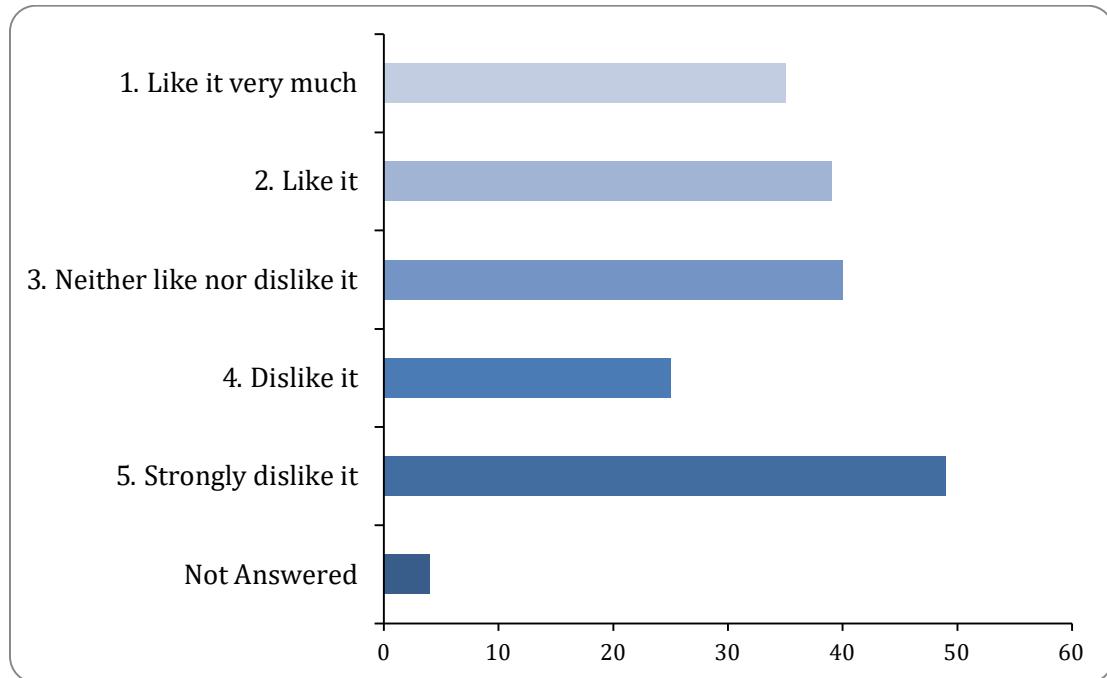
There were 188 responses to this part of the question.



Option	Total	Percent
1. Like it very much	36	18.75%
2. Like it	35	18.23%
3. Neither like nor dislike it	31	16.15%
4. Dislike it	27	14.06%
5. Strongly dislike it	59	30.73%
Not Answered	4	2.08%

16: South side of the East Hills Road/Richmond Road junction is to be tightened by widening the footpath. To what extent do you like or dislike this element?
widening of footway east hills

There were 188 responses to this part of the question.

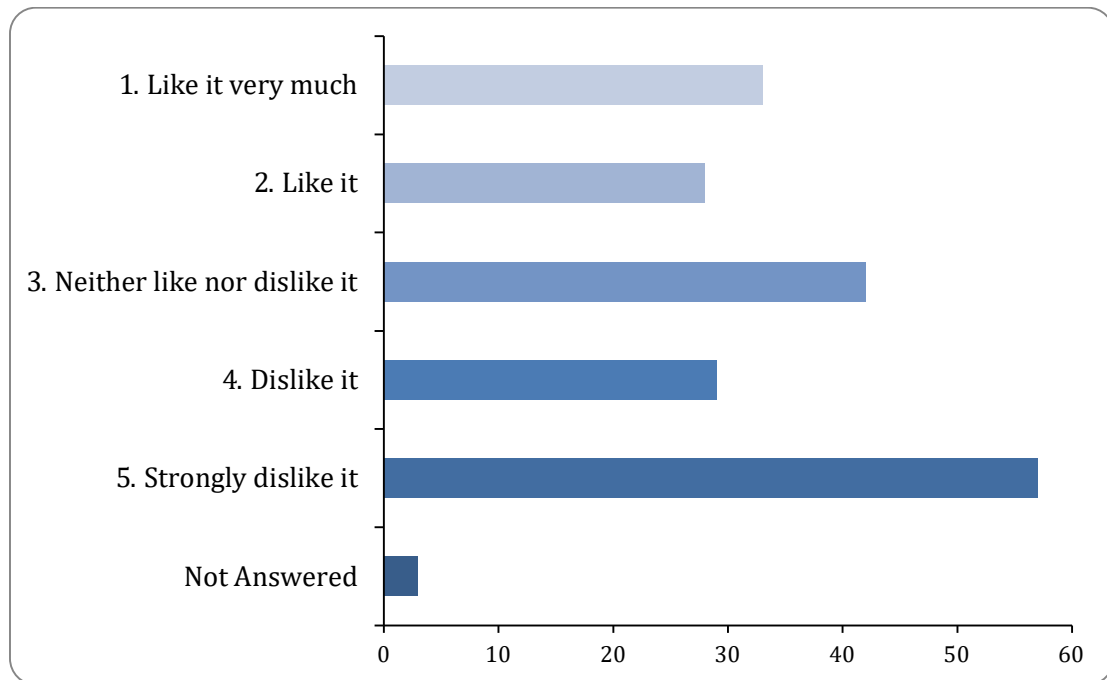


Option	Total	Percent
1. Like it very much	35	18.23%
2. Like it	39	20.31%
3. Neither like nor dislike it	40	20.83%
4. Dislike it	25	13.02%
5. Strongly dislike it	49	25.52%
Not Answered	4	2.08%

17: Install new traffic calming measures on Richmond Road - chicanes and cycle markings (chicanes located outside No's 20, 23, 40/42 and 45/47). To what extent do you like or dislike this element?

traffic calming

There were 189 responses to this part of the question.



Option	Total	Percent
1. Like it very much	33	17.19%
2. Like it	28	14.58%
3. Neither like nor dislike it	42	21.88%
4. Dislike it	29	15.10%
5. Strongly dislike it	57	29.69%
Not Answered	3	1.56%

Based on the answers you have given

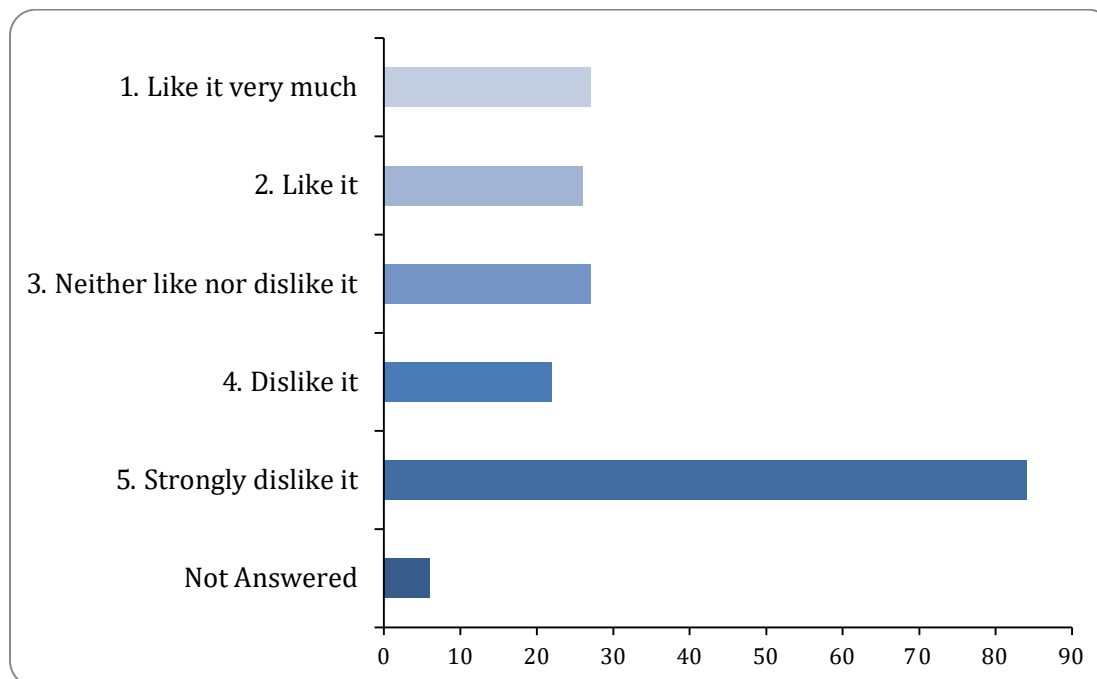
Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (limited to 500 characters)

There were 120 responses to this part of the question.

18: The existing bus stop lay-by on the south side of Dereham Road opposite the Richmond Road junction is to be filled in and converted to kerbside bus stop with improved facilities (widened footpath and new bus shelter). To what extent do you like or dislike this element?

kerbside bus stop

There were 186 responses to this part of the question.

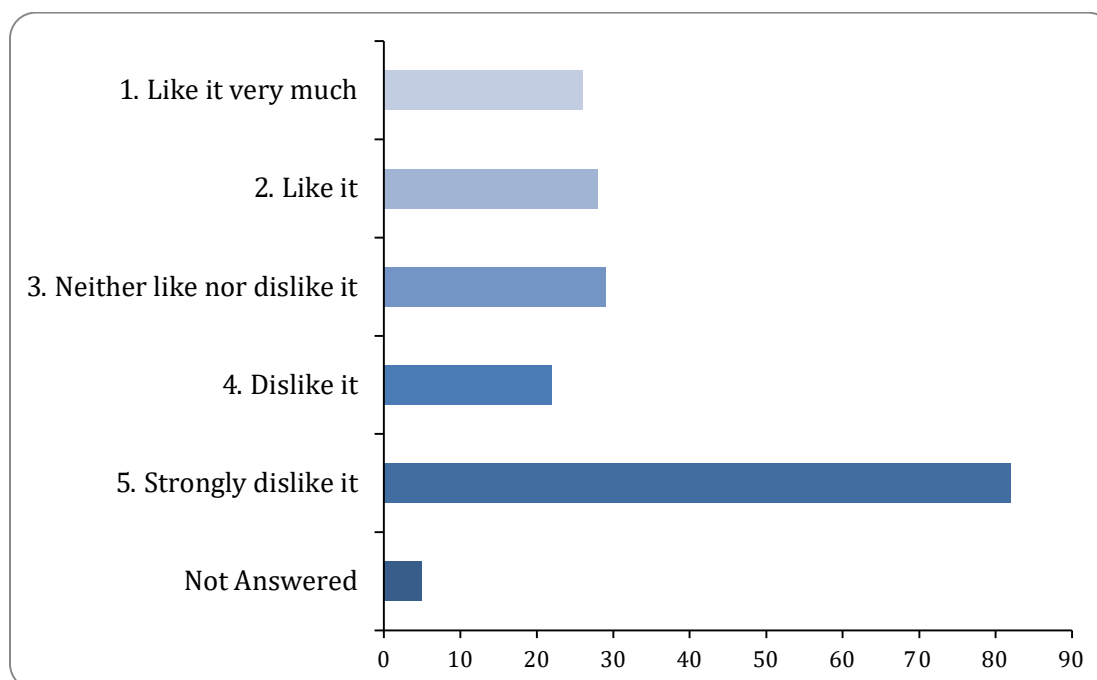


Option	Total	Percent
1. Like it very much	27	14.06%
2. Like it	26	13.54%
3. Neither like nor dislike it	27	14.06%
4. Dislike it	22	11.46%
5. Strongly dislike it	84	43.75%
Not Answered	6	3.12%

19: The existing bus stop lay-by on the north side of Dereham Road east of Richmond Road is to be filled in and converted to kerbside bus stop with improved bus stop facilities (widened footpath and new bus shelter). To what extent do you like or dislike this element?

bus stop improvements

There were 187 responses to this part of the question.

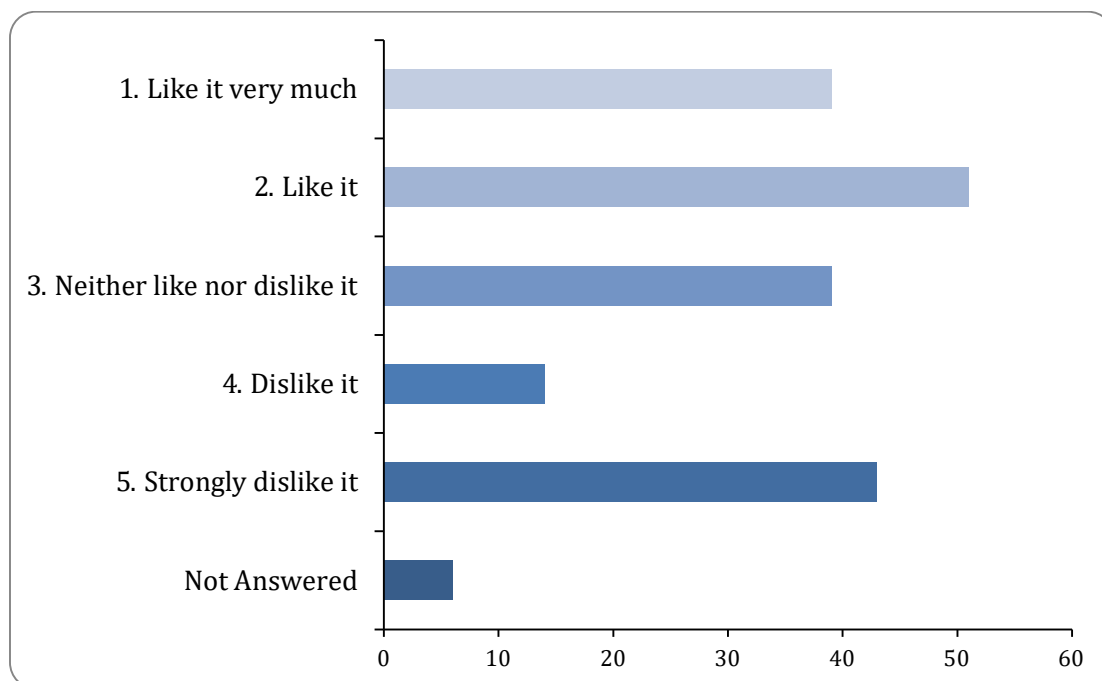


Option	Total	Percent
1. Like it very much	26	13.54%
2. Like it	28	14.58%
3. Neither like nor dislike it	29	15.10%
4. Dislike it	22	11.46%
5. Strongly dislike it	82	42.71%
Not Answered	5	2.60%

20: Footpath widened on north side between Richmond Road and Stafford Avenue. To what extent do you like or dislike this element?

footpath widened

There were 186 responses to this part of the question.

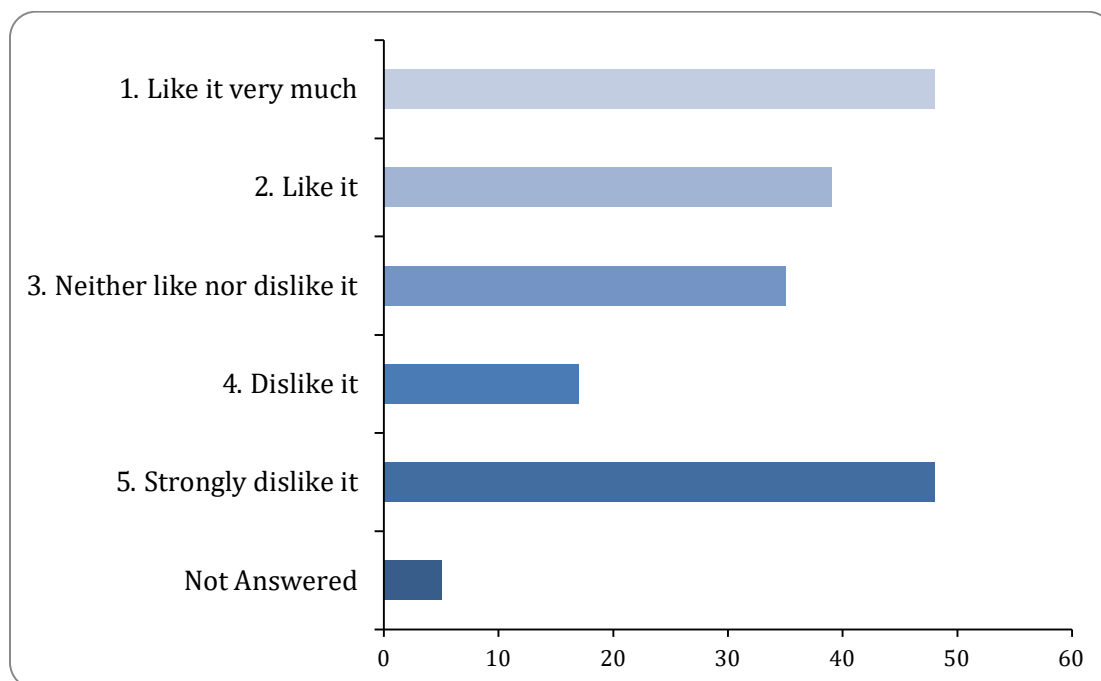


Option	Total	Percent
1. Like it very much	39	20.31%
2. Like it	51	26.56%
3. Neither like nor dislike it	39	20.31%
4. Dislike it	14	7.29%
5. Strongly dislike it	43	22.40%
Not Answered	6	3.12%

21: New section of 3m wide two-way cycle track on the north side of Dereham Road between Richmond Road and Stafford Avenue. Requires some grass verge removal but access to all driveways would be retained. To what extent do you like or dislike this element?

two- way cycle track

There were 187 responses to this part of the question.

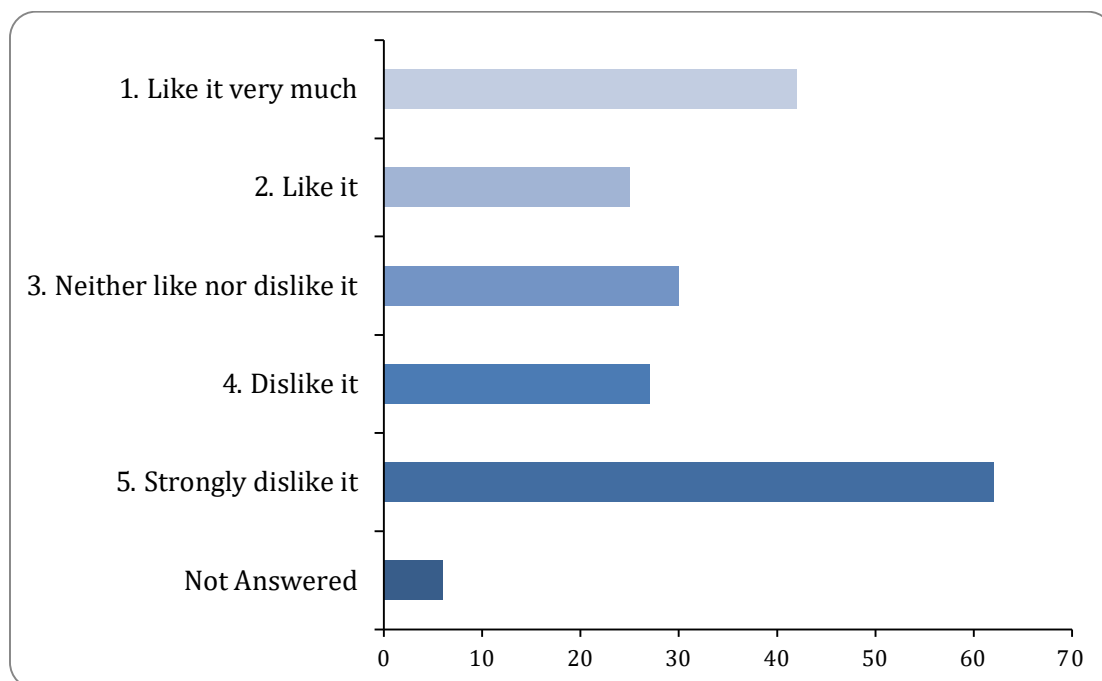


Option	Total	Percent
1. Like it very much	48	25.00%
2. Like it	39	20.31%
3. Neither like nor dislike it	35	18.23%
4. Dislike it	17	8.85%
5. Strongly dislike it	48	25.00%
Not Answered	5	2.60%

22: Tighten corners of the Stafford Avenue side road junction and provide a walk/cycle priority crossing on a raised table across the junction. To what extent do you like or dislike this element?

tighten corners

There were 186 responses to this part of the question.

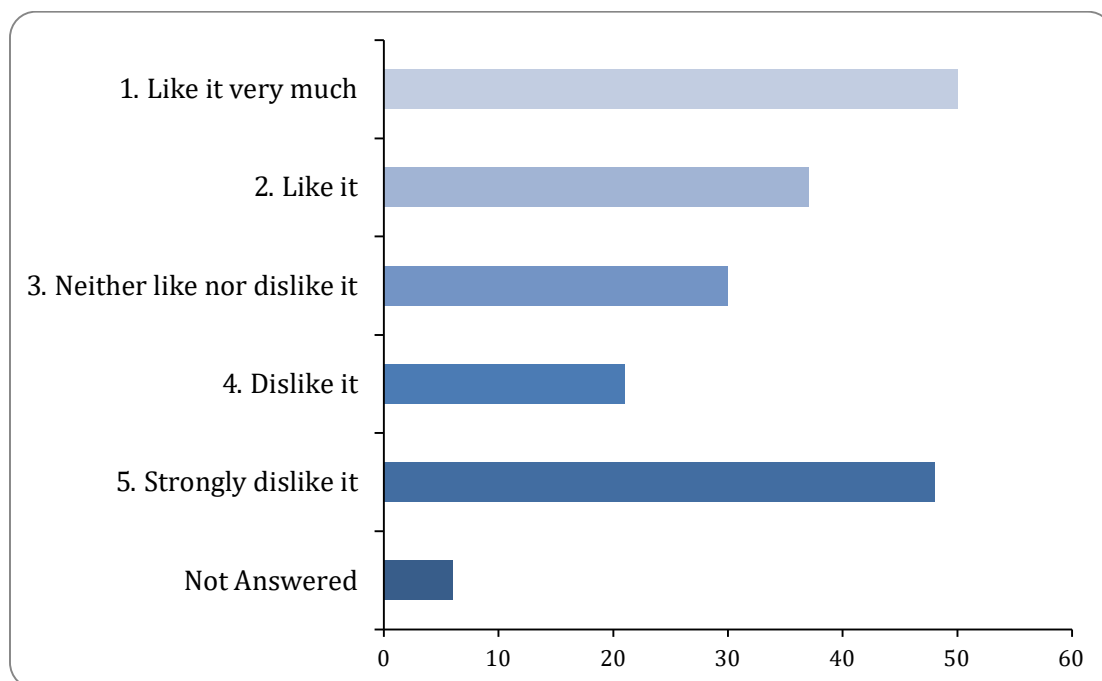


Option	Total	Percent
1. Like it very much	42	21.88%
2. Like it	25	13.02%
3. Neither like nor dislike it	30	15.62%
4. Dislike it	27	14.06%
5. Strongly dislike it	62	32.29%
Not Answered	6	3.12%

23: Segregated pavement with 2m footpath and 3m wide two-way cycle track on the north side of Dereham Road between Stafford Avenue and Grays Fair. To what extent do you like or dislike this element?

segregated pavement

There were 186 responses to this part of the question.

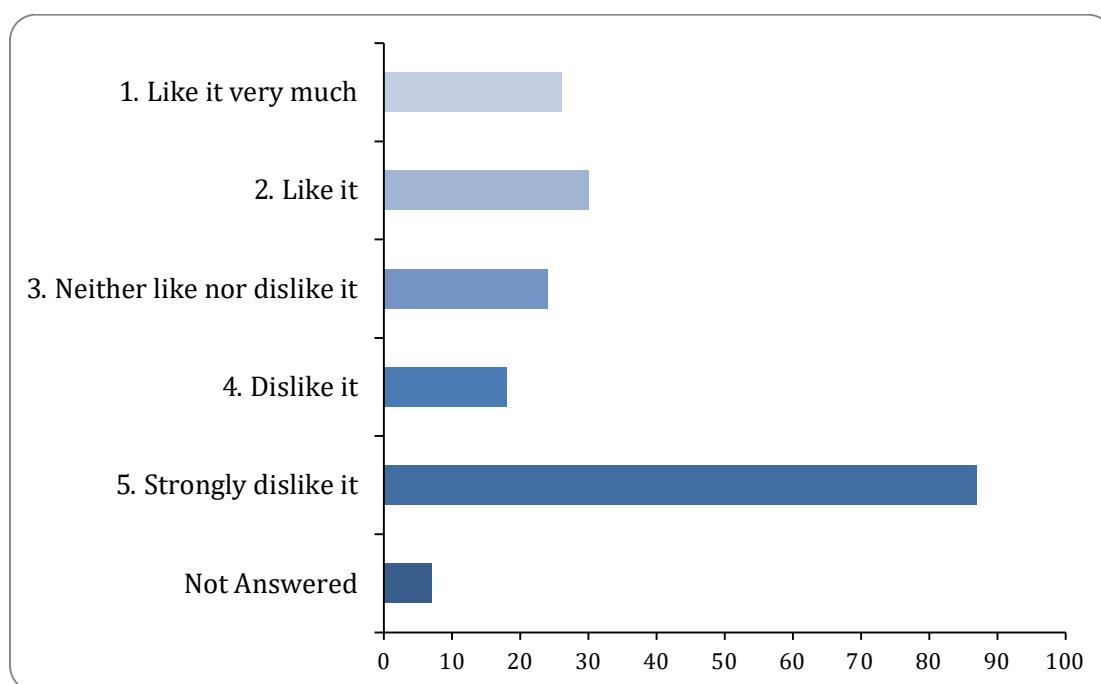


Option	Total	Percent
1. Like it very much	50	26.04%
2. Like it	37	19.27%
3. Neither like nor dislike it	30	15.62%
4. Dislike it	21	10.94%
5. Strongly dislike it	48	25.00%
Not Answered	6	3.12%

24: A dedicated inbound bus and cycle lane (24hr operation) is to be introduced (west of Stafford Avenue to Grays Fair) by reallocating the existing carriageway space without affecting the number of existing traffic lanes. To what extent do you like or dislike this element?

inbound bus lane

There were 185 responses to this part of the question.

