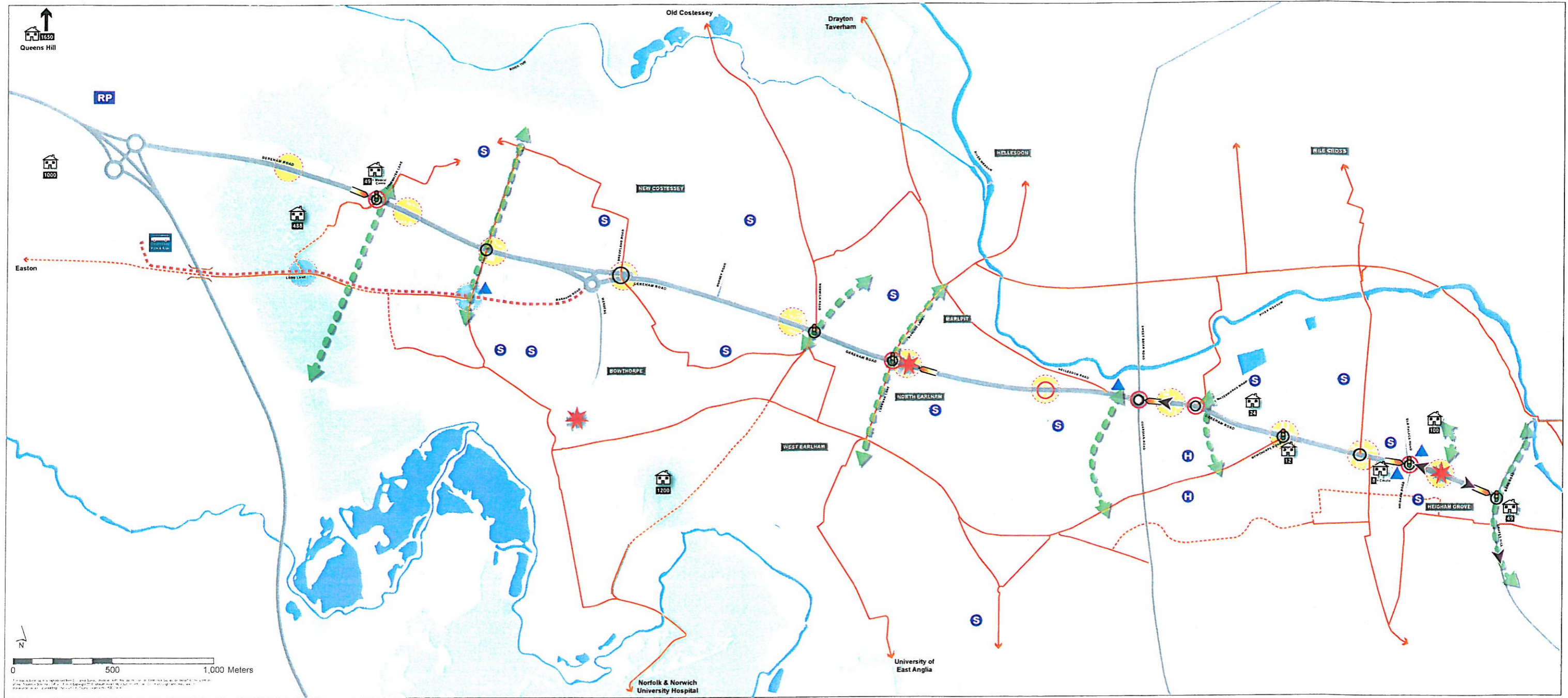


**Dereham Road
Bus Rapid Transit (BRT)
Proposals**

- Proposals and Enhancement Opportunities
- Activity Centres, Traffic Accidents and Cycle Access
- Buses and Congestion
- Green Infrastructure

