

Diss Network Improvement Strategy

April 2020



Norfolk County Council

Contents

| | |
|--|----|
| Executive Summary | 1 |
| Chapter 1 Introduction..... | 4 |
| Chapter 2 Strategy and Policy Context | 5 |
| National Policy | 5 |
| Norfolk and Suffolk Economic Strategy..... | 5 |
| Local Transport Plan 3..... | 6 |
| Greater Norwich Local Plan Policy..... | 6 |
| Diss and District Neighbourhood Plan | 7 |
| Chapter 3 Diss Background | 8 |
| Chapter 4 Programme of activity..... | 10 |
| Chapter 5 Transport in Diss | 11 |
| 5.1 Casualties | 11 |
| 5.3 Parking..... | 11 |
| 5.4 Congestion..... | 12 |
| 5.5 Access | 13 |
| 5.6 Walking and Cycling..... | 14 |
| Chapter 6 The Future | 15 |
| Chapter 7 Our findings | 16 |
| 7.1 Through Traffic Assessment | 16 |
| Findings | 17 |
| Results | 18 |
| Summary..... | 20 |
| 7.2 Junction Capacity Assessment | 21 |
| 7.3 Future Scenario Testing (Post 2036)..... | 25 |
| Future Transport Conditions | 26 |
| 7.4 Link Roads | 29 |
| Northern Link Road..... | 29 |
| Southern link road | 30 |
| 7.5 Walking and Cycling..... | 32 |
| Chapter 8 Implementation Plan | 38 |

Executive Summary

The Diss Network Improvement Strategy (DNIS) has been produced by Norfolk County Council (NCC), in collaboration with stakeholders, it has identified potential measures to help address existing transport network constraints and potential transport improvements to facilitate growth to inform the emerging Greater Norwich Local Plan. The DNIS has also been tasked with looking at the longer-term transport situation and this strategy has carried out a high-level assessment of potential scenarios to inform future growth options in Diss beyond the emerging Local Plan and 2036.

Various activities were undertaken to gather evidence/information to compile the DNIS including; internal meetings with officers across a range of departments, an external stakeholder workshop and scoping of potential study work to identify priorities. This feedback generated a list of objectives the DNIS would need to address these objectives were:

- Cycle routes
- Identify traffic issues including congestion
- Identify the impact of growth on the transport in the town

NCC consultants, WSP, were commissioned to carry out technical transport studies which included; a through traffic assessment, a junction capacity assessment, a walking and cycling study and a future scenario testing report.

This work produced some key findings:

- 17% of the traffic within Diss is through traffic
- There are opportunities to encourage short trips to be made on foot or by cycle by improving signage and small infrastructure improvements
- The Morrisons Roundabout junction should be the focus of improvement on the A1066
- Large scale growth either to the north or the south, even if it were to provide a link road would worsen traffic conditions within the town.

Based on the feedback from stakeholders and findings from the study work an action plan had been developed recommending short, medium and long-term activities to tackle the traffic issues observed in Diss, see table 1.

NCC has funding committed to the delivery of schemes that can be delivered within the next two years. In the medium and longer-term, it will be critical for NCC to work collaboratively with local partners to deliver on other opportunities.

| Short Term | | |
|---------------------|---|--|
| Scheme type | Location | Description |
| Junction Capacity | Morrisons Roundabout | Undertake further scheme development work. |
| Junction Capacity | Frenze Hall Lane | Developer led widening and traffic signals. |
| Walking and Cycling | Skelton Road Cycle Route | Improved cycle route from the junction of Skelton Road and Frenze Road in the north, that would connect with the A1066 in the south. |
| Walking and Cycling | Field House Gardens Improvements | Widening the existing footpath by removing the metal railings up from Fisher Road and / or adding wayfinding materials to encourage the use of the route by pedestrians and cyclists. |
| Walking and Cycling | Vince's Road Crossing | A Toucan or Tiger crossing on Vince's Road to allow for safer movements by pedestrians and cyclists travelling to the Railway Station. Traffic assessment required. |
| Walking and Cycling | Increased cycle parking at Diss Railway Station | Adding 'Sheffield' style cycle parking to the railway station car park off Gilray Road. Requires discussion with rail operator. |
| Walking and Cycling | A1066 Cycleway continuation | Continuing the existing shared-use cycleway that currently ends outside Diss Leisure Centre, towards the town centre, to connect with the pedestrian crossing opposite Diss Methodist Church. |
| Walking and Cycling | Increase wayfinding | The current 'end of route' sign should be moved to the other side of the Chapel Street junction in front of the café and the 'town centre' cycleway sign should be moved to where the 'end-of route' sign currently resides. |
| Walking and Cycling | Increase cycle parking in the town centre | Increasing the amount of cycle parking in the Town Centre, by adding 30 Sheffield style parking stands. |
| Walking and Cycling | Frenze road cycle route (Angles Way) | Adding a dedicated on-road or off-road advisory cycle lane beginning at the junction with The Entry, to Walcot Rise. |
| Walking and Cycling | Sandy Lane Wayfinding | New signage to the roundabout to increase cyclist and pedestrian wayfinding from Sandy Lane to the Railway Station. |
| Walking and Cycling | Sawmills Road continuation of the shared-use cycleway | Removing the current 'end of route' sign on Sawmills Road, to allow for the cycleway to connect to the A1066 covering 0.5km. |

| Walking and Cycling | Station wayfinding | Increasing wayfinding signage to the Railway Station from Mission Road to provide another walking and cycling route. |
|---------------------|---|---|
| Walking and Cycling | Station Road Cycle Route Improvements | Improvements to the cycle and pedestrian access to the Railway Station along Station Road. Private road would require discussions with the rail operator. |
| Walking and Cycling | National Cycle Network Improvements | Improving the signage for the National Cycle Network Route 30 to encourage increased use by cyclists, improving 10 signs. |
| Walking and Cycling | Improved Pedestrian Wayfinding | Adding wayfinding materials encourage the use of the walking routes by pedestrians. |
| Medium Term | | |
| Scheme type | Location | Description |
| Junction Capacity | Morrisons Roundabout | Scheme implementation. |
| Junction Capacity | Sawmills Road/A1066 Signals | Undertake further scheme development work. |
| Walking and Cycling | Walcot Green (north) Future Upgrades | A shared-use cycleway would carry on from the existing features past Prince William Way, until the junction of Frenze Hall Lane and Walcot. |
| Walking and Cycling | Walcot Green Pedestrian and Cycle Paths | The creation of a cycle and pedestrian network on Walcot Green to support new development growth in Diss. Developer-led. |
| Long Term | | |
| Junction Capacity | Sawmills Road/A1066 Signals | Scheme implementation. |

Table 1 Draft Action Plan

Chapter 1 Introduction

Norfolk has a population of around 891,000 people. The majority live in Norwich, the urban areas of Great Yarmouth and King's Lynn, and Norfolk's 21 market towns. Market towns act as service centres to their surrounding rural populations within the rural county. Norfolk's Market Towns are also employment centres, commuter towns, retirement centres and/ or shopping destinations many retain a historic core and are generally supported by seasonal tourism.

Several market towns still hold regular markets however some have suffered in recent years because of online shopping and the decline of agriculture or other significant industries (e.g. fishing and textiles). The environment the town provides for people to live, work, shop and move about in, the very basis of modern human activity, is fundamental to how a town functions for those who use it.

NCC is undertaking a series of transport network improvement strategies in the market towns to examine current and future issues within the town and understand the role that transport infrastructure can have in ensuring that towns continue to thrive. These network improvement strategies will look at short, medium and long-term interventions and provide evidence to inform longer-term planning policymaking.

Diss is a market town located in the Waveney Valley on the Norfolk/Suffolk border in South Norfolk. The town is connected by the A140, A1066 and regular rail services on the Norwich to London railway line. Diss has a wide selection of shops ranging from small local businesses to large superstores, meaning it not only serves its residents but serves the surrounding rural catchment. The town centre has a mixture of attractions including Georgian and Edwardian buildings, a public park, the Mere, auction rooms, the Diss Corn Hall Theatre, and a marketplace with a regular Friday market. The [Norfolk Market Town Centre Report 2019](#) found that Diss has 160 town centre retail and business units. Most town centre units are comparison retailers, which include clothing and charity shops. Vacant units have reduced in the town centre by 7 units since 2018, in 2019 4 vacant units were recorded.

Chapter 2 Strategy and Policy Context

The following policies and strategies have been identified as setting the context and baseline for this Network Improvement Strategy.

National Policy

The National Planning Policy Framework (NPPF) February 2019 sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Section 9 of the NPPF directly refers to promoting sustainable transport paragraph 102 sets out the various transport issues that should be considered as a part of plan making and development proposals, so that:

- The impact of development on transport networks being addressed
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised
- Opportunities to promote walking, cycling and public transport use are identified and pursued
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and considered
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

There is also a chapter dedicated to ensuring town centre vitality stating that “planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”. A range of considerations are set out in paragraph 85 with some being of relevance to this strategy:

- Promote their long-term vitality and viability
- Centres can grow and diversify in a way that can respond to rapid changes
- Town centres are accessible and well connected

National policy recognises the importance of towns acting as service centres particularly in rural areas serving both the local and tourist population.

Norfolk and Suffolk Economic Strategy

The Norfolk and Suffolk Economic Strategy identifies the following sectors as being key to the Norfolk economy: energy, life sciences and biotech, ICT, tech and digital creative, advanced agriculture, food and drink, financial services and insurance,

visitor economy- tourism, heritage and culture, transport, freight and logistics, construction and development, and advanced manufacturing and engineering.

Local Transport Plan 3

Norfolk's 3rd Local Transport Plan, Connecting Norfolk, sets out the strategy and policy framework for transport up to 2026. This will be used as a guide for transport investment in Norfolk as well as considered by other agencies when determining planning or delivery decisions. The strategy is accompanied by an implementation plan, setting out the measures to be delivered over the short term. Connecting Norfolk is driven by the views of local people and stakeholders and addresses the challenges we face in Norfolk. NCC's transport vision is:

"A transport system that allows residents and visitors a range of low carbon options to meet their transport needs and attracts and retains business investment in the county".

Six strategic aims underpin the vision, they are: maintaining and managing the highway network; delivering sustainable growth; enhancing strategic connections; reducing emissions; improving road safety; and improving accessibility.

Greater Norwich Local Plan Policy

The adopted Greater Norwich Joint Core Strategy (JCS) allocates five sites, in Diss, for housing growth which could accommodate up to 300 dwellings and 15 hectares of land for employment uses.

