

# A47 Blofield to North Burlingham Dualling

**Scheme Number: TR010040**

**Volume 9**

## **9.10 Walking Cycling and Horse-Riding Assessment and Review**

The Infrastructure Planning (Examination Procedure) Rules 2010  
Rule 8(1)(c)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

July 2021

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Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning  
(Applications: Prescribed Forms and  
Procedure) Regulations 2009**

A47 Blofield to North Burlingham Dualling  
Development Consent Order 202[x]

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**WALKING CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW**

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## 1 INTRODUCTION

- 1.1.1 A Walking, Cycling and Horse-Riding (WCH) Assessment and Review as required by GG142 of the Design Manual for Roads and Bridges was undertaken.
- 1.1.2 ES chapter 12 provides the assessment for Population and Human Health (which include WCH). It has drawn on the WCH Assessment / Review
- 1.1.3 The Applicant has previously provided the Review report in response to requests from members of the public / organisations.
- 1.1.4 As it has been referred to by Interested Parties in their submission (**RR-062, REP1-075**) the Applicant is now submitting both the Assessment and Review reports into the Examination (included in Appendix A and Appendix B). However, it should be noted that the WCH facilities to be provided as part of the Scheme as submitted within the DCO application, supersedes those identified as part of the Review report.



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## **APPENDIX A Walking Cycling and Horse-Riding Assessment**

# A47 BLOFIELD TO BURLINGHAM

## Walking, Cycling and Horse-riding Assessment

PCF STAGE 3  
SUITABLE FOR REVIEW & COMMENT | S3  
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# 1. Background and highway scheme description

## 1.1. Background

- 1.1.1. In December 2014 the DfT published the Road Investment Strategy (RIS) for 2015 to 2020. The RIS sets out a long-term programme for motorways and strategic roads with the required funding needed to plan ahead affectively.
- 1.1.2. The RIS comprises:
  - A long-term vision for the strategic road network (SRN), outlining how smooth, smart and sustainable roads will be created.
  - A multi-year investment plan that will be used to improve the network and create better roads for users.
  - High-level objectives for the first roads period 2015 to 2021.
- 1.1.3. As part of this process, the Government announced that it would identify and fund solutions, initially through feasibility studies, to look at problems and identify potential solutions to tackle some of the worst hot spots in the country.
- 1.1.4. The A47 runs for 115 miles for the A1 west of Peterborough to the east coast ports of Great Yarmouth and Lowestoft, with over half of this length being single carriageway. The cities of Peterborough and Norwich attract additional traffic, particularly during the morning and evening peak periods and there has been rapid growth over the last decade, especially in Peterborough where the population increased by 16% between 2001 and 2011.
- 1.1.5. Further planned growth, including the new City Deal for Norwich, will mean that over 50,000 new jobs and 100,000 new homes are planned for the area. The A47 has a number of congestion hot spots around Norwich, Peterborough and Great Yarmouth. There is also significant growth predicted in the area which the proposed improvements will help to support.
- 1.1.6. The A47 Blofield to North Burlingham scheme will address one of these congestion hot spots.
- 1.1.7. Document GG 142 of the Design Manual for Roads and Bridges (DMRB) sets out the walking, cycling and horse-riding assessment and review (WCHAR) process for highway schemes on motorways and all purpose trunk roads. The level of detail required for the assessment is dependent upon the size of the scheme, large or small, which in turn defines the study area.

- 1.1.8. The 47 Blofield to North Burlingham scheme fits within the definition of a large scheme as given in Table 2.2.1N of GG 142, vis “New motorway or all-purpose trunk road construction or major modification of an existing trunk road or motorway junction”.
- 1.1.9. A review will be conducted at the end of preliminary design stage and the design decisions relating to walking, cycling and horse-riding facilities will be recorded in a review report. A further review will be conducted at the end of detailed design.

## **1.2. Proposed highway scheme**

- 1.2.1. The Blofield to North Burlingham section of the A47 is located approximately 9 kilometres to the east of Norwich and forms part of the main arterial highway route connecting Norwich with Great Yarmouth to the east.
- 1.2.2. The single carriageway section of the A47 acts as a bottleneck, resulting in congestion and leading to longer and unreliable journey times.
- 1.2.3. In developing this highway scheme Highways England aim to address these issues by upgrading the existing single carriageway road to a high-quality dual carriageway by the construction of a new section of offline dual carriageway with appropriate junction improvements. The scheme will support economic growth by making journeys safer and more reliable.
- 1.2.4. The proposed new dual carriageway follows an alignment running just offline and to the south of the existing A47. The route passes predominantly through open farm land and some woodland habitat.
- 1.2.5. The proposed route of the A47 corridor is effectively a new highway corridor and therefore land is to be acquired along the route to accommodate the improvement.
- 1.2.6. The existing A47 would remain where unaffected by the new dual carriageway and become part of the local highway network.
- 1.2.7. The scheme will include the provision of new walking and cycling infrastructure to improve both north to south and east to west connectivity and reduce the severance effect associated with the existing A47.

## **1.3. WCHAR study area**

- 1.3.1. As indicated, the scheme fits the definition of a large scheme, which requires the adoption of a study area which extends to 5km around the scheme, as shown in Figure 1 1 below. The study area includes the A47, the villages of Blofield, North

Burlingham, Lingwood and the small market town of Acle. The study area also includes the countryside to the north and south of the A47.

Figure 1-1 : A47 Blofield to North Burlingham WCHAR study area





## 2. WCHAR assessment

### 2.1. Introduction

2.1.1. This chapter summarises the findings of the assessment as set out in Chapter 4 of GG 142. The identified opportunities for improving walking, cycling and horse-riding facilities are summarised in Chapter 3.

### 2.2. Review of walking, cycling and horse-riding policies and strategies

- Equality Act
- Cycling and Walking Investment Strategy ~ (CWIS),
  - The Government's ambition for cycling and walking in England: To make cycling and walking the natural choices for shorter journeys, or as part of a longer journey
- Norfolk County Council Local Transport Plan (2011-2026)
  - Norfolk's 3<sup>rd</sup> Local Transport Plan, Connecting Norfolk, sets out the strategy and policy framework for transport up to 2026. Norfolk's vision is to provide 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, namely: maintaining and managing the highway network; delivering sustainable growth; enhancing strategic connections; reducing emissions; improving road safety; and improving accessibility.
  - Connecting Norfolk places importance on promoting active and healthier travel options for short journeys to school, services and places of employment. With regard to managing and maintaining the transport network, Policy 1: Maintenance identifies that the Council will look to maintain footways and cycleways to a good standard, particularly in market towns and urban areas, to enhance use.
  - With regard to Sustainable Growth, Policy 5: Growth recognises the need for new development to be well located and connected to existing facilities in order to minimise the need to travel and reduce reliance on the private car. Policy 6: Transport Infrastructure to Support Growth states that to achieve sustained growth, priority should be on enabling public transport, walking and cycling and recognises that required improvements to the highway network should be matched with sustainable travel packages.
  - In terms of challenges going forward, Connecting Norfolk recognises the shortcomings of the A47, highlighting the fact that despite being the main east-west link to the Midlands and the north of England, it is mostly single carriageway leading to lengthy and unreliable journey times. Policy 7: Strategic Connections identifies that local agencies should work together to enhance the strategic network, with one of the priorities being to improve the A47.

- With regard to Transport Emissions, Policy 9: Travel Choice also emphasises the need to improve and promote active travel options, (walking and cycling in particular) for short journeys to school, services and places of employment. This is to be achieved by, amongst other things, creating and enhancing cycle networks and making use of public rights of way.
- With regard to Accessibility, Policy 13: Access to Town and Urban Centres, emphasises the need to achieve a balance between access for car drivers and the attractiveness of sustainable travel options like walking, cycling and public transport. It goes on to state that improvements to walking and cycling will be focussed on linking with schools, places of employment and centres for shopping and other services like cafes. Policy 14: Sustainable Tourism and Leisure recognises the importance of the public rights of way, permissive access and longer distance paths and the national cycle network.
- Joint Core Strategy for Broadland, Norwich and South Norfolk, 2011
  - The Joint Strategy for Broadland, Norwich and South Norfolk is the key planning policy document for the Greater Norwich area. It forms part of the Local Plans for the districts of Broadland, Norwich and South Norfolk setting out the broad vision for the growth of the area and the strategic policies for the period 2008-2026.
  - The complete adopted Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk comprises the JCS document adopted in March 2011, as amended by the Broadland part of the Norwich Policy Area Local Plan, adopted in January 2014.
  - Paragraph 3.19 of the JCS acknowledges the congestion on the A47 to the west of Norwich caused by single carriageway sections of the road through the area and states that “The A47 to the west provides strategic access to the Midlands and North. It is mostly single carriageway in Norfolk and suffers from congestion and safety issues.”
  - The Spatial Vision outlines the aspiration to make all communities attractive and sustainable places where people will have access to jobs and both essential services and community facilities, the aim being for all areas to be accessible by public transport, cycling and pedestrian routes, thereby reducing the need to use the car. Indeed, Objective 11 of the spatial planning objectives, outlines the need for people to be offered the best opportunities to make healthy travel choices as part of their daily lives.
  - Policy 1: Addressing climate change and protecting environment assets recognises the importance of minimising the need to travel and give priority to low impact modes of travel and highlights the need to develop and maintain green infrastructure networks.
  - Policy 6 of the JCS seeks to improve the transportation system in order to develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transport Strategy and will improve access to rural areas. Some of the ways in which this will be

achieved are by significant improvements to the bus, cycling and walking network and by promoting improvements to the A47.

- Greater Norwich Local Plan
  - South Norfolk Council, Broadland District Council, Norwich City Council and Norfolk County Council are working together to prepare the Greater Norwich Local Plan (GNLP). The GNLP builds on the joint working arrangements for Greater Norwich, which have delivered the current JCS for the area. The JCS plans for the housing and job needs of the area to 2026 and the GNLP will ensure that these needs continue to be met to 2036. Similar to the JCS, the GNLP will include strategic planning policies to guide future development and plans to protect the environment. It will look to ensure that delivery of development is done in a way which promotes sustainability and the effective functioning of the whole area. In addition, to strategic planning policy the GNLP will also allocate land for development. Initial work to develop the GNLP has begun and the council's have begun preparing evidence to enable them to assess the main needs and constraints of the three districts.
- East Broadlands Green Infrastructure Project Plan
  - This Green Infrastructure Project Plan focusses on the East Broadland area, primarily between Great Plumstead and Acle and the surrounding settlements within the Broadland District Boundary. The Plan was compiled by Norfolk County Council on behalf of Broadland District Council to support the delivery of potential Green Infrastructure projects.
  - Although not as policy document, the stated aim of the GI Project Plan is to provide Broadland District Council and other key stakeholders in the East Broadland area with an in-depth study and plan to advise on potential Green Infrastructure improvement and creation of projects for the short, medium and long term. The study identified 15 potential projects to be put forward for prioritisation. Of most relevance to the A47 Blofield to North Burlingham scheme is Project 5 which comprises a proposal to provide a safe pedestrian and cycle crossing of the A47 between Lingwood and North Burlingham.
- Greater Norwich Infrastructure Plan (2019)
  - The Greater Norwich Infrastructure Plan (GNIP), which covers the districts of Broadland, Norwich and South Norfolk, has been prepared to help co-ordinate and manage the delivery of strategic infrastructure to support growth. The purpose of the document is to inform prioritisation of investment and delivery and support the JCS.
  - The GNIP discusses housing growth and identifies the delivery of approximately 500 dwellings at various sites around Blofield and Brundall.
  - Appendix A within the GNIP identifies all the currently planned strategic infrastructure projects. Under Green Infrastructure – Projects being progressed and delivered, it identifies two projects that are relevant to this study, both of which also feature in the East Broadlands Green Infrastructure Plan Project. These are the Burlingham Trails Cycling and

Walking Routes and A47 Safe Foot and Cycle Crossing. The GNIP indicates that the funding source for both projects is the Community Infrastructure Levy.