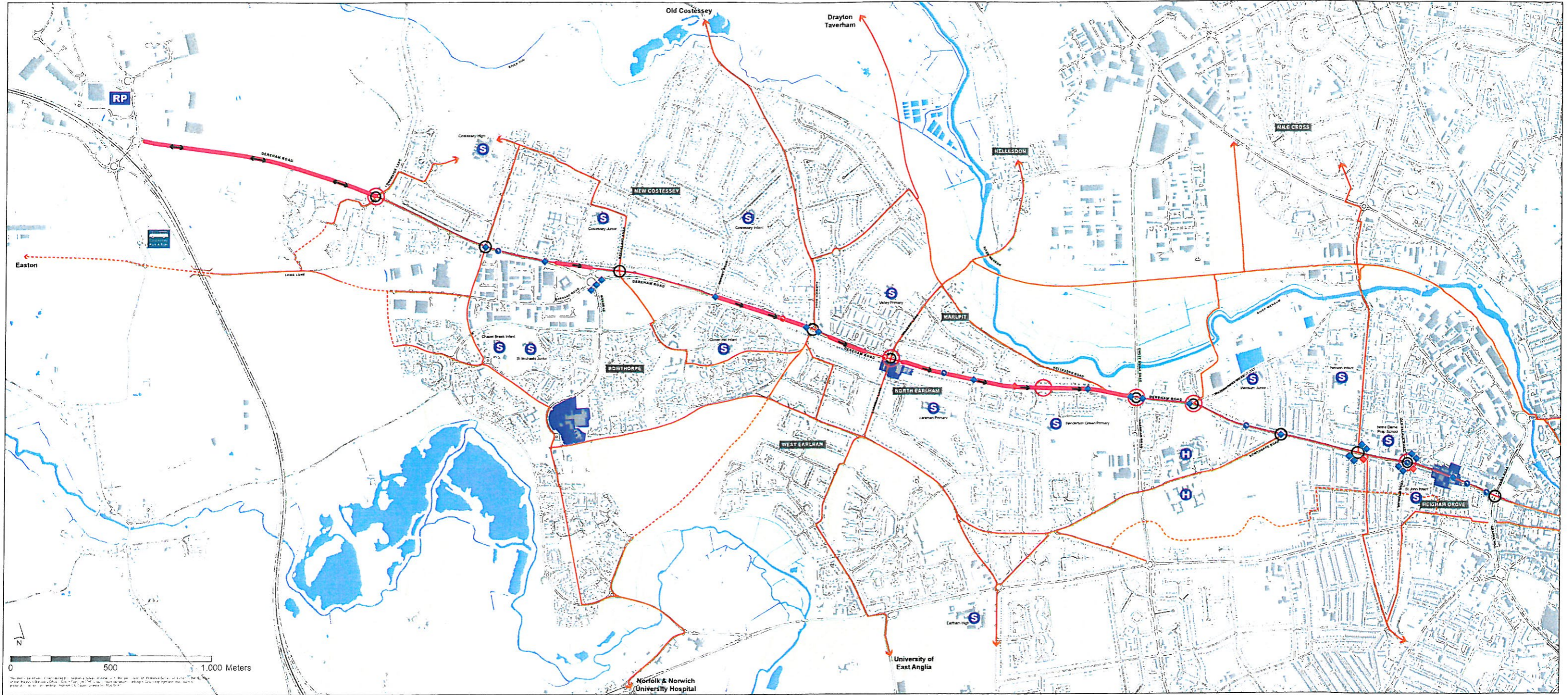


Proposals and Enhancement Opportunities

Dereham Road BRT Placemaking and Landscape Strategy

Key

- | | | | | |
|--|---|---|----------------------------------|--|
| Open water (Rivers & lakes) | Schools | Cycle route (existing) | Bridge | Priority for buses at junction |
| Green infrastructure (existing) | Hospital | Cycle route (potential) | Pedestrian crossing improvements | Potential bus lane |
| Priority areas for creation of green infrastructure | Longwater Retail Park | Potential BRT/P&R interchange | Cycle improvements | Potential alternative BRT/P&R route option |
| Proposed green infrastructure links (Based on Norwich Co-Grid Green Infrastructure Priority Areas) | Housing Development under construction with planning permission or site allocation (number of houses on completion) | Potential BRT/P&R interchange alternative bus route | Key centre of activity | Locations of significant delay to buses |
| | | Highlight or create landmark | | |



Activity Centres, Traffic Accidents and Cycle Access

Dereham Road BRT Placemaking and Landscape Strategy

Key

Activity centres

- Schools
- Shopping centres
- Hospital
- Longwater Retail Park

Cycle routes & access

- Cycle facility on Dereham Road (Bus lane or dedicated parallel route showing direction of facility)
- Dereham Road for confident cyclists
- Cycle route (existing)
- Cycle route (possible)