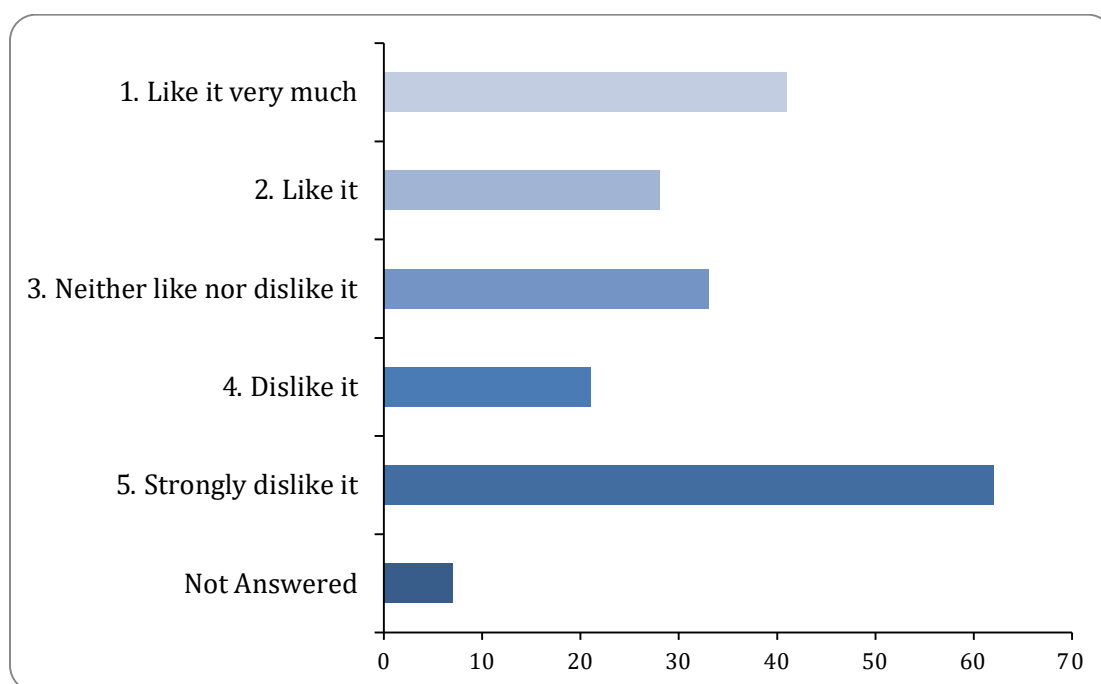


Option	Total	Percent
1. Like it very much	26	13.54%
2. Like it	30	15.62%
3. Neither like nor dislike it	24	12.50%
4. Dislike it	18	9.38%
5. Strongly dislike it	87	45.31%
Not Answered	7	3.65%

25: Tighten corners of the Grays Fair side road junction and provide a walk/cycle priority crossing on a raised table across the junction. To what extent do you like or dislike this element?

tighten corners

There were 185 responses to this part of the question.



Option	Total	Percent
1. Like it very much	41	21.35%
2. Like it	28	14.58%
3. Neither like nor dislike it	33	17.19%
4. Dislike it	21	10.94%
5. Strongly dislike it	62	32.29%
Not Answered	7	3.65%

Based on the answers you have given

Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (limited to 500 characters)

There were 117 responses to this part of the question.

Thank you for your responses so far. Please use this space if you have any other comments about the scheme (limited to 500 characters)

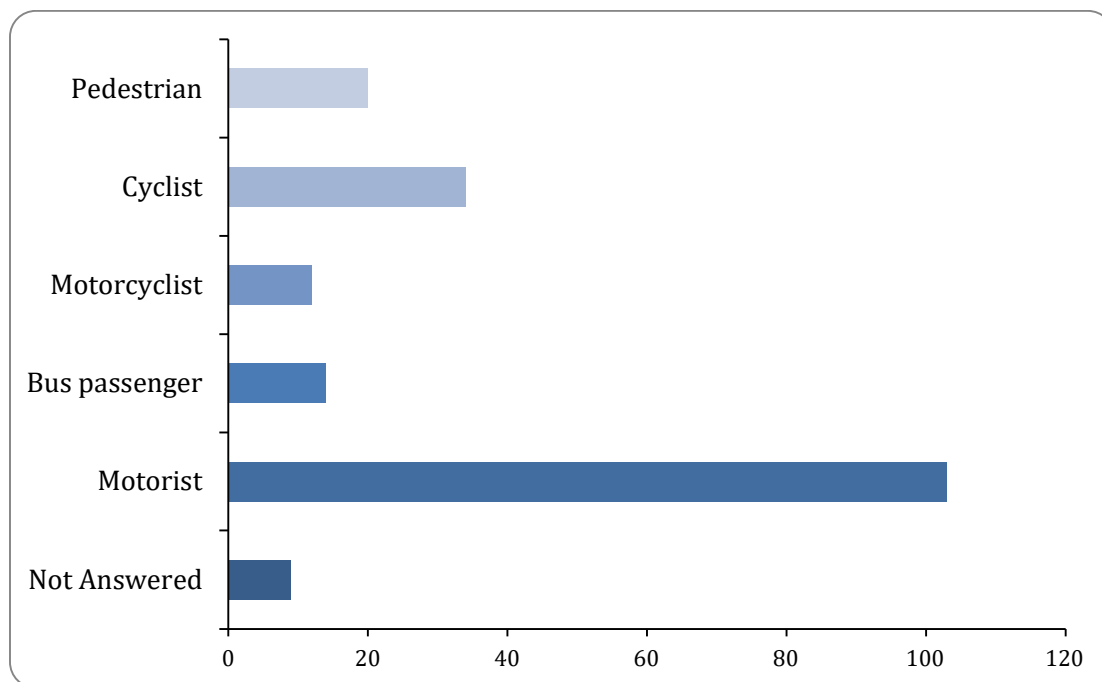
Any other comments

There were 110 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 183 responses to this part of the question.



Option	Total	Percent
Pedestrian	20	10.42%
Cyclist	34	17.71%
Wheelchair user	0	0.00%
Motorcyclist	12	6.25%
Bus passenger	14	7.29%
Motorist	103	53.65%
Not Answered	9	4.69%

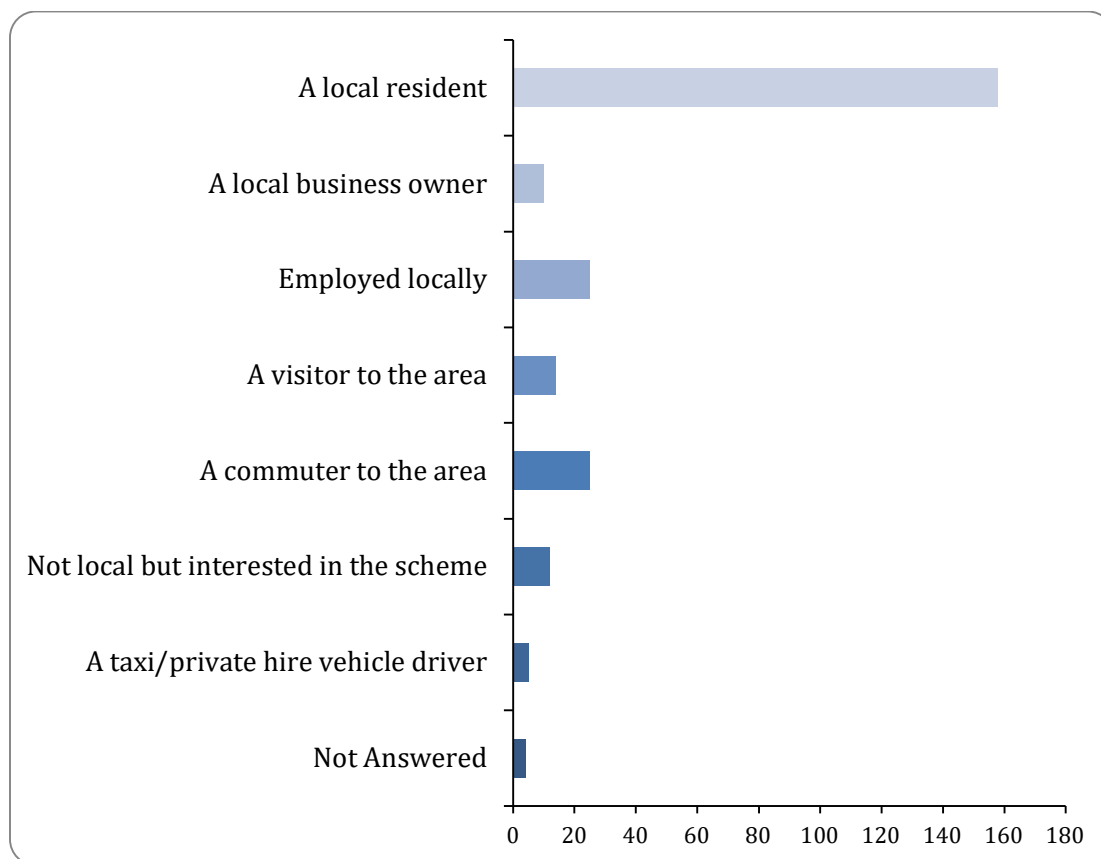
Other - please specify

There were 22 responses to this part of the question.

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

User groups

There were 188 responses to this part of the question.



Option	Total	Percent
A local resident	158	82.29%
A local business owner	10	5.21%
Employed locally	25	13.02%
A visitor to the area	14	7.29%
A commuter to the area	25	13.02%
Not local but interested in the scheme	12	6.25%
A taxi/private hire vehicle driver	5	2.60%
Not Answered	4	2.08%

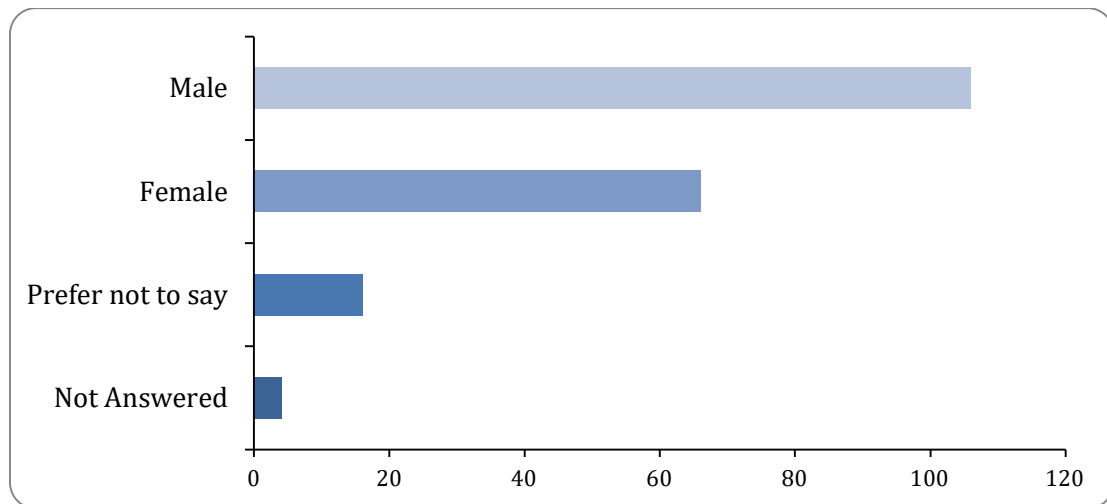
Other - please specify

There were 13 responses to this part of the question.

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

Gender

There were 188 responses to this part of the question.



Option	Total	Percent
Male	106	55.21%
Female	66	34.38%
Nonbinary	0	0.00%
Prefer not to say	16	8.33%
Not Answered	4	2.08%

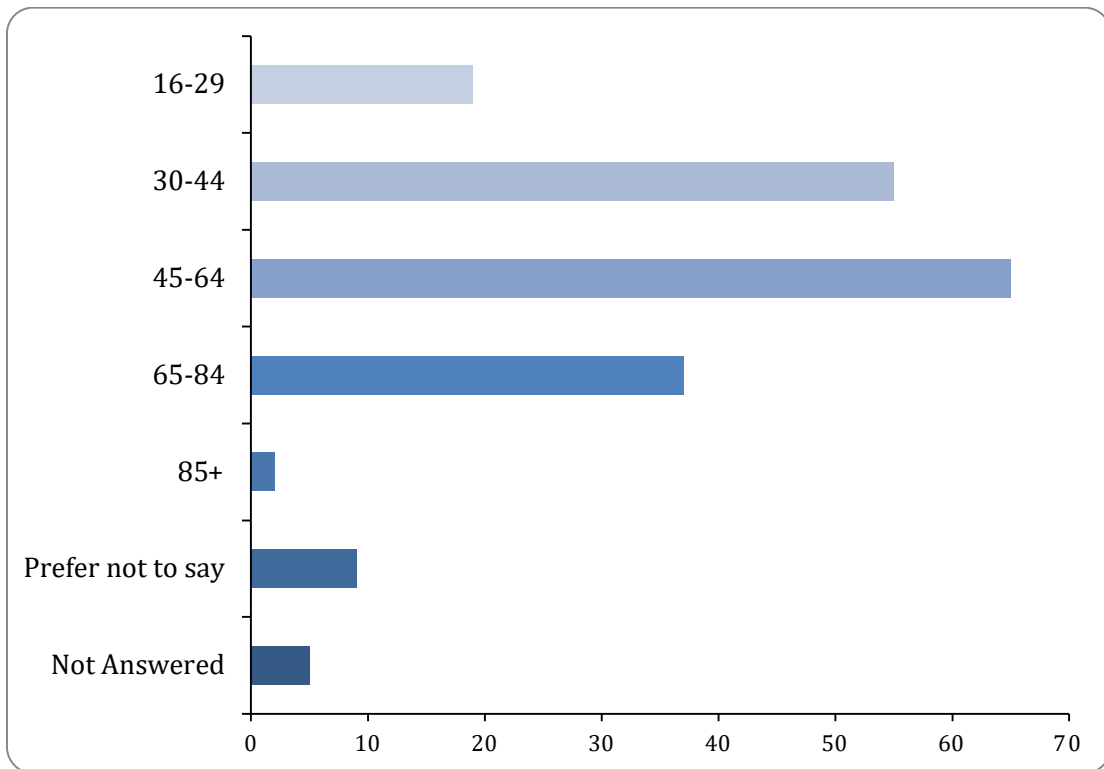
Other - please specify

There were 5 responses to this part of the question.

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

Age

There were 187 responses to this part of the question.



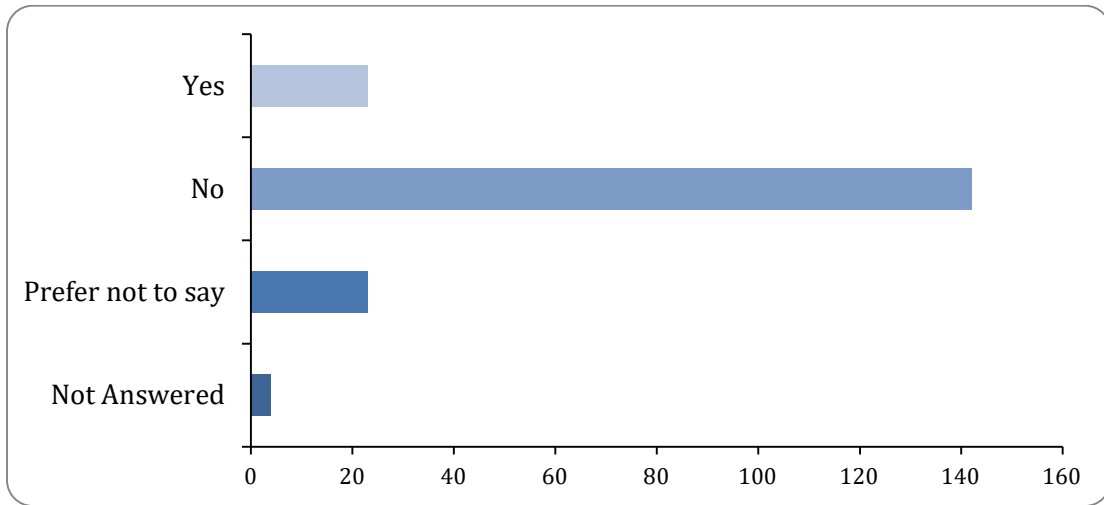
Option	Total	Percent
Under 15	0	0.00%
16-29	19	9.90%
30-44	55	28.65%
45-64	65	33.85%
65-84	37	19.27%
85+	2	1.04%
Prefer not to say	9	4.69%
Not Answered	5	2.60%

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 188 responses to this part of the question.

Norfolk County Council

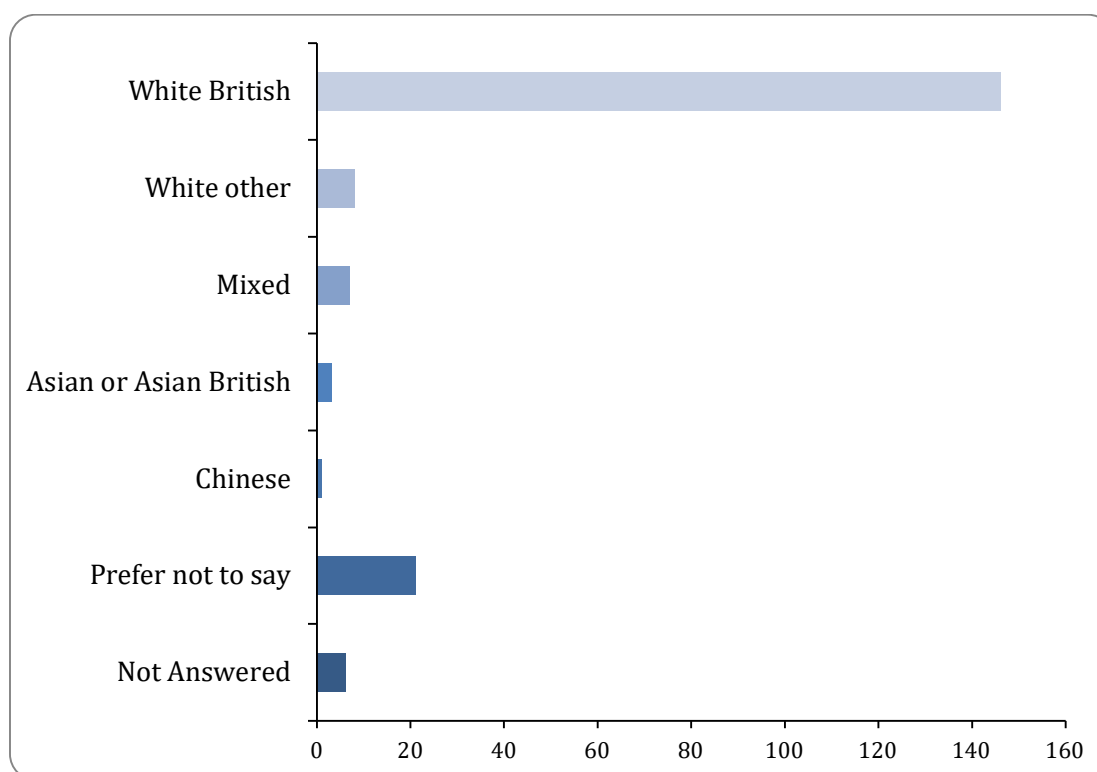


Option	Total	Percent
Yes	23	11.98%
No	142	73.96%
Prefer not to say	23	11.98%
Not Answered	4	2.08%

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

Ethnicity

There were 186 responses to this part of the question.



Option	Total	Percent
White British	146	76.04%
White Irish	0	0.00%
White other	8	4.17%
Mixed	7	3.65%
Asian or Asian British	3	1.56%
Black or Black British	0	0.00%
Chinese	1	0.52%
Prefer not to say	21	10.94%
Not Answered	6	3.12%

Other ethnic background - please describe:

There were 11 responses to this part of the question.

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

Postcode

Norfolk County Council

There were 181 responses to this part of the question.

Norfolk County Council

Your views on proposed changes to Dereham Road (Travel Hub Scheme)

<https://norfolk.citizenspace.com/environment-transport-and-development/yourviewsonchangestoderehamroadtravelhub>

This report was created on Thursday 01 December 2022 at 08:27

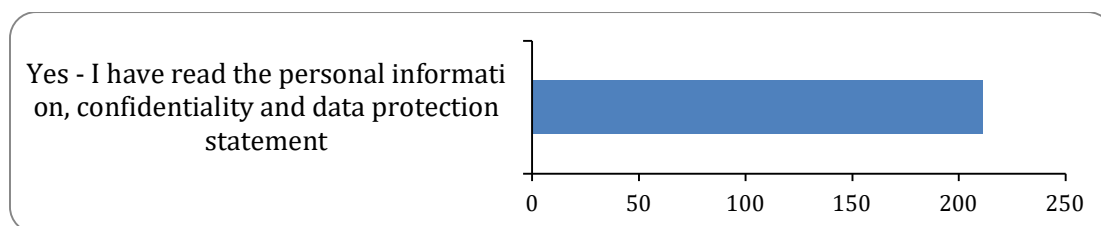
The activity ran from 01/11/2022 to 30/11/2022

Responses to this survey: **211**

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

Data protection agreement

There were 211 responses to this part of the question.

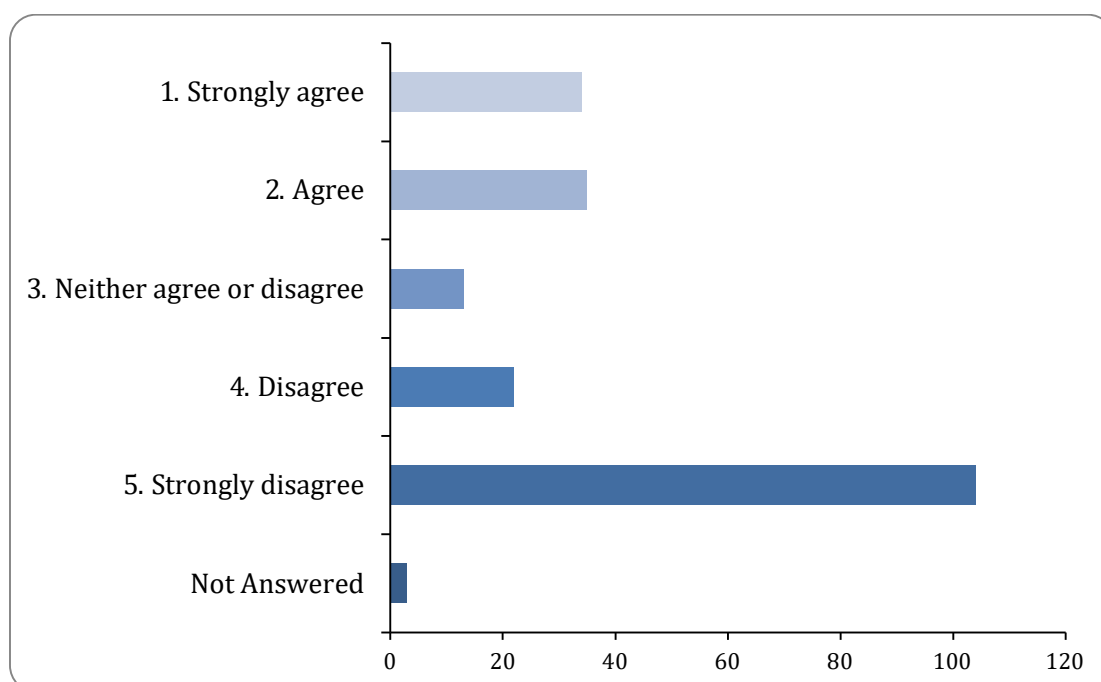


Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	211	100.00%
Not Answered	0	0.00%

To what extent do you agree with the overall aims of this proposal? (please select one answer only)

Support for Aims

There were 208 responses to this part of the question.