- Broadlands District Local Plan (2011)
  - Broadland's current local plan is made up of several documents: Joint Core Strategy DPD (Broadland, Norwich and South Norfolk) adopted 2011 (amendments adopted January 2014), Development Management DPD adopted August 2015, Site Allocations DPD adopted May 2016 and the Growth Triangle Area Action Plan.
  - These documents set out the general and specific planning policies and contain detailed local policies, especially in relation to improving the walking and cycling networks. They aim to help planning officers and applicants to achieve high standard of development in the district and they are the main guide to determining planning applications.
  - The Plan highlights sections of congested single carriageway on the A47 as requiring improvement to dual status. The Plan supports these improvements by restricting development of land to the single carriageway sections for potential future improvements by Highways England.
  - The Plan specifically identifies the single lane carriageway between Blofield and Acle as requiring improvement to dual status to support local demand and growth aspirations on the corridor.

## **2.3. Review of personal injury collision data**

- 2.3.1. Records of collisions over the length of the existing A47 comprising the scheme, namely between grid reference 633931,310011 and grid reference 638808,310193, for the 5-year period between 8 February 2014 and 25 November 2018 have been reviewed to identify notable trends, or significant road safety issues.
- 2.3.2. A total of 42 collisions were recorded in the study area, of which 36 were classified as slight severity and six were classified as serious. No fatalities were recorded during the time period reviewed. Additionally, no collisions involving pedestrians, cyclists or horse-riders were recorded.
- 2.3.3. An examination of the location and occurrence of the collisions highlights a number of clusters along the A47. These clusters are located at the A47/Lingwood Lane priority junction where 6 collisions of slight severity were recorded; and at the A47/Acle Road priority junction where 5 collisions of slight severity and 2 collisions of serious severity were recorded.

## 2.4. Public transport services and interchange information

2.4.1. The following bus stops and railway stations are located within Acle and Blofield and within the study area.

Table 2-1 : Bus stop locations and services

Bus stop location	Bus service	Frequency	Route	Interchange information
Blofield, opposite surgery	15	hourly	Blofield Heath – Acle – Wymondham via Norwich	Brundall Railway Station
Blofield, opposite surgery	5A	hourly	Eaton – Blofield Heath	Brundall Railway Station
Acle, Bighton Road	15	hourly	Blofield Heath – Acle – Wymondham, via Norwich	Brundall Railway Station
Acle, Kings Head	71A	Single service weekdays	Acle – Ranworth- Wroxham	N/A
Acle, Kings Head	72A	2 services AM / 3 services PM	Thurne – Fleggburgh – Martham – Hemsby - Acle	N/A
Acle, opposite Budgens	73A	Single service AM / single service PM	Acle – Cantley – Reedham – Freethorpe - Acle	N/A
Acle, opposite Budgens	73C	2 services AM / single service PM	Acle – Cantley – Reedham – Freethorpe – Acle -Great Yarmouth	N/A
Acle, Kings Head	491	3 services per day	London – Great Yarmouth	N/A
Acle, Kings Head	X1	½ hourly	Norwich – Great Yarmouth – Gorleston - Lowestoft	N/A
Acle, Kings Head	X11	½ hourly	Norwich – Great Yarmouth – Gorleston - Belton	N/A
Railway station location	Train service	Frequency	Route	Interchange information
Acle	Greater Anglian	hourly	Norwich – Great Yarmouth	24 cycle storage spaces with 4 lockers
Lingwood	Greater Anglian	hourly	Norwich – Great Yarmouth	8 cycle storage spaces with 2 lockers
Brundall	Greater Anglian	hourly	Norwich – Great Yarmouth	10 cycle storage spaces
Brundall	Greater Anglian	Every 2 hours	Lowestoft	10 cycle storage spaces
Brundall Gardens	Greater Anglian	hourly	Norwich – Great Yarmouth	8 cycle storage spaces

## 2.5. Trip generators and local amenities

2.5.1. Table 2.2 identifies the key trip generators and local amenities within the study area.

Table 2-2 : Key trip generators and local amenities

Community facility type	Facility	Approximate location
Education facility	Blofield Primary School	150m south of existing A47
	Lingwood Primary Academy	1840m south of existing A47
	Compass School, Lingwood	1190m south of existing A47
	Blofield Day Nursery	560m south of existing A47
	Blofield Play Group	400m south of existing A47
Places of worship	St Andrew and St Peter Church, Blofield	900m south of existing A47
	St Peters Church, Lingwood	960m south of existing A47
	St Andrew and St Peter Church, North Burlingham	150m north of existing A47
	St Edmund Church, South Burlingham	1700m south of existing A47
Recreational space	Norfolk Premier Golf, Blofield	505m south of existing A47
	Football grounds Norwich United FC	80m north of existing A47
	Recreational playing fields, Blofield	570m south of existing A47
Community building	Margaret Harker Hall, Blofield	570m south of existing A47
	Blofield Courthouse	510m south of existing A47
	Lingwood Village Hall and Social Club	1840m south of existing A47
Allotment	Community Allotment, Blofield	90m south of existing A47
Library	Blofield library	315m south of existing A47
Medical facility	Doctors Surgery, Blofield	95m south of existing A47

2.5.2. The locations of the key trip generators and local amenities are shown on the plan, included as Appendix A. It can be seen from the drawing that the majority of the local amenities are located within Blofield.

## 2.6. Future trip generators

2.6.1. The Broadland District Council Joint Core Strategy which was adopted in 2011 and covers the period to 2026 states that Blofield should accommodate 50 houses as a minimum.

2.6.2. Four areas of development land have been identified: Land at Wyngates, (approximately 4.5ha) has been allocated for housing (64 dwellings with open space); Land south of Yarmouth Road and north of Lingwood Road (approximately 2.5ha) has been allocated for 75 dwellings, open space and a



community facility; and two areas of land off Yarmouth Road to the east of Blofield, both of which are being developed for housing. Available online mapping suggests that these sites are now largely developed so are unlikely to be future sources of new WCH trips

## **2.7. Existing pedestrian, cycling and equestrian facilities within the area local to the scheme**

### **Pedestrian facilities**

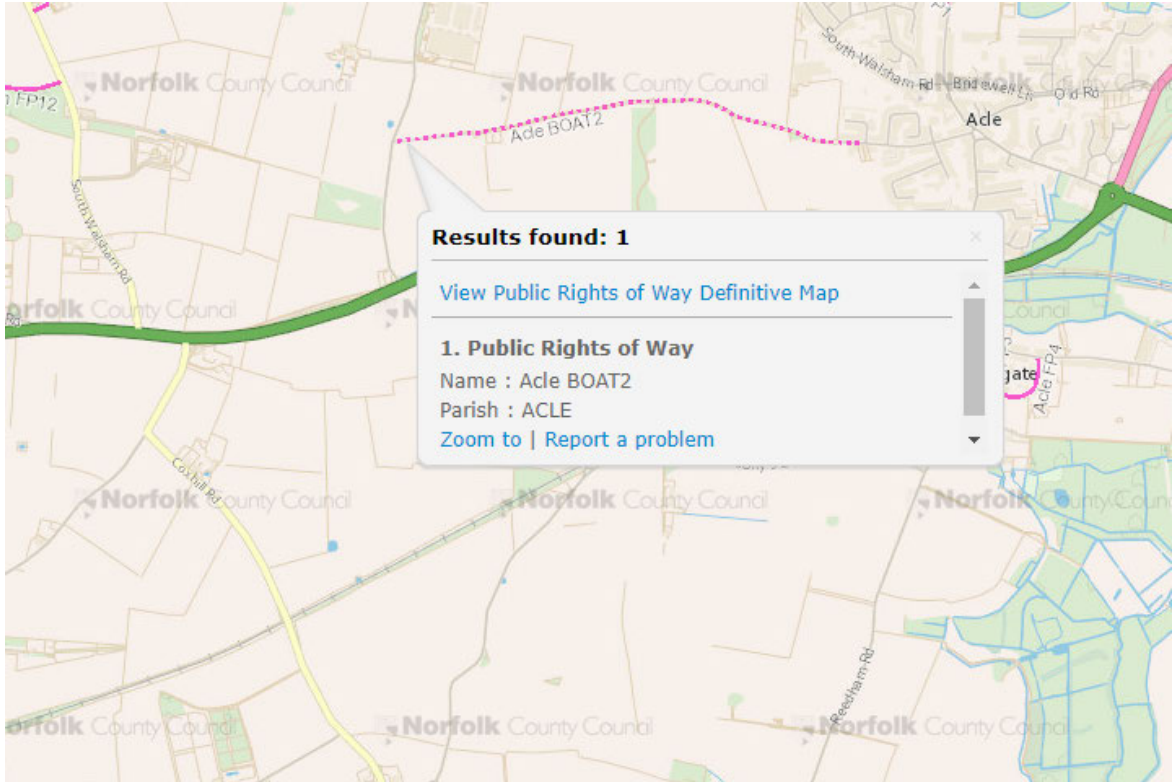
- 2.7.1. A footway approximately 1.8 metres wide is provided on the northern frontage of the existing A47 between its junction with Dell Corner Lane and a point 80 metres in a westerly direction (towards the Old Post Office).
- 2.7.2. A footway approximately 1.8 metres wide is provided on the northern frontage of the existing A47 between its junctions with Dell Corner Lane and Main Road, a distance of 230 metres in an easterly direction.
- 2.7.3. A footway approximately 1.8m wide is provided on the northern frontage of the existing A47 at a point 50m west of its junction with The Windle for 1.32km to the junction of Norwich Road via the eastbound off-slip for Acle, Reedham and Upton.
- 2.7.4. The Public Rights of Way (PRoW) described in detail below have been identified using Norfolk County Council's interactive PRoW mapping tool and the detailed descriptions of the routes are taken from the Definitive Statements which accompany the Definitive PRoW Map.
- 2.7.5. The Council's PRoW officer confirmed that the identified routes are all the PRoW in the study area.
- 2.7.6. Details of the permissive rights of way within the study area have been obtained from the Map of Burlingham Woodland Walks, a network of local leisure routes in the vicinity of North Burlingham, and the associated Guidebook.
- 2.7.7. All the PRoW and permissive routes are shown on the drawing included as Appendix A.

### *Parish of Acle*

- 2.7.1. The route of Acle Byway Open to All Traffic (BOAT) 2 is shown in Figure 2.1.
- 2.7.2. The Definitive Statement describes the route of Acle BOAT2 as follows: "Byway Open to All Traffic No. 2 (Mill Lane to Windle Road) Starts from Mill Lane and

runs in a north westerly direction then turns west south westwards to enter Windle Road.

