



## Annex 4 – Schemes in our proposed funding packages

The table below provides a summary of the main schemes that are within our funding packages.

				Investment Package		
				Low	Medium	High
Traffic signal priority for all buses	<p>The existing traffic control system provides the capability for buses to request priority through traffic junctions. However, there is more that can be done to develop this system to maximise benefits to public transport and keep traffic moving in the most efficient way.</p> <p>Develop the traffic control system to enable all buses to benefit from priority measures being available, improving the reliability of the public transport network</p>	All	£55,700	X	X	X



				Investment Package		
				Low	Medium	High
LED street lighting and readiness for Smart City Technology	<p>The current approach to street lighting is based around reducing energy consumption through initiatives that include the implementation of new technologies such as Light Emitting Diode (LED) lanterns and the Central Management Systems (CMS). In addition, there is the opportunity to trial the use of traffic counting cameras and other sensors for highway network analysis, which could be used to control street lighting level, inform road users of live traffic conditions and help plan maintenance and development of the highway network.</p> <p>Seek to roll out across Greater Norwich new LED street lighting and associated technologies that will enable Smart City Technology to be deployed.</p>	All	£3,644,467	X	X	X
Norfolk Car Club expansion across all corridors	<p>As well as general public use, small and medium-sized enterprises are regular users of the Norfolk Car Club, increasing economic activity, productivity and jobs and using Club vans is popular among business members as it enables them to reduce transport costs by not owning vehicles, allowing the savings to be reinvested into staff recruitment and business growth.</p> <p>Expand the provision of Car Club vehicles across Greater Norwich and the City Centre.</p>	All	£2,617,900	X	X	X



				Investment Package		
				Low	Medium	High
Norfolk Car Club	Introduce electric vehicles to Norfolk Car Club - plug in and wireless charging. This was also included in our Future Mobility Zone application.	All	£2,004,700			X
Bus stop protection and review of waiting restrictions	Review all bus stops and ensure appropriate restrictions are in place for buses to access and egress from the stop and waiting restrictions are in place to minimise congestion along the route.	All	£573,300			X
Provision of high-quality disruption information for all transport users	<p>Norfolk currently utilises systems that enables the locations of buses to be compared against scheduled timetables, so that information can be presented to bus users on when buses are predicted to arrive at bus stops. This is a complex process involving different parties, back-office systems and standards of data. More needs to be done to develop and improve these systems.</p> <p>Work across all relevant parties and data providers to improve the quality and quantity of travel information presented to users, particularly during times of network disruption. This will improve the confidence that network users have in the information provided, encouraging greater use of more sustainable transport modes.</p>	All	£393,700			X



				Investment Package		
				Low	Medium	High
City-wide data collection and analysis to better understand how the transport network is being used	Undertake a comprehensive city-wide data collection exercise using all available data to better understand how the transport network is being used. Also included in our Future Mobility Zone application.	All	£393,100			X
Initiatives to support car sharing	<p>Surveys have shown that, on average, 85% of private vehicles on the roads in Greater Norwich have one person in them. At peak times, this can increase to more than 95%. These low levels of vehicle occupancy limit the number of people that the road network can carry, causes congestion, delay and worsening air quality, and impacts the ability of the network to meet future travel demands of businesses and individuals.</p> <p>Support infrastructure initiatives aimed at encouraging motorists to share vehicles, such as marking out of shared parking bays in car parks and development of appropriate IT. This would be supported by a comprehensive behaviour change programme, funded separately through revenue allocations.</p>	All	£369,800			X



				Investment Package		
				Low	Medium	High
New fleet of low/zero emission vehicles for Park & Ride	Incremental cost of an electric bus compared to a Euro VI diesel across a new Park & Ride fleet, with associated charging infrastructure. Included in FMZ application.	All	£14,335,300			X
Contactless card readers to support 'tap -off' for capped fares	Provision of an additional contactless card reader for buses in Greater Norwich. Will enable 'tap off' to facilitate accelerated delivery of capped fares for individual operators and multiple operator ticketing. Ongoing costs met by operators	All	£387,900	X	X	X