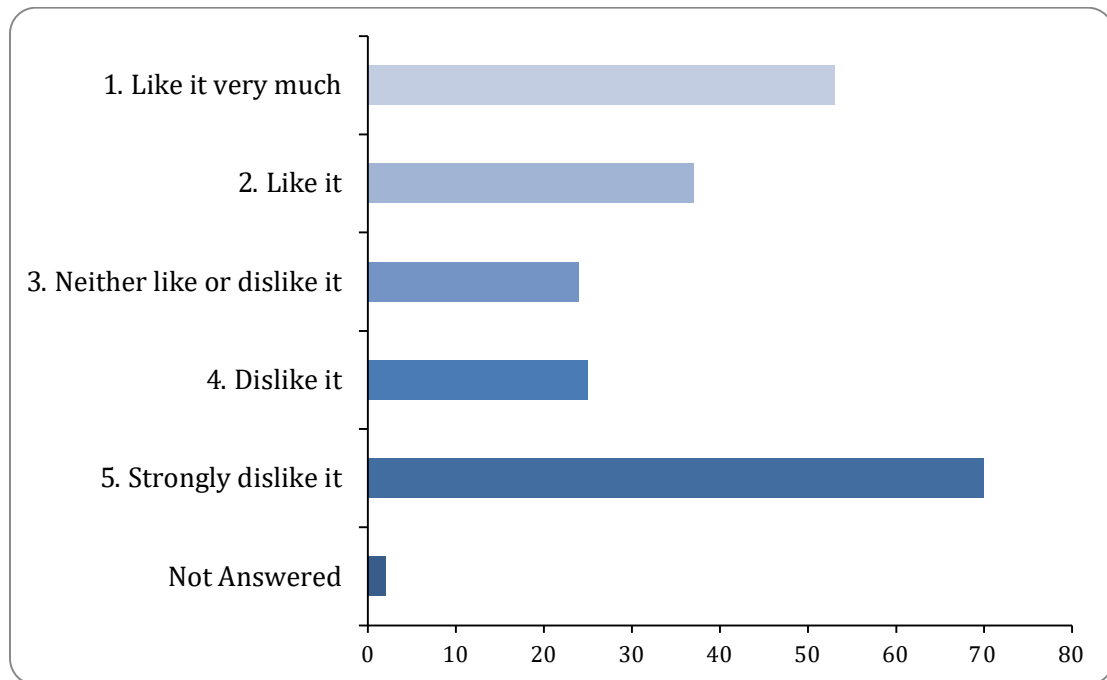
Option	Total	Percent
1. Strongly agree	34	16.11%
2. Agree	35	16.59%
3. Neither agree or disagree	13	6.16%
4. Disagree	22	10.43%
5. Strongly disagree	104	49.29%
Not Answered	3	1.42%

1: Speed limit on Dereham Road between Longwater Lane and Norwich Road reduced from 40 to 30mph. To what extent do you like or dislike this element of the proposal? (Please select only one item)

speed limit decrease

There were 209 responses to this part of the question.

Norfolk County Council



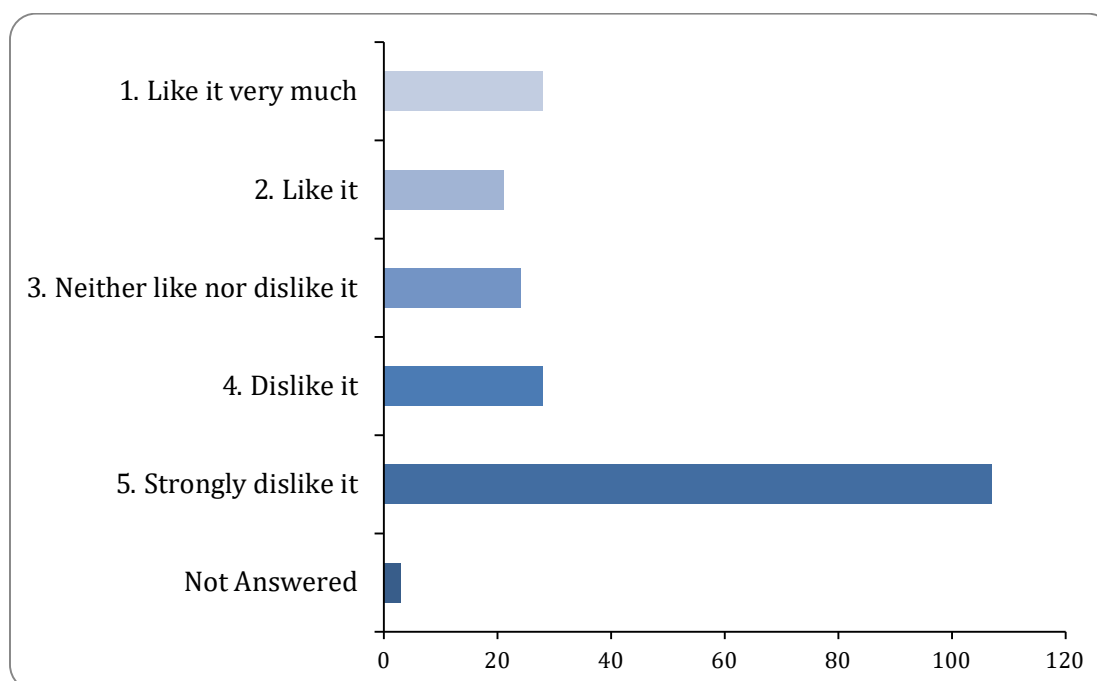
Option	Total	Percent
1. Like it very much	53	25.12%
2. Like it	37	17.54%
3. Neither like or dislike it	24	11.37%
4. Dislike it	25	11.85%
5. Strongly dislike it	70	33.18%
Not Answered	2	0.95%

2: Provide two-way bus priority access to and from Dereham Road on the old Dereham Road alignment, to enable buses to conveniently serve the proposed new travel hub and allow buses to avoid using the roundabout.

Bus priority signalised access from the travel hub to Dereham Road for all outbound bus services.

**To what extent do you like or dislike this element of the proposal?
two-way bus priority**

There were 208 responses to this part of the question.



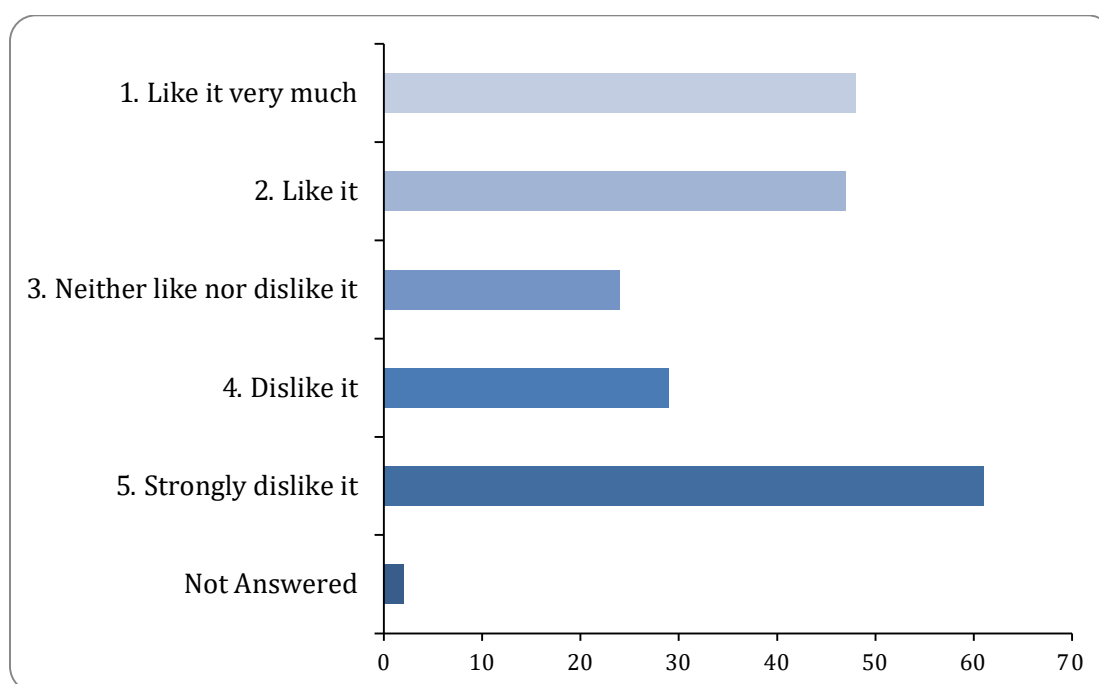
Option	Total	Percent
1. Like it very much	28	13.27%
2. Like it	21	9.95%
3. Neither like nor dislike it	24	11.37%
4. Dislike it	28	13.27%
5. Strongly dislike it	107	50.71%

Not Answered	3	1.42%
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3: Segregated pavement with 2m footpath and 3m wide two-way cycle track on the north side of Dereham Road between Grays Fair and Three Mile Lane. To what extent do you like or dislike this element?

segregated pavement

There were 209 responses to this part of the question.

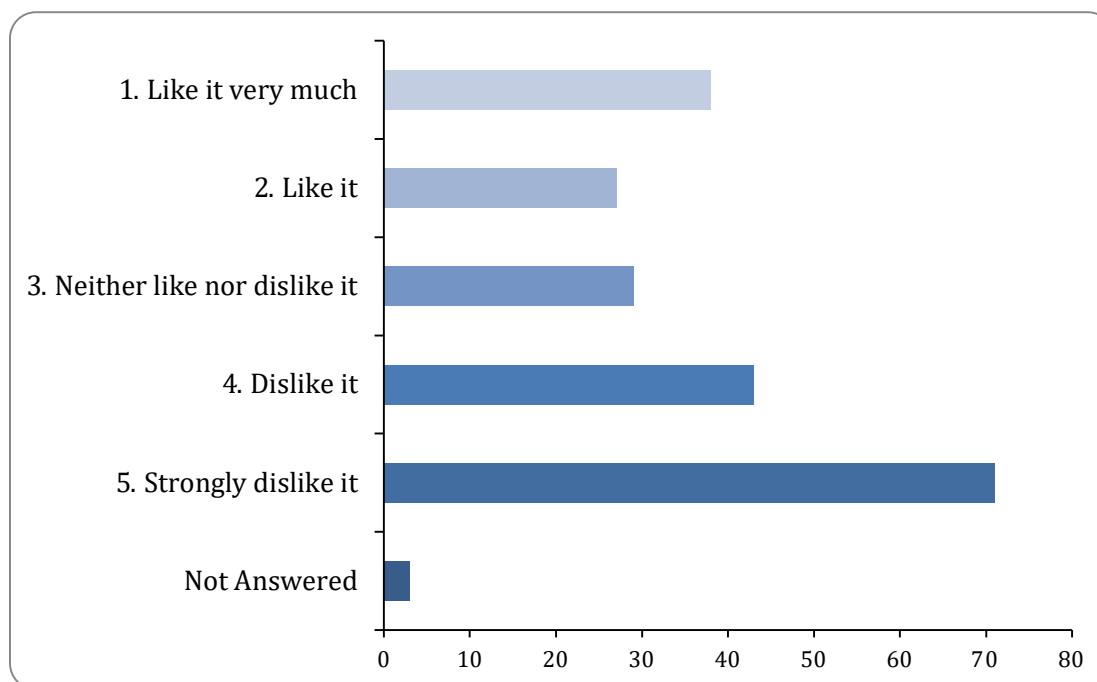


Option	Total	Percent
1. Like it very much	48	22.75%
2. Like it	47	22.27%
3. Neither like nor dislike it	24	11.37%
4. Dislike it	29	13.74%
5. Strongly dislike it	61	28.91%
Not Answered	2	0.95%

4: Tighten corners of the Three Mile Lane side road junction and provide a walk/cycle priority crossing on a raised table across the junction. To what extent do you like or dislike this element?

tighten corners

There were 208 responses to this part of the question.

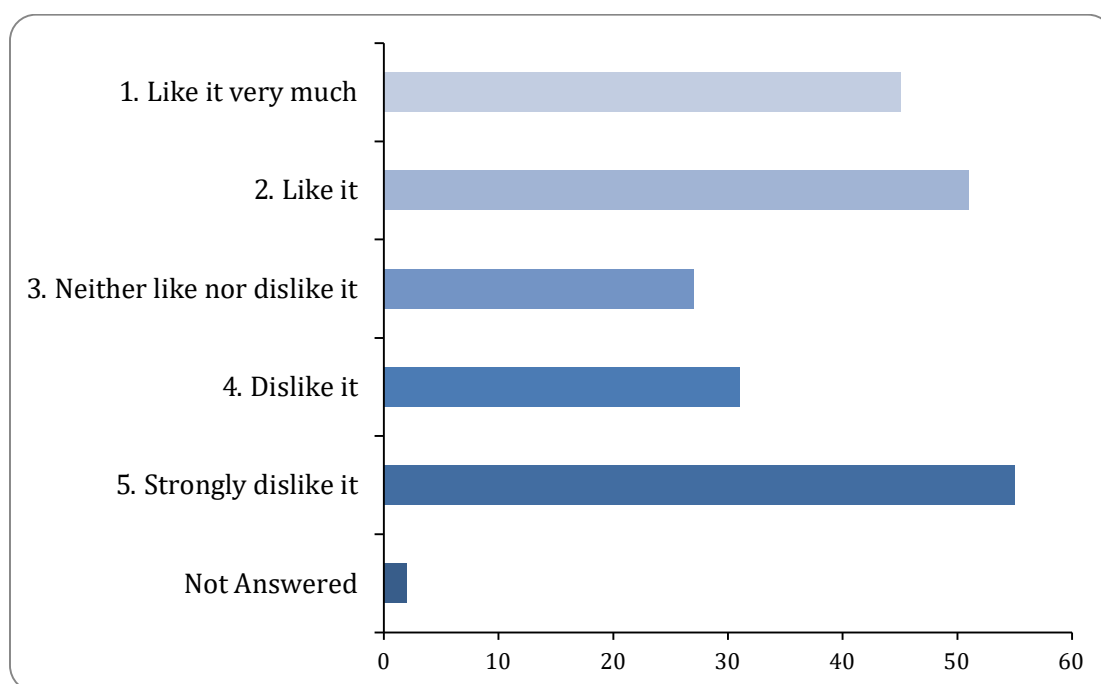


Option	Total	Percent
1. Like it very much	38	18.01%
2. Like it	27	12.80%
3. Neither like nor dislike it	29	13.74%
4. Dislike it	43	20.38%
5. Strongly dislike it	71	33.65%
Not Answered	3	1.42%

5: Segregated pavement with 1.5m footpath and 2.5m wide two-way cycle track on the north side of Three Mile Lane adjacent to the roundabout, carrying through to Breckland Road. To what extent do you like or dislike this element?

segregated pavement

There were 209 responses to this part of the question.

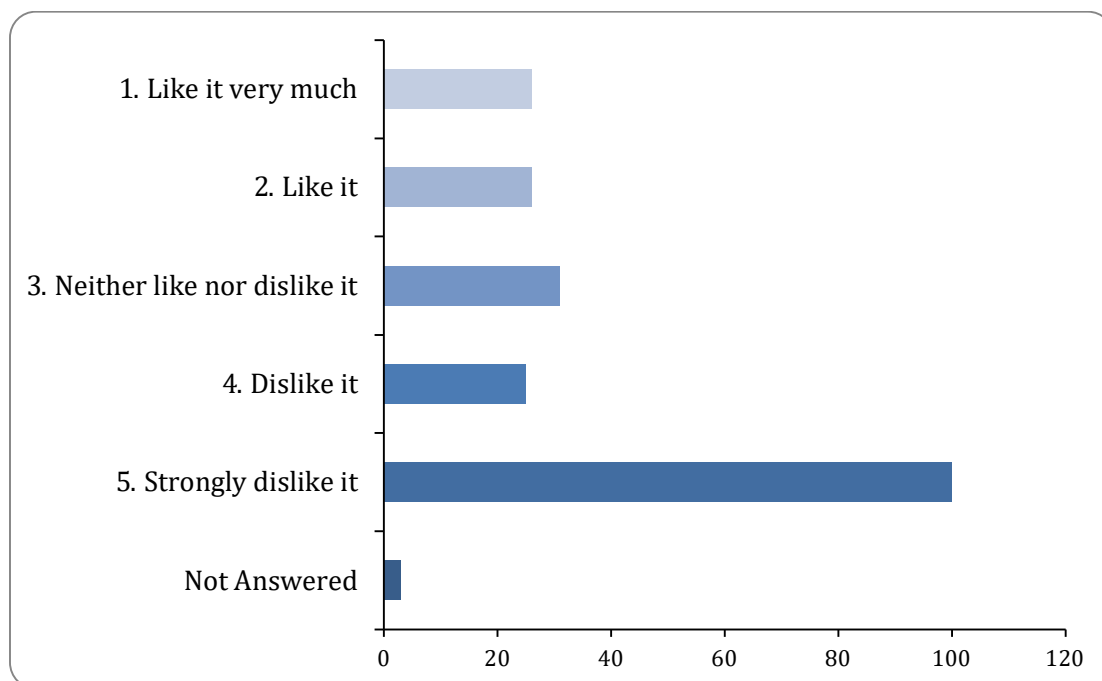


Option	Total	Percent
1. Like it very much	45	21.33%
2. Like it	51	24.17%
3. Neither like nor dislike it	27	12.80%
4. Dislike it	31	14.69%
5. Strongly dislike it	55	26.07%
Not Answered	2	0.95%

6: Junction access to Three Mile Lane from the Dereham Road roundabout realigned with priority for buses. To what extent do you like or dislike this element?

junction realigned

There were 208 responses to this part of the question.



Option	Total	Percent
1. Like it very much	26	12.32%
2. Like it	26	12.32%
3. Neither like nor dislike it	31	14.69%
4. Dislike it	25	11.85%
5. Strongly dislike it	100	47.39%
Not Answered	3	1.42%

Based on the answers you have given

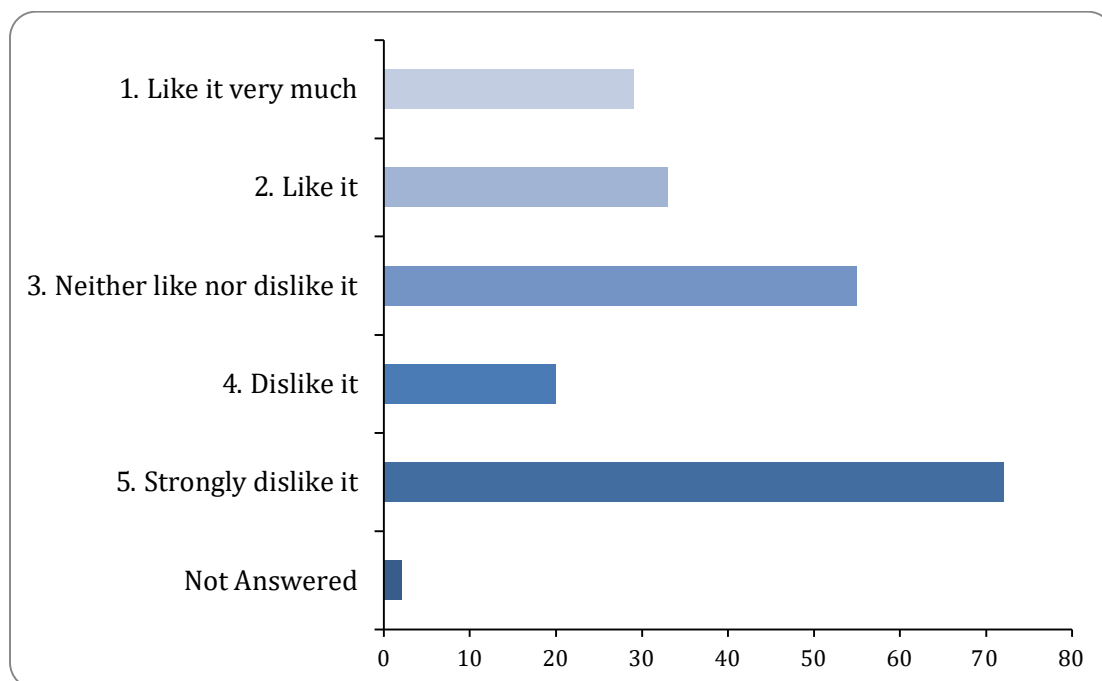
Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (Limited to 500 characters)

There were 153 responses to this part of the question.

7: New bus stops located on Breckland Road within the proposed travel hub. To what extent do you like or dislike this element?

new bus stop horseshoe close

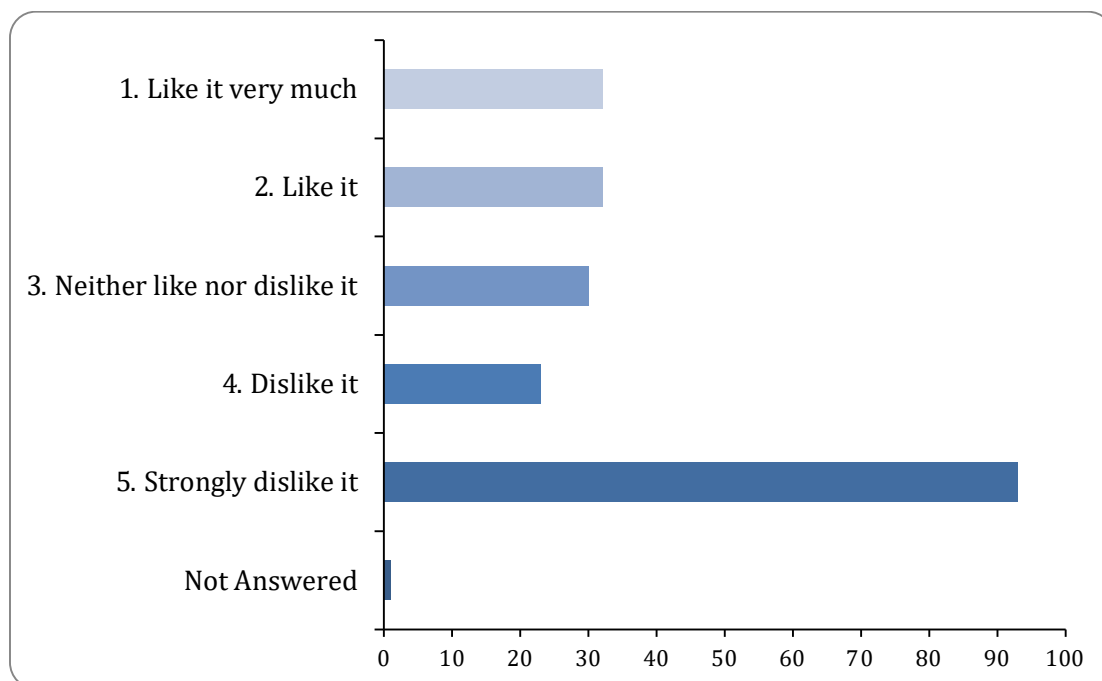
There were 209 responses to this part of the question.



Option	Total	Percent
1. Like it very much	29	13.74%
2. Like it	33	15.64%
3. Neither like nor dislike it	55	26.07%
4. Dislike it	20	9.48%
5. Strongly dislike it	72	34.12%
Not Answered	2	0.95%

8: The proposed travel hub would be sited at street level at the location of the existing underpass and could provide cycle parking, access to beryl bikes /e-scooters, car club vehicle parking, electric car charging points, community seating and real time passenger information for all buses.
travel hub

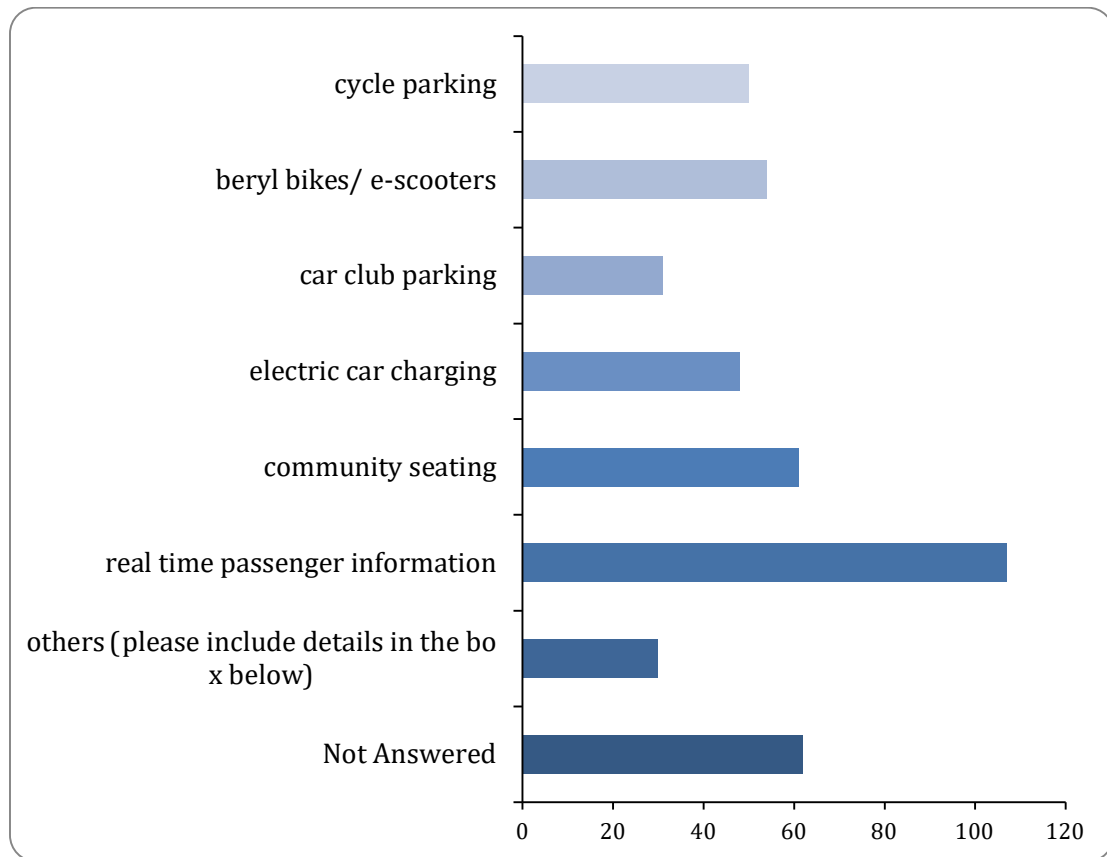
There were 210 responses to this part of the question.