Figure 2-1 : Route of Acle BOAT2



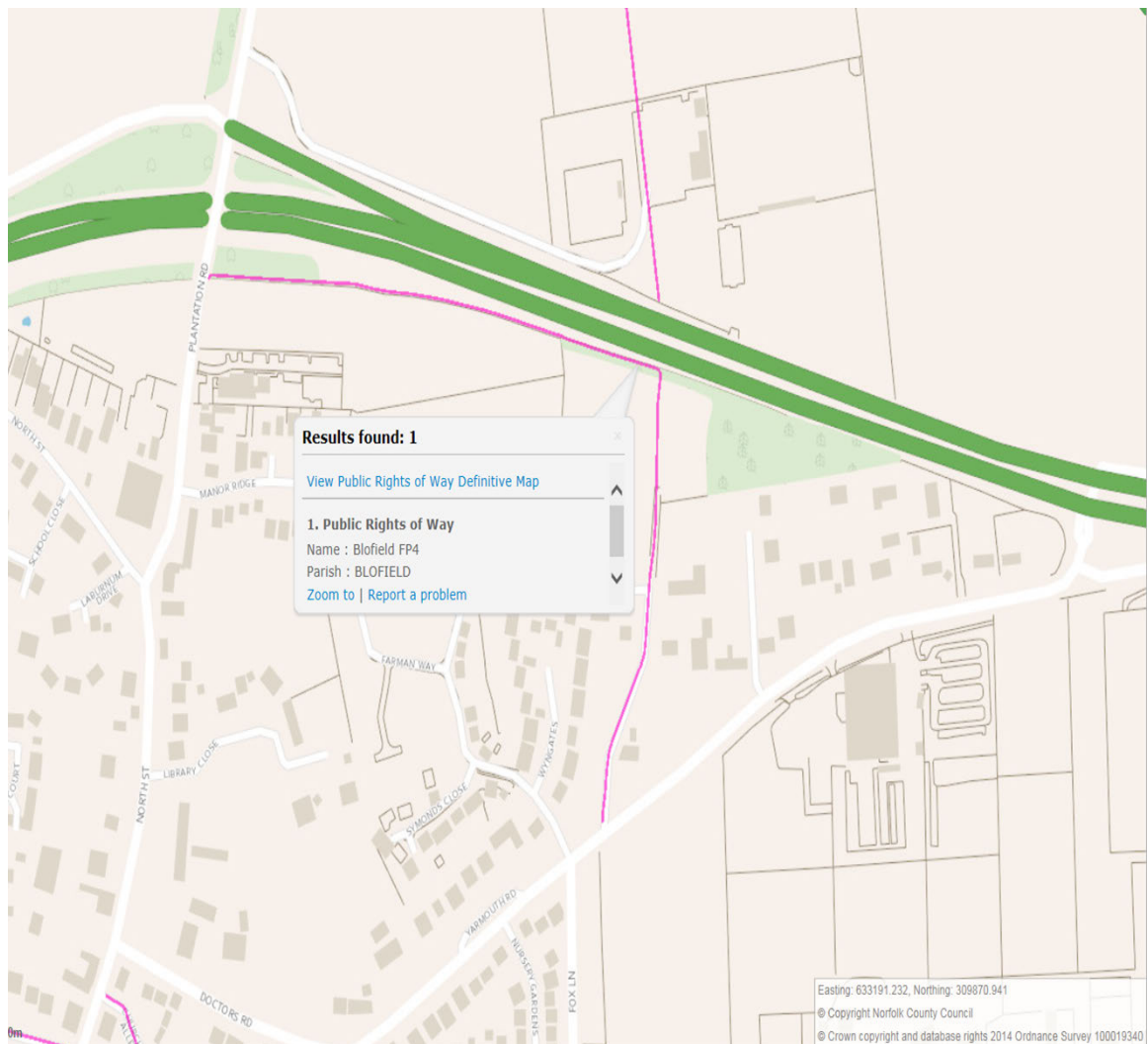
### *Parish of Blofield*

2.7.3. The route of Blofield FP4 is shown in Figure 2.2.

2.7.4. The Definitive Statement describes the route of this footpath as follows:  
“Footpath No. 4 (Norwich – Yarmouth Road to Plantation Road). Starts from the former Norwich-Yarmouth Road immediately to the west of Turret House and runs in a north north-easterly direction for a short distance, then turns northwards and continues to the south side of the Blofield Bypass, a distance of approximately 290 metres. It then runs mainly westwards to join Plantation Road.”



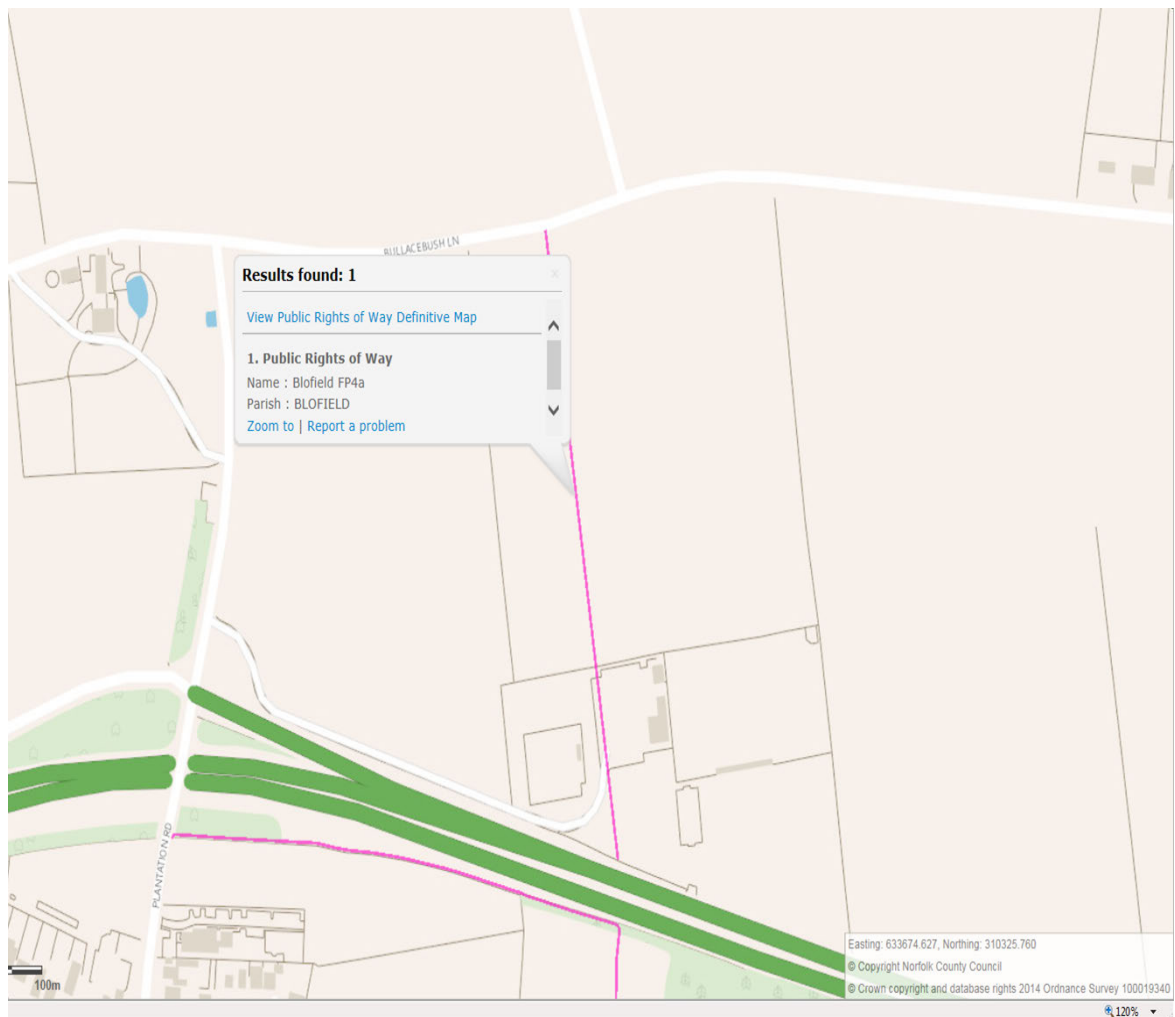
Figure 2-2: Route of Blofield FP4



2.7.5. The route of Blofield FP4A is shown in Figure 2.3.

2.7.6. The Definitive Statement describes the route of this footpath as follows:  
“Footpath No. 4A Starts on the north side of the Blofield Bypass and runs northwards to join Bullacebush Lane.”