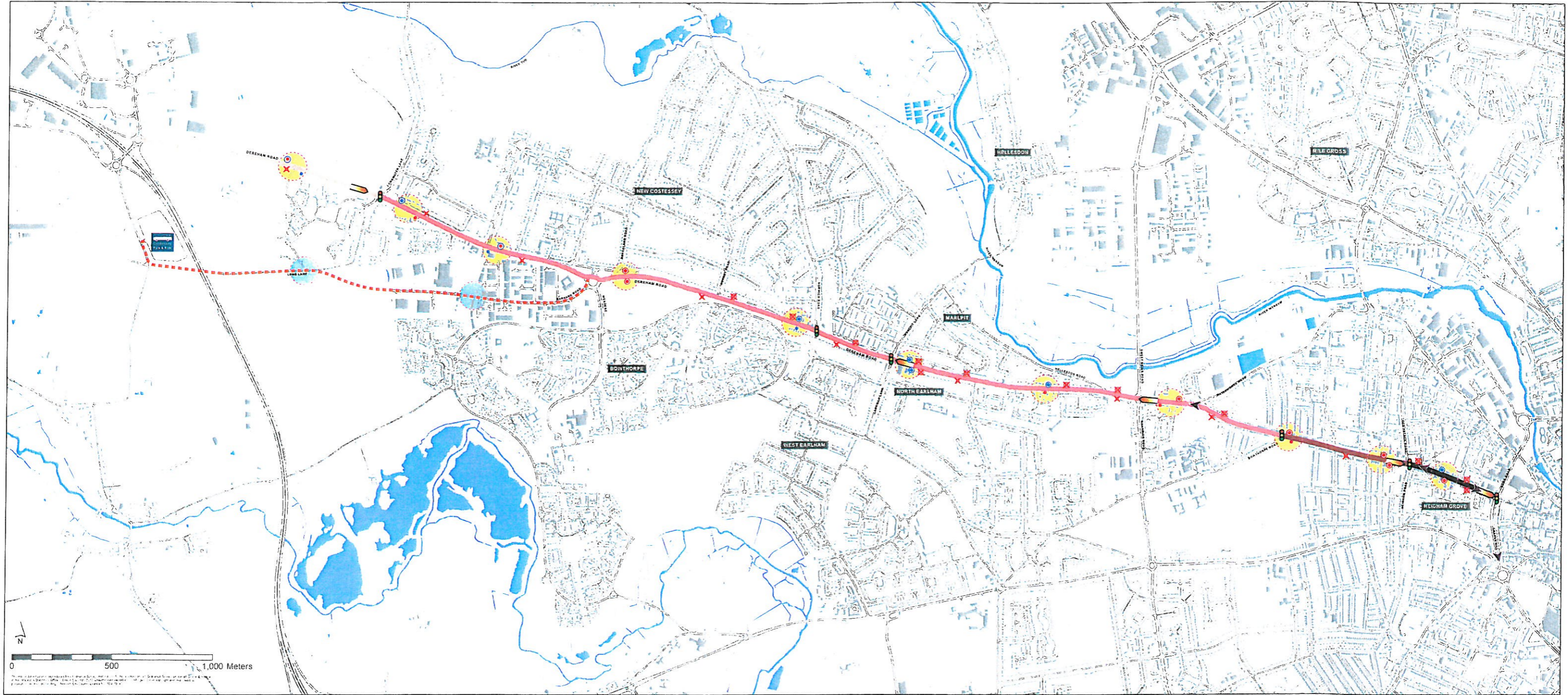
Traffic accidents

- Cyclist seriously injured
- Cyclist slightly injured
- Pedestrian seriously injured
- Pedestrian slightly injured

Junction improvements for cycles & pedestrians

- Bridge
- Pedestrian crossing improvements
- Cycle improvements

Data sources: Traffic accidents: Norfolk Constabulary Nov04-Oct09
 Cycle Routes: Norwich City Council
 Norfolk County Council



Buses and Congestion

Dereham Road BRT Placemaking and Landscape Strategy

Key

Bus stops

- Bus stop no shelter
- ⊙ Bus stop with shelter
- ✕ Bus shelter proposed removal
- ⊗ Bus stop with shelter proposed removal
- Potential new bus stop no shelter
- ⊙ Potential new bus stop with shelter
- ⊙ Install shelter at existing bus stop

- Potential BRT interchange (at approximately 600 metre intervals)
- ⊙ Potential BRT interchange alternative bus route