Option	Total	Percent
1. Like it very much	32	15.17%
2. Like it	32	15.17%
3. Neither like nor dislike it	30	14.22%
4. Dislike it	23	10.90%
5. Strongly dislike it	93	44.08%
Not Answered	1	0.47%

options

There were 149 responses to this part of the question.



Option	Total	Percent
cycle parking	50	23.70%
beryl bikes/ e-scooters	54	25.59%
car club parking	31	14.69%
electric car charging	48	22.75%
community seating	61	28.91%
real time passenger information	107	50.71%
others (please include details in the box below)	30	14.22%
Not Answered	62	29.38%

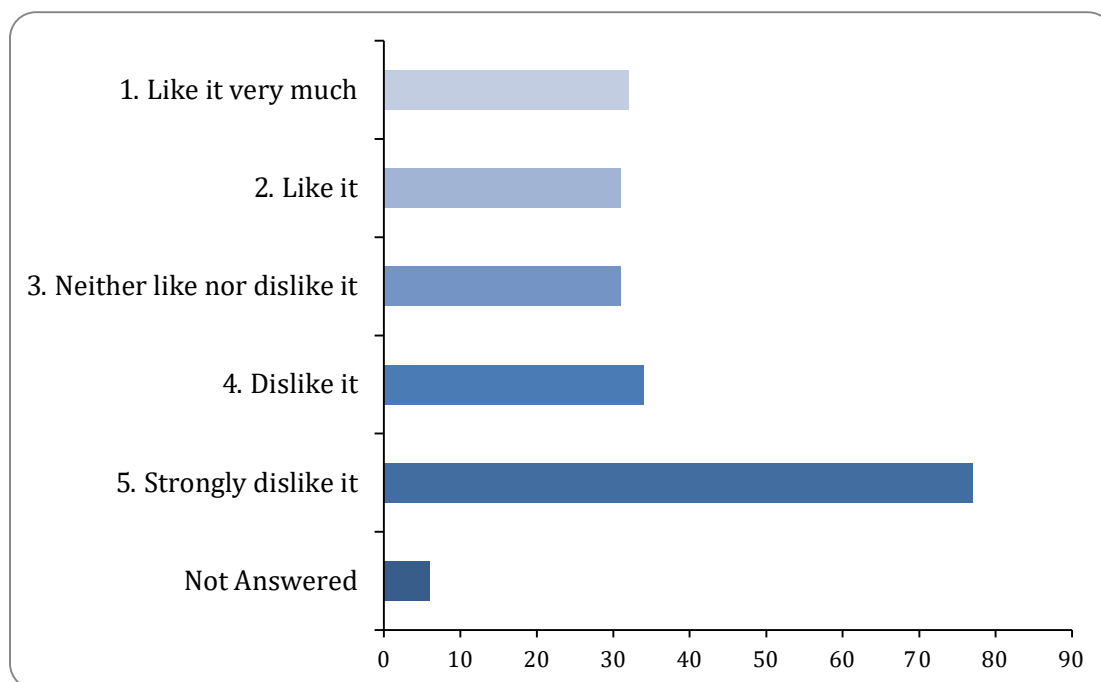
Residents are invited to suggest which elements they would like to see this space used for to help shape the final design and share any other ideas they may have e.g., space for pop-up vendors, community garden/noticeboards etc

There were 99 responses to this part of the question.

9: Tighten corners of the Breckland Road, side road junction and provide a walk/cycle priority crossing on a raised table across the junction. To what extent do you like or dislike this element?

cycleway

There were 205 responses to this part of the question.

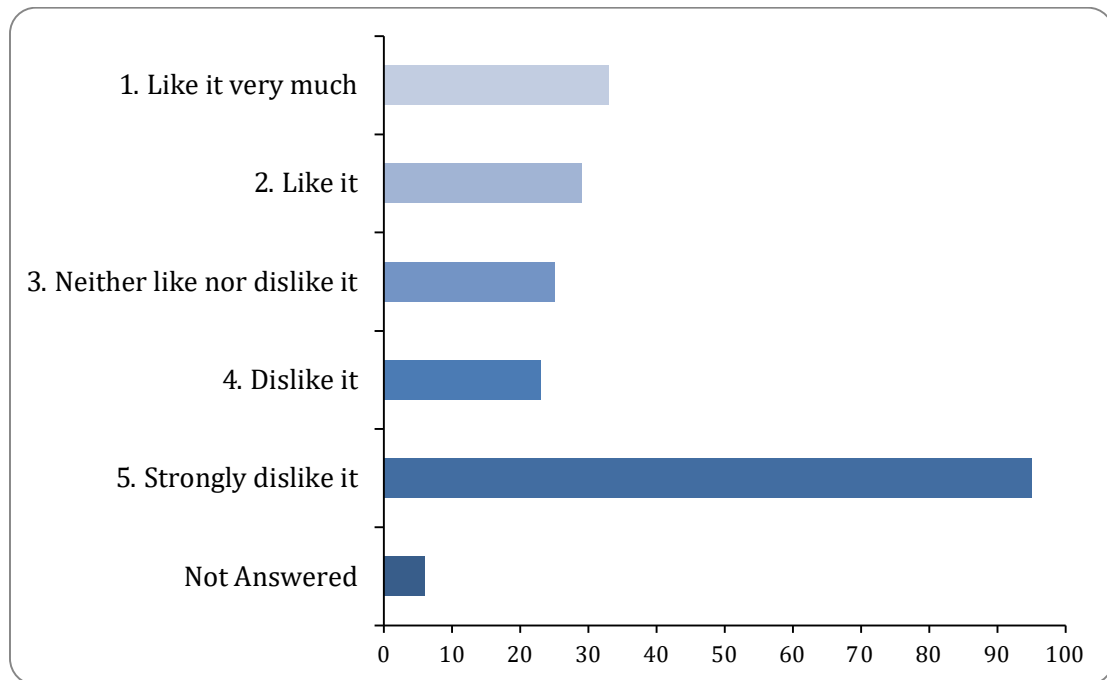


Option	Total	Percent
1. Like it very much	32	15.17%
2. Like it	31	14.69%
3. Neither like nor dislike it	31	14.69%
4. Dislike it	34	16.11%
5. Strongly dislike it	77	36.49%
Not Answered	6	2.84%

10: Walking/cycling priority crossing of the old Dereham Road to access the proposed travel hub and segregated street level crossing of the main Dereham Road (see item 15). To what extent do you like or dislike this element?

no right turn

There were 205 responses to this part of the question.

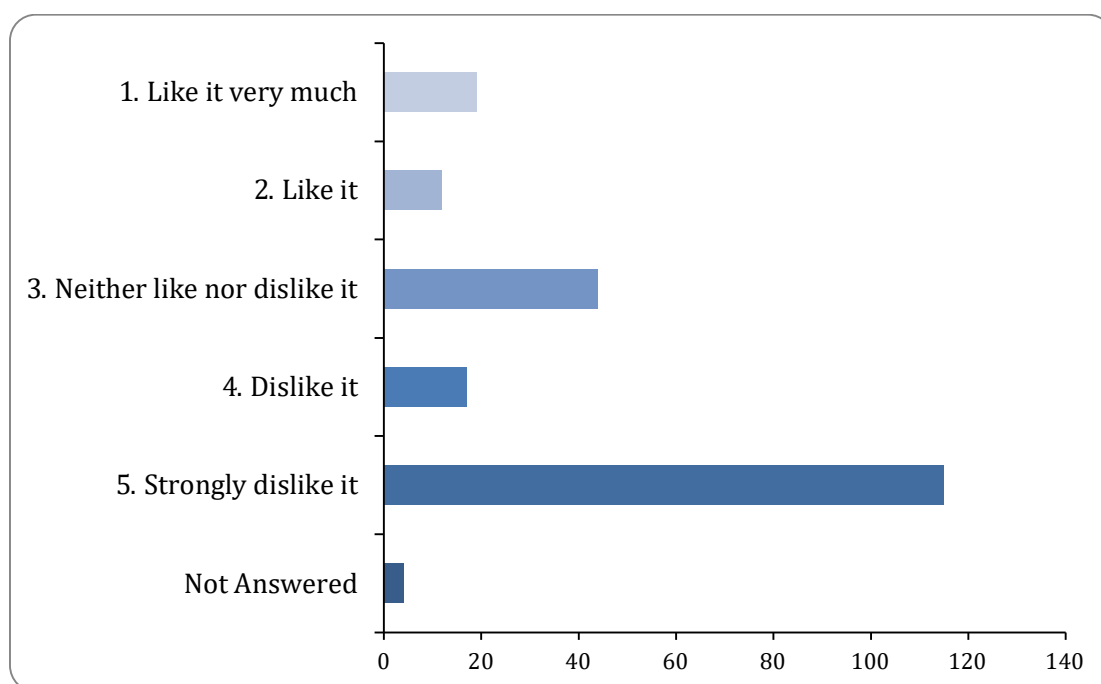


Option	Total	Percent
1. Like it very much	33	15.64%
2. Like it	29	13.74%
3. Neither like nor dislike it	25	11.85%
4. Dislike it	23	10.90%
5. Strongly dislike it	95	45.02%
Not Answered	6	2.84%

11: Existing subway crossing to be filled in. To what extent do you like or dislike this element?

entrance tightened

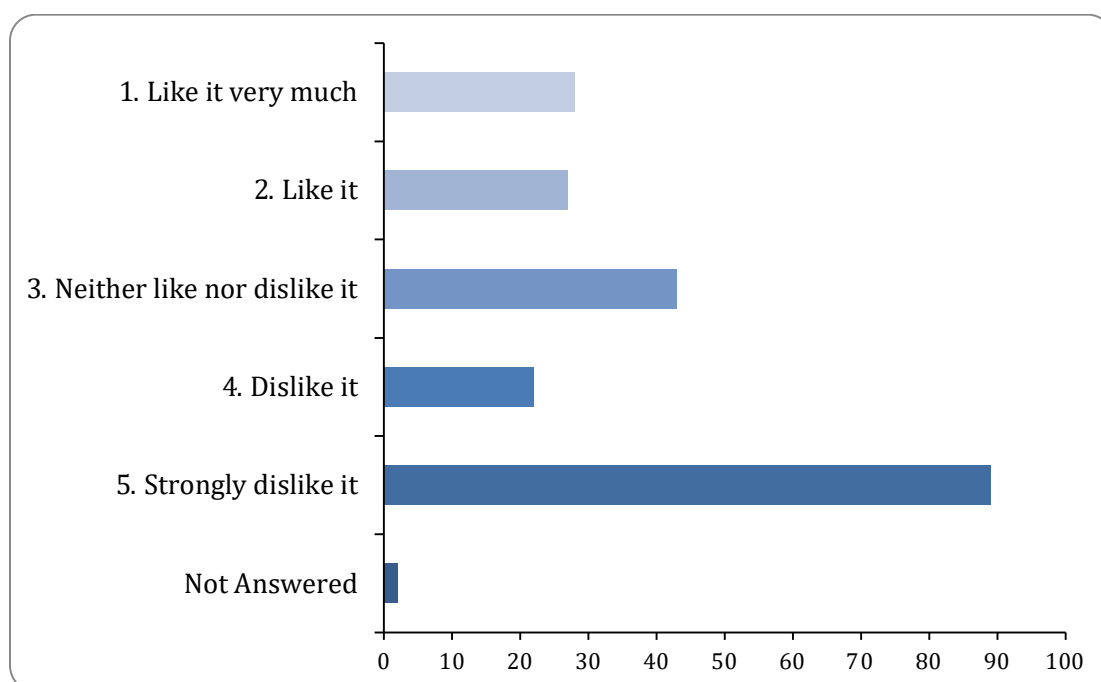
There were 207 responses to this part of the question.



Option	Total	Percent
1. Like it very much	19	9.00%
2. Like it	12	5.69%
3. Neither like nor dislike it	44	20.85%
4. Dislike it	17	8.06%
5. Strongly dislike it	115	54.50%
Not Answered	4	1.90%

12: Provision of new shared use walking/cycling route (sited near what is currently the southern entrance to the underpass) linking through to the existing shared use path through Bowthorpe Park. This proposal would require some tree removal. To what extent do you like or dislike this element?
raised crossing

There were 209 responses to this part of the question.

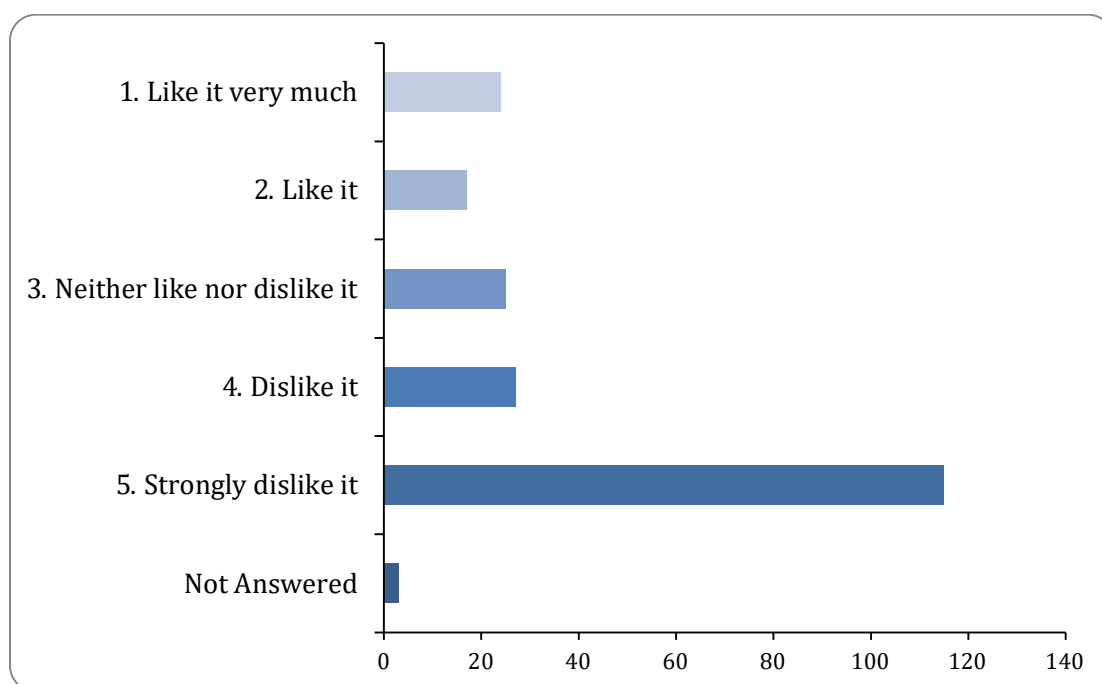


Option	Total	Percent
1. Like it very much	28	13.27%
2. Like it	27	12.80%
3. Neither like nor dislike it	43	20.38%
4. Dislike it	22	10.43%
5. Strongly dislike it	89	42.18%
Not Answered	2	0.95%

13: Carriageway narrowed on exit from Wendene roundabout towards the city to facilitate earlier merge into one lane. To what extent do you like or dislike this element?

widening of footway east hills

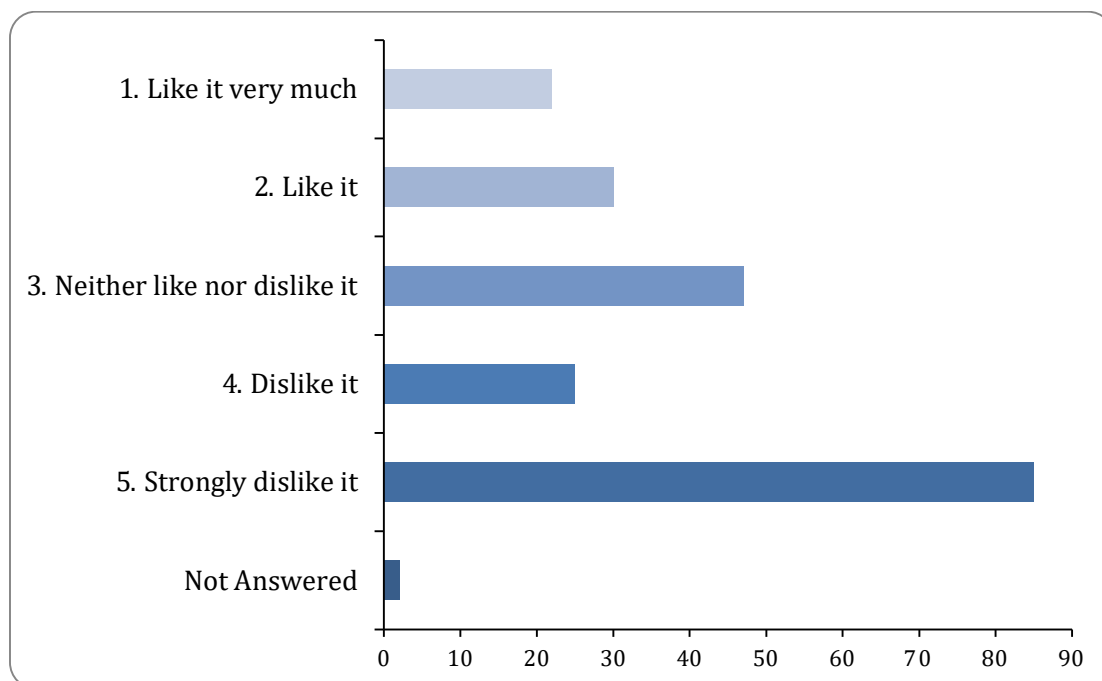
There were 208 responses to this part of the question.



Option	Total	Percent
1. Like it very much	24	11.37%
2. Like it	17	8.06%
3. Neither like nor dislike it	25	11.85%
4. Dislike it	27	12.80%
5. Strongly dislike it	115	54.50%
Not Answered	3	1.42%

14: Existing bus stop layby on the southern side of Dereham Road removed and relocated to the travel hub. To what extent do you like or dislike this element? layby removed

There were 209 responses to this part of the question.

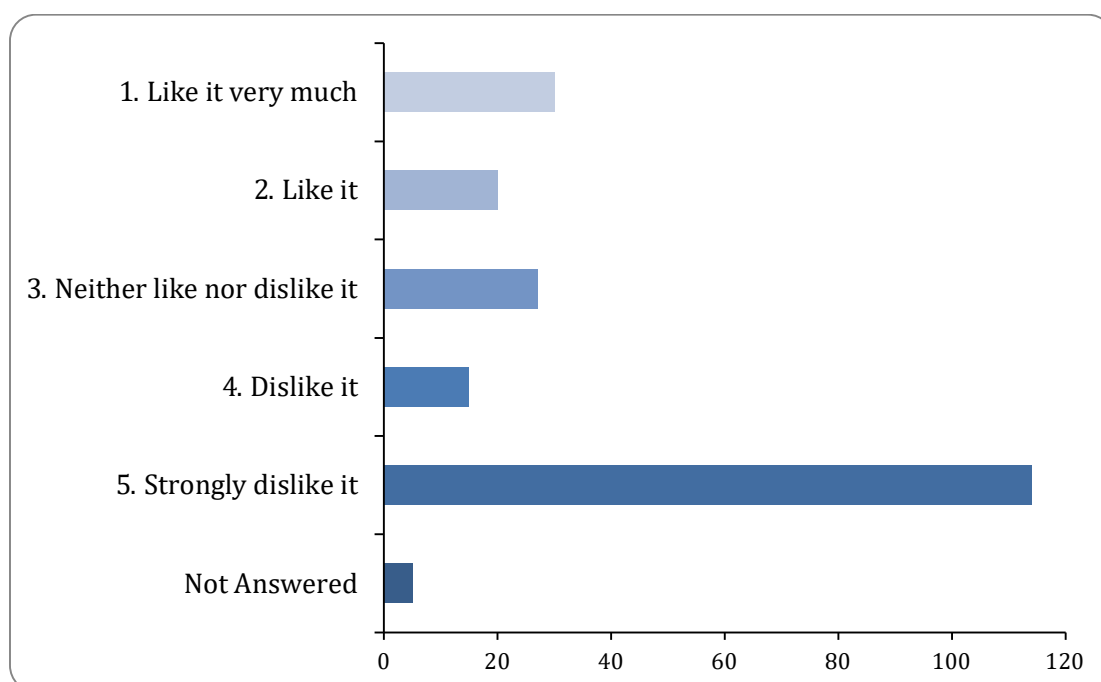


Option	Total	Percent
1. Like it very much	22	10.43%
2. Like it	30	14.22%
3. Neither like nor dislike it	47	22.27%
4. Dislike it	25	11.85%
5. Strongly dislike it	85	40.28%
Not Answered	2	0.95%

15: New street level signalised segregated crossing of the main Dereham Road to replace current underpass. To what extent do you like or dislike this element?

traffic calming

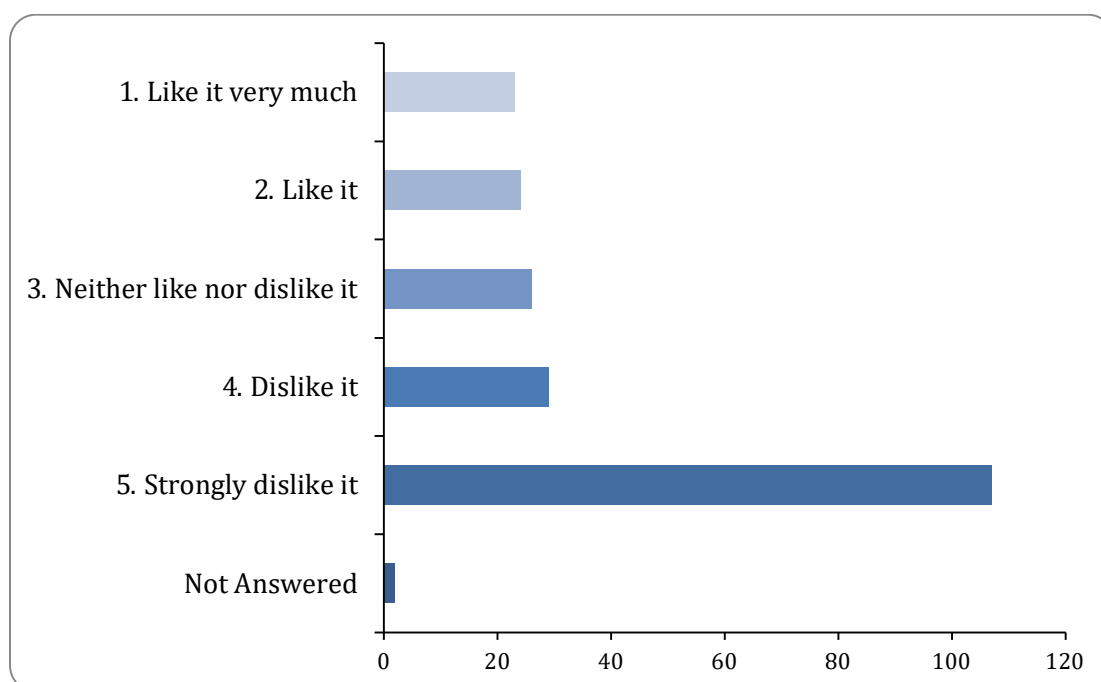
There were 206 responses to this part of the question.



Option	Total	Percent
1. Like it very much	30	14.22%
2. Like it	20	9.48%
3. Neither like nor dislike it	27	12.80%
4. Dislike it	15	7.11%
5. Strongly dislike it	114	54.03%
Not Answered	5	2.37%

16: Bus priority signalised access to the travel hub from Dereham Road for all outbound bus services. To what extent do you like or dislike this element?
bus priority

There were 209 responses to this part of the question.