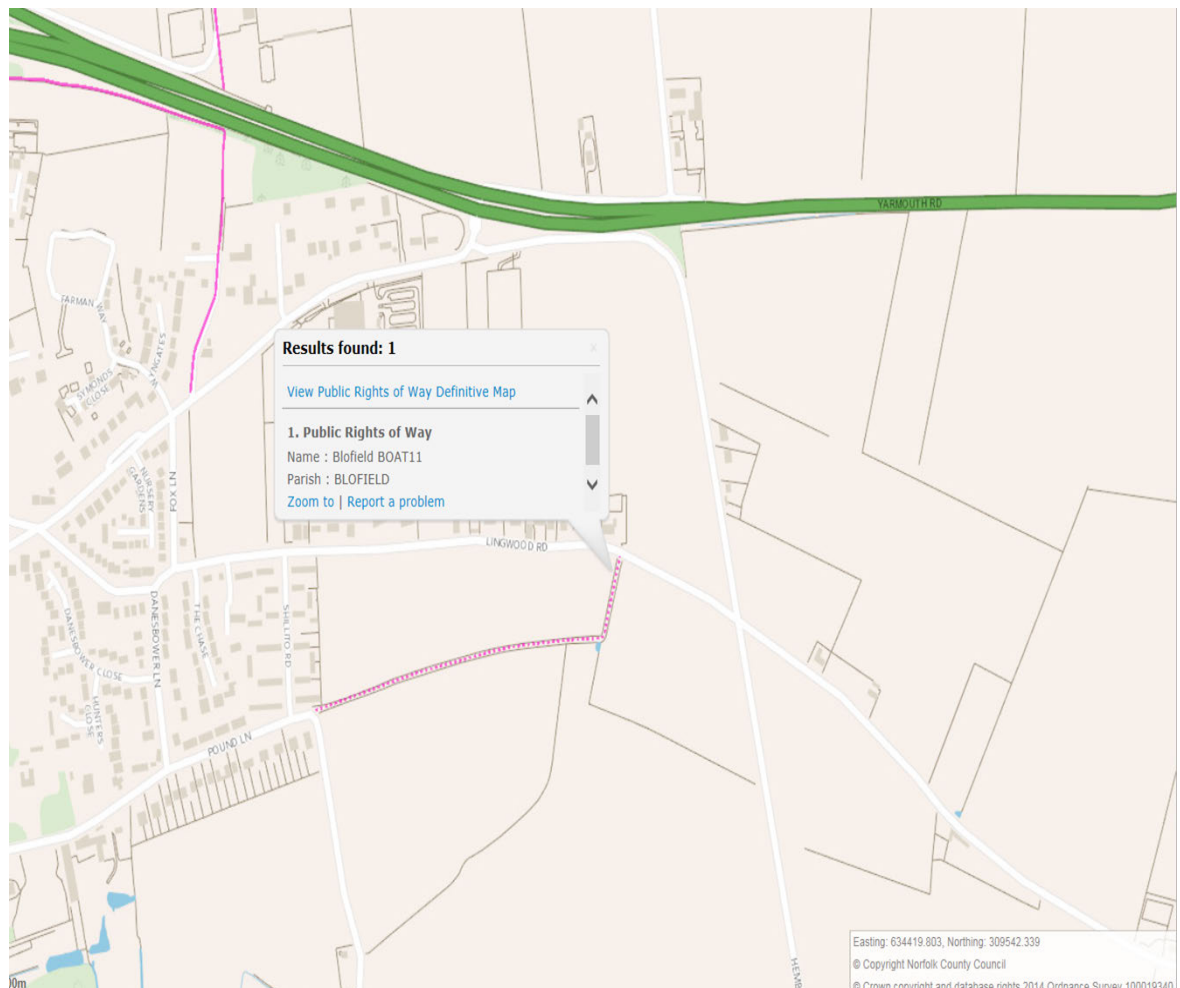
Figure 2-3: Route of Blofield FP4A



2.7.7. The route of Blofield Byway Open to All Traffic (BOAT) 11 is shown in Figure 2.4.

2.7.8. The Definitive Statement describes the route of Blofield BOAT11 as follows:  
“Byway Open to All Traffic No. 11 (Pound Lane). Starts from Pound Lane at the point where Pound Lane turns southwards into Braydeston Hall Road. It leads in a generally easterly direction from some 420 metres then turns east of north from 94 metres to enter Lingwood Road slightly east of a property call Red Tiles. The total length of the route is 514 metres.”

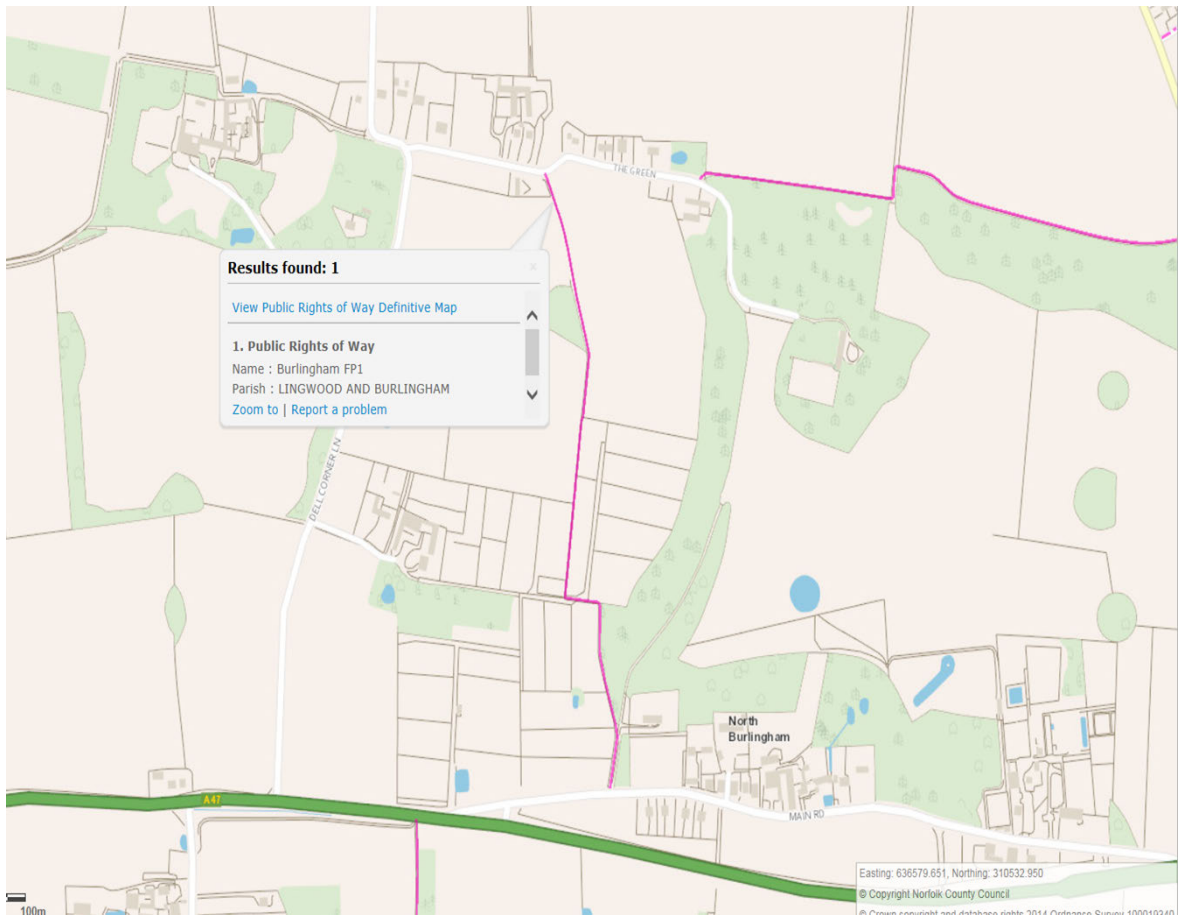
Figure 2-4: Route of Blofield BOAT11



### *Parish of Burlingham*

- 2.7.9. The route of Burlingham FP1 is shown in Figure 2.5.
- 2.7.10. The Definitive Statement describes the route of this footpath as follows:  
“Footpath No.1 (Burlingham Green to Norwich-Yarmouth Road). Starts from the public highway at Burlingham Green and runs southwards to a point north west of St Andrew’s Church and then turns eastwards for a short distance then southwards again to enter the Norwich-Yarmouth Road at North Burlingham.”

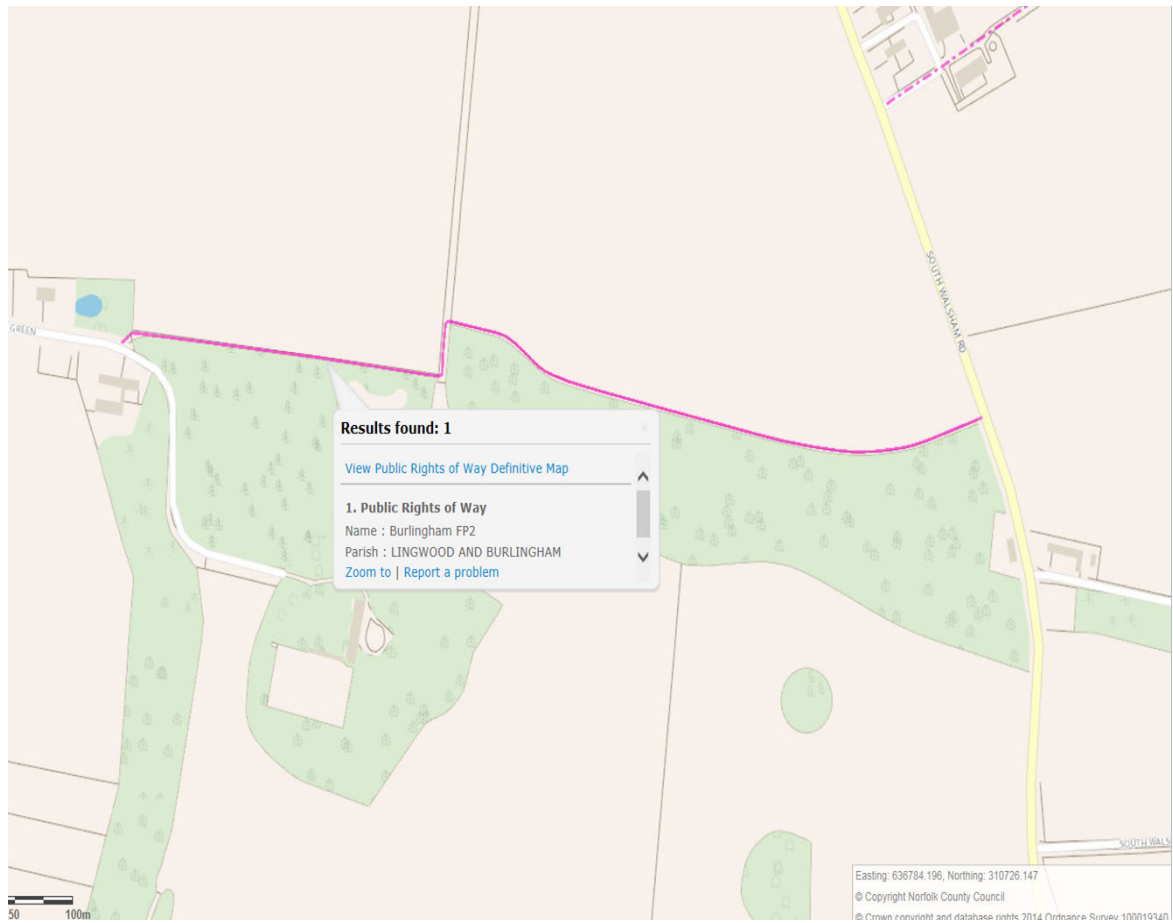
Figure 2-5: Route of Burlingham FP1



2.7.11. The route of Burlingham FP2 is shown in Figure 2.6.

2.7.12. The Definitive Statement describes the route of this footpath as follows:  
“Footpath No. 2 (Burlingham Green to Parish Boundary). Starts from the public highway at Burlingham Green by a field gate opposite Dairy Farm and runs in an easterly direction to the parish boundary where it joins South Walsham Footpath No. 12.”

