

Dereham Road 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

Proposal	Reason for proposal
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

Proposal	Reason for proposal
<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>
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>Improve safety and comfort for walking and cycling.</p> <p>Encourage active travel</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>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>
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>Improve safety and comfort for walking and cycling.</p> <p>Encourage active travel.</p>
6. Junction access to Three Mile Lane from the Dereham Road roundabout realigned with priority for buses	Provide shorter and more consistent bus journey times

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

Proposal	Reason for proposal
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

Proposal	Reason for proposal
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

Proposal	Reason for proposal
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

Proposal	Reason for proposal
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.