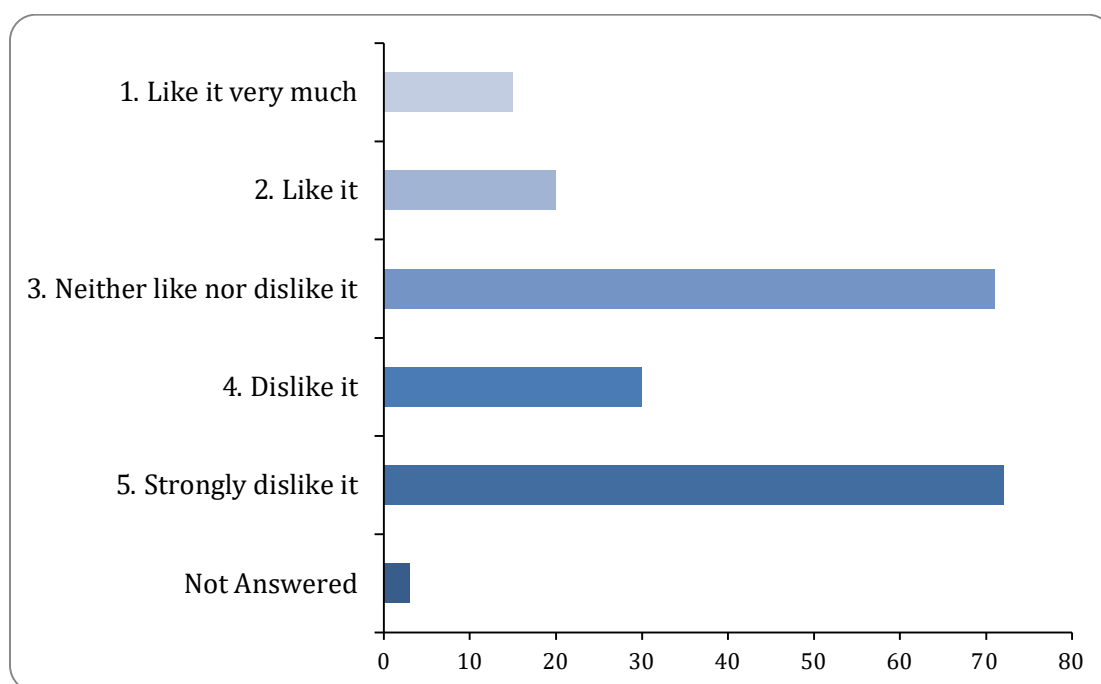


Option	Total	Percent
1. Like it very much	23	10.90%
2. Like it	24	11.37%
3. Neither like nor dislike it	26	12.32%
4. Dislike it	29	13.74%
5. Strongly dislike it	107	50.71%
Not Answered	2	0.95%

17: Cyclists required to use carriageway for short section of the old Dereham Road (east of Breckland Road). To what extent do you like or dislike this element?

cyclists to use c/w

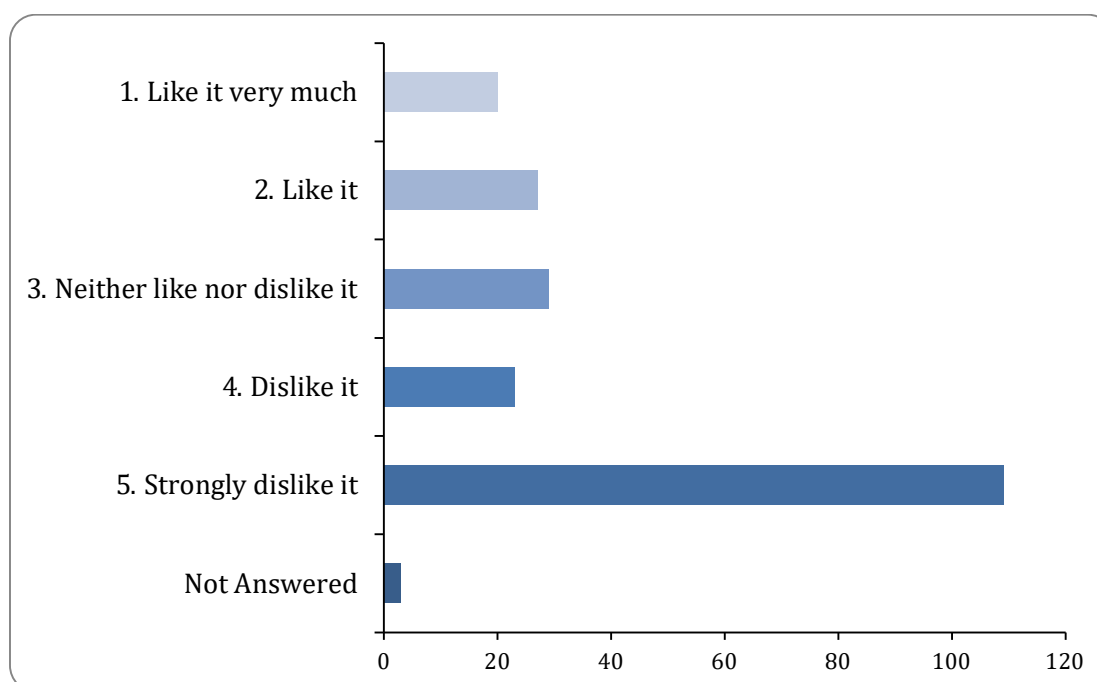
There were 208 responses to this part of the question.



Option	Total	Percent
1. Like it very much	15	7.11%
2. Like it	20	9.48%
3. Neither like nor dislike it	71	33.65%
4. Dislike it	30	14.22%
5. Strongly dislike it	72	34.12%
Not Answered	3	1.42%

18: Bus priority gate onto main Dereham Road bus lane for inbound bus services. To what extent do you like or dislike this element?
bus priority gate

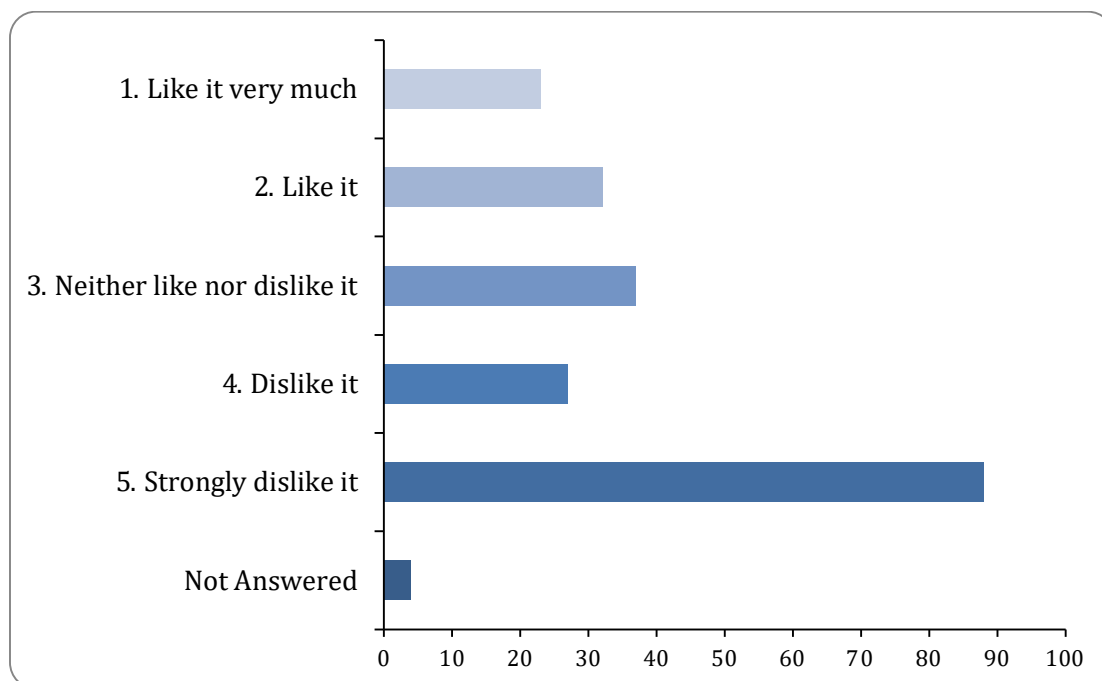
There were 208 responses to this part of the question.



Option	Total	Percent
1. Like it very much	20	9.48%
2. Like it	27	12.80%
3. Neither like nor dislike it	29	13.74%
4. Dislike it	23	10.90%
5. Strongly dislike it	109	51.66%
Not Answered	3	1.42%

19: Priority raised table crossing of old Dereham Road access (east of the Wendene roundabout). To what extent do you like or dislike this element?
priority raised table

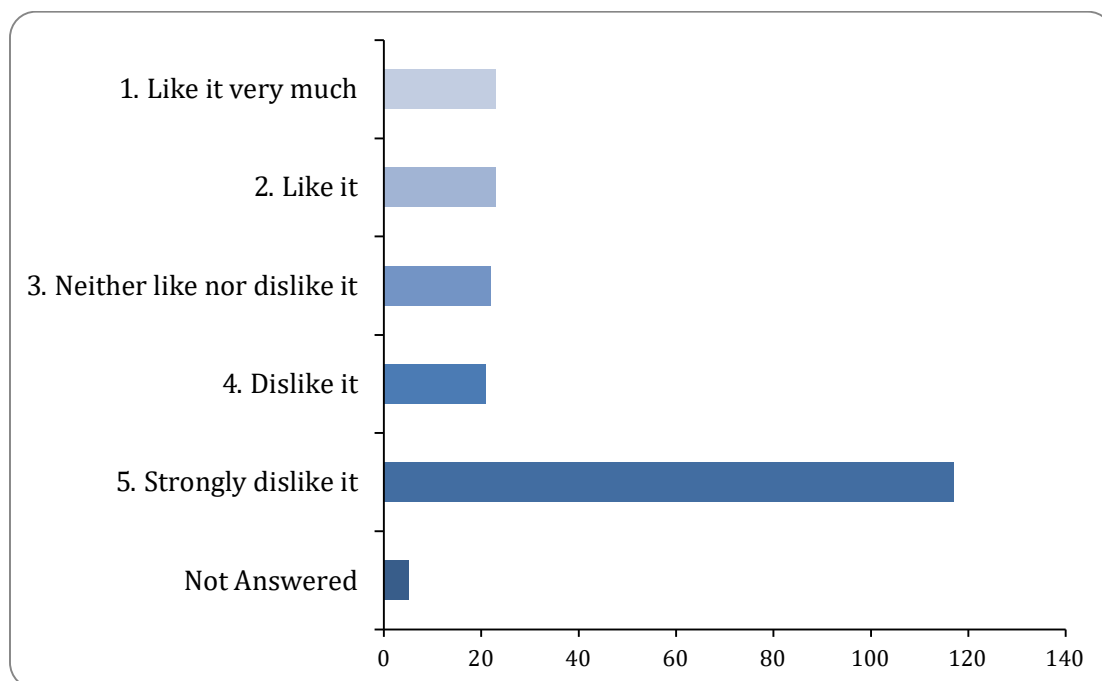
There were 207 responses to this part of the question.



Option	Total	Percent
1. Like it very much	23	10.90%
2. Like it	32	15.17%
3. Neither like nor dislike it	37	17.54%
4. Dislike it	27	12.80%
5. Strongly dislike it	88	41.71%
Not Answered	4	1.90%

20: Dedicated outbound bus lane (24-hour operation) between Gurney Road and Breckland Road. To what extent do you like or dislike this element?
outbound bus lane

There were 206 responses to this part of the question.

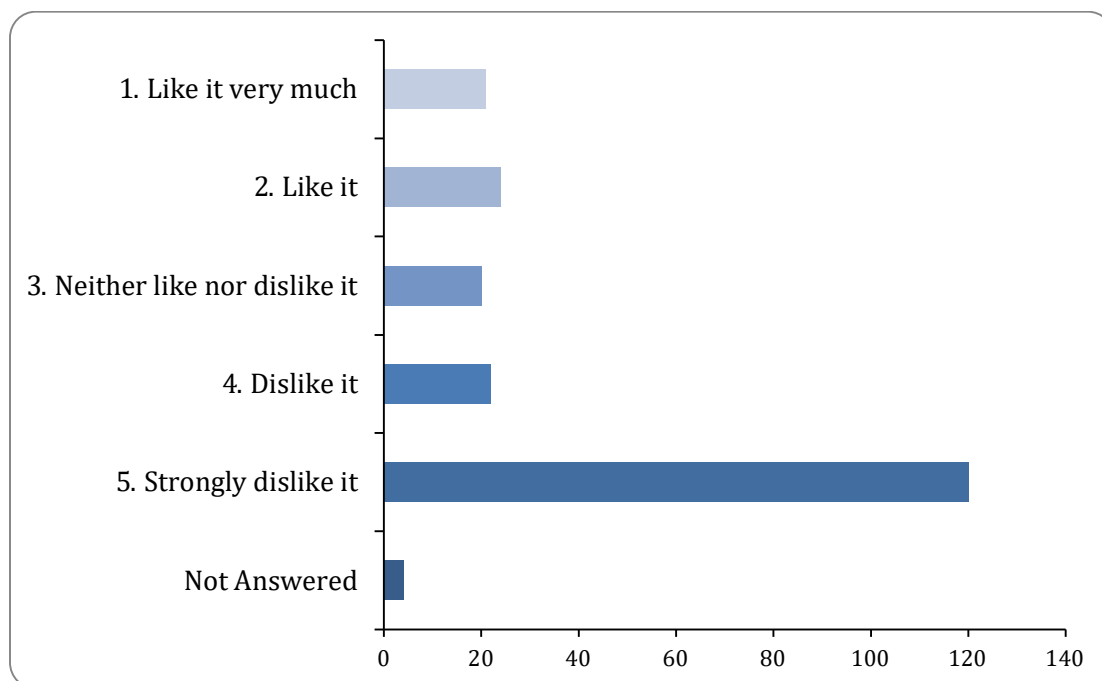


Option	Total	Percent
1. Like it very much	23	10.90%
2. Like it	23	10.90%
3. Neither like nor dislike it	22	10.43%
4. Dislike it	21	9.95%
5. Strongly dislike it	117	55.45%
Not Answered	5	2.37%

21: Dedicated inbound bus and cycle lane (24-hour operation) between Breckland Road and Gurney Road. To what extent do you like or dislike this element?

inbound bus and cycle lane

There were 207 responses to this part of the question.

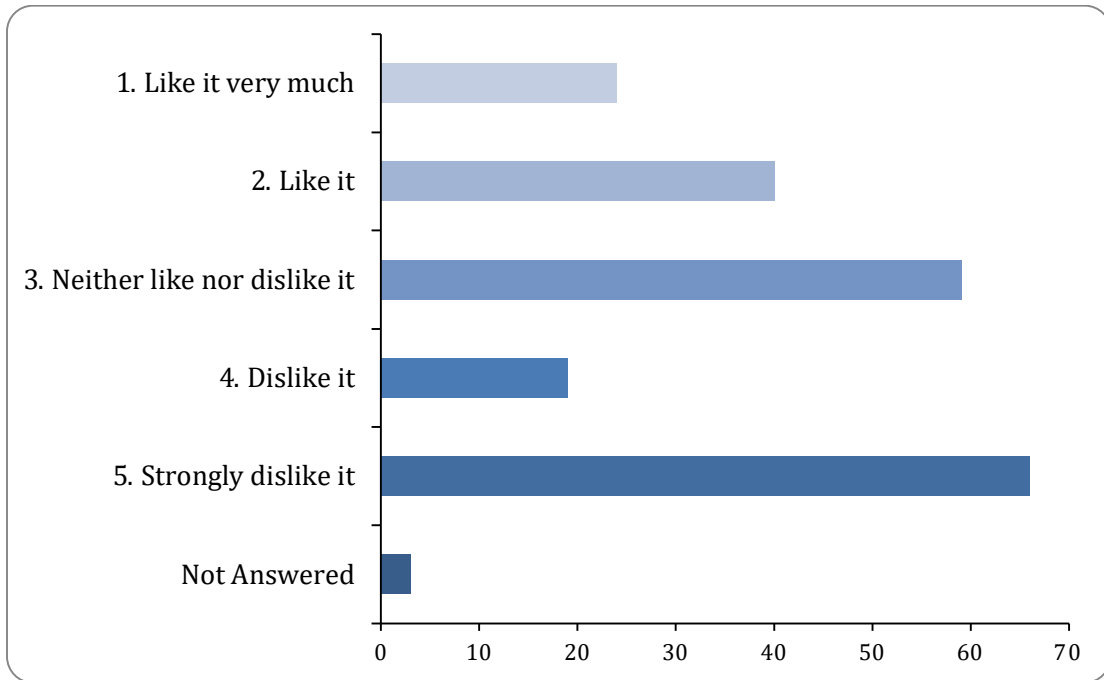


Option	Total	Percent
1. Like it very much	21	9.95%
2. Like it	24	11.37%
3. Neither like nor dislike it	20	9.48%
4. Dislike it	22	10.43%
5. Strongly dislike it	120	56.87%
Not Answered	4	1.90%

22: Two-way cycle track (heading east towards Gurney Road). Some pinch points due to trees will remain. To what extent do you like or dislike this element?

two-way cycle track

There were 208 responses to this part of the question.

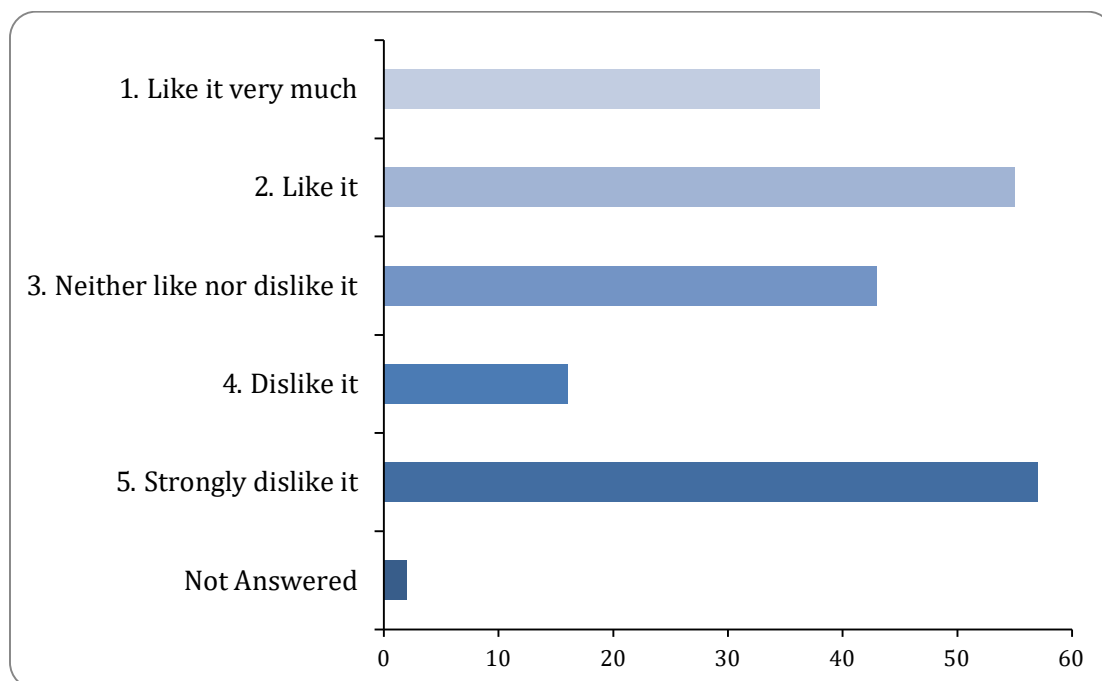


Option	Total	Percent
1. Like it very much	24	11.37%
2. Like it	40	18.96%
3. Neither like nor dislike it	59	27.96%
4. Dislike it	19	9.00%
5. Strongly dislike it	66	31.28%
Not Answered	3	1.42%

23: Existing footpath adjacent to the old Dereham Road west of Gurney Road widened to between 1.5m and 2m throughout. To what extent do you like or dislike this element?

footpath widened

There were 209 responses to this part of the question.



Option	Total	Percent
1. Like it very much	38	18.01%
2. Like it	55	26.07%
3. Neither like nor dislike it	43	20.38%
4. Dislike it	16	7.58%
5. Strongly dislike it	57	27.01%
Not Answered	2	0.95%

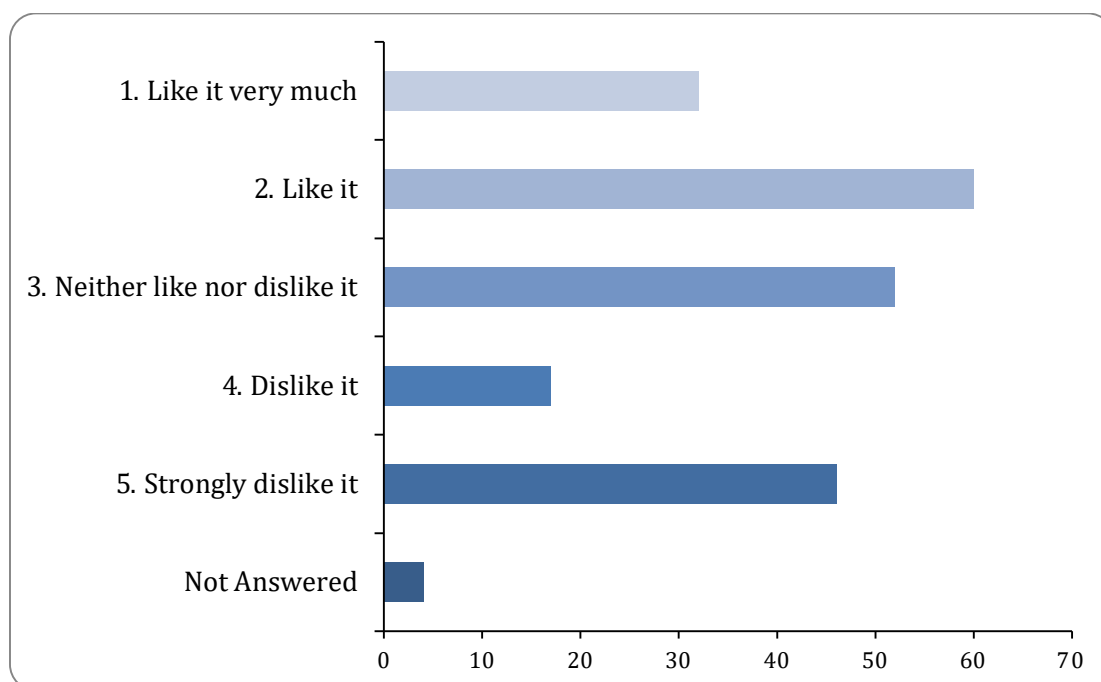
Based on the answers you have given

Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (limited to 500 characters)

There were 148 responses to this part of the question.

24: Existing footpath widened by removing small sections of existing grass verges (west of Gurney Road) To what extent do you like or dislike this element?
footway widened

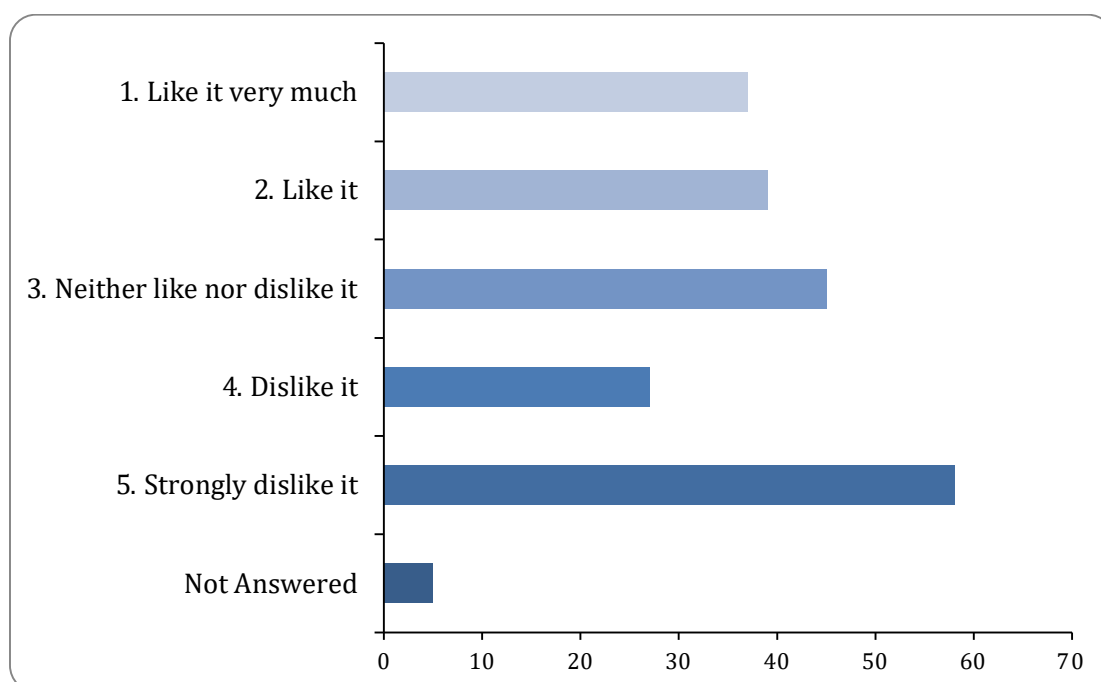
There were 207 responses to this part of the question.