				Investment Package		
				Low	Medium	High
St Stephen's Street / Red Lion Street / Castle Meadow	<p>General traffic was removed from St Stephen's Street in 2014 but the streetscape and public transport infrastructure remains the same as when it carried more traffic. Buses are often unable to align with the kerb resulting in delays to traffic and difficult boarding / alighting buses.</p> <ul style="list-style-type: none"> <li>• Change kerb lines to provide more capacity for buses to pick up and drop off passengers, help buses to align better with the kerb so people with restricted mobility can access buses without difficulty and reduce air pollution that results from buses waiting to access stops or pass other buses.</li> <li>• Better pedestrian crossings and a more attractive pedestrian and cycle environment will ease movement, reduce stress and encourage investment.</li> </ul>	City Centre	£8,202,600	X	X	X



				Investment Package		
				Low	Medium	High
Foundry bridge junction and train station mobility hub	<p>This is a vital gateway to the city and existing facilities for all users could be improved.</p> <ul style="list-style-type: none"> <li>Explore the opportunity to improve the efficiency of the Foundry Bridge junction and provide bus priority and cycling safety by examining options of making Thorpe Road between Riverside Road and Lower Clarence Road past Norwich rail station bus, cycle and pedestrian access only. Impacts from displaced traffic will need to be carefully assessed and mitigated.</li> <li>Introduce mobility hub facilities in the catchment to further improve interchange between different transport modes.</li> </ul>	City Centre	£3,124,171	X	X	X



		Investment Package				
		Low	Medium	High		
Thorpe Road contraflow (Clarence Road – Carrow Road)	<p>Inbound buses and cyclists are currently diverted, along with general traffic, away from the direct route along Thorpe Road towards the city centre and rail station.</p> <ul style="list-style-type: none"> <li>Allow contraflow movement for buses and cyclists only to encourage greater use of more sustainable modes by saving time and improving safety when accessing the city centre. This will complement the proposed works on Thorpe Road at Norwich rail station to improve facilities for buses, pedestrians and cyclists.</li> <li>Review bus stops and pedestrian crossings in the area to ensure access is maintained.</li> </ul>	City Centre	£551,042	X	X	X
Grapes Hill Roundabout	<p>Grapes Hill roundabout is a critical point on the highway network that carries large volumes of general traffic and buses. Significant numbers of pedestrians and cyclists need to cross near the roundabout to access routes to and from the city centre.</p> <p>Improve the flow of traffic through a review of signalling arrangements while maintaining, but also seeking to improve, pedestrian and cycle crossing facilities.</p>	City Centre	£82,800	X	X	X





				Investment Package		
				Low	Medium	High
St Stephen's Street roundabout	<p>The roundabout and its associated subway system provide an unattractive arrival experience for pedestrians and can be dangerous for cyclists to negotiate. It is especially heavily used by students moving to and from City College.</p> <p>Provide an improved environment for pedestrians and cyclists and an enhanced gateway to the city.</p>	City Centre	£5,995,000			X
Chapel Field North / East	<p>All the buses to the west of the city exit the city centre via Chapel Field North and queuing traffic significantly delays buses by up to 20mins on each journey, which operate some of the busiest public transport routes in the region.</p> <ul style="list-style-type: none"> <li>• Prioritise Chapel Field North outbound for public transport, with general traffic using Chapel Field East.</li> <li>• Maintain access to the Theatre Royal for picking up / dropping off and to Chantry car park, including the possibility of time-restricted arrangements that could enable general evening use of Chapel Field North.</li> <li>• Impacts on Chapel Field car park entry / exit will need to be fully explored.</li> </ul>	City Centre	£195,000	X	X	X