Policy 6 in the JCS states a requirement to:

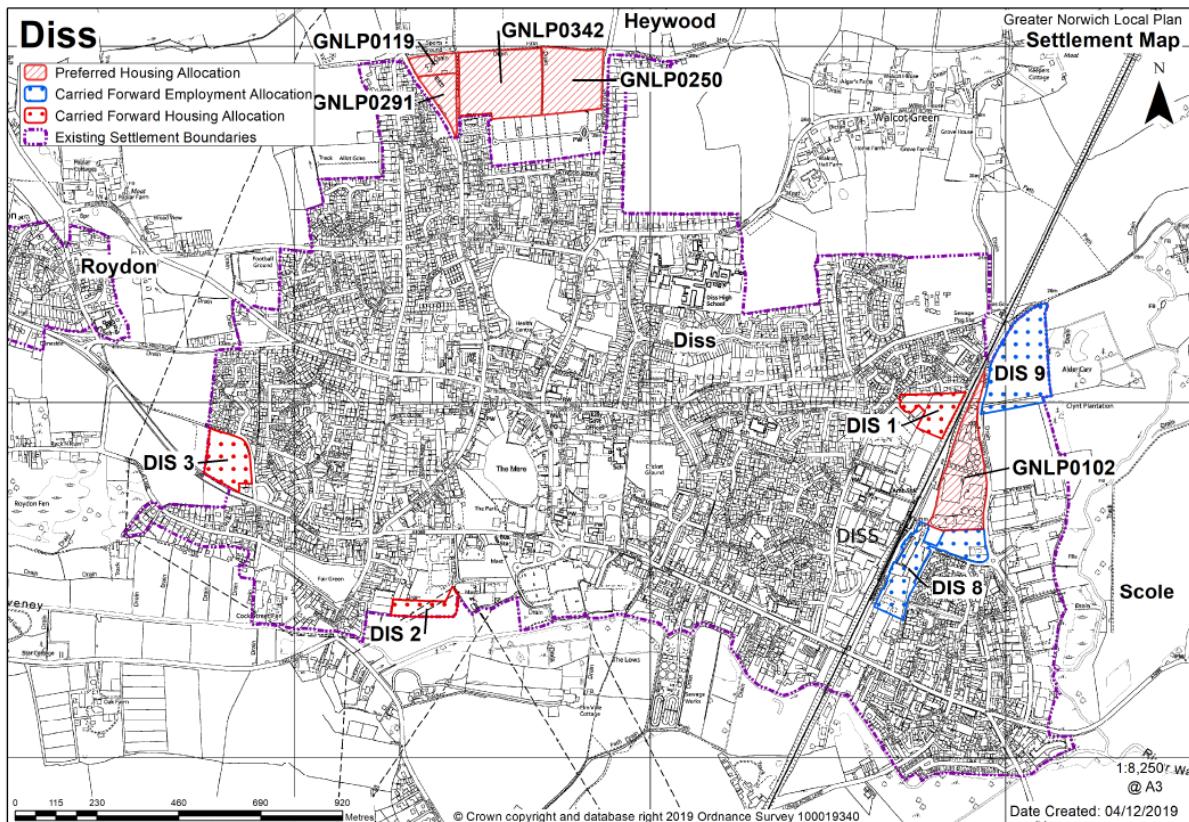
- Improve rail service journey time and reliability on the London to Cambridge line
- Provision of an A140 Long Stratton Bypass
- Concentrate development close to essential services to encourage walk and cycling
- Improve public transport accessibility between Main Towns and Key Service Centres

The emerging Greater Norwich Local Plan (GNLP), a joint local plan between Broadland District Council, Norwich City Council and South Norfolk Council, will plan to 2038. The proposals in this strategy will help to sustainably deliver the growth identified by the GNLP. The emerging GNLP is still being developed. The emerging GNLP identifies Diss as a Main Town and will allocate land for development. The GNLP has identified two preferred housing sites in Diss for 400 dwellings. The sites are land north of the Cemetery including the delivery of a link road to connect Heywood Road and Shelfanger Road, for 200 dwellings, and the Frontier Agriculture Ltd Site, Sandy Lane, for 200 dwellings. In the emerging GNLP there are no additional employment land identified in Diss on top of the employment allocations (10.8 hectares) carried forward from the previous Local Plan. The GNLP is consulting on the Regulation 18 Local Plan from 29th January 2020.

Figure 2.1 displays the sites that have been carried forward from the previous Local Plan and the preferred housing allocations as identified through the emerging Local Plan.

Diss and District Neighbourhood Plan

The Diss and District Neighbourhood Plan is a joint neighbourhood plan between seven parishes: Diss Town Council, Roydon Parish Council, Burston & Shimpling Parish Council, and Scole Parish Council in Norfolk; and Palgrave Parish Council, Stuston Parish Council, and Brome & Oakley Parish Council in Suffolk. This joint neighbourhood plan led by Diss Town Council, the area is designated and the neighbourhood plan is being drafted and the community has been consulted on a [draft vision and themes document](#).



Source: GNLP Local Plan Reg 18 Consultation January 2020

Figure 2.1 New and carried forward allocations in Diss

Chapter 3 Diss Background

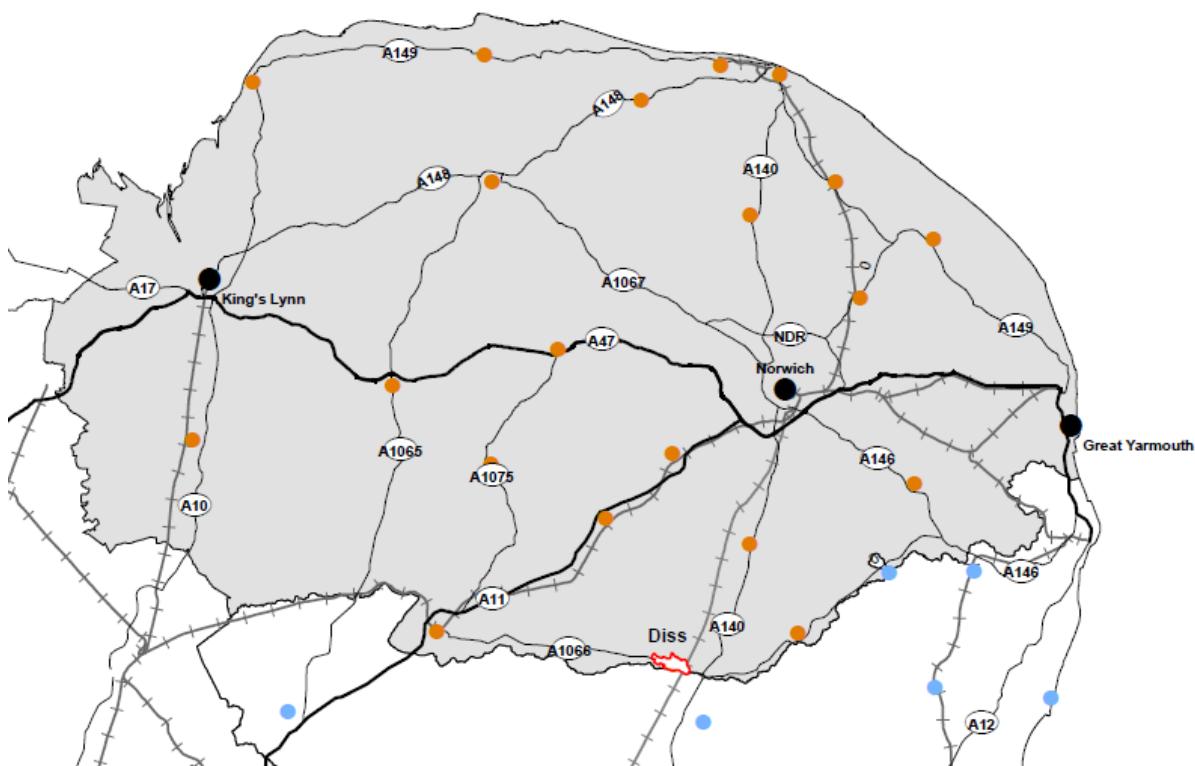


Figure 3.1 Location of Diss in Norfolk

Diss is situated in the south of Norfolk within the local planning authority of South Norfolk Council. Diss is located 25 miles south of Norwich and 25 miles northeast of Bury Saint Edmunds, in Suffolk, see figure 3.1.

The town lies on the A140 providing good road links to Norwich and Ipswich. The A1066 and the A143 provides east to west connections to Thetford, Bungay and Beccles.

Employment uses in the town are mostly located to the east of the town centre accessed by the A1066, residential areas are concentrated to the north of the A1066. The high street is located in the centre of the town around the Mere.

The 2011 census showed that Diss has a population of over 7,570 people with the majority (49.2%) falling into the 25-64 age category. The 2011 census showed that over 75.7% of households have access to at least one car or van.

The 2011 census showed that most travel to work journeys are by driving a car or van at 64% of journeys, 17% of journeys are on foot, 6% of journeys are as a passenger in a car or van, 6% of journeys are by bicycle, 4% of journeys are by train, and 2% of journeys are by bus and a further 1% are by other means. This data shows that there is currently a high reliance on private cars for travel to work journeys. The average distance for travelling to work from Diss is 11.4 miles.

Diss has both the second-highest market town workday population and number of people in employment. Diss has a population of around 7,570 with around 4,800 people being of working age.

Since 2001 689 new homes have been built in Diss.

Chapter 4 Programme of activity

The purpose of the network improvement strategies is to identify issues built on a strong evidence base and help to bring forward solutions that support the delivery of future housing and jobs growth. To develop the understanding of the transport issues in Diss, NCC held stakeholder workshops, carried out site visits and liaised with Highways colleagues to gather a range of views/feedback on which to set the scope of the study and base the strategy. The programme of activity and timeline of events are set out below.

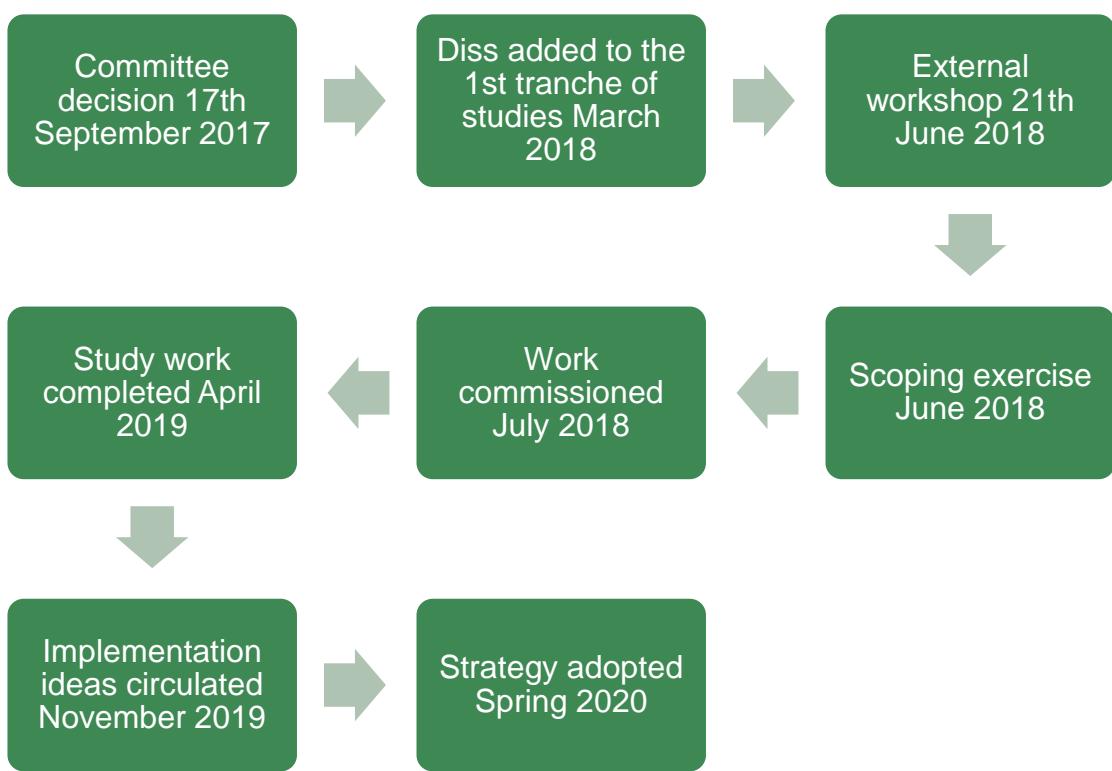


Figure 4.1 Flow Chart of Strategy Milestones

Chapter 5 Transport in Diss

As set out in Chapter 1, NCC's Environment, Development and Transport Committee agreed to the market town studies in 2017. Members agreed the reports would: understand current transport problems and issues; understand the future situation – (principally growth proposals and their impacts on transport); and develop an implementation plan. The committee agreed on the scope of issues that would be looked at in the studies. This chapter provides a summary of each item set out in the scope and what the relevant issues and concerns in Diss. This also includes areas where there isn't a transport issue or where further work is not proposed.