Option	Total	Percent
1. Like it very much	32	15.17%
2. Like it	60	28.44%
3. Neither like nor dislike it	52	24.64%
4. Dislike it	17	8.06%
5. Strongly dislike it	46	21.80%
Not Answered	4	1.90%

25: Convert existing layby (west of Gurney Road) to two-way cycle track. To what extent do you like or dislike this element?
two-way cycle track

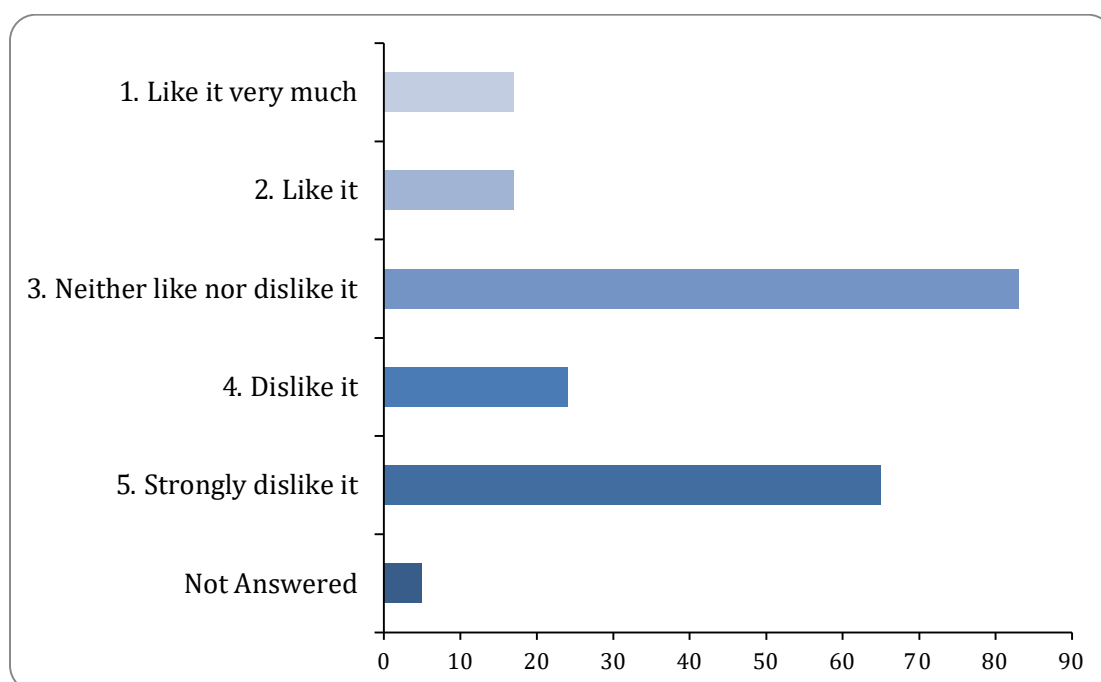
There were 206 responses to this part of the question.



Option	Total	Percent
1. Like it very much	37	17.54%
2. Like it	39	18.48%
3. Neither like nor dislike it	45	21.33%
4. Dislike it	27	12.80%
5. Strongly dislike it	58	27.49%
Not Answered	5	2.37%

26: Existing outbound bus stop (west of Gurney Road) relocated. To what extent do you like or dislike this element?
relocation of bus stop

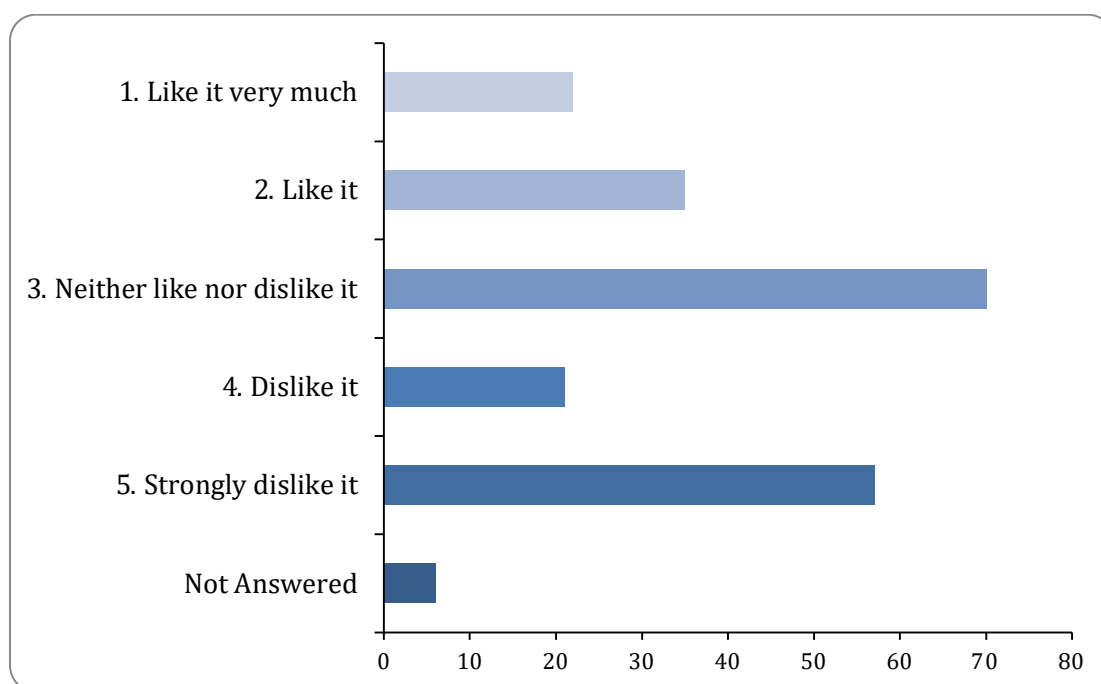
There were 206 responses to this part of the question.



Option	Total	Percent
1. Like it very much	17	8.06%
2. Like it	17	8.06%
3. Neither like nor dislike it	83	39.34%
4. Dislike it	24	11.37%
5. Strongly dislike it	65	30.81%
Not Answered	5	2.37%

27: Existing Crossing (west of Gurney Road) widened and removal of some railings. To what extent do you like or dislike this element?
crossing widened

There were 205 responses to this part of the question.

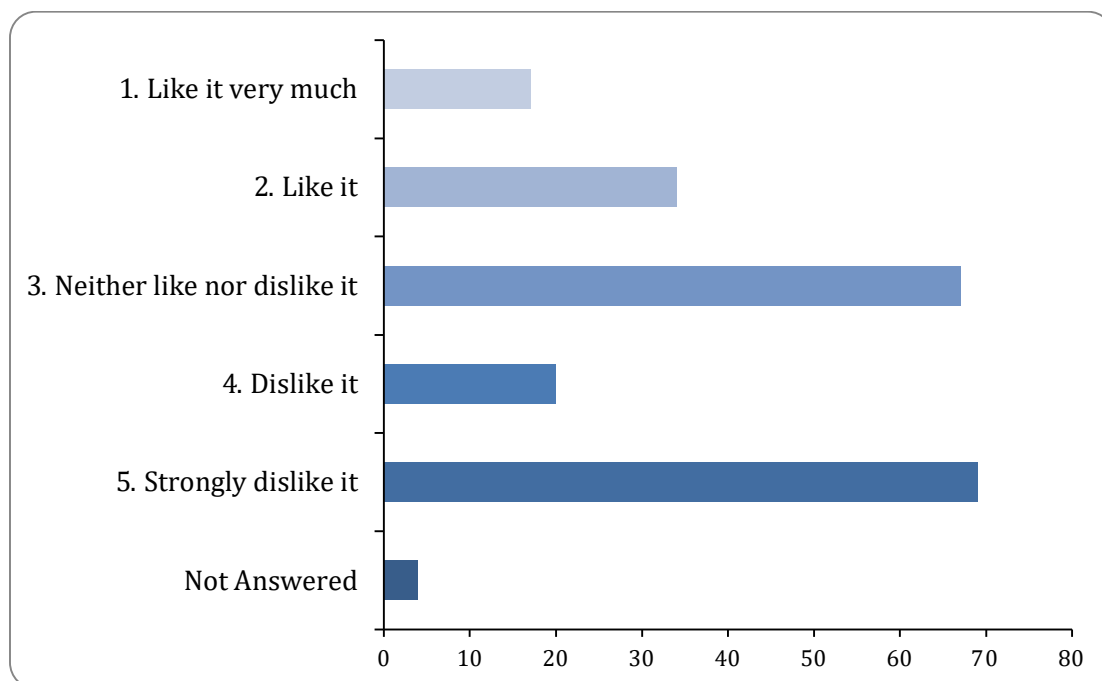


Option	Total	Percent
1. Like it very much	22	10.43%
2. Like it	35	16.59%
3. Neither like nor dislike it	70	33.18%
4. Dislike it	21	9.95%
5. Strongly dislike it	57	27.01%
Not Answered	6	2.84%

28: Relocated outbound bus stop sited opposite Gurney Road and footpath linking route into Clover Hill estate. To what extent do you like or dislike this element?

relocate bus stop

There were 207 responses to this part of the question.

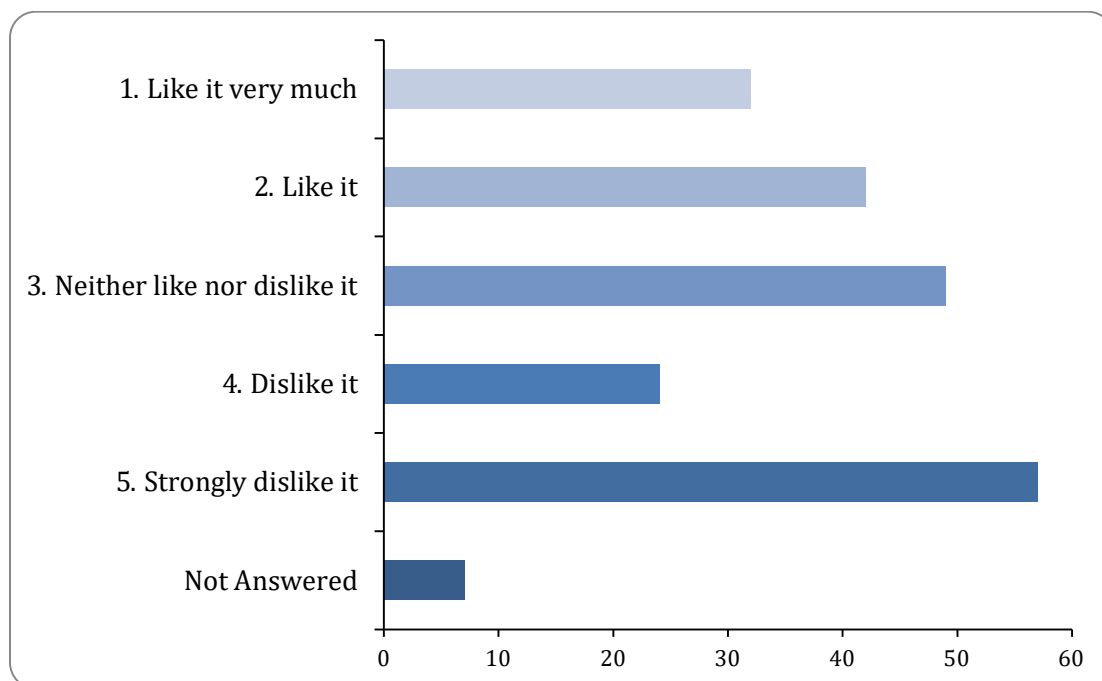


Option	Total	Percent
1. Like it very much	17	8.06%
2. Like it	34	16.11%
3. Neither like nor dislike it	67	31.75%
4. Dislike it	20	9.48%
5. Strongly dislike it	69	32.70%
Not Answered	4	1.90%

29: Existing footpath widened and converted to shared use walking and cycling on the western corner of Gurney Road. To what extent do you like or dislike this element?

pavement widened

There were 204 responses to this part of the question.

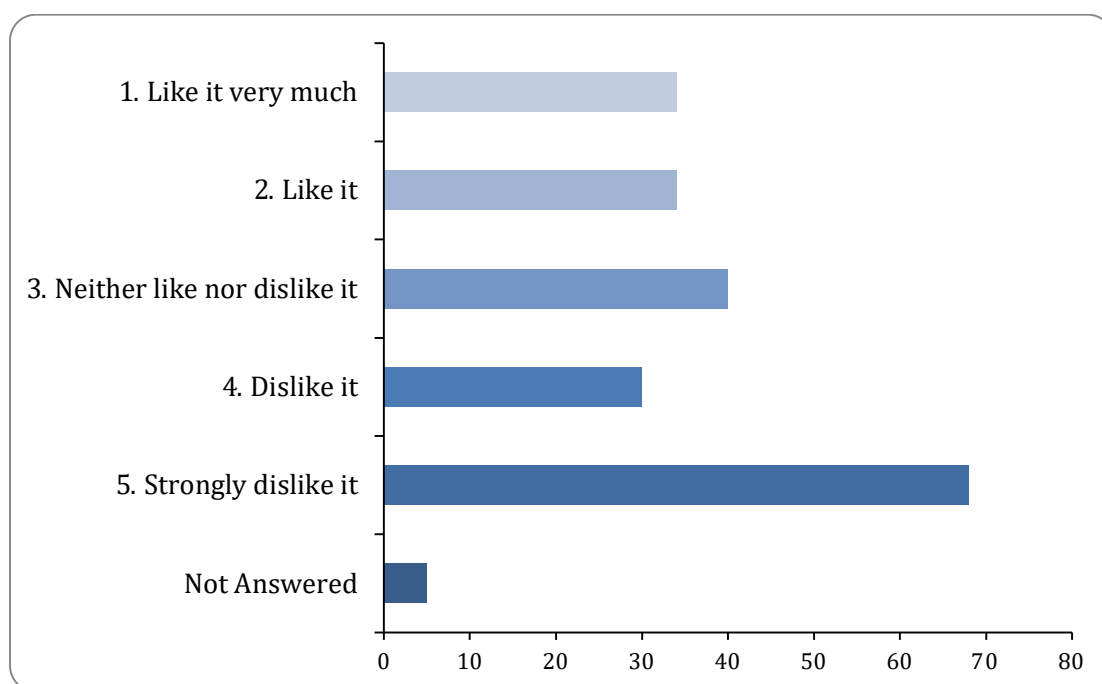


Option	Total	Percent
1. Like it very much	32	15.17%
2. Like it	42	19.91%
3. Neither like nor dislike it	49	23.22%
4. Dislike it	24	11.37%
5. Strongly dislike it	57	27.01%
Not Answered	7	3.32%

30: Priority walking/cycle raised table crossing of Gurney Road. To what extent do you like or dislike this element?

priority walking cycling

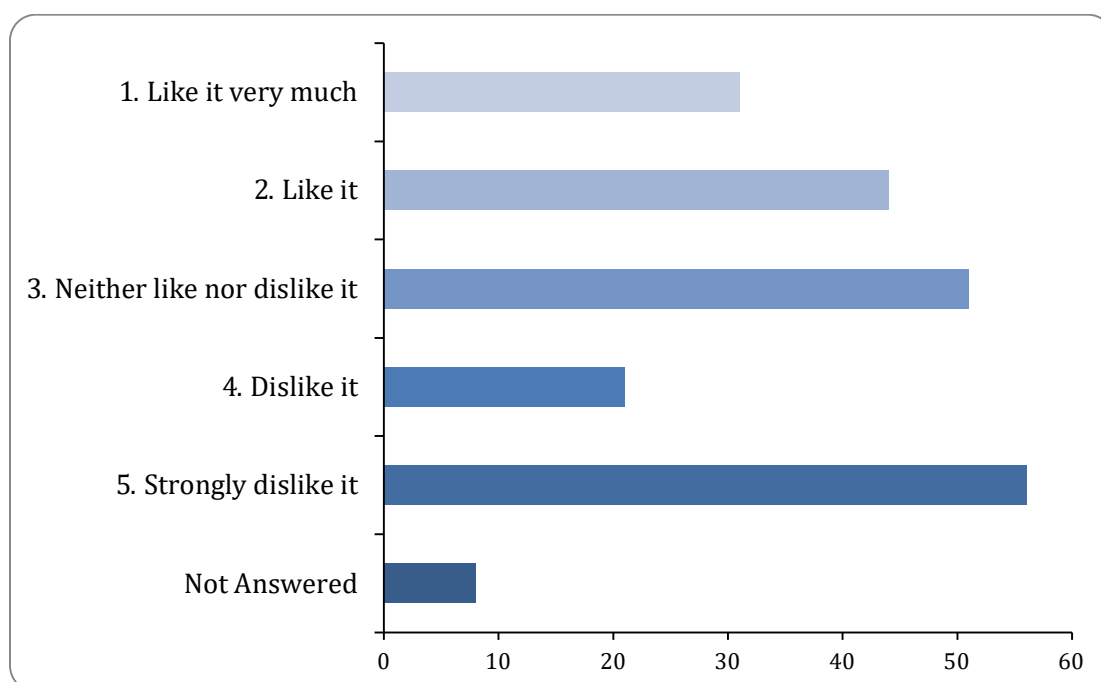
There were 206 responses to this part of the question.



Option	Total	Percent
1. Like it very much	34	16.11%
2. Like it	34	16.11%
3. Neither like nor dislike it	40	18.96%
4. Dislike it	30	14.22%
5. Strongly dislike it	68	32.23%
Not Answered	5	2.37%

31: Existing footpath east of Gurney Road widened and converted to shared use walking and cycling. To what extent do you like or dislike this element?
shared use

There were 203 responses to this part of the question.

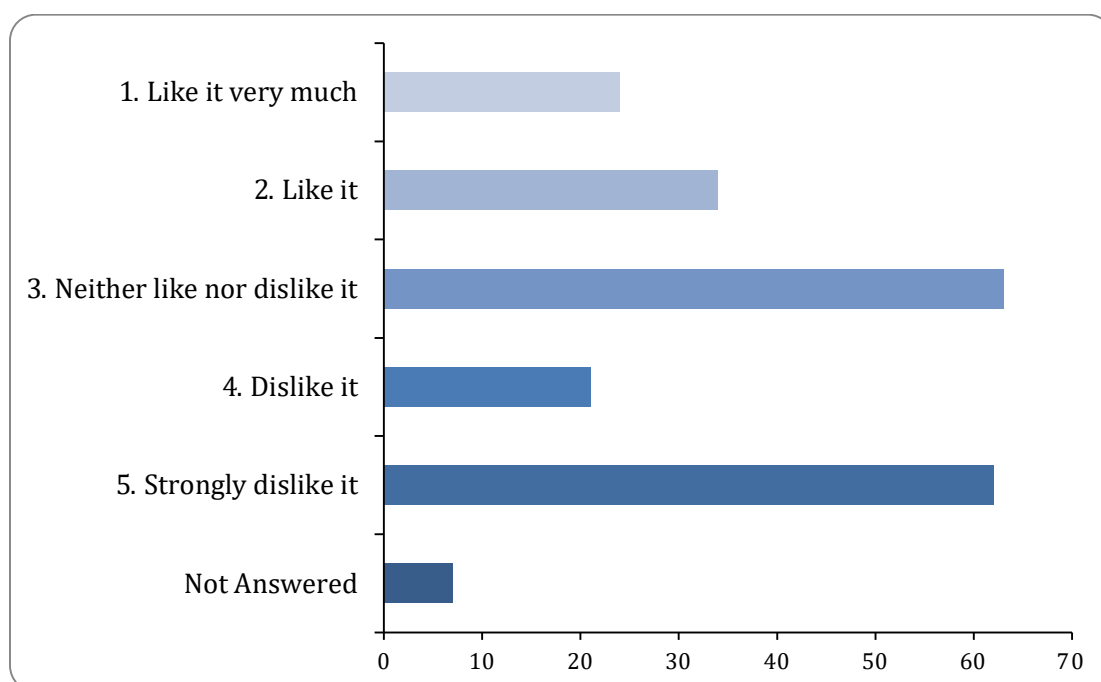


Option	Total	Percent
1. Like it very much	31	14.69%
2. Like it	44	20.85%
3. Neither like nor dislike it	51	24.17%
4. Dislike it	21	9.95%
5. Strongly dislike it	56	26.54%
Not Answered	8	3.79%

32: Cyclists join existing shared use bus and cycle lane (east of Gurney Road). To what extent do you like or dislike this element?

cyclists join existing bus/cycle lane

There were 204 responses to this part of the question.



Option	Total	Percent
1. Like it very much	24	11.37%
2. Like it	34	16.11%
3. Neither like nor dislike it	63	29.86%
4. Dislike it	21	9.95%
5. Strongly dislike it	62	29.38%
Not Answered	7	3.32%

Based on the answers you have given

Please use this space to tell us in more detail why you like or dislike any aspect of these proposals (limited to 500 characters)

There were 103 responses to this part of the question.

Thank you for your responses so far. Please use this space if you have any other comments about the scheme (limited to 500 characters)

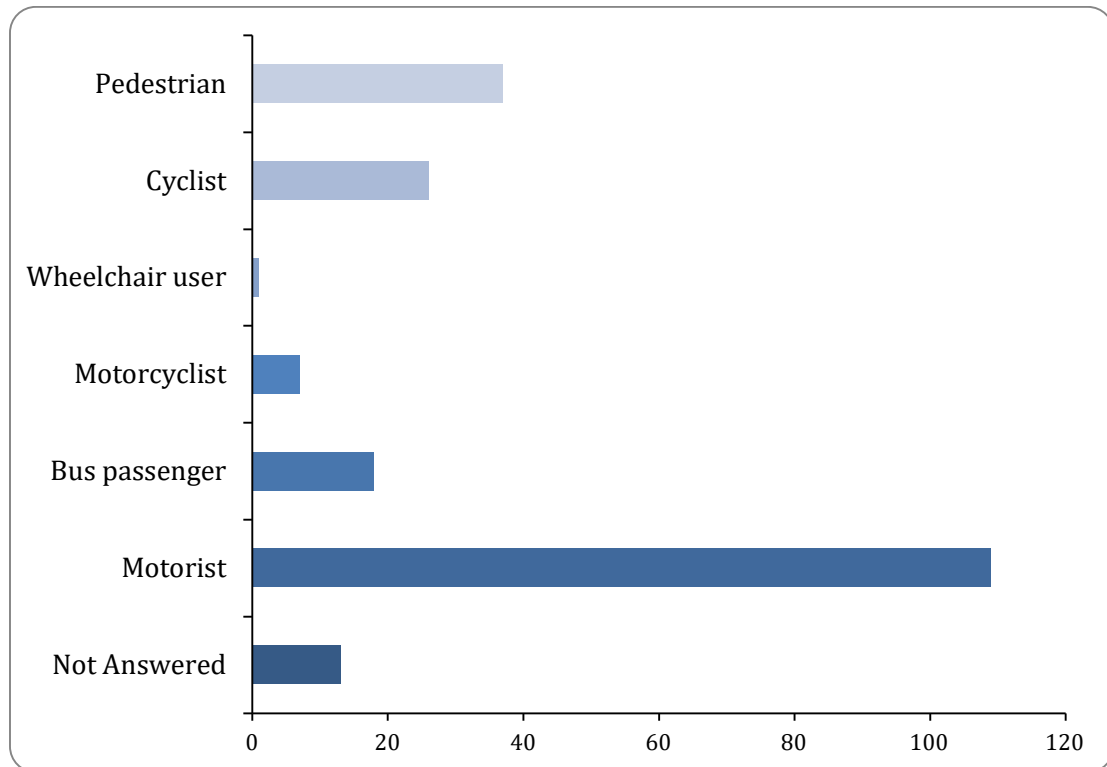
Any other comments

There were 124 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 198 responses to this part of the question.