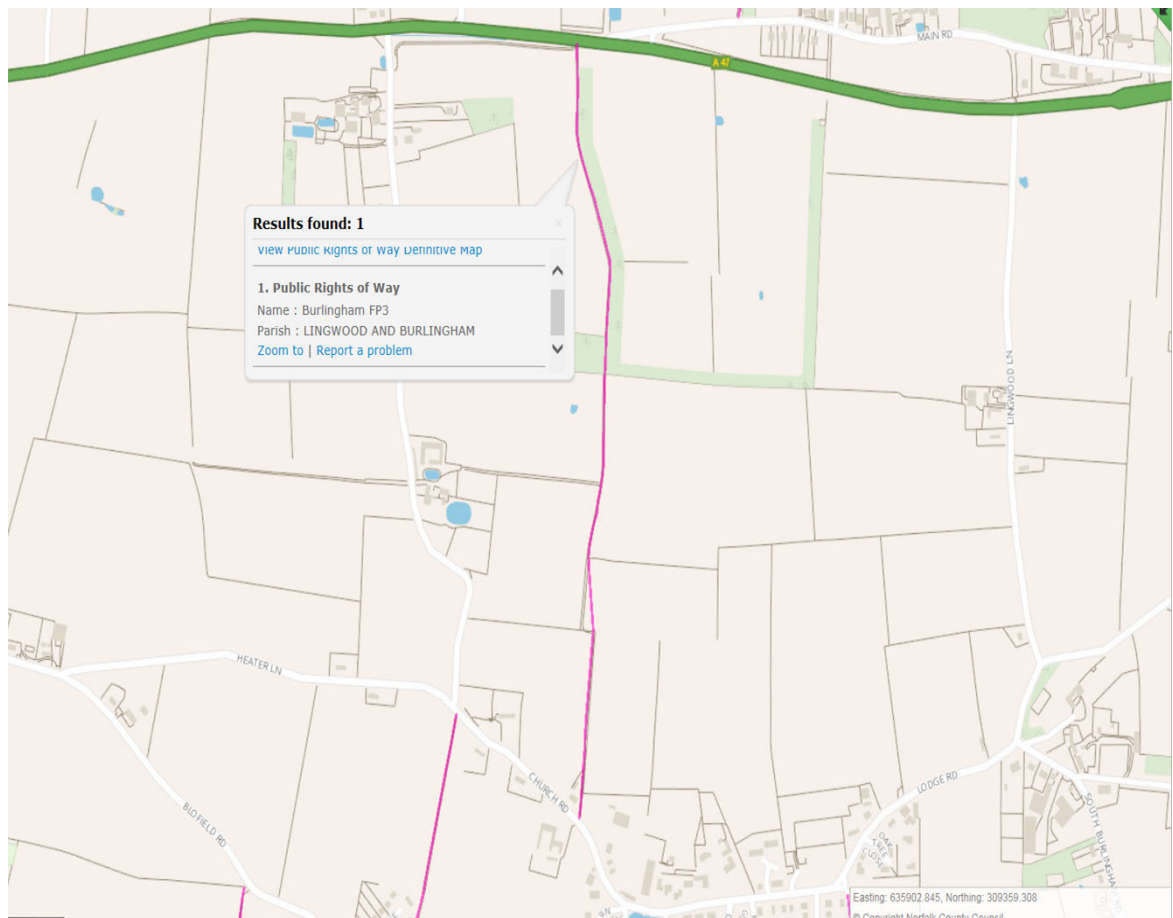
Figure 2-6: Route of Burlingham FP2



2.7.13. The route of Burlingham FP3 is shown in Figure 2.7.

2.7.14. The Definitive Statement describes the route of this footpath as follows:  
“Footpath No.3 (Norwich-Yarmouth Road to Lingwood Church Road). Starts from the Norwich-Yarmouth Road by a stile and runs in a southerly direction to enter Lingwood Church Road by a stile.”

Figure 2-7: Route of Burlingham FP3

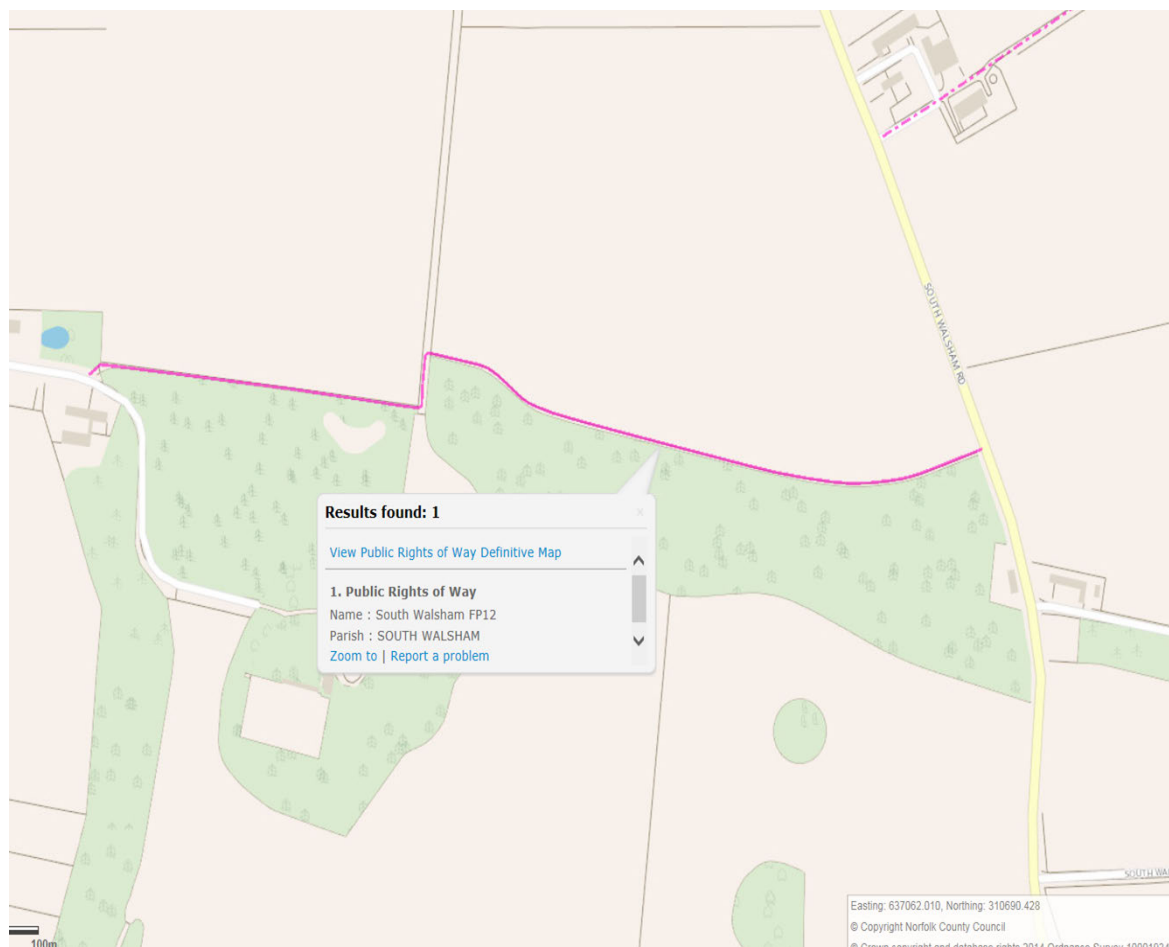


### *Parish of South Walsham*

- 2.7.15. The route of South Walsham FP12 is shown in Figure 2.8.
- 2.7.16. The Definitive Statement describes the route of this footpath as follows:  
“Footpath No. 12 (North Burlingham Road to Parish Boundary). Starts from North Burlingham Road and runs in a westerly direction to enter Green Lane then turns southwards along Green Lane to the parish boundary where it joins Burlingham Footpath No. 2.”



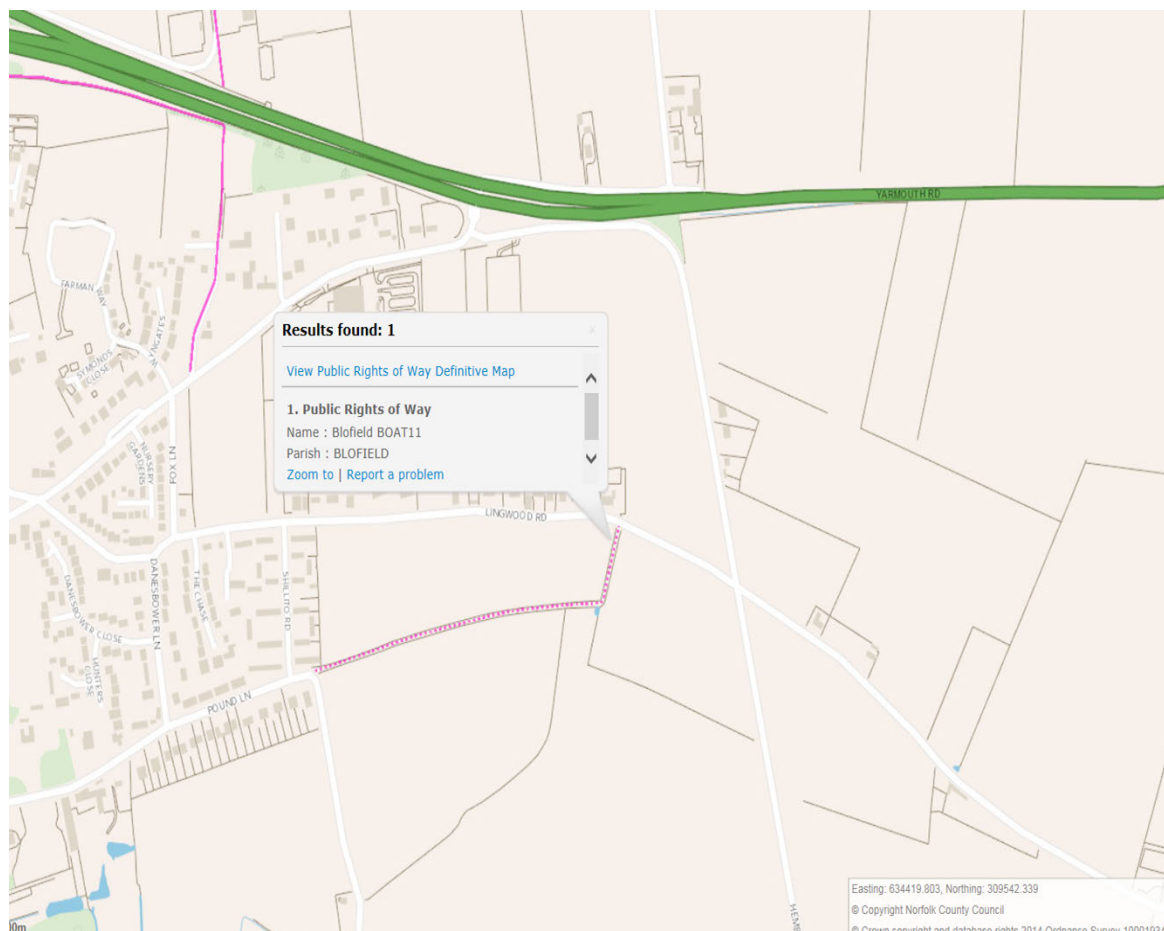
Figure 2-8: Route of South Walsham FP12



## Cycling and Equestrian facilities

- 2.7.17. The route of Blofield BOAT 11 is shown in Figure 2.9.
- 2.7.18. The Definitive Statement describes the route of this BOAT as follows: “BOAT No. 11 (Pound Lane). Starts from Pound Lane at the point where Pound Lane turns southwards into Braydeston Hall Road. It leads in a generally easterly direction for some 420 metres then turns east of north for 94 metres to enter Lingwood Road slightly east of a property called Red Tiles. The total length of the route is 514 metres.