5.1 Casualties

The NCC Highways team provided information on cyclist, motor vehicle and pedestrian collisions where these resulted in an injury, between July 2014 and July 2019.

Table 5.1 Accidents in Diss

| Accident Type | Slight Injury | Serious Injury | Fatal Accident |
|---------------|---------------|----------------|----------------|
| Cyclists | 9 | 2 | 0 |
| Vehicles | 32 | 3 | 0 |
| Pedestrians | 7 | 4 | 1 |

Please Note: The police only compile records of injury collisions since there is a requirement that these are reported in law. No record is maintained for collisions where no injury resulted, e.g. minor bumps.

Table 5.1 shows that there has been a total of 11 accidents involving cyclists over a five-year period. There is no single hotspot for collisions but there is a concentration of cyclist collisions located at junctions along the A1066.

As expected there are more collisions involving motor vehicles, table 5.1 displays that there have been 35 accidents involving vehicles. Whilst there is no single hotspot of collisions they are concentrated along the key routes in and out of the town along the A1066.

Collisions involving pedestrians are concentrated mostly in the centre of the town, near to or at the High Street. This concentration of collisions is consistent with there being a larger concentration of pedestrians in the area. Table 5.1 displays that there have been 12 accidents involving pedestrians, with one accident in July 2019 that resulted in a fatality.

In summary, the casualty data for Diss is typical for a market town. The analysis has identified areas where collisions have occurred more frequently. These concentrations are along the A1066, which is consistent with the road being the major route in and out of the town. The analysis has not identified road safety as a particular issue in Diss but has identified areas within the town where interventions could be considered. The County Council will continue to monitor the issue.

5.3 Parking

Diss Town Council published a Car Parking report in 2015. The study aimed to better understand parking behaviour in Diss. The study confirmed that there were adequate

parking provisions in Diss as most drivers were able to park at their first-choice car park. The car parks in Diss are: Chapel Street Lower, Chapel Street Upper, Church Street Car Park, Mount Street Car Park, Park Road Car Park, Heritage Triangle Car Park, Shelfanger Road Car Park and Weavers Car Park additionally there are two large private car parks for customers of Morrisons and Tesco's. The study found that most car park users parked for less than one hour. Of those surveyed, almost 60% of people lived in Diss and only 7% were visiting the town. Parking has not been identified as a major issue for the town, although there could be better signage.

There has been recent changes to car parking pricing, in South Norfolk Council owned car parks, and this had led to some increase in on-street parking.

5.4 Congestion

Congestion is known issue in Diss, along the A1066 and Vince's Road. The County Council has already implemented initiatives to reduce the congestion along Vince's Road by installing cameras and NCC is working on a scheme to improve the Vince's Road/A1066 roundabout to further improve access. Congestion is a known issue along the A1066 and has been a focus of this study. To develop this study, work has been commissioned to look at the amount of through traffic in the town, capacity at a few key junctions and the impact future growth could have on the congestion issues.

Action: to understand if there are issues beyond the key junction locations already identified. Looking at potential improvements and solutions for the remaining key junction locations. It is suggested this work would begin once the impact of existing improvements can be measured.

5.5 Access

NCC used software analysing what areas can access the town via a bus within 30 minutes. The maps below, figures 5.1 and 5.2, show accessibility levels to key shopping points, employment areas and higher education facilities.

Bus accessibility is concentrated along key routes such as the A143 and A1066 linking Roydon, Diss, Scole, Needham, Harleston, and Diddleburgh. In addition to these maps, further data shows journeys can be made to both Norwich and Bury St Edmunds within 50 minutes.

Given the rural nature of Norfolk, the levels of accessibility were not seen as an issue for this strategy and it was not an issue of significant concern raised through stakeholder engagement.

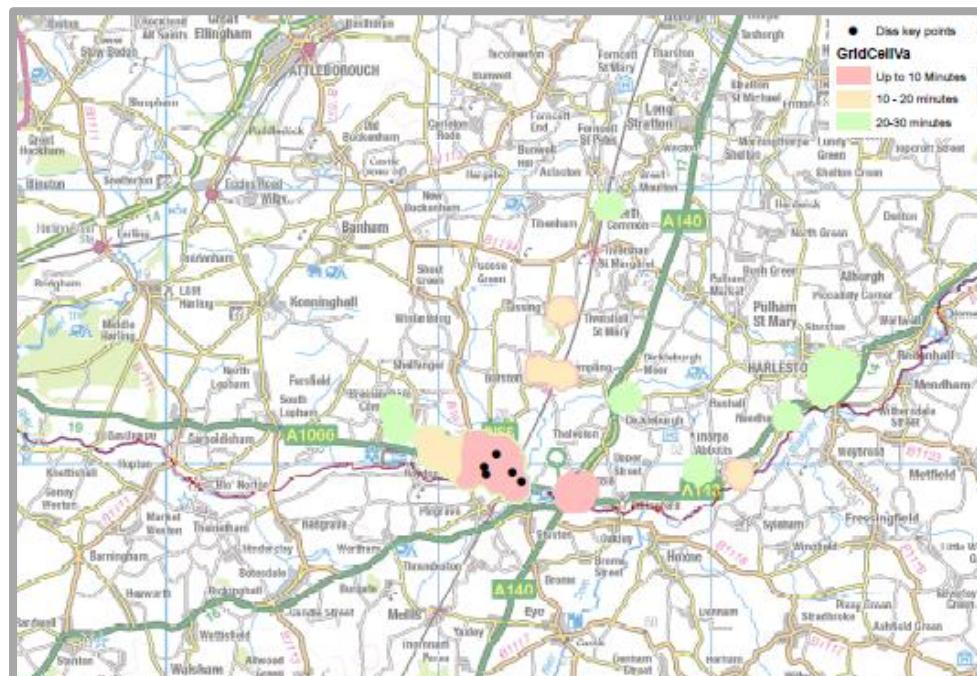


Figure 5.1 Public Transport Accessibility to Supermarkets and the Market Place

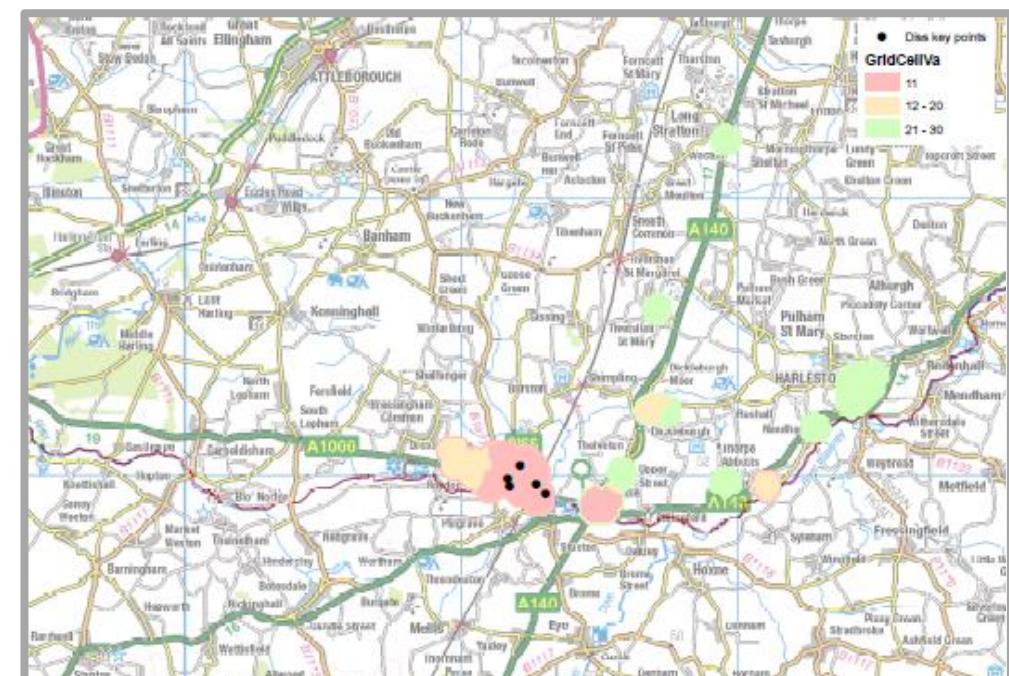


Figure 5.2 Public Transport Accessibility to Employment

5.6 Walking and Cycling

The Sustrans National Cycle Route 30 (NCN 30) passes the outskirts of Diss, there is an on-road link to Diss Railway Station. NCN 30 connects cyclists with Thetford, Diss and Harleston and provides access to other Sustrans cycle routes in Norfolk and Suffolk.

Walking infrastructure within Diss is of a good standard and currently, 17% of people walk to work. Most of the urban area of Diss is accessible within a 25-minute walk, this illustrates the potential for encouraging walking as a prominent mode of travel for short trips within the town. Most of the urban area of Diss has ample provision of footpaths on both sides of the road, with multiple pedestrian crossings.

Cycling infrastructure within Diss is of a good standard, 6% of people currently cycle to work. All the urban area of Diss is accessible within a 10-minute cycle additionally Roydon, Brome and Scole are accessible within a 15-minute cycle. There is a shared pedestrian/cycleway along the A1066 which allows for off-road cycling. There are limited cycle routes in other parts of the town centre.

33% of Diss residents commute less than 2km to work and a further 505 people commute less than 5km to work. 2km equates to less than a 25-minute walk and 5km is less than a 15-minute cycle. This means that there is the potential for 45% of the economically active population to travel to work by an active travel method of walking or cycling.

Given the potential opportunities to increase walking & cycling which could also reduce congestion in the town, further work is proposed looking at walking and cycle corridors.