Option	Total	Percent
Pedestrian	37	17.54%
Cyclist	26	12.32%
Wheelchair user	1	0.47%
Motorcyclist	7	3.32%
Bus passenger	18	8.53%
Motorist	109	51.66%
Not Answered	13	6.16%

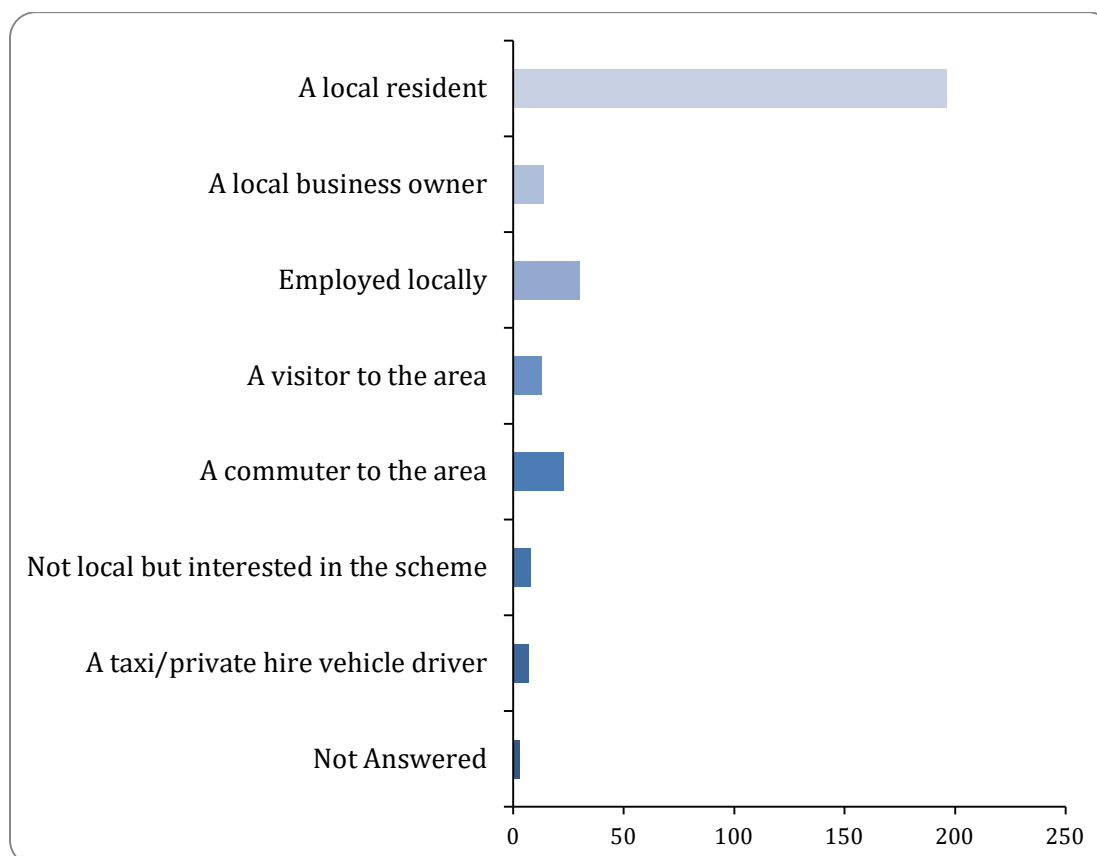
Other - please specify

There were 44 responses to this part of the question.

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

User groups

There were 208 responses to this part of the question.



Option	Total	Percent
A local resident	196	92.89%
A local business owner	14	6.64%
Employed locally	30	14.22%
A visitor to the area	13	6.16%
A commuter to the area	23	10.90%
Not local but interested in the scheme	8	3.79%
A taxi/private hire vehicle driver	7	3.32%
Not Answered	3	1.42%

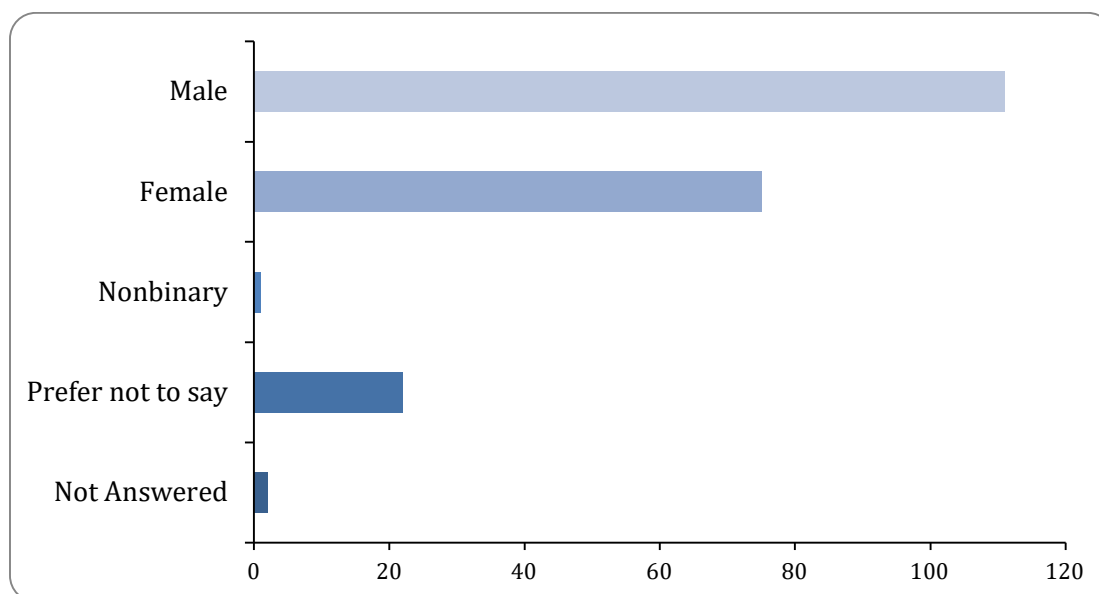
Other - please specify

There were 12 responses to this part of the question.

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

Gender

There were 209 responses to this part of the question.



Option	Total	Percent
Male	111	52.61%
Female	75	35.55%
Nonbinary	1	0.47%
Prefer not to say	22	10.43%
Not Answered	2	0.95%

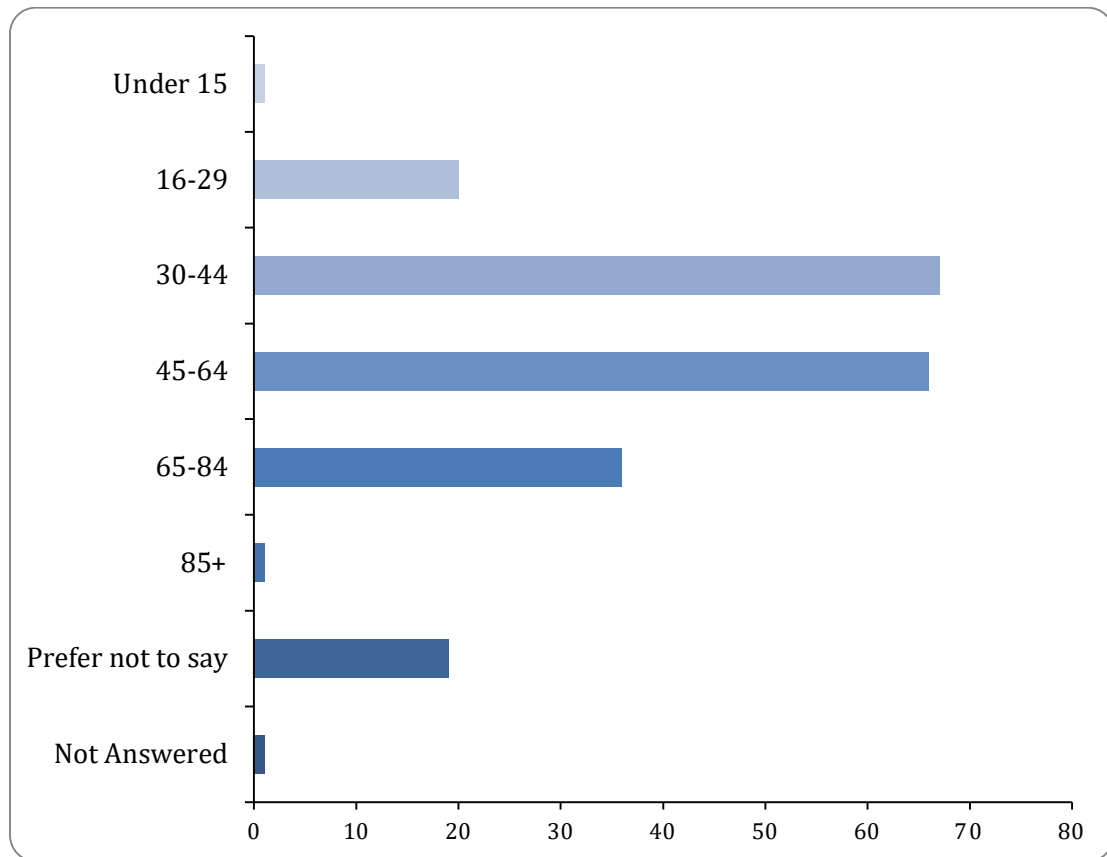
Other - please specify

There were 7 responses to this part of the question.

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

Age

There were 210 responses to this part of the question.

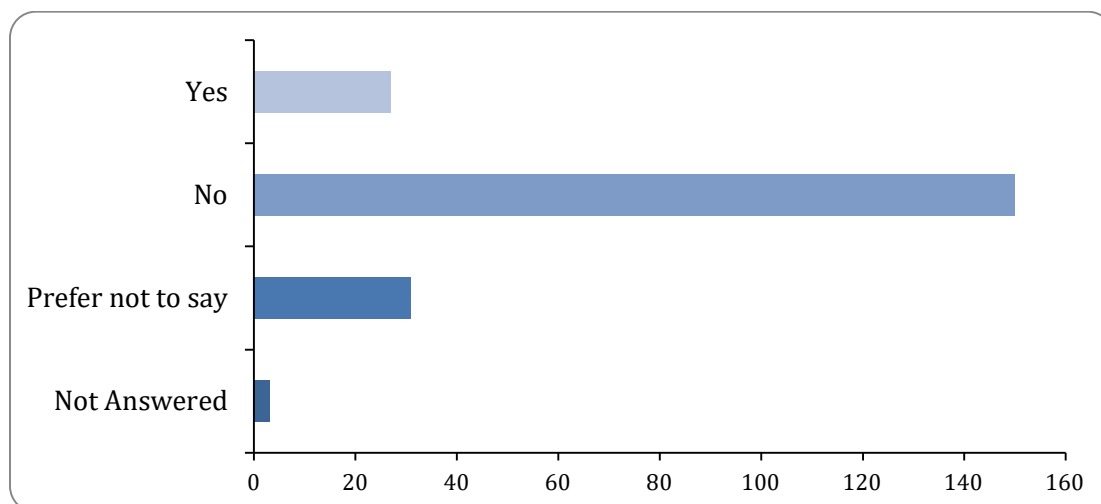


Option	Total	Percent
Under 15	1	0.47%
16-29	20	9.48%
30-44	67	31.75%
45-64	66	31.28%
65-84	36	17.06%
85+	1	0.47%
Prefer not to say	19	9.00%
Not Answered	1	0.47%

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 208 responses to this part of the question.

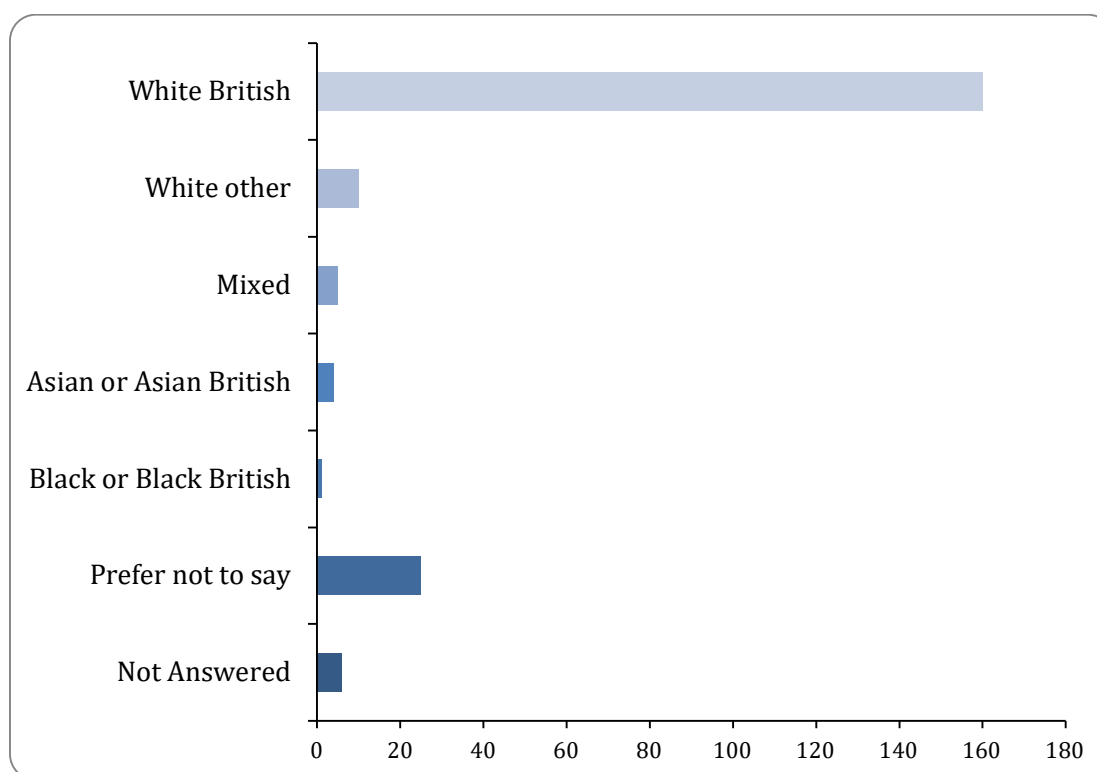


Option	Total	Percent
Yes	27	12.80%
No	150	71.09%
Prefer not to say	31	14.69%
Not Answered	3	1.42%

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

Ethnicity

There were 205 responses to this part of the question.



Option	Total	Percent
White British	160	75.83%
White Irish	0	0.00%
White other	10	4.74%
Mixed	5	2.37%
Asian or Asian British	4	1.90%
Black or Black British	1	0.47%
Chinese	0	0.00%
Prefer not to say	25	11.85%
Not Answered	6	2.84%

Other ethnic background - please describe:

There were 12 responses to this part of the question.

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

Postcode

Norfolk County Council

There were 204 responses to this part of the question.

Issues and Analysis Report of Dereham Road – Longwater and Travel Hub consultation surveys and events

Overview

The responders to both consultation surveys have not all been the same as 191 responded to the Longwater Lane and have some differing postcodes to the 211 who responded to the Travel Hub, see tables at the end of the report.

This report gives background to some common themes highlighted in appendix G - Common Themes with specific issues. Also highlighted in this report are issues and questions that were not specific to the schemes but have been highlighted more than once from the consultation surveys and consultation workshops.

The themes that created the highest number of comments regardless of whether the responders supported or opposed the aims of the proposals were:

- Keep subway – total 88
- Proposal will cause congestion – total 67
- Waste of funding – total 64
- Need improvements to the bus service - 52

At the end of the report are tables from the online surveys providing the analysis of the users by areas of locality.

General Comments/ Themes

1. Rat running

- Current traffic issues cause rat runs on Norwich Road, Gurney Road, Stafford Avenue and Sunny Grove. The schemes will exacerbate this.

2. Traffic light sequence

- Many felt the traffic light sequence could be timed a lot better to alleviate the current congestion.
- Richmond Road crossings was particularly highlighted as causing tailbacks.
- Timing of lights at BP garage and Larkman need sorting.
- Lights need looking at both Norwich Road and Marlpit

3. Tree Removal

- They provide a small area of protection for pulling out of driveway
- No to removing cherry tree has a hedgehog hibernating and is good for screening, would prefer to keep the tree. Mentioned several times
- Concern about trees that may also be on responder's properties
- Removal of mature trees will increase issues with surface water as houses set back are in a dip

4. Segregated cycling, don't have shared use footpaths and bus lanes

- Deliver as standalone cycling scheme
- Concerns about cyclists sharing main carriageway or forced onto it in some parts of it
- The section east of Breckland Road needs to be improved to provide a safe off-road cycle path. It is not acceptable to be forced back onto the road.
- Need clear demarcation to ensure/encourage compliance in all areas and reduce conflict between peds and cycles – Norfolk Vision
- Shared use - Pedestrians feel unsafe
- Shared use - Pedestrians take up the whole path
- Cyclists not considerate to pedestrians
- Cyclists cause delays in bus lane therefore buses pull out
- Bus lanes - not safe for children or inexperienced riders
- Bus lanes - Cyclists given false sense of security
- don't use the section of shared bus/cycle lane between Norwich Road in Costessey and the Ring Road junction because it is too dangerous and I feel intimidated.
- Some people comfortable using it, others not. Some really want to see it gone. Some think it's perfectly good off carriageway cycle route for those who are comfortable – no stopping for signals – keep both. Certainly, in interim.
- Cyclists don't use cycle paths as they are not direct and too narrow
- Cyclists don't like stopping at junctions like pedestrians. Like to the same right of way as motorists.
- When there is no cycle track, I fear more confident cyclist will continue to cycle on the road at this point and may incur the wrath of motorists who don't think they should be there.
- Like to see cycleway extended from subway going south.
- No cycle provision on south side – multiple people stating we should just run a cycle route in the southern edge of the highway boundary
- On the southern side of the Dereham Road there is a footpath that currently leads from the underpass to Wendene, it would be a good idea to make this into a cycle way. Coming in the opposite direction from Wendene to Breckland road on a cycle is not considered by these plans.
- The cycle route would form a part of a commuter route into the city, therefore needs to cope with reasonably fast cycling. A route along the south of Dereham Road from the crossing to Clover Hill Road would be better and of more use.
- The cycle track should be continuous and not routed along the old Dereham Road
- The narrow sections of cycle track are unacceptable. This needs to be a high quality cycle route for commuters, safe and comfortable for ages 8-80+
- It would have been nice to extend the cycle path down to the Norwich Road

5. Raised tables and raised tables at junctions

- Raised tables don't benefit pedestrians
- Causes damage to vehicles as they are too high. Are unnecessary obstruction.
- Cited Adding speedbumps is a nightmare especially for disabled people. My daughter's shoulders dislocated from speed bumps no matter how slow the minibus is going.
- Unsafe as vehicles have to give way and the rear of the vehicle will be blocking both the main carriageway and the bus lane and the vehicle itself will be in danger of being struck by other traffic.

6. Park & Ride, Showground

- Drivers rather use route than go to out of the way P&R
- Running of this Park & Ride on match days could help

7. Laybys, don't fill in

- Would harm traffic flow and add to pollution, journey times etc.
- Widespread concerns about traffic delays caused by stationery buses.
- East Hills Road is already tight/congested and will be harder to navigate.
- Concern with new bus stop positioning. Potential to block carriageway in both directions. Length of time buses stopping with high volumes of school children and workers from industrial estate using these stops. Safety fears of vehicles trying to move around buses at what is already a dangerous pinch point and passengers stepping into road etc

8. Against tightening kerbs

- Buses already have a hard job to turn in and out of Breckland Road as road is not wide enough.
- Concern around the junction tightening – particularly on Gurney Road and Breckland Road – buses and amazon vans etc can barely get round now. Conflict at these junctions will block vehicles and back up Dereham Road.
- The corner of the side road where the cycle link comes through is at a much sharper almost 45-degree angle and is a dangerous blind spot for cycles/cars.
- Concerns over tightening of Gurney Road, larger vehicles will not get through and block the road causing tail backs.
- Angle of remaining part of junction likely outside DMRB range >70 degrees and needs to be reviewed.
- Junction used by school bus and delivery vehicles; reduced radii may lead to conflicts with traffic approaching give-way line.

9. Improve Bus services

- As currently expensive, inefficient, not frequent enough
- Bus service on Dereham Road is appalling
- Full buses don't stop
- Buses are often late or cancelled
- Buses cancelled at short notice
- Need better live/accessible passenger info online as well as at stops
- Vehicles on the 21/26 route very dated, residents in Bowthorpe are better served by these lines – more reliable than 23/24 on Dereham Road but concerns this proposal will push more traffic down the Chapelbreak Road/Threescore route to Watton Road which will start to block the other bus line here
- Bus service on Dereham Road is appalling – buses frequently don't show up, break down, cancelled at short notice, buses full – refusing to let people on. Children unable to get to school as a result. Driver shortage often given as reason
- The buses are not reliable and residents of Queens Hills having no buses from Norwich after 8pm that is just not feasible.
- 21 and 26a arriving same time which causes congestion issues with boarding on buses
- Poor bus service on Dereham Road but some within Bowthorpe estates feel better served as more line options from Roys etc.
- If buses were frequent and reliable, this could really be a usable service that many would choose given rising costs of car etc. There needs to be a marketable Longwater - City service in 13 minutes but, until that is sorted out many are forced to use cars.
- I want good swift transport links for buses from Bowthorpe, they are appalling at the moment, and this will not change one single thing.

- I have only been using the buses since i retired because I now have the time to wait for them, on one occasion although the buses are meant to be every 15 to 20 minutes I waited from 1:55pm until 2:45pm before going home and getting the car as I had a 3pm appointment in the city. I also gave a lift to the other lady who had been standing there even longer than me. If I thought that the bus service would be better for the changes I would be in favour of the scheme. however, until they provide at least the number of buses that are advertised you cannot rely on the service to get you anywhere on time

10. 24 hour Bus lanes not required

- As there no 24hr bus services
- Not enough buses.
- During peak hours (early-mid morning and evening) I can understand, but not 24 hours given the infrequent timings
- Bus lane opening times need to be addressed as this causes hold ups
- The traffic on Dereham road is bad enough with the 24 hour bus lane
- With a crossing would make a dangerous and congested area even worse
- will only add to traffic congestion.
- There are no buses running after 11pm!
- When our poorly run and expensive bus service does not run a 24 hour service
- An imbalanced approach to some minor delays for some buses.

Travel Hub Plan 1

- The proposals will be dangerous, funnelling pedestrians, vehicles and cyclists into a small area (Breckland Rd/Old Dereham Rd. Between 07.00 and 09.30 today (29.11.2022), 525 vehicles and 160 pedestrians used this small junction. Most vehicles were approaching Dereham Rd

Travel Hub Plan 2

11. Travel Hub – dislike due to ..

- Not required. Services aren't adequate to warrant it
- Antisocial behaviour concerns – responders believe it will be a place for people to loiter and litter, not maintained and therefore an eyesore, against a Beryl bay as bike elsewhere are strewn around,
- Not to replace of the subway. See below.

12. Keep subway

Generated the largest number of comments from both who support the improvements and those against who don't want the underpass removed but would like it improved.

- Will cause more congestion and delays on this busy road
- Provides direct, non-stop crossing of Dereham Road
- Used constantly by school children, cyclists, dog walkers
- Lot of people very angry about the subway and travel hub and think it is a waste of money
- Does not stop traffic flow. No-one has got knocked down in an underpass
- Improve the underpass with better lighting, CCTV, soakaway, better access
- Reduce flooding/ standing water, slippery and wet surface
- Unnecessary removal
- Some have suggested an additional of a surface light-controlled crossing to an improved subway.
- Some support the removal of subway

Travel Hub - Plan 3

13. Light controlled crossing Dereham near Gurney Road junction

- Would like a light controlled crossing and not the crossing proposed.
- Would be safer for children and those accessing the park and playing fields.
- Connects purple and green pedalways
- Don't remove crossing barriers

Comments, suggestions and questions not related to schemes work proposed from consultations and workshops

1. Require pedestrian crossings at the
 - Dereham Roundabout to access the Employment area.
 - Wendene roundabout into the employment area
 - The crossing of William Frost way to the Longwater retail park is abysmal and dangerous, and needs fixing.
 - Wendene/ Clover Hill Road - particularly children walking to high school from Clover Hill; There is a well used path from Dereham Road to Roys shopping area but no provision for Pedestrians
2. Require walking and cycling access routes along Dereham Road with controlled crossings to Longwater retail park including Next, and over to the Showground. Current route is overgrown.
3. Requests for footbridges across Dereham Road in place of pedestrian crossings.
4. Need explanation how bus gates will work.
5. Residents are concerned about the work affecting their boundary especially those that have trees that may be affected.
6. Turning right at Longwater roundabout is problematic for buses.
7. Concerned about the blind spot when merging into Dereham Road on inbound journey at the Longwater junction.
8. Request to improve the pedestrian/ cycle crossing at Dereham Road/ Longwater Lane junction – dangerous to access bus stop.
9. Proposed chicanes on Richmond Road unnecessary. Will cause issue for emergency vehicles.
10. Request for yellow hatching to be added at other junctions and roundabouts
11. The bus lanes are a terrible idea. Better to route both direction of buses along the northern carriageway as a "busway" road with general traffic on the present southern carriageway.
12. Don't see the need for a cycle path next to a cycle/ bus lane.
13. Bus lane is not required inbound, currently left turn only before Gurney Road as buses already use the lane prior to this junction.
14. A missed opportunity is the creation of bus stops on Clover Hill Road or Chapel Break Road near the junction with Wendene, to allow interchange with the proposed Dereham Road Travel Hub. With only a two minute walk this would allow Queens Hill and Costessey residents the ability to change buses for the N&N Hospital.
15. Travel Hub - i believe that the buses coming from Dereham road to the roundabout (10 - 16) might cause a hassle because that area is very busy . Furthermore adding traffic light will cause more traffic during peak times like work and school hours .I think a better solution might be to add a simple roundabout which directs the buses to adjacent or parallel bus lines between points 17 and 20
16. Why did the Council spend hundreds of thousands of tax payers money to widen the roadway from Sainsbury's to Longwater lane only for it to make a bottle neck situation from there on.