Figure 2-9: Route of Blofield BOAT 11



## 2.8. Existing pedestrian, cyclist and equestrian facilities beyond scheme extents and links to county/strategic networks

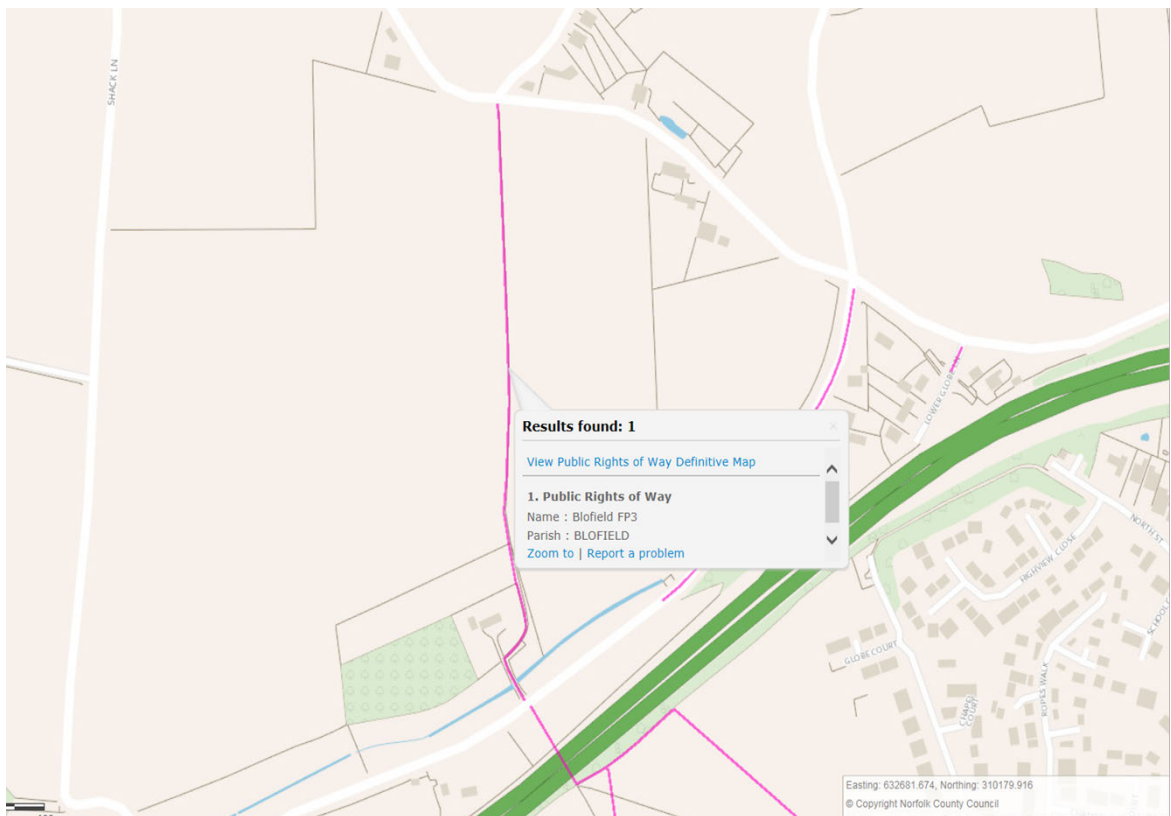
### Pedestrians

#### *Parish of Blofield*

- 2.8.1. The route of Blofield FP3 is shown in Figure 2.10.
- 2.8.2. The Definitive Statement describes the route of this footpath as follows:  
“Footpath No. 3 (Holly Lane to Lower Globe Lane). Starts from Holly Lane and runs southwards to enter Lower Globe Lane.”



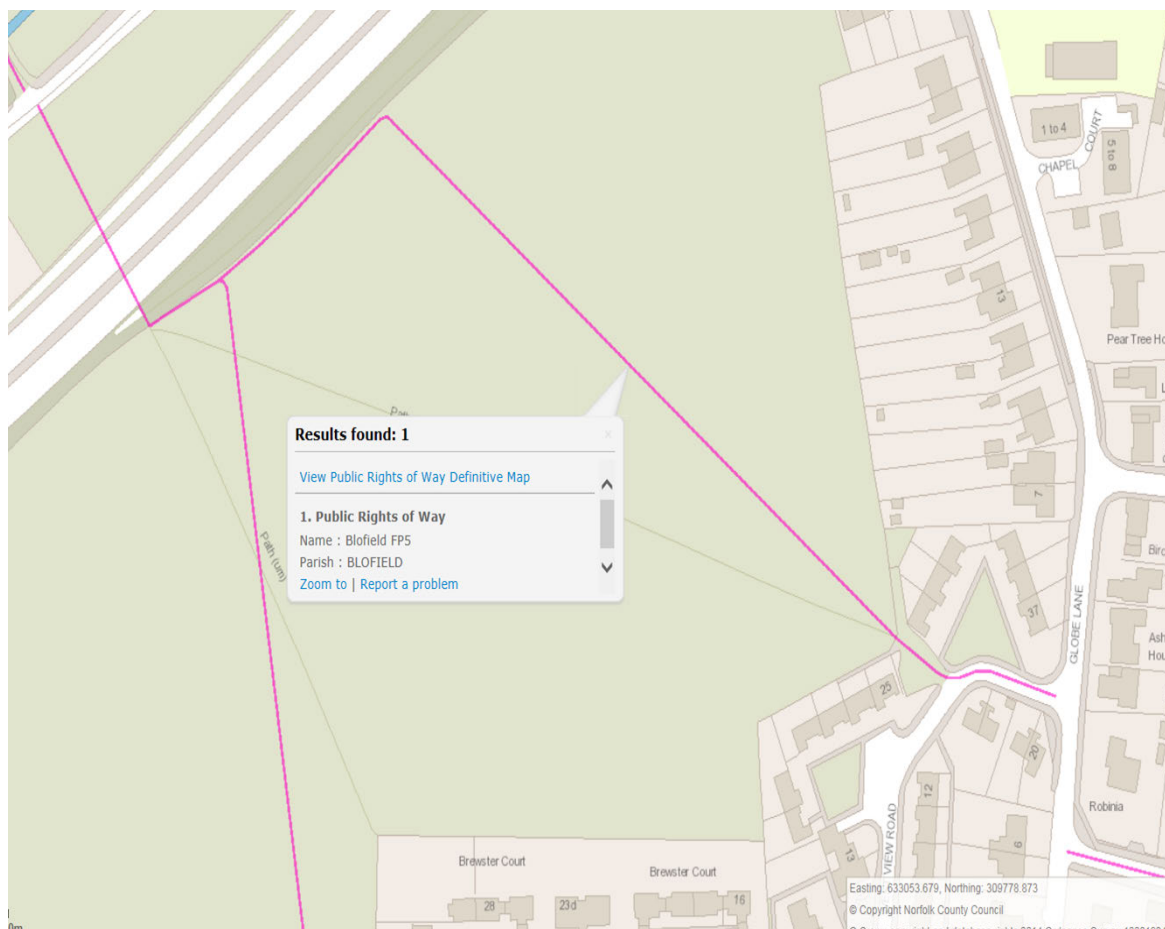
Figure 2-10: Route of Blofield FP3



2.8.3. The route of Blofield FP5 is shown in Figure 2.11.

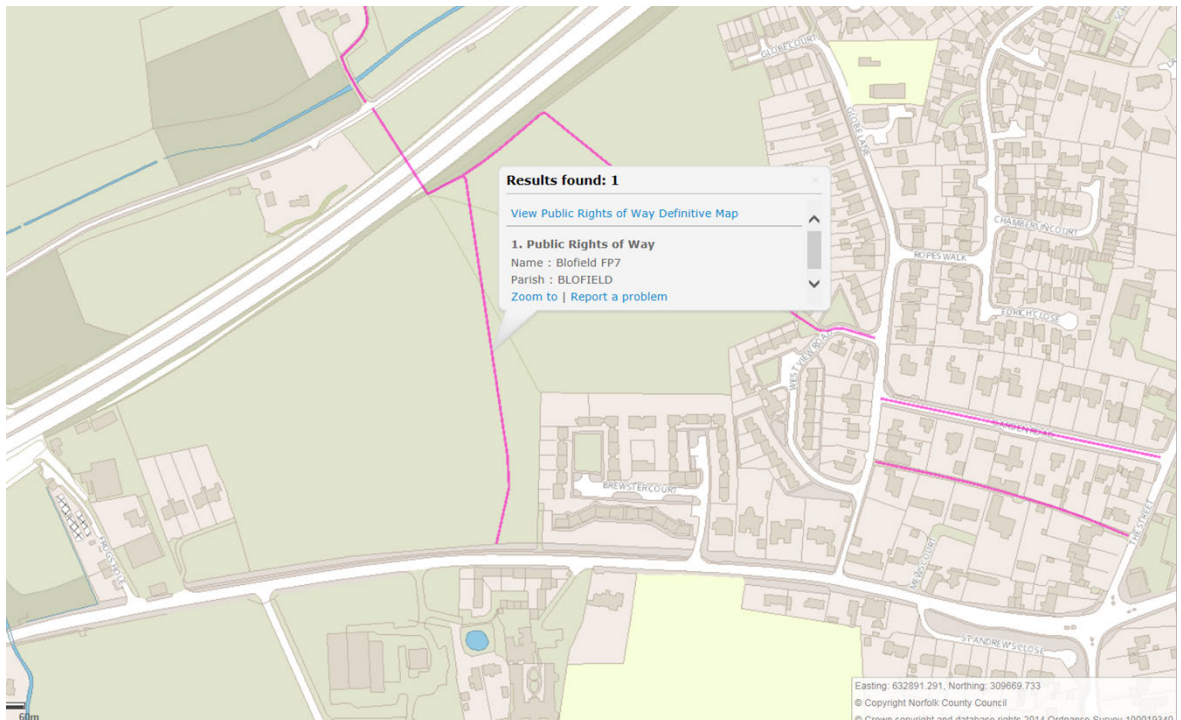
2.8.4. The Definitive Statement describes the route of this footpath as follows:  
“Footpath No. 5 (Globe Lane to Lower Globe Lane). Starts from the west side of Globe Lane next to the Council bungalows and runs north westwards to the southern side of the Blofield Bypass, approximately 72 metres south east of Shack Lane, then south westwards, along the side of the bypass, to join Footpath No. 7.”

Figure 2-11: Route of Blofield FP5



- 2.8.5. The route of Blofield FP7 is shown in Figure 2.12.
- 2.8.6. The Definitive Statement describes the route as follows: “Footpath No. 7 (Norwich-Yarmouth Road to Shack Lane). Starts from the former Norwich-Yarmouth Road opposite Manor Farm and runs northwards to the south side of the Blofield Bypass, approximately 77 metres south of Shack Lane. It then runs south westwards to a stile. The path then recommences on the north side of the bypass, at a stile, and runs north westwards to join Shack Lane.”