Action: Commission a walking and cycle corridor study, which identifies key locations people want to travel to within the town. Generate three routes and identify what improvements need to be made to make these routes suitable for walking and cycling. Findings from this study can be found in Chapter 7.

Chapter 6 The Future

The scope of the network improvement strategy includes a consideration of the longer-term transport issues for Diss. As set out in chapter 2, longer-term growth is being considered through the development of the Greater Norwich Local Plan. This section looks at the highway issues to be considered in the local plan review.

An assessment of the strategic transport issues associated with longer-term growth will provide transport evidence that can be used to inform the Local Plan review should it look at growth options for Diss.

Action: Commission a study testing the transport implications of post-2036 growth that will provide evidence to inform the development of the next local plan in its consideration not the scale and distribution of growth for Diss.

Chapter 7 Our findings

The summary of transport issues in Diss was circulated to internal and external consultees for comment, asking for their top priorities for any transport improvements in Diss. The feedback from this consultation was used to identify key objectives the Diss Network Improvement Strategy should address:

- Link road assessment
- Provide supporting evidence for the development of plans for growth
- Congestion
- Cycling and walking
- Links to surrounding settlements.

NCC used WSP, NCC consultants, to conduct studies, these studies focus on: a through traffic assessment, a junction capacity assessment, a strategic transport assessment associated with growth until 2036 and an assessment of walking and cycle corridors.

Section 7.2 (Through Traffic Assessment) and Section 7.3 (Future Scenario Testing (Post 2036)) were commissioned jointly to provide evidence as to whether a link road, either to the north or south of Diss, would be an option worth further investigation.

7.1 Through Traffic Assessment

A through traffic assessment of Diss was conducted to determine if through traffic is an issue in the market town and if it is a contributor to the congestion experienced in the town.

To understand the traffic flows in Diss WSP commissioned traffic surveys which were undertaken between Tuesday 12 June and Monday 25 June 2018, recording vehicles movement for 24 hours, to identify the level of through traffic currently routing through Diss, Automatic Number Plate Recognition (ANPR) cameras were installed on the key radial routes around Diss in the following locations:

1. A1066 Stanley Road
2. B1077 Shelfanger Road
3. A140
4. Diss Road
5. A143
6. A140
7. A143
8. B1077 Stuston Road
9. Crossing Road
10. Priory Road

In addition to the ANPR surveys, Automatic Traffic Counters (ATC) were installed at each ANPR location, see figure 7.1.

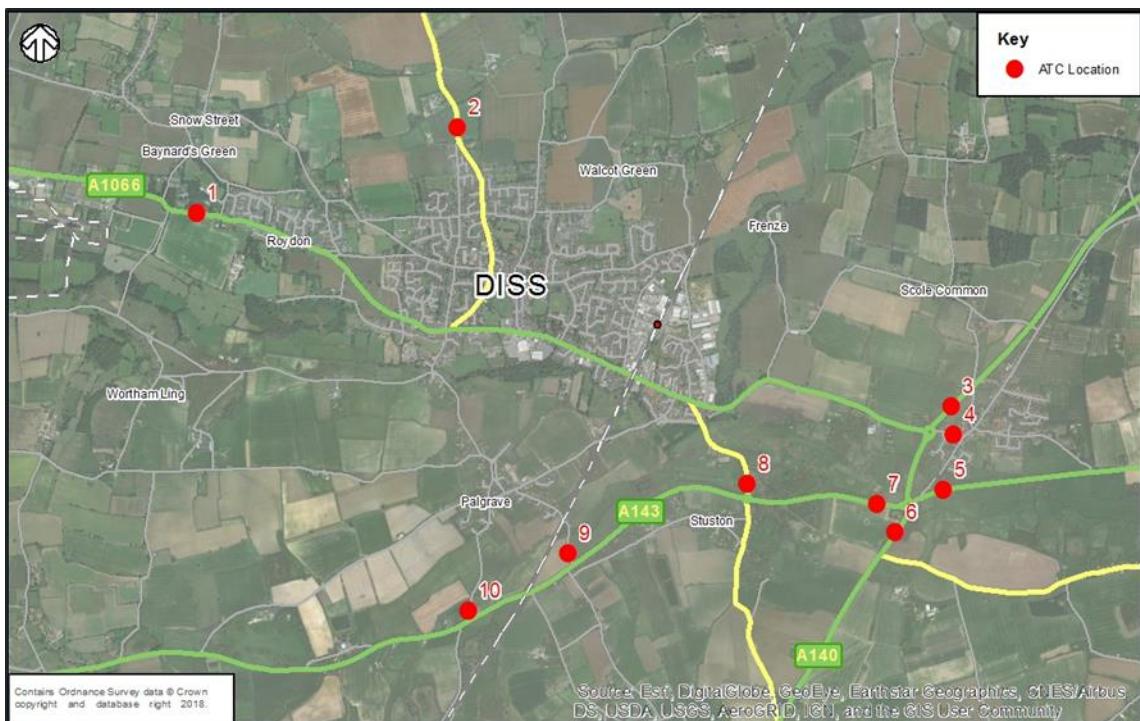


Figure 7.1 ATC Survey Location Plan

Findings

Figure 7.2 demonstrates that traffic flows increase steeply during the morning period and decline more steadily during the evening hours. For most sites, there are identifiable AM and PM peaks. However, traffic flows between the peak periods do not tend to decrease significantly, traffic flows remain broadly constant throughout a typical weekday. Generally, the PM peak traffic flows are greater than and last a little longer than AM peak period. The AM peak hour is 0730-0830 a total of 7,805 vehicle movements were recorded. The PM peak was recorded at 1645-1745 with 7,702 vehicle movements recorded.

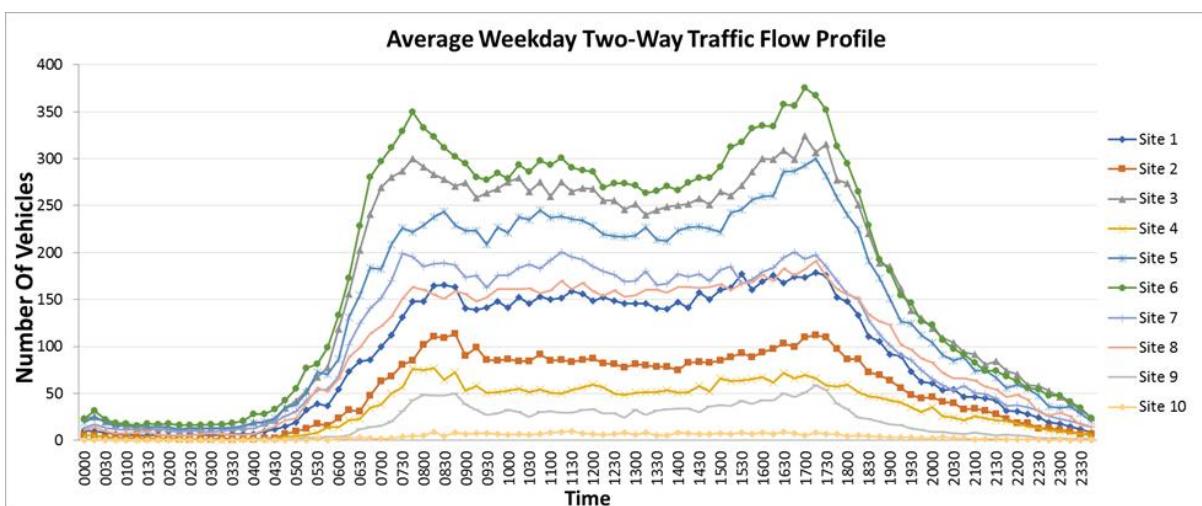


Figure 7.2 Average Weekday Traffic Volumes

If a vehicle travels a route into and out the town centre with a journey time of fewer than 25 minutes it was defined as a through traffic trip, any trips longer than 25 minutes were assumed to be using facilities within the town and not using Diss as a through route.

Results

Table 7.1 24-hour ANPR Through Traffic Matrix - All Vehicles

| All Vehicles (0000-0000) | | | | | | | | |
|--------------------------|----------------------|------------|-------------|------------|-------------|---------------|-------------|-------|
| Inbound | Outbound | | | | | | | |
| | Site | A1066 West | B1077 North | A1066 East | B1077 South | Crossing Road | Priory Road | Total |
| | A1066 West | - | 116 | 491 | 875 | 108 | 14 | 1,605 |
| | B1077 North | 122 | - | 141 | 383 | 50 | 25 | 720 |
| | A1066 East | 458 | 106 | - | 108 | 8 | 3 | 683 |
| | B1077 South | 734 | 296 | 136 | - | 5 | 6 | 1,178 |
| | Crossing Road | 185 | 77 | 6 | 15 | - | 8 | 291 |
| | Priory Road | 23 | 11 | 6 | 2 | 3 | - | 46 |
| | Total | 1,522 | 607 | 780 | 1,384 | 175 | 56 | 4,523 |

- Total daily through traffic was 4,523, representing 17% of the 26,968 total movements within Diss observed in the 24-hour survey period.
- 55% of inbound through traffic from the A1066 West travels outbound via the B1077 South. With the inclusion of Crossing Road and Priory Road, 62% of all through traffic movements originate from the A1066 west route south.
- In the opposite direction, 48% of inbound through traffic from the B1077 South travels outbound via the A1066 West. With the inclusion of Crossing Road and Priory Road, 62% of all through traffic movements originating from the south route outbound via the A1066 West.
- 491 vehicles travel through Diss along the west to east A1066. A similar volume of 458 vehicles travel through Diss in the opposite direction.
- 383 vehicles travel through Diss along the north to south A1066. Similarly, 296 vehicles travel through Diss in the opposite direction. Including the other southern sites, total north-south two-way movements by through traffic were 842.

- Through traffic is distributed across all routes, especially those to / from the A1066 and B1077, with no fewer than 106 movements observed between each movement for these radial routes.
- Total daily heavy vehicle through traffic was 751, representing 3% of the 26,968 total movements within Diss observed in the 24-hour survey period.
- Heavy vehicles account for 17% of through traffic movements in 24 hours.

Table 7.2 24-hour Percentage Through Traffic of All Observed Traffic

| Inbound | All Vehicles (0000-2359) | | | | | | | | Total Traffic |
|----------------------|--------------------------|-------------|------------|-------------|---------------|-------------|-----------------|--|---------------|
| | Outbound | | | | | | | | |
| Site | A1066 West | B1077 North | A1066 East | B1077 South | Crossing Road | Priory Road | Total % Through | | Total Traffic |
| A1066 West | | 3% | 11% | 19% | 2% | 0% | 35% | | 4631 |
| B1077 North | 4% | | 5% | 14% | 2% | 1% | 26% | | 2792 |
| A1066 East | 7% | 2% | | 2% | 0% | 0% | 11% | | 6173 |
| B1077 South | 16% | 6% | 3% | | 0% | 0% | 25% | | 4721 |
| Crossing Road | 15% | 6% | 1% | 1% | | 1% | 24% | | 1198 |
| Priory Road | 11% | 5% | 3% | 1% | 1% | | 21% | | 214 |
| | | | | | | | 23% | | 19,729 |

Table 7.2 shows:

- The overall percentage of through traffic across all sites is 23% of the 19,729 observed inbound vehicles.
- The site with the greatest observed inbound traffic flows is the A1066 East. However, it has the lowest proportion of through traffic at 11%.
- The A1066 West has the greatest proportion of through traffic, with 35% of the total observed inbound 4,631 vehicles routing through Diss as part of a single journey.
- The movement comprising the greatest proportion of through traffic in comparison with total observed inbound traffic was the movement from the A1066 West to the B1077 South.