Bus service frequency and route options

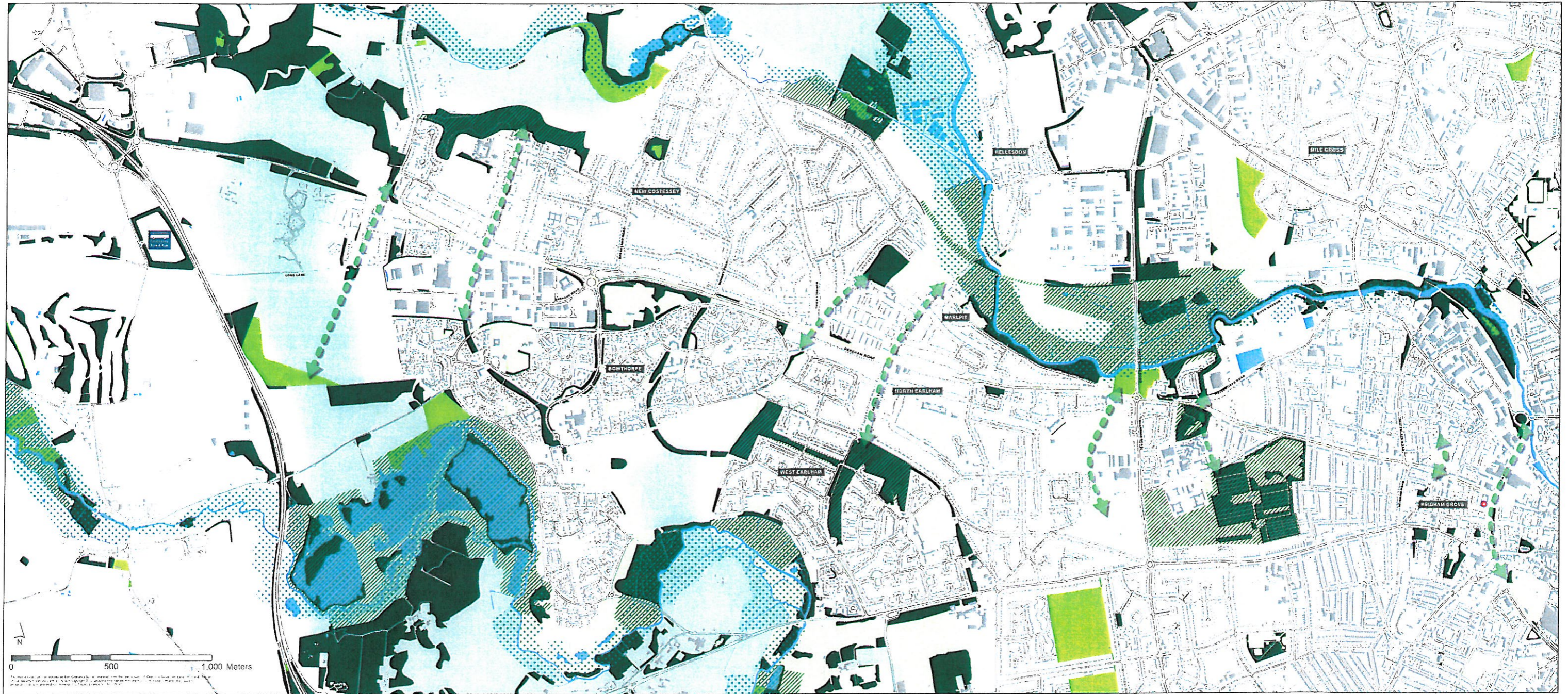
- 12 per hour
- 20 per hour
- 32 per hour
- 37 per hour
- ⋯ Potential alternative bus route

Congestion

- Locations of significant delay to buses

Junctions and bus lanes

- Potential bus lane
- ⊙ Priority for buses at junction



Green Infrastructure

Dereham Road BRT Placemaking and Landscape Strategy

Key

- Open Water
(Rivers, lakes, dykes & ponds)
- Flood Risk Zone 3a & 3b
(functional floodplain & up to 1:100 likelihood of annual flooding)
- Sites designated for ecological value
(i.e. SSSIs & CWS)

- Woodland and hedgerow
- Semi-natural green space and allotments
(including scattered trees, marsh, reed, scrub, rough grassland, coppice, osier)
- Green infrastructure
(existing)

- Priority areas for creation of green infrastructure
- Proposed green infrastructure links
(based on Norwich City Green Grid - Green Infrastructure Priority Areas)
- Proposed Grapes Hill Community Garden

Data sources: Norwich City Council
 South Norfolk District Council
 GNDP Green Infrastructure Delivery Plan (2008)
 GNDP Strategic Flood Risk Assessment (2007)