		Investment Package				
		Low	Medium	High		
City centre west-east through-traffic restriction	<p>A considerable amount of through traffic drives from west to east through the city centre between Grapes Hill and Barn Road to Foundry Bridge via St Andrew's Street, Exchange Street, Agricultural Hall Plain and Prince of Wales Road.</p> <ul style="list-style-type: none"> <li>Examine options to manage traffic differently on St Andrew's Street to restrict through traffic thereby enabling pavements to be widened, cycle and pedestrian facilities made safer and improving environmental conditions and public transport routes on streets currently used by through traffic.</li> <li>Maintain access to properties and car parks.</li> </ul>	City Centre	£1,850,245	X	X	X
Magdalen Street / Anglia Square mobility hub	<p>Magdalen Street is a key historic pedestrian thoroughfare in the north of the city centre that is used by all the public transport services travelling to and from the north of Norwich and forms part of the blue pedalway.</p> <p>Improve pedestrian crossings, widen pavements, reduce street clutter, and increase bus stop capacity at Anglia Square to create a more attractive and safer environment for all. Introduce mobility hub facilities.</p>	City Centre	£4,132,445	X	X	X



				Investment Package		
				Low	Medium	High
Tombland	<p>Tombland is an historic public space that accommodates multiple competing transport requirements but its design is not fit for purpose.</p> <p>Implement the pedestrian, cycling and public realm improvements approved at the Transforming Cities Joint Committee in August 2019.</p>	City Centre	£1,780,833	X	X	X
Pink pedalway: Palace Street	<p>Palace Street offers a poor level of service to cyclists using the pink pedalway between the city centre and the north east of the city.</p> <p>Extend the two way off-carriageway cycle track from Tombland to St Martin at Palace Plain.</p>	City Centre	£273,300	X	X	X



		Investment Package				
				Low	Medium	High
King Street	<p>King Street is a well-connected historic street in the city centre that is experiencing significant development along its length, houses the National Centre for Writing, and Wensum Lodge, provides a vital pedestrian and cycle link from the city centre to the East Norwich Regeneration Area on the edge of the city centre and forms part of national cycle route 1.</p> <p>Improve street surfaces and pedestrian priority to encourage activity and investment to flow towards development sites and cultural institutions on King Street and in East Norwich.</p>	City Centre	£947,487	X	X	X
City Centre low emission zone	<p>The City Council formally declared the whole of the city centre as an air quality management area (AQMA) in November 2012 and further action is needed to improve air quality.</p> <p>Make the minimum emission specifications more rigorous in the heart of the city centre, supported by other projects in the programme that aim to improve air quality</p>	City Centre	£586,100	X	X	X
Expansion of Norfolk Car Club - city centre	Expand provision of car club vehicles in dedicated car club bays in city centre from 16 to 50 vehicles	City Centre	£916,600	X	X	X
Norwich Bus Station	Wider improvements to mobility hub at bus station	City Centre	£117,679	X	X	X



		Investment Package				
		Low	Medium	High		
Wayfinding	<p>Feedback is that pedestrian and cycling wayfinding systems are currently confusing and opportunities for strengthening the cultural and artistic interventions in the street to enliven the pedestrian experience have been missed.</p> <p>Create a coherent environment and stimulate economic growth by promoting the cultural assets of the city centre that can be enjoyed by exploring Norwich on foot and by bicycle through culture-led wayfinding interventions in the city centre and at key mobility hubs.</p>	City Centre	£822,600	X	X	X
Wymondham train station mobility hub	<p>More than 1 million people travelled between Norwich and Cambridge by rail in 2018, which is the highest ever amount. However, no bus services call at the station to enable convenient onward travel. This means that people travelling to the Norwich Research Park (NRP) must travel into Norwich and then travel back out. Explore options for travelling directly to the NRP from Wymondham.</p> <ul style="list-style-type: none"> <li>• Provide step-free access to the Cambridge-bound platform.</li> <li>• Provide facilities for buses and coaches to adequately serve Wymondham station forecourt. Introduce mobility hub facilities.</li> </ul>	Wymondham to City Centre	£1,121,239	X	X	X



