

# 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

<b>Proposal</b>	<b>Reason for proposal</b>
1. Speed limit on Dereham Road between Longwater Lane and Norwich Road reduced from 40mph to 30mph.	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.  Provide a consistent speed limit along the entire Dereham Road corridor between Longwater Lane and Grapes Hill.

## 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.	<p>Provide a safer and more convenient cycling route.</p> <p>Improved links and facilities to encourage active travel.</p> <p>Improve pedestrian safety by discouraging pavement cycling.</p>
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.	<p>Provide shorter and more consistent bus journey times</p> <p>Improve facilities to encourage active travel</p>
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.