Summary

The through traffic assessment shows that only 17% of existing movements within Diss are through traffic and therefore a high proportion of traffic in Diss has a purpose related to the town. The through traffic movement of greatest significance is to/from the west and south of Diss.

7.2 Junction Capacity Assessment

Junction capacity assessments were carried out during the highway network peak periods in Diss. Traffic movements were surveyed through the Manual Classified Turning Counts (MCCs) in addition to queue length surveys. WSP conducted a junction capacity assessment of the performance of three junctions in Diss, see figure 7.3. The scope of this study has not included the Vince's Road mini-roundabout junction as there is already a project underway to improve the junction.



Figure 7.3 Location of Assessed Junctions

A1066 / B1077 Denmark Street Mini Roundabout Junction

The Denmark Street Mini Roundabout is located on the A1066 providing access from the A1066 to the north of Diss along the B1077, see figure 7.4.

Findings

The surveys concluded that the Denmark Street mini-roundabout currently experiences minimal delays, in the AM peak hour, on all arms of the roundabout with maximum delays of up to 15-seconds evident on the A1066 Stanley Road arm. This is consistent with the A1066 Stanley Road, being the main linear route through Diss from the west, giving way to vehicles turning right onto the B1077 Denmark Street from the A1066 Park Road.

The PM peak hour experiences more vehicle movements, so the junction is approaching capacity in the PM peak hour. A maximum queue at the A1066 Park



Figure 7.4 Denmark Street Mini Roundabout

Road arm currently experiences delays of up to 23-seconds, but these remain within a reasonable range before capacity issues tend to arise.

Overall the roundabout currently operates within capacity in the AM and PM peak hours, therefore, no mitigation measures are required.

A1066 Morrisons Roundabout Junction

The A1066 Morrisons Roundabout Junction the roundabout provides access to a Morrisons supermarket via a roundabout junction, see figure 7.5

Findings

Surveys found that the AM peak hour delays were 39-seconds and delays increased to 49 seconds in the PM peak hour.



Figure 7.5 Morrisons Roundabout

Mitigation

The levels of congestion expected by 2036 without the impact of additional development, especially during the PM peak hour, suggests that the A1066 / Morrisons Roundabout will operate above capacity. Therefore, interventions will be required to mitigate these issues.

The analysis indicates that vehicles struggle to leave the roundabout from the western exit and that vehicles queue back and block the roundabout impeding access from the southern approach. Three options for increasing the capacity of the western exit or reducing the impact of vehicles queueing have been developed. All options will require further feasibility work and costs are provisional

Option 1: Widening of the Western Exit

As shown in figure 7.6, this improvement will increase the capacity of the exit and reduce the impacts of the pedestrian crossing at Park Road to the performance of the roundabout. Costs of this mitigation is expected to cost between £115,000-£145,000.

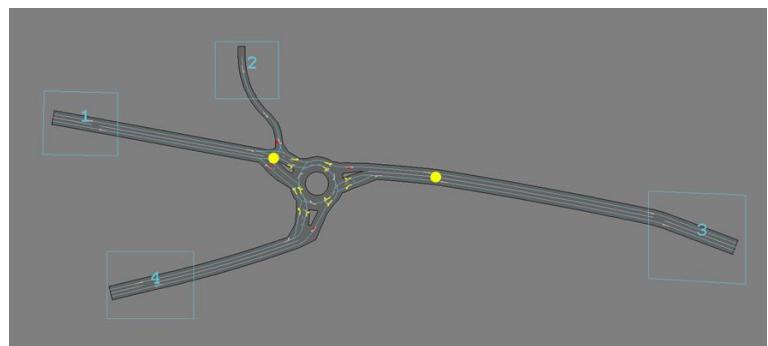


Figure 7.6 Option 1: Widening of Western Exit

Option 2: 4 Arm Roundabout

This improvement will widen the current roundabout to give two circulatory lanes and Mere Street will become the fourth arm direct onto the roundabout, see figure 7.7. This scheme is estimated to cost between £1,200,000-£1,300,000.

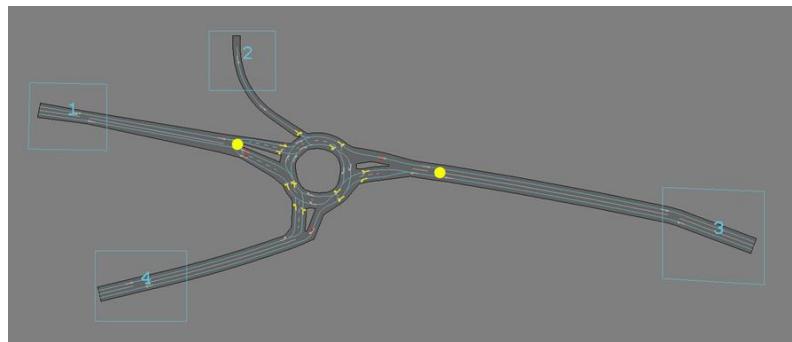


Figure 7.7 Option 2: 4 Arm Roundabout

Option 3: Yellow Box

This proposed mitigation measure considers introducing a yellow box restriction on the A1066 Park Road exit, with the aim of avoiding blockages at the access to the roundabout from Morrisons, see figure 7.8. This mitigation measure is estimated to cost between £5,000-£6,000.

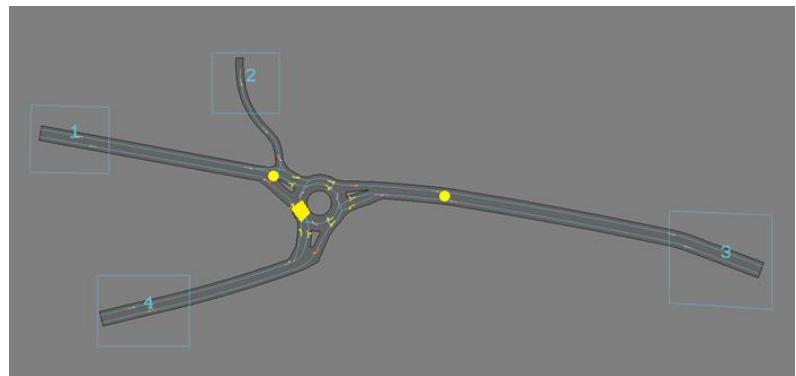


Figure 7.8 Option 3: Yellow Box

Summary

All three proposed schemes have some benefits compared to the existing layout. The introduction of the yellow box (Option 3) only has benefits on the southern approach from Morrisons but to the detriment of the main westbound traffic. Widening the western exit to two lanes (Option 1) should reduce delays and queues at the eastern and southern approaches to the roundabout. The most aspirational scheme is Option 2 this scheme shows the most benefits with a reduction in queues and delays in nearly all the approaches to the junction but has the most risks to delivery.

A1066 / Sawmills Road Signalised Junction

This signalised T-junction is situated where the A1066 meets Sawmills Road to the south-east of Diss town centre. It is the first junction on the A1066 within Diss for westbound vehicles. Sawmills Road provides access to the western Diss industrial estate area, east of the railway line, see figure 7.9.

Pedestrian crossing facilities, including dropped kerbs, tactile paving and protective railings are present on the A1066 (eastern arm) staggered crossing. Sawmills Road (northern arm) also has dropped kerbs and a central refuge for pedestrians parallel to the signal heads. There are no pedestrian crossing facilities on the A1066 (western arm).



Figure 7.9 Sawmills Road Signalised Junction

Findings

The analysis indicates that, currently, the A1066 / Sawmills Road signalised junction operates with reserve capacity in both peak hours. In the AM peak hour, the longest delay is a delay of up to 40-seconds on the Sawmills Road arm. In the PM peak hour, the longest delay is at the Sawmills Road arm with delays of up to 38-seconds.

Improvement options

Improvement options have been investigated. The identified improvement is to widen the Sawmills Road approach to accommodate two lanes, allowing the separation of eastbound and westbound vehicles. The feasibility of such a widening will need further investigation including the extent of the highway boundary.

Benchmarking work has identified a high-level cost estimate of £100,000-£130,000 (for civils) with an additional £40,000-£50,000 for signals. The costs are indicative and are used for information purposes only.

7.3 Future Scenario Testing (Post 2036)

To support the production of the GNLP this strategy has investigated the high-level implications of three potential growth scenarios in Diss. Each growth scenario comprises the delivery of housing in various locations around the town up to 2036 and has been carried out to provide evidence that will help inform the development of the GNLP.

Preparation of the GNLP including setting strategic priorities and the scale and location of growth will remain the role of the Greater Norwich Local Plan team (this team consists of officers from Broadland, Norwich and South Norfolk) as the local planning authority for the area. This future housing growth would be outside the allocations in the adopted JCS sets out housing growth until 2026.

The implications of the following four scenarios have been tested:

- **Scenario 1: Core 2036 Scenario** - Background traffic growth only
- **Scenario 2: Town Centre Development Area** - Background traffic growth + 300 dwellings
- **Scenario 3: Northern Development Area** - Background traffic growth + 1,700 dwellings + Town Centre Development Area (300 dwellings)
- **Scenario 4: Southern Development Area** - Background traffic growth + 2,000 dwellings