				Investment Package		
				Low	Medium	High
Thickthorn Park & Ride mobility hub expansion	<p>Thickthorn is the most popular Park &amp; Ride site and there is the potential for additional bus services to run to the University of East Anglia (UEA) / NRP, as well as the city centre, to meet growing demand.</p> <p>Expand Thickthorn Park &amp; Ride site with an additional circa 1,000 spaces.</p>	Wymondham to City Centre	£3,686,600	X	X	X
Norfolk & Norwich University Hospital (NNUH) mobility hub	<p>The current arrangement for bus manoeuvres and access to bus stops around the outpatient entrances is congested, with conflict between many different types of vehicles and hospital users.</p> <p>Provide a new bus interchange within the hospital site and additional bus stops to better serve the wider hospital site.</p>	Wymondham to City Centre	£1,790,900	X	X	X
Cross Valley Link	<p>The lack of a direct connection between UEA and NRP that is usable by buses requires lengthy routing via Earlham Road to serve the hospital (NNUH), NRP and UEA.</p> <p>Provide a new transport link across the Yare Valley from the western end of Chancellors Drive to cater for the increasing movements of people across the wider UEA, NNUH and NRP site, providing segregated routing for buses, pedestrians and cyclists.</p>	Wymondham to City Centre	£13,376,400		X	X



				Investment Package		
				Low	Medium	High
UEA – City centre via South Park Avenue and Unthank Road including Unthank Road mobility hub	<p>Buses are delayed by localised pinch points caused by narrow carriageway widths and on-street parking.</p> <ul style="list-style-type: none"> <li>Address localised pinch points to ease bus flow</li> <li>Introduce mobility hub facilities</li> </ul>	Wymondham to City Centre	£1,066,543	X	X	X
Newmarket Road (Eaton Road – Christchurch Road) including Newmarket Road mobility hub	<p>Newmarket Road forms part of the blue pedalway between Wymondham, Hethersett, Eaton and the city centre. There is currently no signalised crossing facilities at Eaton Road for cyclists or pedestrians that are using the shared path on the south side. The stepped cycle track, which offers space and protection for inbound cyclists, is missing from the section between Christchurch Road and the outer ring road.</p> <ul style="list-style-type: none"> <li>Extend stepped cycle track from Christchurch Road to the outer ring road and provide a controlled crossing over Eaton Road</li> <li>Review measures through the Eaton Road, outer ring road and Christchurch Road junctions that will improve bus and general traffic flow</li> </ul>	Wymondham to City Centre	£1,726,516	X	X	X



				Investment Package		
				Low	Medium	High
St Stephen's to City College	<p>There are thousands of pedestrian movements to and from City College but the pavements on St Stephen's Road are too narrow to comfortably accommodate the demand.</p> <p>Provide a substantially wider footway to support existing and future growth in further education provision at the college.</p>	Wymondham to City Centre	£1,591,576	X	X	X
Mobility Hubs at Wymondham Market Cross and Hethersett	<p>Introduce mobility hub facilities and improved walking and cycling access to these hubs.</p>	Wymondham to City Centre	£1,153,826	X	X	X
Dereham Road / Longwater Lane	<p>Delays are experienced by bus passengers on the section of Dereham Road between Longwater Lane and the Wendene roundabout and cyclists are forced to share the carriageway with heavy, fast moving traffic.</p> <p>Introduce bus lanes and an off-carriageway cycle path.</p>	Easton to City Centre	£583,335	X	X	X





				Investment Package		
				Low	Medium	High
Dereham Road / Richmond Road (including link to Bowthorpe)	<p>The crossing of Dereham Road between the Bowthorpe cycle path and Richmond Road is a popular place to cross for school children moving between Bowthorpe and Ormiston Victory Academy and residents of Costessey accessing outbound bus stops on Dereham Road and jobs at the Barnard Road industrial estate. It also provides a connection for people living in Costessey who wish to cycle into the city along the Green pedalway.</p> <p>Upgrade the crossing so it is capable of being used conveniently by people on foot and cycle.</p>	Easton to City Centre	£291,490	X	X	X



				Investment Package		
				Low	Medium	High
Dereham Road / Breckland Road and Costessey / Bowthorpe mobility hub	<p>A cluster of bus stops to the east of the Wendene roundabout have the potential to become a central location where residents of Costessey and Bowthorpe can access express bus services. However, buses are currently delayed on the approach to the roundabout and it is unclear where passengers should go to access the various bus services. This is compounded by the unattractive pedestrian subway beneath Dereham Road.</p> <p>Allow buses to access a bus gate bypass of Wendene roundabout on the old alignment of Dereham Road combined with the consolidation of bus stops and better access by replacing the subway with a signal-controlled pedestrian and cycle crossing. Introduce mobility hub facilities.</p>	Easton to City Centre	£3,106,533	X	X	X