17. Get western link of NDR sorted first. Then reassess the need for any of these based on the new volume of traffic
18. Congestion problems arise at Marl Pit Lane and Sweet Briar Rd roundabout. Install bus-controlled traffic lights at these junctions.
19. Why have we been offered only one plan which we do not agree with, could we not be offered other alternative plans.
20. Why was this scheme not advertised more to local residents so they could have their say at the public consultation workshops?
21. No consultation has been taken on why residents do not use buses. No other schemes have been looked into, car share, park and ride etc. No improvement to the general journey into Norwich as hold up will happen when bus lane finishes at ring road.
22. Lot of people at the workshops just wanted to see physical/large copies of the plans and take the opportunity to talk to NCC representatives. People wanting to take plans and printed docs away to help when filling in surveys

Users completed the online surveys

Longwater Lane Users by locality - 191 responders

By nearest locality	Bus passenger	Cyclist	Motorcyclist	Motorist	Pedestrian	Not Answered	Grand Total
NR5	8	11	9	66	20	2	116
NR2	1	6	0	3	0	0	10
NR8	1	4	2	12	1	0	21
NR3	0	2	0	2	0	0	4
NR4	1	4					5
NR9		2		3			5
NR1				2			2
NR6		1		2			3
NR7				1			1
NR10		1					1
NR12		1					1
NR13				1			1
NR14				2			2
NR18				1			1
NR19				2			2
NR24						1	1
NR33				1			1
IP18		1					1
(blank)	2	1	1	6		3	13
Grand Total	11	34	12	104	21	6	191

Analysis Report of Dereham Road Travel Hub consultation

Travel Hub Users by locality 211 people responded

By nearest locality	Bus passenger	Cyclist	Motorcyclist	Motorist	Pedestrian	Wheel-chair user	Emergency Responder	Not Answered	Grand Total
NR5	11	15	7	80	34	1		8	154
NR2	1	4		4	1				10
NR8		1		7	1		1		10
NR3		1		2					3
NR4	1	2		2	1				6
NR9		1		2					3
NR1				2					2
NR6				1					1
NR7								1	1
NR14				1					1
NR20				1					1
NR33				1					1
NR35		1							1
(blank)	5	1		8				1	15
Grand Total	18	26	7	111	37	1	1	10	211

Longwater Lane Users postcode is NR5

Primary use	User group	Total
Pedestrian	A local resident	17
Pedestrian	A local resident and Commuter to the area	1
Pedestrian	Employed locally	1
Pedestrian	A local resident	1
Cyclist	A local resident	10
Cyclist	A local resident and A local business owner	1
Bus passenger	A local resident	6
Bus passenger	A local resident and Employed locally	1
Bus passenger	A local resident and A local business owner	1
Motorcyclist	A local resident	7
Motorcyclist	A local resident and Employed locally	2
Motorist	A local resident	53
Motorist	A local resident and A local business owner	1
Motorist	A local resident and Employed locally	3
Motorist	A local resident and Commuter to the area	3
Motorist	A local resident and A visitor to the area	1
Motorist	Employed locally and Commuter to the area	1
Motorist	Employed locally and A local business owner	1
Motorist	Commuter to the area	1
Motorist	Not Answered	2
Not Answered	A local resident	1
Not Answered	A local business owner	1

Longwater Lane Users postcode is of the local vicinity NR2,3,4,8, 9

Primary use	User group	Total
Pedestrian	A local resident	1
Cyclist	A local resident	15
Cyclist	A visitor to the area	2
Cyclist	Not local but interested in the scheme	1
Bus passenger	A local resident	1
Bus passenger	Employed locally and A local resident	1
Bus passenger	Not Answered	1
Motorcyclist	A local resident	2
Motorist	A local resident	10
Motorist	A local resident and Employed locally	3
Motorist	A local resident and A local business owner	2
Motorist	A visitor to the area	1
Motorist	A Commuter to the area and A visitor to the area	2
Motorist	Not Answered	2
Emergency Responder	Employed locally	1

Longwater Lane Users postcode is outside the local vicinity or blank

Primary use	User group	Total
Cyclist	A Commuter to the area	2
Cyclist	A visitor to the area	1
Cyclist	Not local but interested in the scheme	2
Bus passenger	A local resident	1
Bus passenger	A taxi/private hire vehicle driver and A local business owner	1
Motorcyclist	A local resident	1
Motorist	A local resident	6
Motorist	A local resident and Employed locally	1
Motorist	Employed locally	3
Motorist	A Commuter to the area	2
Motorist	A visitor to the area	2
Motorist	A taxi/private hire vehicle driver and Employed locally	1
Motorist	Not local but interested in the scheme	3
Not answered	A local resident	1
Not answered	Emergency Responder	1
Not answered	Not local but interested in the scheme	1
Not answered	Not answered	1

Travel Hub Users postcode is NR5

Primary use	User group	Total
Pedestrian	A local resident	32
Pedestrian	A local resident and A local business owner	2
Pedestrian	A local resident and Employed locally	1
Cyclist	A local resident	12
Cyclist	A local resident and A local business owner	1
Cyclist	A local resident and Employed locally	2
Bus passenger	A local resident	10
Bus passenger	A local resident and A local business owner	1
Wheelchair user	A local resident and A local business owner	1
Motorcyclist	A local resident	7
Motorist	A local resident	72
Motorist	A local resident and A local business owner	2
Motorist	A local resident and Employed locally	4
Motorist	A local resident and Commuter to the area	2
Not Answered	A local resident	7

Travel Hub Users postcode is of the local vicinity NR2,3,4,8,9

Primary use	User group	Total
Pedestrian	A local resident	2
Pedestrian	A local resident and Employed locally	1
Cyclist	A local resident	8
Cyclist	A local resident and A visitor to the area	1
Bus passenger	Employed locally and A local resident	1
Bus passenger	A visitor to the area	1
Motorist	A local resident	8
Motorist	A local resident and Employed locally	4
Motorist	A Commuter to the area and A visitor to the area	3
Motorist	A local business owner and A local resident	2
Emergency Responder	Employed locally	1

Travel Hub Users postcode is outside the local vicinity or blank

Primary use	User group	Total
Pedestrian	A local resident	
Pedestrian	A local resident and Employed locally	
Cyclist	A visitor to the area	1
Cyclist	Not local but interested in the scheme	1
Bus passenger	A local resident	1
Bus passenger	Employed locally and A local resident	2
Bus passenger	Employed locally and A local business owner	2
Motorist	A local resident	6
Motorist	A local resident and Employed locally	1
Motorist	A Commuter to the area and Employed locally	3
Motorist	A Commuter to the area	1
Motorist	A visitor to the area	2
Motorist	Employed locally and A local business owner	1
Motorist	A taxi/private hire vehicle driver	1
Not answered	Not local but interested in the scheme	1
Not answered	Blank	1

Costessey Town Council



Minutes of the Extraordinary Costessey Town Council Meeting at the Costessey Centre, Longwater Lane, Costessey, NR8 5AH on Monday 21 November 2022 at 6pm

Present: Councillors (Cllrs) D Burrill (Chairman) T Laidlaw (Vice Chair), M Bedford, G Jones, S Jones, L Glover & J McCloskey

Officers: N Bailey (Deputy Clerk)

Observers: Cllr T East was connected via Zoom. 20 members of the public were present.

276/22: RESOLVED to accept Apologies for Absence: Cllr Amis (unwell), Blundell (other commitment), Deane (unavailable), Dole (unavailable), Gibbs-Kneller (childcare), Hannant (Unavailable), Newby (other commitment), O'Connor (unwell) & Sizeland (unavailable). Norfolk County Councillor Blundell (unavailable)

277/22: To receive Declarations of Interest: Cllrs G & J Jones declared a non-pecuniary interest as they both lived on the Dereham Road.

To consider a response to the Transport for Norwich. Dereham Road Improvement Consultation:

278/22: RESOLVED to delegate the response to the Town Clerk

279/22: Public participation – The Chairman welcomed the public and members listened to their views on the proposals. Many of the residents had attended the public consultations and were encouraged to submit a response via the published survey. One resident read out and left a copy of her typed comments.

4,000 leaflets had been delivered across Bowthorpe and Costessey to raise awareness of the proposals and three public events during November. The survey deadline was 30th November 2022.

280/22: RESOLVED to request from NCC an additional public consultation event with a wider delivery of the information leaflet across all Costessey dwellings. It was noted that this will require an extended deadline for responses beyond 30th November 2022.

Action: Deputy Clerk

281/22: All members of the public left at 7.04pm and were thanked for their participation.

282/22: RESOLVED to express concerns about the number of trees at risk.

Comments made on Facebook by County Councillor Blundell were read out and noted.

283/22: In relation to the items listed as Main Features in the letter from NCC dated 1st November –

- Creation of a new travel hub, connecting bus services with local walking/cycling routes as well as new spaces for community use. **Supported but requires guarantees the bus service will increase/improve.**
 - A reduction in speed limit to 30 mph along Dereham Road between Longwater Lane and Norwich Road to create a safer environment for all road users. **Supported**
 - Removal of the Butterfly Way pedestrian underpass and creation of a new signalised street level pedestrian and cycle crossing on Dereham Road. **Not supported - Retain and improve access/lighting/drainage of the Butterfly Way pedestrian underpass**
 - New sections of inbound and outbound bus lanes to provide shorter and more consistent bus journey times to and from the city centre and Norwich Rail Station. **Supported**
 - Improved crossing facilities on Dereham Road at the Richmond Road junction. **Supported**
 - Dedicated facilities for those walking or cycling, with raised table side road crossings and additional traffic calming measures. **Supported**
 - Additional bus stops/shelters and real time passenger information. **Supported**
 - Extensive pavement widening and landscaping. **Supported with concerns of trees at risk.**
- Is there any Compulsory Purchases required to achieve this?**

284/22: Costessey Town Council is generally supportive of efforts and improvements to support cycling, pedestrians, and better bus services.

RESOLVED to request improvements to create safer pedestrian crossings at the Dereham Road/Bawburgh Lane & Dereham Road/Longwater Lane (East) Junctions (see marked plan).

RESOLVED to note that rat-running was likely along Breckland Road & Jerningham Road. See question below relating to traffic modelling.

285/22: Questions/observations for the County Council

Will the Costessey Park & Ride be changed to serve the City Centre again?

Has there been any traffic modelling?

Are there any restrictions on the overall project (financial/what it must be spent on/time)

Query over the accuracy of the plans on some of the verges which are currently grass. Members assume plans mean these will be paved with the loss of grass.

There is a High Voltage Power Cable near to 457 Dereham Road (Bus Shelter No. 2 on the plan)

Action: Deputy Clerk

286/22: The meeting closed at 8:05pm

Chair:

Date:

Main Common Themes from Dereham Road

Supporting Themes for the Longwater Lane Proposal	Total
Safer for pedestrians, cyclists and children	33
Supports sustainable travel	7
In favour of segregation of cyclists from pedestrians	7
Improves bus journeys/encourages public transport use	5
Good for the environment/climate change	3
Encourages cycling	2

Supporting Themes for Travel Hub Proposal	Total
Supports improvements	31
Supports sustainable travel	11
Supports cycling improvement	7

Abbreviations Key for tables

TH – Travel Hub survey

LL – Longwater Lane survey

CW – Consultation workshops – feedback and comments highlighted

Opposing Themes	Total - TH	Total - LL	Total - CS	Grand Total	Officer response
Proposal will cause congestion	53	16	0	67	Analysis of how the highway network is currently used indicates that impacts on existing levels of congestion will be slight. Bus lanes are not being taken up to the stop lines of junctions, which reduces impacts on junction capacity. Where possible, space for bus lanes is being created without the requirement to remove existing general traffic lanes.
Waste of funding	36	27	1	64	This scheme is financed by the Department for Transport (DfT) from the Transforming Cities Fund and may only be spent on this scheme, which aims to improve conditions for active modes of travel. The proposals represent High Value for Money in government appraisal terms.
Worse for environment as more pollution	10	20	0	30	The proposals aim to encourage more people to choose more sustainable modes of travel. If more journeys are made on foot, by cycle or by bus, pollution from private motor vehicles will reduce.
Dislike disruption for little gain	9	4	1	14	In order to encourage people to use active modes of travel, there are areas of the highway network where infrastructure for walking, cycling and public transport needs to be improved. These proposals represent significant improvements to the bus, pedestrian and cycle networks and plans have been amended based on extensive feedback from local residents and stakeholders.

Not dealing with traffic issues / congestion	17	2	0	19	Encouraging more people to travel by foot, cycle or public transport will help to reduce overall levels of congestion on the transport network.
Will exacerbate rat running in neighbouring roads e.g. Gurney Road	11	0	6	17	Encouraging more people to travel by foot, cycle or public transport will help to reduce overall levels of congestion on the transport network. Further consideration will be given to the implementation of a low traffic neighbourhood in the Gurney Road / Sunny Grove / Crown Road / Beaumont Road area – delivery of this would be dependent on the outcome of this review and funding being available.
No need for changes	15	13	0	28	Changes to infrastructure are required to encourage more people to travel by foot, cycle and bus, in line with the County Council Local Transport Plan, Transport for Norwich Strategy and Environmental Policy. These measures will help to reduce congestion, protect the environment and improve health and wellbeing. Proposals have been revised based on extensive feedback from local residents and stakeholders.
No consideration to residents, lack of consultation	16	8	0	24	Consultation letters with details of the scheme were sent to 3,675 properties in the area to ask local people for their views. The consultation was advertised by First Bus, on social media and 3 in-person consultation events were held in the area that were very well attended. Proposals have been revised based on extensive feedback from local residents and stakeholders.

Not enough buses or cyclists to make it worth while	4	16	2	22	The frequency of bus service along Dereham Road was reduced during the pandemic and bus passenger numbers are now increasing. First Bus have committed to increasing journey frequency to 10 buses an hour in each direction along Dereham Road if the time savings for bus journeys can be delivered through the scheme. Providing good quality cycling infrastructure will enable more people to make the choice to cycle.
Badly thought of / endangering proposal	10	7	1	18	The proposals are in line with the requirements set out in the Transforming Cities Fund, have been subject to consultation and Road Safety Audit and have considered recent government design guidance and updates to the Highway Code. The proposals seek to improve safety for pedestrians and cyclists and vulnerable road users.
Negatively impacts Norwich's economy	2	4	0	6	It is not clear in what way it is thought that the proposals negatively impact the economy. Research shows that significant economic benefits are derived from investment in active travel infrastructure and improvements in the bus network.
Public opinion ignored	0	6	0	6	Consultation letters with details of the scheme were sent to 3,675 properties in the area to ask local people for their views. The consultation was advertised by First Bus, on social media and 3 in-person consultation events were held in the area that were very well attended. Proposals have been revised based on extensive feedback from local residents and stakeholders.

Against money spent to benefit private companies	4	0	0	4	The Transforming Cities Fund is being spent on measures which will help people choose to walk, cycle or take the bus. First Bus have committed to increasing journey frequency to 10 buses an hour in each direction along Dereham Road if the time savings for bus journeys can be delivered through the scheme.
Proposals are unsuitable because it is a major route from west into the city	6	0	0	6	These proposals will encourage more people walk, cycle or take the bus along this busy transport corridor.
Disadvantages motorists	6	15	0	21	These proposals will encourage more people walk, cycle or take the bus whilst maintaining access to the city and surrounding area for those that want to continue to drive.
Need improvements to bus service	35	9	7	52	First Bus have committed to increasing journey frequency to 10 buses an hour in each direction along Dereham Road if time savings and improved reliability for bus journeys can be delivered through the scheme.
Don't prioritise buses	10	0	0	10	These proposals allocate dedicated space on the highway network for buses in areas where delays to bus services are experienced. Buses are an essential part of the transport network and are used by thousands of passengers each day to access jobs, education, leisure and retail. Buses are a more efficient use of the highway space available and it is vital that improvements are made to the bus network to benefit existing and future bus users.

Dislike 24hr bus lanes	26	18	5	49	Guidance from the Department for Transport in the 'Back Better' national bus strategy for England states that bus lanes should be full-time and as continuous as possible. A review of the traffic flows in this area has concluded that impacts on general traffic flow will be minor as a result of bus lanes being introduced. Existing bus lanes along Dereham Road currently operate 24hrs and the new sections of bus lane proposed would be consistent with this. Although it is recognised that bus services don't operate 24hrs along this corridor, with the majority of services being between 7am and 7pm, impacts on general traffic during the night outside these hours is minimal. Even at times when buses are not operating, bus lanes can continue to be used by taxis, cycles and e-scooters and emergency vehicles when responding to emergencies Respondents asked for bus lanes to be effectively enforced and this will be fully considered.
Priority bus lanes cause congestion	8	0	0	8	Priority bus lanes are in line with the Department for Transport's Bus Back Better national bus strategy for England, to help ease congestion by encouraging more people to take the bus. Analysis of how the highway network is currently used indicates that impacts on existing levels of congestion will be slight. Bus lanes are not being taken up to the stop lines of junctions, which reduces impacts on junction capacity. Where possible, space for bus lanes is being created without the requirement to remove existing general traffic lanes.

No to bus lanes	17	0	0	17	Buses are an essential part of the transport network and are used by thousands of passengers each day to access jobs, education, leisure and retail. Buses are a more efficient use of the highway network and it is vital that improvements are made to the bus network to benefit existing and future bus users.
Bus lanes are not used	6	0	0	6	Bus lanes are used by buses, coaches, taxis and emergency vehicles and provide protection for those using cycles and e-scooters who may otherwise mix with general traffic.
Traffic light sequences on road causing congestion.	5	6	6	17	Traffic light sequences are monitored and designed to suit the requirements of the road network to keep traffic as free flowing as possible. The sequencing of the lights will be reviewed to ensure their operation continues to meet these requirements.
Concern about removal of mature trees or greenery.	20	9	10	39	An Arboricultural Impact Assessment has been carried out. Where possible, existing trees and landscaping will be retained. An appropriate programme of replanting and mitigation will be delivered.
Want segregated cycling for whole route.	16	4	5	25	It is not always practicable to provide segregated cycle routes in all areas due to the availability of land or the knock on impacts on other road users. Segregated routes have been provided where practicable.

Raised tables cause damage, discomfort	10	7	1	18	Changes to the Highway Code, giving waiting pedestrians priority at side roads, have been in effect for nearly a year now. These scheme proposals formalise this priority, whilst also encouraging slower turning speeds into minor roads. Drivers already have to slow to turn into side roads, and following drivers have a duty to keep a safe distance from the vehicle in front.
Dislike raised tables at give way point	2	1	0	3	See above. All proposals are subject to a safety audit to ensure safety for all road users.
Dislike shared use footpaths / shared bus lanes	17	3	1	21	Where it is not practicable to provide segregated routes, shared use has been proposed as an improvement to the existing situation. Shared bus lanes provide protection to cyclists who would otherwise mix with general traffic on this busy A class road.
Removing bus laybys cause congestion	6	28	6	40	This approach was proposed to provide additional space for those walking and cycling. Benefits of this are strongest at the inbound stop near Richmond Road where those walking and cycling can be separated from each other. For this reason, it is proposed that the removal of the layby is retained at this location. At the other locations, benefits of removing the laybys are not as strong, so it is recommended that laybys remain.
Housing developments adding traffic to the roads	5	7	1	13	Housing developers are required to consider transport implications as part of their planning applications. These proposals seek to encourage more people to walk, cycle or take the bus which will help to reduce the traffic on roads.

Dislike tightened corners – too tight for cyclists and longer axle vehicles, not safe	9	6	4	19	Changing the radii of minor road junctions helps to encourage low vehicle speeds and make it easier for pedestrians to cross. All proposals are subject to a safety audit to ensure safety for all road users.
Cyclists don't use cycle paths.	9	0	0	9	Those cycling have the choice of using cycle paths or the general carriageway. It is not a mandatory or legal requirement for those cycling to use cycle paths where they are provided.
No alternative for drivers as no park & ride at Showground.	7	0	3	10	The Costessey P&R site is currently well used on the Hospital / UEA route but whether this site operates a route into the city centre is subject to review as part of the future Transport for Norwich Strategy.
Current bus lane has provided no benefit	4	0	0	4	The current bus lanes along Dereham Road provide shorter and more reliable bus journey times. They can also be used by taxis, cycles, e-scooters and emergency vehicles responding to emergencies.
Improve pedestrian and cycle infrastructure, not bus infrastructure	7	0	0	7	The proposals set out provide significant benefits to those walking and cycling, as well as those using buses. Widened footways, separation of those walking and cycling (where space allows) and the provision of new crossings will improve the environment for these users and help to encourage more people to travel sustainably and more healthily.

Money should be spent subsidising bus service	2	0	0	2	Norfolk has secured £49.55m from government to deliver a Bus Service Improvement Plan, of which £18.6m is revenue to support ticketing and bus service enhancements. This funding will be used to encourage more people to use buses and other sustainable transport options, which is key to our ambitious aims of achieving net-zero in Norfolk by 2030. This is a separate funding source and cannot be used to deliver the infrastructure proposals set out in this report. The Transforming Cities Fund cannot be spent on subsidising bus services.
Bus lane enforcement required	4	2	5	11	Appropriate enforcement of bus lanes will be applied.
Money wasted on cycling provision	5	0	0	5	Improvements to cycling infrastructure are required to make it easier for people to choose to cycle. The proposals represent High Value for Money in government appraisal terms.
Only a few cyclists use area	3	0	0	3	Improving cycling infrastructure makes it a more attractive option to consider. Where recent investment in cycle infrastructure has been made in Norwich, the numbers of people cycling has increased by around 40%.
Will not get people out of their cars	4	0	0	4	The proposals aim to make it more attractive to choose to cycle, walk or take the bus. This is particularly the case for short journeys.

Travel hub not required.	33	0	3	36	The provision of different modes of transport at a convenient location aims to make it easier for people to choose more sustainable modes of travel. Whilst the proposals for the travel hub have been scaled back following the recommendation to retain the existing subway, opportunities will be explored to improve the existing bus stops and provide cycle parking and access to Beryl bikes and e-scooters.
Dislike Travel Hub for other reasons.	24	0	1	25	See comment above.
Like to keep underpass and see it improved.	71	5	12	88	It is recommended that the subway is retained but appropriate works will be undertaken to improve lighting and drainage as requested.
Add surface crossing in addition to underpass	3	0	3	6	It is recommended that the street level cycle and pedestrian crossing is built to ensure a fully accessible crossing of Dereham Road is provided. The subway will be retained but appropriate works will be undertaken to improve lighting and drainage as requested.
Travel hub in addition to underpass/ move nearer to roundabout	7	0	2	9	Whilst the proposals for the travel hub have been scaled back following the recommendation to retain the existing subway, opportunities will be explored to improve the existing bus stops and provide cycle parking and access to Beryl bikes and e-scooters.
Support subway removal	4	0	5	9	It is recommended that the subway is retained but appropriate works will be undertaken to improve lighting and drainage as requested. It is also recommended that the street level cycle and pedestrian crossing is built to ensure a fully accessible crossing of Dereham Road is provided.

Don't reduce 2 lane carriageway to 1	4	0	3	7	A review of the traffic flows in this area has concluded that impacts on general traffic flow will be minor as a result of bus lanes being introduced. Encouraging more people to travel by foot, cycle or public transport will help to reduce overall levels of congestion on the transport network.
No need to widen footpath	4	0		4	Where possible, footpaths and cycle lanes are being widened to provide a safer and better environment for those walking and cycling. Proposals have given full consideration to revised design guidance from central government and are subject to a safety audit.
Location of bus stops will create congestion, accident hotspots	20	3		23	The proposals have been subject to a safety audit and in consultation with bus operators. Some changes are being made to the locations and layout of some bus stops in response to the feedback received. Removal of existing bus laybys is required in some locations to provide sufficient space for segregated pedestrian and cycle facilities (which were supported in the consultation). It is recommended that this approach proceeds but that it will be considered on a case-by-case basis to minimise impacts of traffic queuing.
Need controlled crossing Dereham / Gurney Road junction.	10	1		11	A pedestrian crossing assessment will be undertaken at this location, which will consider existing and future demand for crossing movements and what design options may be most appropriate. Delivery would be dependent on appropriate funding being identified.
Don't remove crossing barriers	5	0		5	A pedestrian crossing assessment will be undertaken at all locations where changes to an existing crossing are proposed. This will include a safety audit that considers the needs of all highway users.

No right turn out of Gurney Road	4	0		4	There aren't any proposals for the right turn out of Gurney Road onto Dereham Road to be removed. This didn't form part of the consultation.
Bus lane prevents car turning left in Gurney Road, causes congestion	4	2		6	The proposal does not include either a legal left turn ban or any other restriction to prevent this manoeuvre.
Main cycle routes (pedalways) should have controlled crossings	2	1		3	Where appropriate, controlled crossings are provided for cycles at busy junctions along the pedalway routes. However, this is not always possible due to constraints with funding, space and operational issues with the highway network.
Bus crossing road will lead to congestion	4	0		4	Buses are an essential part of the transport network and are used by thousands of passengers each day to access jobs, education, leisure and retail. Buses are a more efficient use of the highway network and it is vital that improvements are made to the bus network to benefit existing and future bus users. General traffic will only be stopped when a bus needs to cross the carriageway.