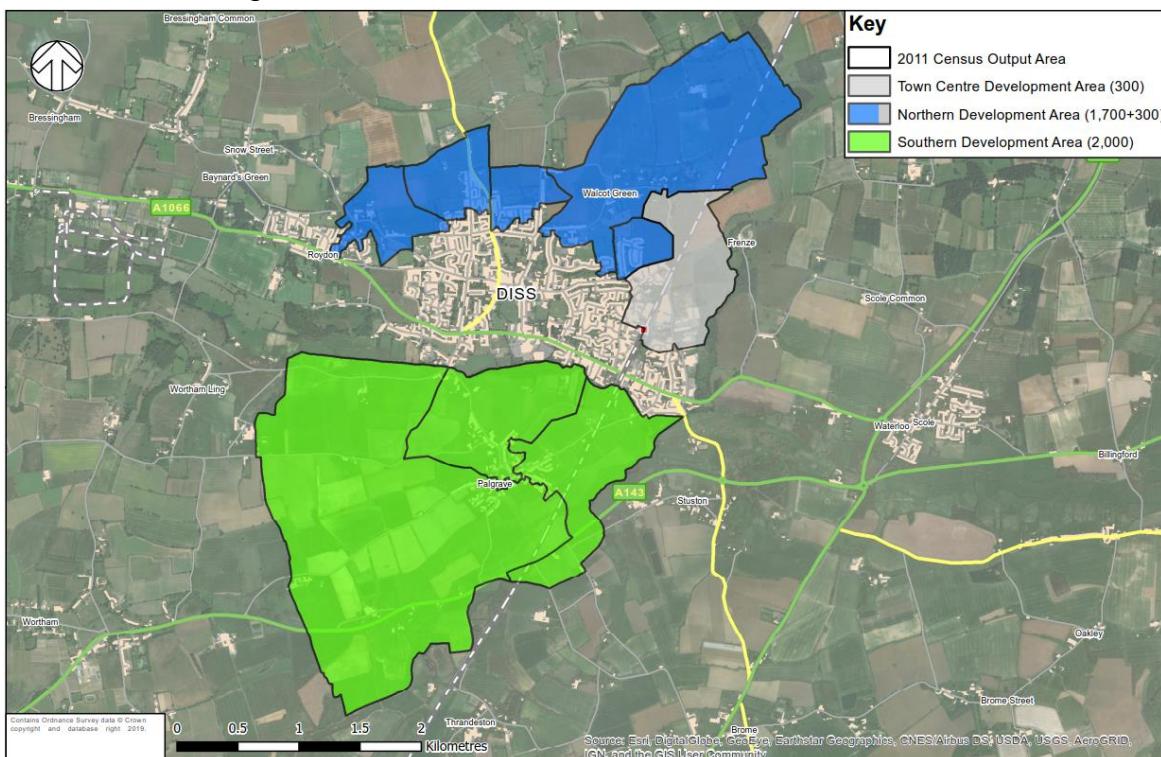


Figure 7.10 Location of scenario locations - for illustrative purposes only

Future Transport Conditions

Scenario 1: Core 2036 Scenario

The TEMPro database predicts future traffic growth in areas of the United Kingdom, based upon local planning data and National Trip End Model (NTEM) origin-destination forecasts. TEMPro 7.0 growth rates are based on changes in the numbers of households and jobs in an area between current and future assessment years (they are also based on changes in car ownership). These changes are based on information provided in local authority annual monitoring reports on progress in delivering planned housing in Local Plans, and on government data on employment projections.

Using this database, it is estimated that traffic levels during the AM and PM peak periods, in Diss, will increase by approximately 24% by 2036. Whilst the proportion of through traffic (vehicles travelling through Diss in less than 25-minutes) is forecast to remain at 17% the total quantum of traffic trips will increase, creating additional pressures and demands on the strategic transport network surrounding the town.

Scenario 2: Town Centre Development Area

There would be an increase of 110 vehicle trips in the AM Peak Period and an additional 90 trips in the PM Peak Period. The overall impact of this scenario is an additional 1% traffic increase, in both the AM and PM peak hour. The junction impact of the increased traffic from this scenario would have an increase of 1% in both the AM and PM peak hour.

Scenario 3: Northern Development Area

This scenario would produce an additional 621 vehicle trips in the AM Peak Period and an additional 510 vehicle trips in the PM Peak Period. A scenario where future development is concentrated in the north of Diss would have a 4% increase in both the AM and PM peak hour traffic flows. The junction impact of the increased traffic from this scenario would have an increase of 13% in the AM peak hour and an increase of 10% in the PM peak hour.

Scenario 4: Southern Development Area

This scenario would produce introduce the highest amount of additional vehicle trips with 730 vehicle trips in the AM Peak Period and an additional 600 vehicle trips in the PM Peak Period. This scenario would have a 5% increase on traffic flows in both the AM and PM peak hour. The junction impact of the increased traffic from this scenario would have an increase of 1% in both the AM and PM peak hour. The junction impact of the increased traffic from this scenario would have an increase of 7% in the AM peak hour and an increase of 5% in the PM peak hour.

Scenario Comparisons

Figures 7.11 and 7.12 display the percentage impacts each scenario would have on traffic flow in Diss.

All three future growth scenarios have a relatively low impact, in percentage terms, on the strategic east-west and north-south links. This is due to these roads having a high level of forecast flow, therefore, the development impacts are less significant on these distributor roads.

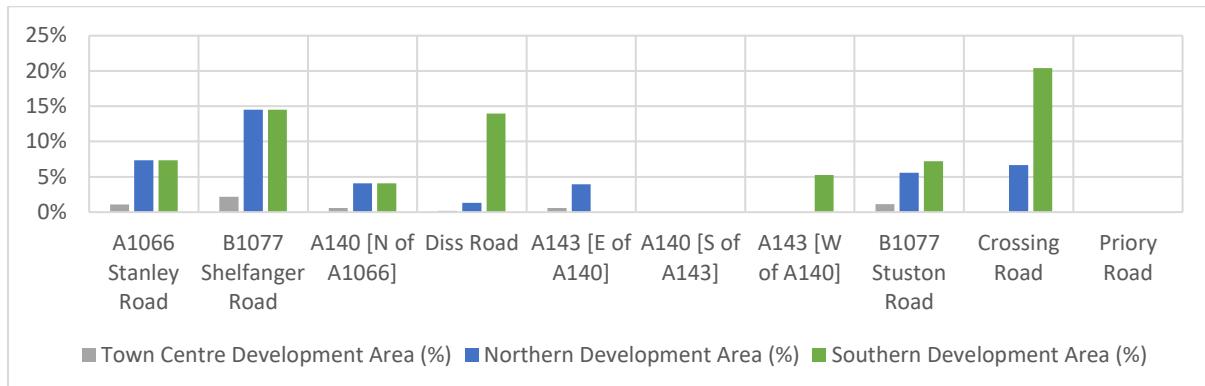


Figure 7.11 Development impact on traffic flows: AM peak hour

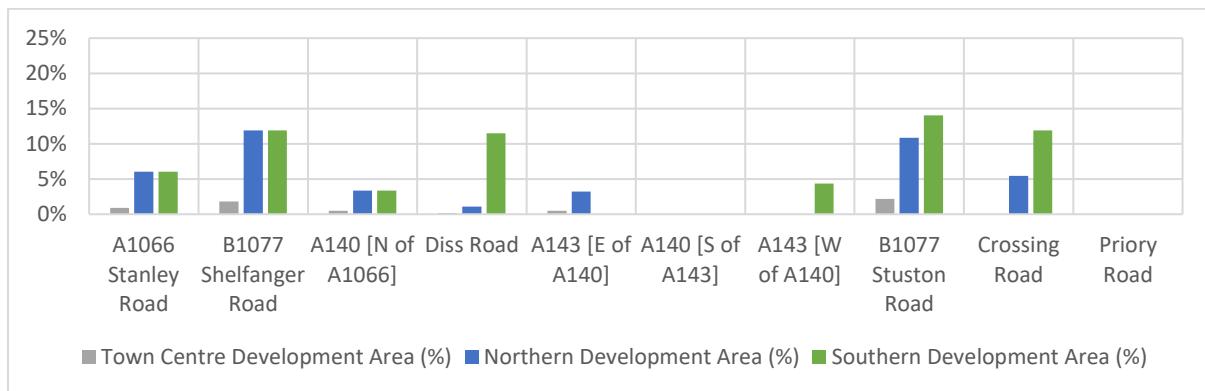


Figure 7.12 Development impact on traffic flows: PM peak hour

The impact of the growth scenarios on the operation at Denmark St, Morrisons and Sawmills have been investigated and an assessment has been made of the ability of the identified improvement options to cater for each of the scenarios.

The Denmark street mini-roundabout is near capacity, but there are no meaningful options identified for its improvement. The junction functions satisfactorily under the Town Centre growth scenario, but not under the other two. Our analysis has shown that the most constrained junction is the Morrisons Roundabout. Under all growth scenarios it would require improvement. The work that has been done has shown that both options 2 (exit widening) and 3 (making 4-arm) are likely to provide adequate mitigation although the 4-arm option may prove difficult to deliver. The Sawmills junction operates very close to capacity under the town centre growth scenario and will require improvement to maintain its reliability. The improvement would also be sufficient to cater for the impact of the Southern (scenario 4) and town centre scenario (scenario 2).

Table 7.3 summarises the findings of the junction capacity analysis for each growth scenario.

Table 7.3 Growth Scenario Junction Impacts

| Growth Scenario | Denmark St | Morrisons | Sawmills |
|-------------------------------------|--|--|--|
| Town centre (300 dwellings) | Junction operates satisfactorily | Junction is overcapacity, but can be mitigated by improvement options 2 or 3 | Junction operates satisfactorily |
| North + centre (2,000 dwellings) | Junction is overcapacity and no improvement options are identified | Junction is overcapacity and no improvement options are identified | Junction is overcapacity, but can be mitigated by improvements |
| South + centre (2,300 dwellings) | Junction is overcapacity and no improvement options are identified | Junction overcapacity and no improvement options are identified | Junction is overcapacity, but can be mitigated by improvements |

In summary, the only deliverable option is the town centre growth scenario (scenario 2). All other scenarios have adverse impacts on one or more of the key junctions for which no in principle mitigation has been identified. If other growth options are pursued in the GNLP then these may need to be tested further.

7.4 Link Roads

One of the issues identified at the scoping stage of the work was the level of through traffic in the town. Two points emerged for consideration, the first around the impacts on the town from either a northern or southern link road to remove traffic and secondly could a link be delivered with associated development and still bring benefit to traffic conditions in the town.

Northern Link Road

A northern link road, between the A1066 west of Roydon and Diss, connecting to the A140 north of its junction with A143, via the B1077 Shelfanger Road, would be likely to attract 1,187 trips between the A1066 and B1077 Shelfanger Road and 1,196 trips between the B1077 Shelfanger Road and A140. This would result in a reduction of 1,187 trips entering and exiting Diss via the A1066 (west), and 1,434 trips entering and exiting via the B1077 (north), see figure 7.13.