				Investment Package		
				Low	Medium	High
Purple pedalway (Earlham Green Lane – Marriott's Way)	<p>The Purple pedalway in this part of the city connects Hellesdon, Marriott's Way, Costessey, Bowthorpe and the NRP where significant housing and jobs growth is planned. It is also an important green infrastructure link between the Wensum and Yare valleys. The section in the vicinity of Dereham Road is the weakest part of the route, presenting cyclists with difficulties accessing Marriott's Way at the bottom of Oval Road, contending with fast-moving traffic on Norwich Road and the lack of a crossing over Dereham Road.</p> <p>Upgrade the quality and safety of the purple pedalway between Marriott's Way and Bowthorpe Three Score to further encourage sustainable travel in this area.</p>	Easton to City Centre	£557,600	X	X	X
Marriott's Way to Hellesdon Road	<p>Marriott's Way provides a popular and convenient traffic-free walking and cycling connection between the city centre, Drayton and beyond. It follows the track bed of the former railway apart from the section between Hellesdon Road and Gunton Lane where the route awkwardly deviates with a difficult crossing at the bottom of Marl Pit Lane.</p> <p>Realign Marriott's Way with a surfaced and ramped path on a more direct route along the track bed of the railway enabled by the installation of a new cycle and pedestrian crossing close to Hellesdon Bridge.</p>	Easton to City Centre	£101,500	X	X	X



				Investment Package		
				Low	Medium	High
Dereham Road outbound approach to Larkman Lane including Larkman mobility hub	Delays are experienced by bus passengers on the outbound approach to the Larkman Lane junction and the facilities for shared mobility including bus stops and access to them needs to be improved at this important community focus.  Introduce an outbound bus lane on the approach to Larkman Lane and introduce mobility hub facilities.	Easton to City Centre	£986,937	X	X	X
Dereham Road – Waterworks Road	Dereham Road inbound bus lane Waterworks Road – Bowthorpe Road.	Easton to City Centre	£901,000	X	X	X
Dereham Road / Old Palace Road / Heigham Road	Delays are experienced by bus passengers on the inbound approach to Old Palace Road. Cyclists riding outbound on the section of Dereham Road between Heigham Road and Bowthorpe Road lack protected space.  Options are being considered for bus and cycle lane provision.	Easton to City Centre	£321,500	X	X	X



		Investment Package				
		Low	Medium	High		
Longwater Junction	<p>There is considerable current and planned housing development in Easton and Costessey around Longwater. These areas are beyond the current limit of the Norwich cycle network that largely because the Longwater Junction presents a barrier to cycling beyond Bowthorpe.</p> <p>Extend the Green pedalway from Bowthorpe to Easton via a new pedestrian / cycle bridge over the A47 that avoids the Longwater Junction to connect communities with schools, services and jobs in the city.</p>	Easton to City Centre	£3,836,800			X
Mobility Hubs at	<p>Introduce mobility hub facilities and catchment works Easton, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place) (in addition to those mentioned above).</p>	Easton to City Centre	£1,917,980	X	X	X
Yellow pedalway extension to Horsham St Faith	<p>Horsham St Faith and The Nest community sports facility are within cycling distance of the city but cut off by the lack of any cycling infrastructure that would enable cyclists to avoid riding with heavy traffic on Holt Road between the airport and the Broadland Northway.</p> <p>Provide an off-carriageway cycle path on the east side of Holt Road to better connect these locations.</p>	Airport to City Centre	£603,233	X	X	X



				Investment Package		
				Low	Medium	High
Norwich Airport access – industrial estate link	<p>The lack of a public route between the airport terminal and airport industrial estate that is useable by pedestrians, cyclists and bus passengers means that fewer people can access the airport industrial estate and International Aviation Academy without a car and the yellow and purple pedalways cannot provide a safe route to the airport and Horsham St Faith from the city centre.</p> <p>Provide a new public transport, pedestrian and cycling connection between Amsterdam Way and the airport industrial estate and identify further priority for buses to serve the industrial estate.</p>	Airport to City Centre	£2,002,267	X	X	X
Cromer Road and Aylsham Road (Fifers Lane – Glenmore Gardens)	<p>Cromer Road and Aylsham Road provide a key public transport corridor from North Norfolk, Hellesdon and the Airport Park &amp; Ride site but bus passengers are currently delayed by congested conditions along Cromer Road and Aylsham Road.</p> <p>Provide significant lengths of inbound bus lanes on Cromer Road and Aylsham Road.</p>	Airport to City Centre	£416,633	X	X	X