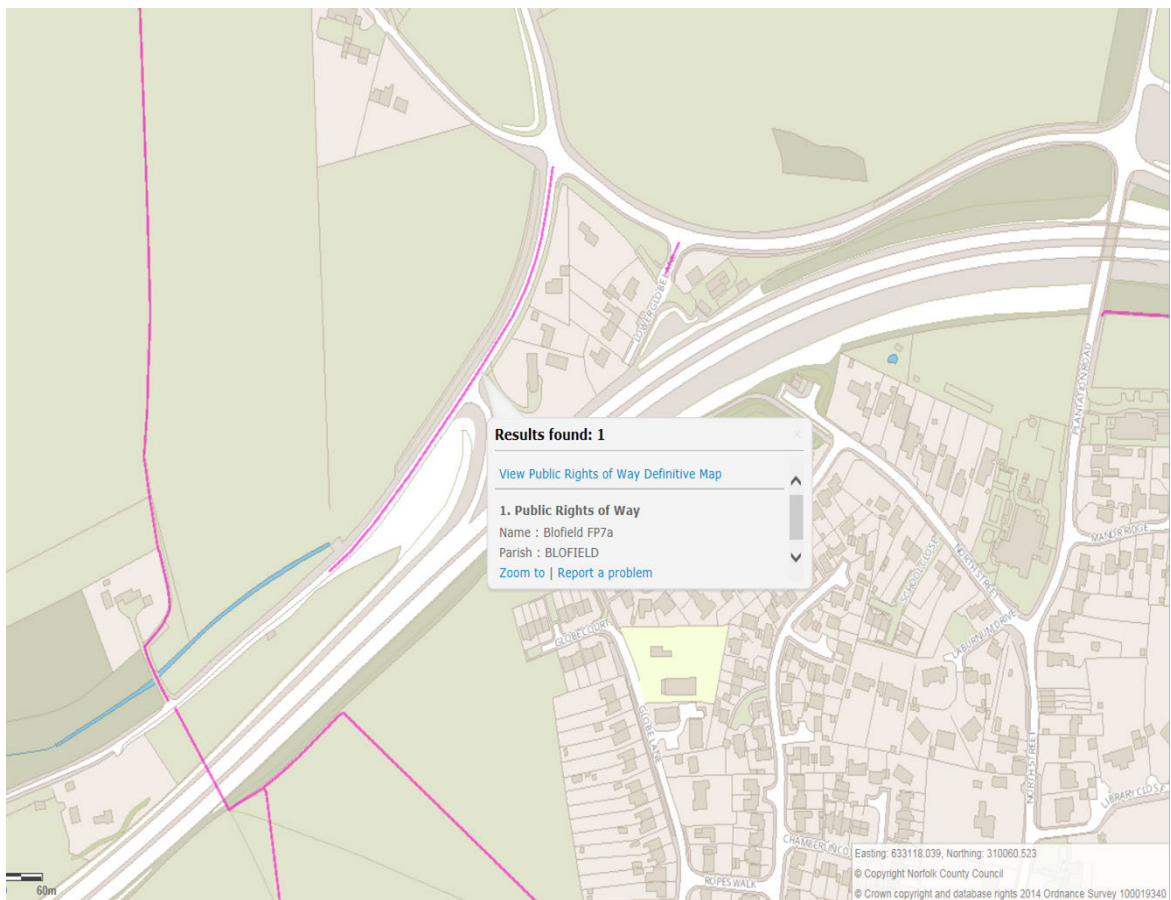
Figure 2-12: Route of Blofield FP7



2.8.7. The route of Blofield FP7A is shown in Figure 2.13.

2.8.8. The Definitive Statement describes the route of the footpath as follows:  
“Footpath No.7A Starts at a point on the north side of Shack Lane and runs north eastwards to join Holly Lane.”

Figure 2-13: Route of Blofield FP7A



## 2.9. Site visits and usage information

- 2.9.1. A site visit was undertaken during both daytime and night-time hours to observe background conditions and examine usage of the WCH facilities likely to be affected by the scheme.
- 2.9.2. Due to the high traffic volumes which it currently carries, the A47 acts as a barrier for walkers, cyclists and equestrians. This severance effect was highlighted by the PRoW and Active Travel officers of Norfolk County Council at a meeting held on 15 November 2017. Furthermore, the Council officers pointed out there are currently no formal WCH crossing points on the A47 between Acle and Blofield.
- 2.9.3. One PRoW, Burlingham FP3, has been identified in the study area as being directly affected by the scheme. Burlingham FP3 runs north to south between A47 and Church Road at Lingwood.
- 2.9.4. A section of permissive footpath, which forms part of the Burlingham Woodlands Walks network would also be affected by the scheme. This footpath runs in an easterly direction from Burlingham FP3, close to the southern frontage of the

existing A47 in North Burlingham, before heading south and then west to form a connection back to Burlingham FP3. A permissive bridleway lies to the south of the A47 and provides a connection between Lingwood Road, Burlingham FP3 and Lingwood Lane, although this would not be directly affected by the scheme.

- 2.9.5. To provide an indication of current usage of the WCH facilities likely to be affected, WCH surveys were undertaken at the informal crossing points on the A47, indicated with a blue 'X' on the drawing included as Appendix A. WCH surveys were also undertaken at the junction of Main Road with Burlingham FP1 and at the junctions of the A47 with the B1140 and South Walsham Road, again indicated with a blue 'X' on the drawing included as Appendix A.
- 2.9.6. The surveys were carried out between 7am and 7pm for 9 consecutive days between Saturday 26 May and Sunday 3 June 2018 using CCTV video cameras. In the main, the weather during the surveys was dry and bright.
- 2.9.7. The surveys recorded very low usage of Burlingham FP3 and the connecting permissive footpath on all weekdays and at the weekends and very few crossing movements of the A47 were observed. A maximum two-way flow over the 12hr survey period of less than 5 users was recorded using both routes in a weekday with only 3 users crossing the A47. A similar situation was observed during the Saturday survey periods whereas during the Sunday survey periods, a maximum two-way flow of 10 users was recorded using Burlingham FP3, the majority of which crossed the A47. All the recorded users were either lone pedestrians or dog walkers.
- 2.9.8. No users were observed crossing the A47 between the field access and the permissive footpath on any of the survey days.
- 2.9.9. A maximum two-way flow over the 12hr survey period of 6 users was recorded using the permissive bridleway on each survey day and these users were either lone pedestrians or dog walkers.
- 2.9.10. A maximum two-way flow over the 12hr survey period of 5 users was recorded crossing the A47 between Lingwood Lane and the short length of road leading to the centre of North Burlingham. On the weekdays, only pedestrians crossed the A47.
- 2.9.11. The surveys recorded high usage of Burlingham FP1, which runs north to south from Main Road to the north of North Burlingham, on weekdays and at weekends, especially on a Sunday. A maximum two-way flow over the 12hr survey period of around 70 users was observed on a weekday whereas the maximum flow on a Sunday was around 90 users. Only around 20 users were observed using the route on a Saturday. Based on the results for the various count points it can be deduced that very few or indeed none of the users of



Burlingham FP1 continue on the footway of Main Road in either direction to access and cross the A47. This is not a surprising result given that one of the recommended starting points for accessing the Burlingham Woodland Walks is the St Andrew and St Peter's Church car park located just off Main Road in North Burlingham and the vast majority of the walking routes lie to the north of North Burlingham and the existing A47.

- 2.9.12. The low numbers of users observed crossing the A47 may, in part, reflect the severance effect of the A47, as highlighted by Norfolk County Council officers.
- 2.9.13. Very few movements were recorded at the junctions of the A47 with the B1140 and South Walsham Road on each of the survey days. The only crossing movements of the A47 to access the side roads were undertaken by cyclists with a maximum two-way flow over the 12hr survey period of 9 users and this was observed on a Saturday.

## **2.10. Consultation with key stakeholders**

- 2.10.1. Norfolk County Council was consulted on 15 November 2017 and a summary of that meeting is as follows:
- It was identified that Burlingham FP3 is the only section of the PRoW network that is affected by the scheme although there will be an impact on the permissive footpath running parallel to the existing A47. This latter footpath forms part of the Burlingham Woodland Walks and comprises a walking loop connecting with FP3 at two locations.
  - The existing A47 acts as a barrier for WCH as there are no formal crossing points along the length of the scheme. The low usage of FP3 may well reflect the severance effect.
  - Norfolk County Council officers confirmed that there was no significant equestrian activity in the area.
  - Preference would be for a grade separated solution to allow movement north to south over the A47, however Norfolk County Council is not against at grade option.
  - Norfolk County Council has provided the East Broadland Green Infrastructure Project Plan which provides details of future plans for improving WCH provisions in the area.
- 2.10.2. The Statutory Consultation Summary Report provides feedback on the Proposed Scheme from statutory consultees including Norfolk County Council and the parish councils and other key stakeholders including local land owners, interest groups and the local communities. This feedback provided insight into the key issues in the area for walking and cycling connectivity and numerous suggestions for improvement. Cognisance has been taken of this feedback and of that received separately from Lingwood and Burlingham Parish Council.

- 2.10.3. A consultation meeting was held with key officers of Norfolk County Council on 19 December 2019 to discuss the emerging walking, cycling and horse-riding strategy and the feedback from the statutory consultation, especially that received from Lingwood and Burlingham Parish Council. A further consultation meeting was held with officers on 16 January 2020 to discuss the Councils aspirations for the de-trunked A47 as they relate to the walking and cycling proposals.

## 3. User opportunities

### 3.1. Overview

- 3.1.1. The opportunities highlighted below are relevant to the highway scheme and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through ongoing development of the design phase(s). The opportunities outlined below are shown on Drawing HE551490-GTY-EPC-000-DR-LX-30001, included as Appendix B.
- 3.1.2. In identifying the opportunities, the assessment team have had regard to guidance provided in GG142 which notes at paragraph 4.5 that “Identified opportunities for improvement of walking, cycling and horse-riding facilities do not always need to be restricted to the highway scheme extents.” Paragraph 4.5 further notes that “In some cases, improvements to facilities outside the limits of the highway scheme can result in greater improvements for users than an attempt to incorporate dedicated facilities within the highway scheme extents.”

### 3.2. Strategic specific opportunities

#### **Opportunity S1 proposed link from Blofield to Blofield Heath**

- 3.2.1. Norfolk County Council, on behalf of Broadland District Council, is conducting a feasibility study into the creation of a new walking link between Blofield and Blofield Heath. This opportunity is referred to as Project 8 in the East Broadland Green Infrastructure Plan Project. It would provide a key crossing over the A47, with potential further links from Blofield Heath East to the Burlingham Trails and West to the Plumsteads. Since Blofield has good PRow links to the settlements south, it would be key in integrating the communities both north and south of the A47. A potential route could follow north from the new development sites in Blofield over the A47 using the bridge with an existing path, then along a new path by the side of road which turns right onto Bullacebush Lane and then left onto Ranworth Road until it joins with the pavement in Blofield Heath.

#### **Opportunity S2 new footway/cycleway along existing A47**

- 3.2.2. Provide a new combined footway/cycleway from the Plantation Park Sports Centre parallel to the existing A47 as far as High Noon Lane. This will then tie in with the proposed improvements to the existing footpath by accommodating both pedestrians and cyclists from High Noon Lane along the existing A47 to Dell Corner Lane.



### **Opportunity S3 new footway/cycleway**

- 3.2.3. Provide a new combined footway/cycleway along the northern frontage of the upgraded Hemblington Road, across the proposed Blofield Overbridge and along the northern frontage of the existing A47 as far as the junction with Dell Corner Lane.

### **Opportunity S4 proposed footway/cycleway crossing of the A47**

- 3.2.1. Include footway/cycleway facilities into the proposed new grade separated interchange of the A47/B1140 South Walsham Road/Acle Road, located to the east of Burlingham, to facilitate the safe crossing of the new A47 for pedestrians and cyclists.

## **3.3. Pedestrian specific opportunities**

### **Opportunity P1 new footbridge**

- 3.3.1. Provide a footbridge to link FP4 and FP4A. This would allow a shorter route for pedestrians originating from the east side of Blofield wanting to access the Plantation Park Sports Centre, home to Norwich United FC and the Plantation Park Bowls Club.

### **Opportunity P2 new footway along existing A47**

- 3.3.2. Provide a new footway from the Plantation Park Sports Centre parallel to the existing A47 as far as High Noon Lane.

### **Opportunity P3 new footway**

- 3.3.1. Provide a new combined footway/cycleway along the northern frontage of the upgraded Hemblington Road, across the proposed Blofield Overbridge and along the northern frontage of the existing A47 as far as the junction with Dell Corner Lane.