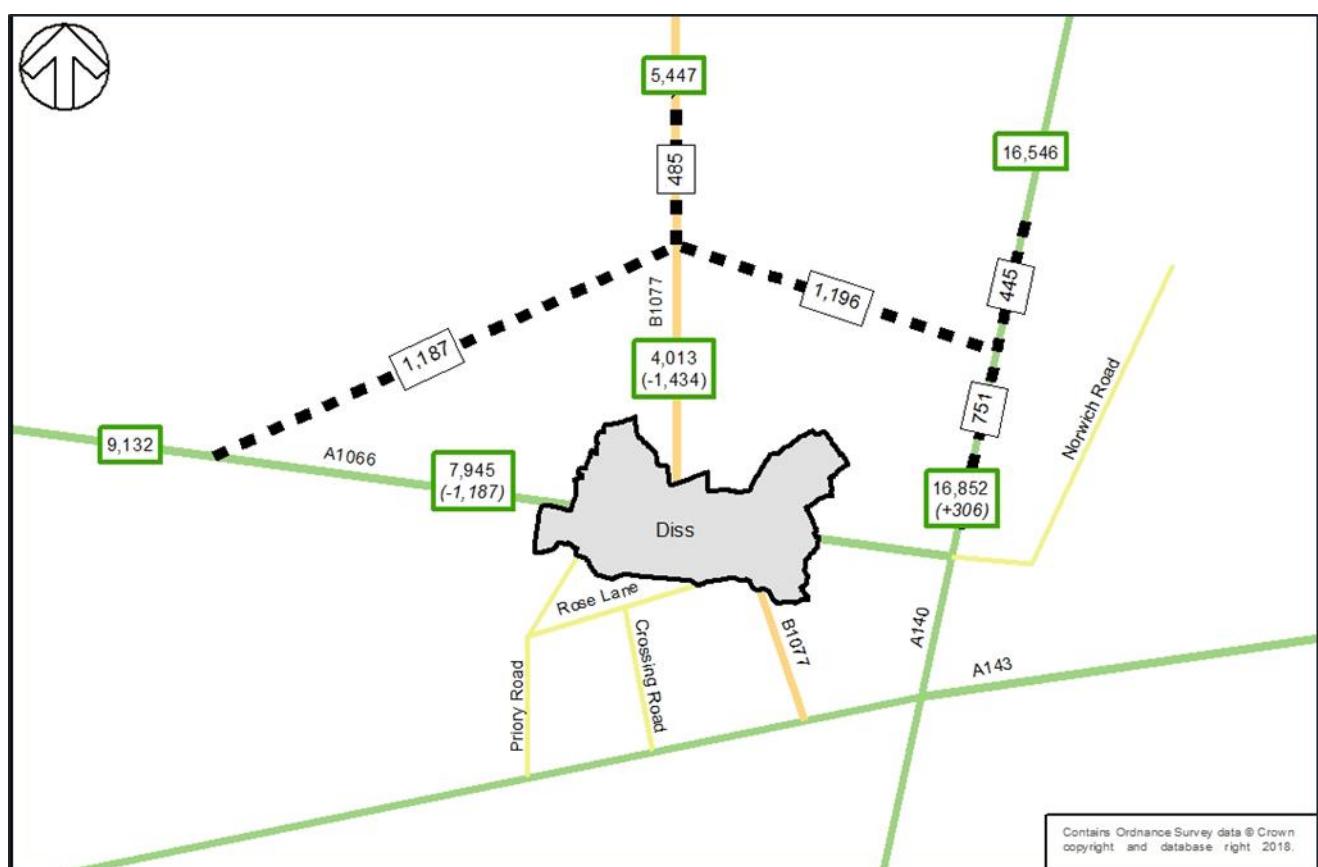


Figure 7.13 Traffic Model of a Northern Link Road

Such a link would bring some modest traffic benefits to the town and would remove approximately 13% of traffic on the A1066 that has been identified as through traffic. As a standalone scheme, it is very unlikely that it would be able to demonstrate value for money to be promoted in its own right.

An analysis has been carried out looking at the growth scenario of 2,000 homes to the north of Diss. The analysis has shown that a northern link would in addition to the through traffic also re-route some development traffic.

The work has shown that in the peak hours, the traffic generated by the new development the impacts on the A1066 would outweigh the reductions a link road may bring.

The conclusion is that large-scale growth to the north to deliver a link road would not bring any strategic traffic benefits to the town.

Southern link road

The through traffic assessment concluded that a southern link road from the A1066 west of Roydon and Diss, connecting to the A143 south of Diss and west of its junction with Priory Road would be likely to attract 2,889 trips between the A1066 and A143 and 2,403 trips between the junction of A143 and western section of link road and junction of A140 and A143, see figure 7.14. This would result in a reduction of 2,889 trips entering and exiting Diss via the A1066 (west).

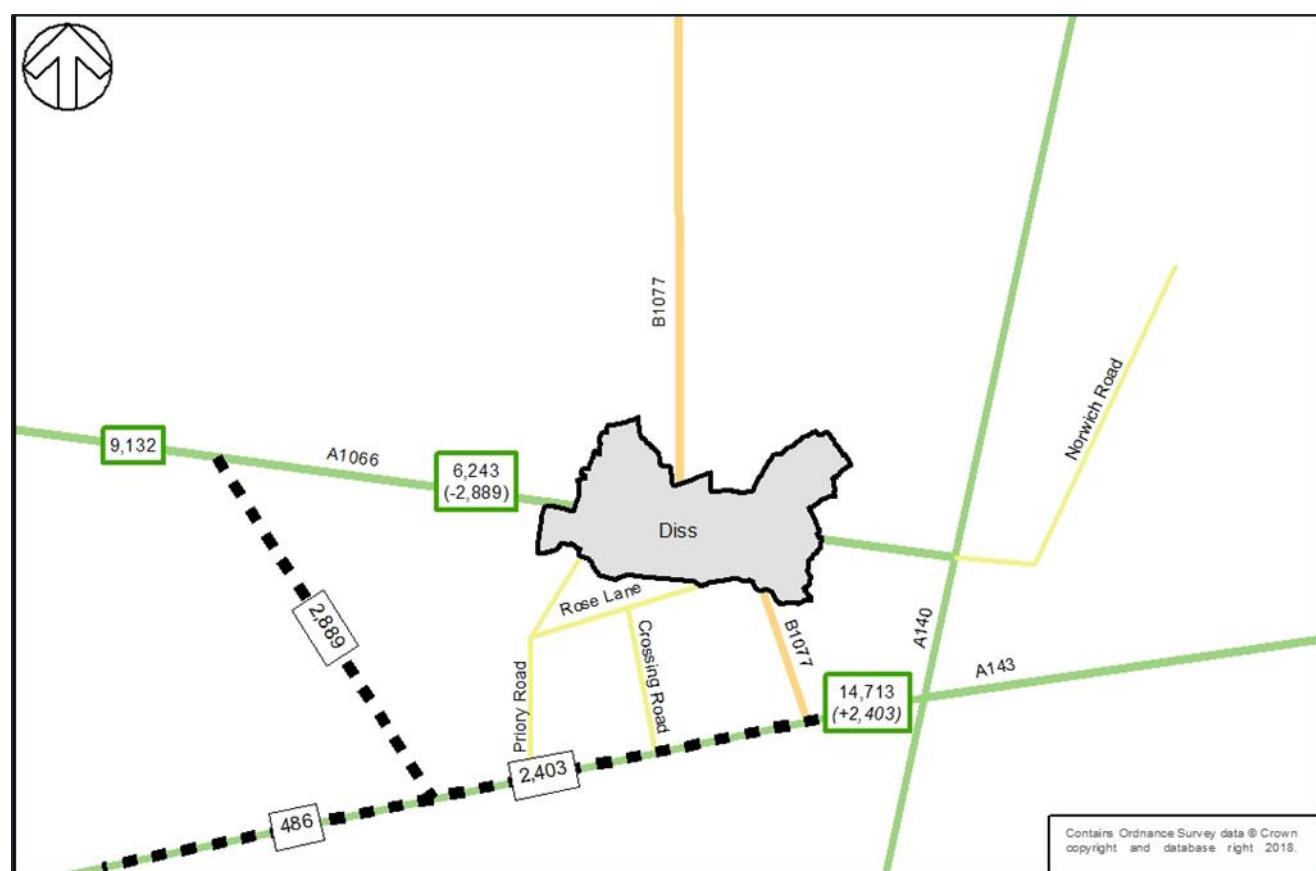


Figure 7.14 Traffic Model of a Southern Link Road

A southern link is predicted to have a greater beneficial impact on through traffic in Diss. A southern link road removes over 30% of trips, to the west of Diss, however, on the A1066 a southern link road would only remove 10% of trips. The predicted

impacts of the link road will bring benefit to the town, but the overall scale of the benefits is not such that a link road and the issues associated with its construction in a river valley could be justified.

An analysis has been carried out looking at the growth scenario of 2,000 homes to the south of Diss. The analysis has shown that a southern link would also re-route some development traffic. However, the development impacts within the town centre would be greater than the benefits of a southern link road and therefore delivering a link with growth would not bring strategic transport benefits to Diss.

7.5 Walking and Cycling

Three options were initially considered for the DNIS the assessment concluded that all three corridors were not the best option and with using the Propensity to Cycle Tool the route was refined to that displayed in figure 7.15. This walking and cycling corridors have been planned at a high level to bring about a mode shift towards walking cycling by connecting places of residence with schools, employment centres and places of leisure. The corridors also take account of potential growth in Diss, either from local plan allocations or other potential strategic development sites. Furthermore, the routes have been chosen to join up existing cycle infrastructure within the town to help create a more comprehensive network. Potential schemes have been identified and are shown in table 7.4.

Corridor improvement plans will be developed in accordance with best practice design guidance wherever practicable and with the to facilitate the vision and objectives of the Norfolk cycling and Walk Action Plan.