				Investment Package		
				Low	Medium	High
Boundary junction	<p>Bus passengers are delayed on Cromer Road and Reepham Road approaching the Boundary junction and conditions for cycling on Reepham Road are not favourable.</p> <p>Seek to prioritise bus movements on Cromer Road and Reepham Road approaches to the Boundary junction, assisting cyclists and pedestrian crossing movements.</p>	Airport to City Centre	£52,133	X	X	X
Vera Road – Rye Avenue crossing	<p>Access into the city from Hellesdon for cyclists is difficult because there are no crossings over the Boundary Road section of the outer ring road for cyclists.</p> <p>Provide new signalised crossing of the outer ring road for cyclists and pedestrians between Rye Avenue and Vera Road.</p>	Airport to City Centre	£481,033	X	X	X
St Augustine's Gate	<p>Buses and long vehicles approaching the St Augustine's Gate junction from Aylsham Road are unable to position themselves within the traffic lanes due to the existing highway geometry.</p> <p>Modify the approach to this junction to reduce conflict between road users.</p>	Airport to City Centre	£147,600	X	X	X



				Investment Package		
				Low	Medium	High
Mobility hubs at Vulcan Road and Mile Cross	Introduce mobility hub facilities and catchment works.	Airport to City Centre	£1,294,579	X	X	X
NE Park & Ride supersite (airport)	Consider the potential for a new Park & Ride site accessed off the Broadland Northway junction on A140. This could provide additional capacity and would benefit from other public transport measures along the corridor.	Airport to City Centre	£8,893,300			X
Wroxham Road	<p>Wroxham Road is a key access for longer distance buses from North Norfolk, villages to the north of Norwich and the Sprowston Park and Ride. Delays are experienced by bus services and there is little cycling infrastructure provided.</p> <ul style="list-style-type: none"> <li>Extend existing bus lane on Wroxham Road and convert to 24hrs to improve reliability of buses</li> <li>Improve path on west side and allow cycling between Allen's Avenue and Blue Boar Lane with new crossings on Wroxham Road and Chartwell Road</li> </ul>	Sprowston to City Centre	£2,020,200	X	X	X





				Investment Package		
				Low	Medium	High
Sprowston Road (south of the outer ring road)	As with Wroxham Road, bus delays and unreliability are experienced by passengers and there is little cycling infrastructure.  Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track.	Sprowston to City Centre	£1,412,800	X	X	X
Sprowston Road (Magdalen Road – Denmark Road)	The section of Sprowston Road between Magdalen Road and Denmark Road is very narrow, causing delays for buses and general traffic, difficulties for cyclists and obstructed footways for pedestrians.  Options considered for addressing this could include parking removal or the introduction of a one-way system.	Sprowston to City Centre	£237,200	X	X	X
North East Norwich new Park & Ride supersite	Potential replacement Park & Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.	Sprowston to City Centre	£8,426,600			X
Mobility hubs at	Introduce mobility hub facilities and catchment works at: <ul style="list-style-type: none"> <li>Wroxham Road shops</li> <li>Sprowston Road near Templemere</li> <li>Sprowston Road near Denmark Opening</li> </ul>	Sprowston to City Centre	£1,885,611	X	X	X



				Investment Package		
				Low	Medium	High
Pink pedalway: Salhouse Road	<p>Traffic conditions on Salhouse Road between the end of the pink pedalway at Harrison's Wood and the Broadland Northway make it hard for people to cycle between the city, new housing development on Salhouse Road and Rackheath.</p> <p>Extend the Pink pedalway with an off-carriageway cycling and walking path between Harrison's Wood and the Broadland Northway.</p>	Rackheath to City Centre	£453,200	X	X	X
Plumstead Road / Woodside Road	<p>The current double mini roundabout at this location is difficult to navigate, particularly for public transport.</p> <p>Consider options to amend the junction layout to make it easier to navigate for buses and other road users.</p>	Rackheath to City Centre	£1,362,500			X
Heartsease Fiveways roundabout	<p>The current roundabout is key pinch point on Plumstead Road and delays buses and general traffic and is difficult for cycles and pedestrians to navigate.</p> <p>Consider options to improve the junction to provide improved facilities for all users.</p>	Rackheath to City Centre	£1,635,000			X



				Investment Package		
				Low	Medium	High
Kett's Hill roundabout	<p>Buses are delayed on the Kett's Hill approach to the roundabout and there is a poor accident record for cyclists.</p> <p>Introduce a bus lane on Kett's Hill approach facilitated by the removal of parked cars and alterations to the roundabout to improve safety for cyclists.</p>	Rackheath to City Centre	£52,033	X	X	X
Mobility hubs at	<p>Introduce mobility hub facilities and catchment works at:</p> <ul style="list-style-type: none"> <li>• Plumstead Road shops</li> <li>• Salhouse Road (near Atlantic Avenue)</li> <li>• Rackheath</li> </ul>	Rackheath to City Centre	£1,745,062	X	X	X
Broadland Way	<p>Traffic-free cycling and pedestrian access between Rackheath and Broadland Business Park in the growth triangle as part of a planned longer route to Wroxham would encourage cycling to work.</p> <p>Provide traffic-free pedestrian and cycle path between Middle Road and Broad Lane.</p>	Broadland Business Park to City Centre	£5,274,100			X



				Investment Package		
				Low	Medium	High
Yarmouth Road / Pound Lane	<p>Traffic congestion causes delays to bus passengers.</p> <p>Provide eastbound bus lane on approach and seek to reduce delays and improve capacity through the junction.</p>	Broadland Business Park to City Centre	£1,954,500		X	X
Yarmouth Road / Thunder Lane	<p>The signalised junction at Thunder Lane causes delays to buses on Yarmouth Road.</p> <p>Identify options to provide priority to the main traffic flow on Yarmouth Road.</p>	Broadland Business Park to City Centre	£107,200		X	X
Thorpe Road / Harvey Lane – bus priority	<p>Delays are experienced by bus passengers on the approach to Harvey Lane.</p> <p>Introduce a bus lane on the outbound approach to Harvey Lane.</p>	Broadland Business Park to City Centre	£21,400		X	X
Removal of parking at pinch points	<p>On-street parking at various locations along Yarmouth Road creates pinch points that delays general traffic, particularly buses, and creates difficult cycle conditions.</p> <p>Seek to relocate / remove existing on street parking at pinch point locations along Yarmouth Road.</p>	Broadland Business Park to City Centre	£17,200		X	X



				Investment Package		
				Low	Medium	High
Purple Pedalway: Lion Wood	<p>The purple pedalway connects Thorpe Road to Plumstead Road via Lion Wood. The path through the ancient woodland is heavily rutted and flash floodwater collects in the valley and surges down to Wellesley Avenue South and Thorpe Road.</p> <ul style="list-style-type: none"> <li>Provide a more appropriate surfaced path so cyclists and people with mobility problems can access the woodland and move between neighbouring areas.</li> <li>Install sustainable urban drainage features to capture and infiltrate floodwater to mitigate flooding.</li> </ul>	Broadland Business Park to City Centre	£414,400	X	X	X
Rackheath – East-West highway link across railway	<p>New highway access is required to serve housing development in the growth triangle.</p> <p>Build a highway bridge over the rail line as part of the growth triangle link road.</p>	Broadland Business Park to City Centre	£12,976,130			X
Mobility hubs	<p>Introduction of mobility hub facilities and catchment works at:</p> <ul style="list-style-type: none"> <li>Harvey Lane</li> <li>near Primrose Crescent</li> <li>Broadland Business Park</li> <li>Postwick Park &amp; Ride</li> </ul>	Broadland Business Park to City Centre	£1,492,333			X