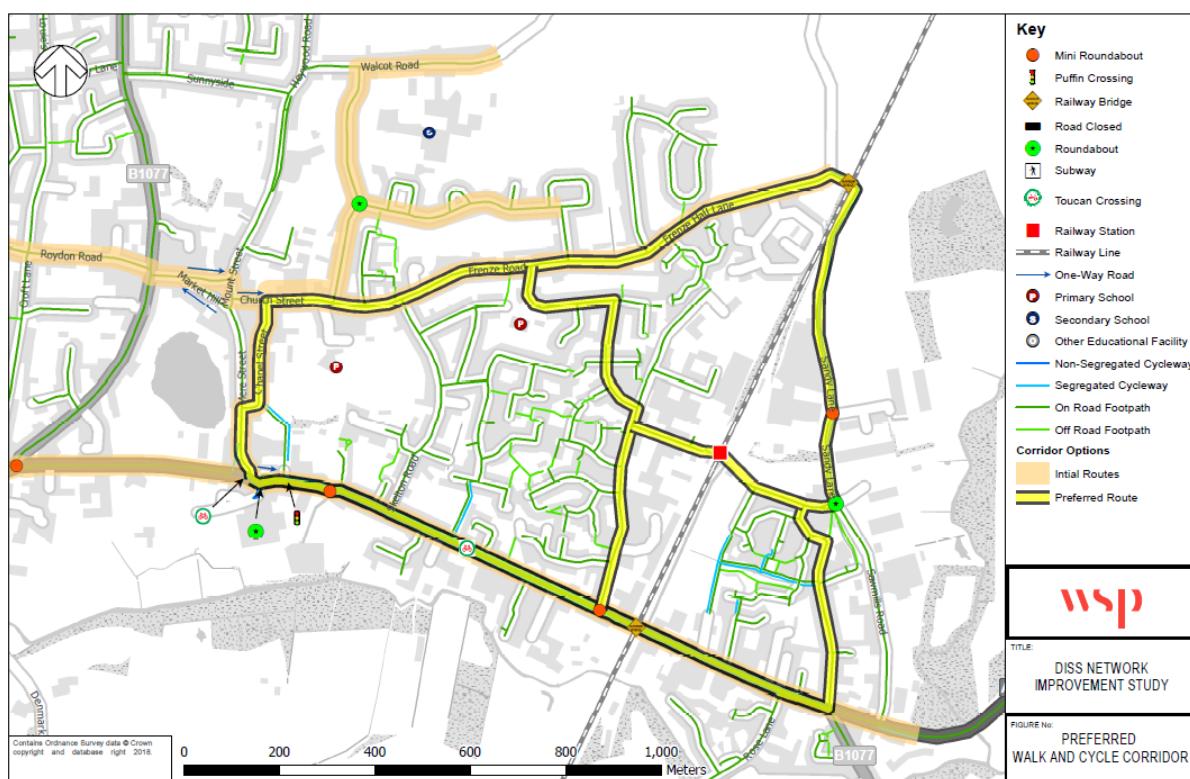


Figure 7.15 Walking and Cycling Corridor

Table 7.4 Proposed Walking and Cycling Improvements

| Scheme | Intervention | Description | Benefits | Disbenefits | Programme | Estimated Costs* |
|----------------------------------|-----------------|---|---|---|------------------------|------------------|
| Skelton Road Cycle Route | Signage | Improved cycle route from the junction of Skelton Road and Frenze Road in the north, that would connect with the A1066 in the south. | Links to the existing cycleway and to A1066. | A shared-use route for pedestrians and cyclists. | Short term (1-5 years) | Low |
| Frenze road cycle route | Cycleway | Adding a dedicated on-road or off-road advisory cycle lane beginning at the junction with The Entry, to Walcot Rise.(Angles Way) | Supports future development growth Allows for safer travel for pedestrians and cyclists due to a segregated route. | Reduced carriageway space for other road users. | Short term (1-5 years) | Low |
| Field House Gardens Improvements | Signage | Widening the existing footpath by removing the metal railings up from Fisher Road and / or adding wayfinding materials to encourage the use of the route by pedestrians and cyclists. | Improves connections to the railway station. Improves access in the town for pedestrians and cyclists. | A shared-use route for pedestrians and cyclists. | Short term (1-5 years) | Medium-High |
| Vince's Road Crossing | Toucan crossing | A Toucan or Tiger crossing on Vince's Road to allow for safer movements by pedestrians and cyclists travelling to the Railway Station. | Would allow for safer movements by pedestrians and cyclists. | Changes the priority to favour walking and cycling, rather than drivers, on Vince's Road. | Short term (1-5 years) | High |

| Scheme | Intervention | Description | Benefits | Disbenefits | Programme | Estimated Costs* |
|---|--|--|--|--|------------------------|------------------|
| Increased cycle parking at Diss Railway Station | Sheffield cycle parking | Adding 'Sheffield' style cycle parking to the railway station car park off Gilray Road. | Supports the creation of the proposed preferred route. Allows for safe storage of bicycles. | Would reduce the space for car parking. | Short term (1-5 years) | Low-Medium |
| A1066 Cycleway continuation | Shared-use cycleway | Continuing the existing shared-use cycleway that currently ends outside Diss Leisure Centre, towards the town centre, to connect with the pedestrian crossing opposite Diss Methodist Church. | Safer travel for cyclists. Connects to the existing cycleway. | Shared-use with pedestrians. | Short term (1-5 years) | Low |
| Increase wayfinding | Wayfinding, movement of existing signage | The current 'end of route' sign should be moved to the other side of the Chapel Street junction in front of the café and the 'town centre' cycleway sign should be moved to where the 'end-of route' sign currently resides. | Cycleway connectivity. A quieter route into the Town Centre. | May not encourage additional trips along the cycleway. | Short term (1-5 years) | Low-Medium |
| Increase cycle parking in the town centre | Sheffield style cycle parking | Increasing the amount of cycle parking in the Town Centre, by | Could encourage a modal shift to cycling. | Reduces space for car parking (or for the | Short term (1-5 years) | Low |

| | | adding 30 Sheffield style parking stands. | Security for cyclists. Cycle parking provides at key points of the proposed preferred route. | pedestrian walkway in the case of the Mere). | | |
|---|---|--|--|--|------------------------|-----------------|
| Scheme | Intervention | Description | Benefits | Disbenefits | Programme | Estimated Costs |
| Walcot Green (north) Future Upgrades | A shared-use cycleway, pedestrian crossing. | A shared-use cycleway would carry on from the existing features past Prince William Way, until the junction of Frenze Hall Lane and Walcot Green (approx. 0.25km). | Supports future growth in development. Improved accessibility by foot or cycle to the Town Centre. Improved safety on the rural roads. | May reduce the carriageway space for other road users. Would require encroachment onto the highway boundary. | Long term (10+ years) | Medium |
| Sandy Lane Wayfinding | Signage | New signage to the roundabout to increase cyclist and pedestrian wayfinding from Sandy Lane to the Railway Station. | Improved accessibility. | Signage may interfere with the current walking and cycling route. New signage may not increase the number of trips along the route. | Short term (1-5 years) | Medium |
| Sawmills Road continuation of the shared-use cycleway | Signage | Removing the current 'end of route' sign on Sawmills Road, to allow for the cycleway | Link to the existing cycleway network. | Would be a shared-use space with pedestrians. | Short term (1-5 years) | High |

| | | to connect to the A1066 covering a distance of 0.5km. | Increased accessibility. | New signage may not increase the number of trips along the route. | | |
|---|----------------------------------|--|--|--|------------------------|-----------------|
| Scheme | Intervention | Description | Benefits | Disbenefits | Programme | Estimated Costs |
| Station wayfinding | Signage | Increasing wayfinding signage to the Railway Station from Mission Road to provide another walking and cycling route. | Improved accessibility to the railway station. Encourages pedestrians and cyclists to travel on an alternative and a quieter route. | New signage may not increase the number of trips along the route. | Short term (1-5 years) | Low |
| Walcot Green Pedestrian and Cycle Paths | Shared-use cycleway | The creation of a cycle and pedestrian network on Walcot Green. | Links to existing paths and cycleways. Safer travel for pedestrians and cyclists. | Would require encroachment onto the highway boundary. Could reduce carriageway space for other road users. | Long term (10+ years) | High |
| Station Road Cycle Route Improvements | Signage and advisory cycle route | Improvements to the cycle and pedestrian access to the Railway Station along Station Road. | Could encourage increased use by cyclists. Links to the existing network of cycleways. | Could encroach on the carriageway for other road users. New signage may not increase the number of trips along the route. | Short term (1-5 years) | Medium |

| Scheme | Intervention | Description | Benefits | Disbenefits | Programme | Estimated Costs |
|-------------------------------------|-------------------------|---|--|---|------------------------|-----------------|
| National Cycle Network Improvements | Signage | Improving the signage for the National Cycle Network Route 30 to encourage increased use by cyclists, improving 10 signs. | Improved awareness of Route 30. | Increased signage may not be possible due to the location of the current sign and limited space elsewhere. New signage may not increase the number of trips along the route. | Short term (1-5 years) | Medium |
| Improved Pedestrian Wayfinding | Ornamental finger posts | Adding wayfinding materials encourage the use of the walking routes by pedestrians. | Improves knowledge of walking routes in and around Diss Town Centre. | May not encourage increased walking in Diss. | Short-term (1-5 years) | Low |

* Low = less than £50,000, Medium = £50,000-£100,000, High = £100,000-£250,000

Chapter 8 Implementation Plan

Based on the feedback from stakeholders and findings from the study work the implementation plan recommends areas where consideration should be given in the form of short, medium and long-term actions, see table 8.1. NCC has funding committed to the delivery of short-term schemes that can be delivered within the next two years. Given the nature of funding using NCC led proposals would allow for schemes to be delivered within the time allocation. In the medium and longer-term it will be critical for NCC to work collaboratively with local partners to deliver on other opportunities.

| Short Term | | |
|---------------------|---|--|
| Scheme type | Location | Description |
| Junction Capacity | Morrisons Roundabout | Undertake further scheme development work on options 1 and 2. |
| Junction Capacity | Frenze Hall Lane | Developer led widening and traffic signals. |
| Walking and Cycling | Skelton Road Cycle Route | Improved cycle route from the junction of Skelton Road and Frenze Road in the north, that would connect with the A1066 in the south. |
| Walking and Cycling | Field House Gardens Improvements | Widening the existing footpath by removing the metal railings up from Fisher Road and / or adding wayfinding materials to encourage the use of the route by pedestrians and cyclists. |
| Walking and Cycling | Vince's Road Crossing | A Toucan or Tiger crossing on Vince's Road to allow for safer movements by pedestrians and cyclists travelling to the Railway Station. Traffic assessment required. |
| Walking and Cycling | Increased cycle parking at Diss Railway Station | Adding 'Sheffield' style cycle parking to the railway station car park off Gilray Road. Requires discussion with rail operator. |
| Walking and Cycling | A1066 Cycleway continuation | Continuing the existing shared-use cycleway that currently ends outside Diss Leisure Centre, towards the town centre, to connect with the pedestrian crossing opposite Diss Methodist Church. |
| Walking and Cycling | Increase wayfinding | The current 'end of route' sign should be moved to the other side of the Chapel Street junction in front of the café and the 'town centre' cycleway sign should be moved to where the 'end-of route' sign currently resides. |
| Walking and Cycling | Increase cycle parking in the town centre | Increasing the amount of cycle parking in the Town Centre, by adding 30 Sheffield style parking stands. |

| Walking and Cycling | Frenze road cycle route (Angles Way) | Adding a dedicated on-road or off-road advisory cycle lane beginning at the junction with The Entry, to Walcot Rise. |
|---------------------|---|--|
| Walking and Cycling | Sandy Lane Wayfinding | New signage to the roundabout to increase cyclist and pedestrian wayfinding from Sandy Lane to the Railway Station. |
| Walking and Cycling | Sawmills Road continuation of the shared-use cycleway | Removing the current 'end of route' sign on Sawmills Road, to allow for the cycleway to connect to the A1066 covering 0.5km. |
| Walking and Cycling | Station wayfinding | Increasing wayfinding signage to the Railway Station from Mission Road to provide another walking and cycling route. |
| Walking and Cycling | Station Road Cycle Route Improvements | Improvements to the cycle and pedestrian access to the Railway Station along Station Road. Private road would require discussions with the rail operator. |
| Walking and Cycling | National Cycle Network Improvements | Improving the signage for the National Cycle Network Route 30 to encourage increased use by cyclists, improving 10 signs. |
| Walking and Cycling | Improved Pedestrian Wayfinding | Adding wayfinding materials encourage the use of the walking routes by pedestrians. |
| Medium Term | | |
| Scheme type | Location | Description |
| Junction Capacity | Morrisons Roundabout | Scheme implementation. |
| Junction Capacity | Sawmills Road/A1066 Signals | Undertake further scheme development work. |
| Walking and Cycling | Walnut Green (north) Future Upgrades | A shared-use cycleway would carry on from the existing features past Prince William Way, until the junction of Frenze Hall Lane and Walcot. Developer-led. |
| Walking and Cycling | Walcot Green Pedestrian and Cycle Paths | The creation of a cycle and pedestrian network on Walcot Green to support new development growth in Diss. Developer-led. |
| Long Term | | |
| Junction Capacity | Sawmills Road/A1066 Signals | Scheme implementation. |

Table 8.1 Draft Implementation Plan

Based on the feedback from stakeholders and findings from the study work the action plan recommends areas where consideration should be given in the form of short, medium and long-term actions. NCC has funding committed to the delivery of

short-term schemes that can be delivered within the next two years. Given the nature of funding using NCC led proposals would allow for schemes to be delivered within the time allocation. In the medium and longer term it will be critical for NCC to work collaboratively with local partners to deliver on other opportunities.