### **Opportunity P4 new footway on Hemblington Road and Yarmouth Road**

- 3.3.2. Provide new sections of footway on the southern frontages of Hemblington Road and Yarmouth Road to provide a connection to the existing footway on the northern frontage of Yarmouth Road.

### **Opportunity P5 permissive footpath along proposed access track**

- 3.3.3. An access track running east to west to the south of the new A47 alignment is proposed between Blofield Overbridge and North Burlingham. Provide a

permissive footpath parallel to the access track to provide a connection between Burlingham FP3 and the Blofield Overbridge.

### **Opportunity P6 A47 safe pedestrian and cycle crossing**

- 3.3.4. This opportunity is referred to as Project 5 in the East Broadland Green Infrastructure Project Plan. It comprises the provision of a grade separated pedestrian and cycle crossing of the A47. A new crossing would significantly enhance the Burlingham Trails network and overcome the existing severance effects thereby improving connectivity between settlements located north and south of the A47.

### **Opportunity P7 new footway/cycleway crossing at the A47 interchange**

- 3.3.5. Include footway/cycleway facilities into the proposed new grade separated interchange of the A47/B1140 South Walsham Road/Acle Road, located to the east of Burlingham, to facilitate the safe crossing of the new A47 for pedestrians and cyclists.

### **Opportunity P8 new footway on northern frontage of new A47**

- 3.3.6. Provide a new section of footway along the northern frontage of the new A47, making use of the highway land comprising the existing layby, to provide a connection between South Walsham Road and the existing footway which commence approximately 50 metres to the west of the existing junction with The Windle.

### **Opportunity P9 permissive footpath**

- 3.3.7. Provide a permissive footpath running along the base of the A47 embankment between the end of the permissive footpath running adjacent to the access track (Opportunity P5) and the proposed facilities at the new grade separated junction (Opportunity P7) providing a connection between Burlingham FP3 and the B1140.

### **Opportunity P10 Burlingham trails improvements**

- 3.3.8. This opportunity is referred to as Project 2 in the East Broadland Green Infrastructure Project Plan which states that there is “significant potential for improvements to the Burlingham Trails, by providing formalised cycling and walking routes, further connecting the trails with nearby settlements e.g. Acle, North Burlingham and South Walsham. This includes: new signage (to/from and on the trail), interpretation boards promoting the trails and the local environment (e.g. local farming practices), potential for an augmented reality app, new car

parking provision (extension at St Andrews Church, and new car park on Green Lane).”

### **3.4. Cycling opportunities**

- 3.4.1. The measures suggested below are intended to allow all cyclists, from the ages of 8 to 80, to use them safely, either by completely removing conflicts with motor vehicles and pedestrians, or by reducing them to a minimum. They are also intended to enhance the five design criteria which the designer should already be using; coherence, directness, comfort, attractiveness and safety.

#### **Opportunity C1 new cycleway along existing A47**

- 3.4.2. Provide a new combined cycleway from the Plantation Park Sports Centre parallel to the existing A47 as far as High Noon Lane.

#### **Opportunity C2 new cycleway**

- 3.4.1. Provide a new combined footway/cycleway from the northern frontage of the upgraded Hemblington Road, across the proposed Blofield Overbridge and along the northern frontage of the existing A47 as far as the junction with Dell Corner Lane.

#### **Opportunity C3 A47 safe pedestrian and cycle crossing**

- 3.4.2. This opportunity is referred to as Project 5 in the East Broadland Green Infrastructure Project Plan. It comprises the provision of a grade separated pedestrian and cycle crossing of the A47. A new crossing would significantly enhance the Burlingham Trails network and overcome the existing severance effect thereby improving connectivity between settlements located north and south of the A47. Complementary improvements to the trails network would also be required to facilitate access by cyclists.

#### **Opportunity C4 new footway/cycle crossing at the B1140 interchange**

- 3.4.3. Include footway/cycleway facilities into the proposed new grade separate interchange of the A47/B1140 South Walsham Road/Acle Road, located to the east of Burlingham, to facilitate the safe crossing of the new A47 for pedestrians and cyclists.

#### **Opportunity C5 Burlingham trails improvements**

- 3.4.4. This opportunity is referred to as Project 2 in the East Broadland Green Infrastructure Project Plan which states that there is “significant potential for improvements to the Burlingham Trails, by providing formalised walking and cycling routes.”

- 3.4.5. It further states that “works on the proposed cycling routes are required to bring them up to a cycle friendly standard. There is potential for planning hedgerows and trees along the Burlingham trails, a new cycleway from Acle Bridge to Acle to provide tourists (e.g. boat) with cycle access to the trails and a crossing for pedestrians, cyclists and horse-riders at the intersection of Newport Road and Green Lane, potentially with a warning system for cars.”

### **3.5. Equestrian specific opportunities**

- 3.5.1. No equestrian specific opportunities have been identified at this stage since Norfolk County Council’s PRow and Active Travel officers indicated that there was minimal equestrian activity in the area.

## 4. Walking, cycling and horse-riding assessment team statement

- 4.1.1. As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB GG 142. The walking, walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

### Walking, cycling and horse-riding Lead Assessor

Mark Duckworth Signed:

Technical Director Date:

Sweco UK Ltd

### Walking, cycling and horse-riding Assessor

Jamie Sands Signed:

Senior Traffic Engineer Date:

Sweco UK Ltd

- 4.1.2. As design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

- 4.1.3. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

### Design team leader

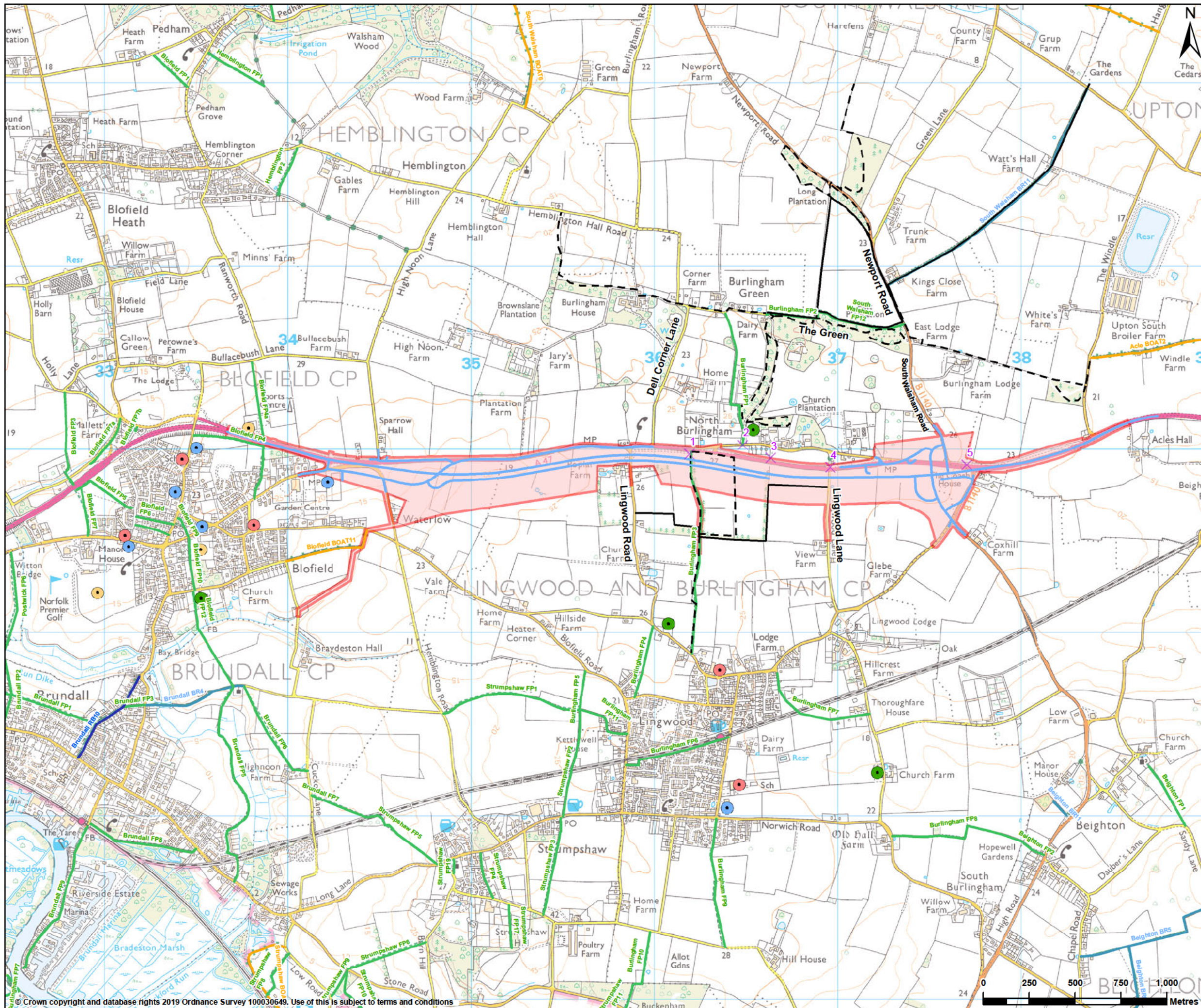
Mark Casey Signed:

Project Manager Date:

Sweco UK Ltd

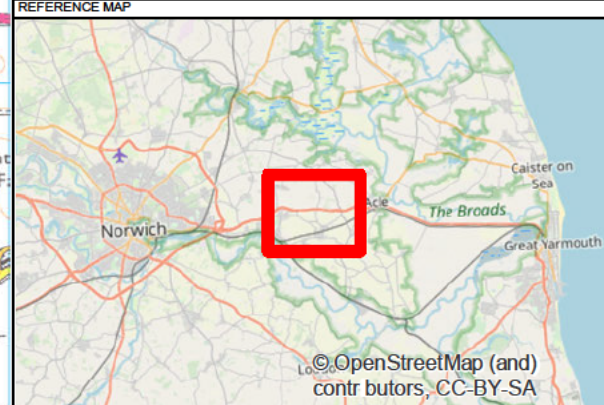
## Appendix A. WCH facilities and local amenities





**LEGEND**

- ✕ Stage 3 WCH surveys
- Proposed road alignment
- ▭ Proposed scheme area
- Public right of way**
- Bridleway
- Byway open to all traffic
- Footpath
- Restricted byway
- - - Burlingham woodland walks footpath
- Burlingham woodland walks bridleway
- Local amenities**
- Community building
- Education facility
- Place of worship
- Recreational space



PD1	24/01/2020	First Edition	AC	JS	MD
REV	DATE	REVISION NOTE	ORG	CHK D	APPD

DESIGNER

**SWECO**

CONTRACTOR

**GallifordTry**

CLIENT

**highways  
england**

PROJECT TITLE

**A47 BLOFIELD TO NORTH BURLINGHAM (DUALING)**

PROJECT STAGE

**PCF STAGE 3**

DRAWING TITLE

**WCH FACILITIES AND LOCAL AMENITIES**

SUITABILITY

**FOR INFORMATION**

SHEET SIZE	SCALE	STATUS
A3	1:20,000	S0

DRAWING NUMBER

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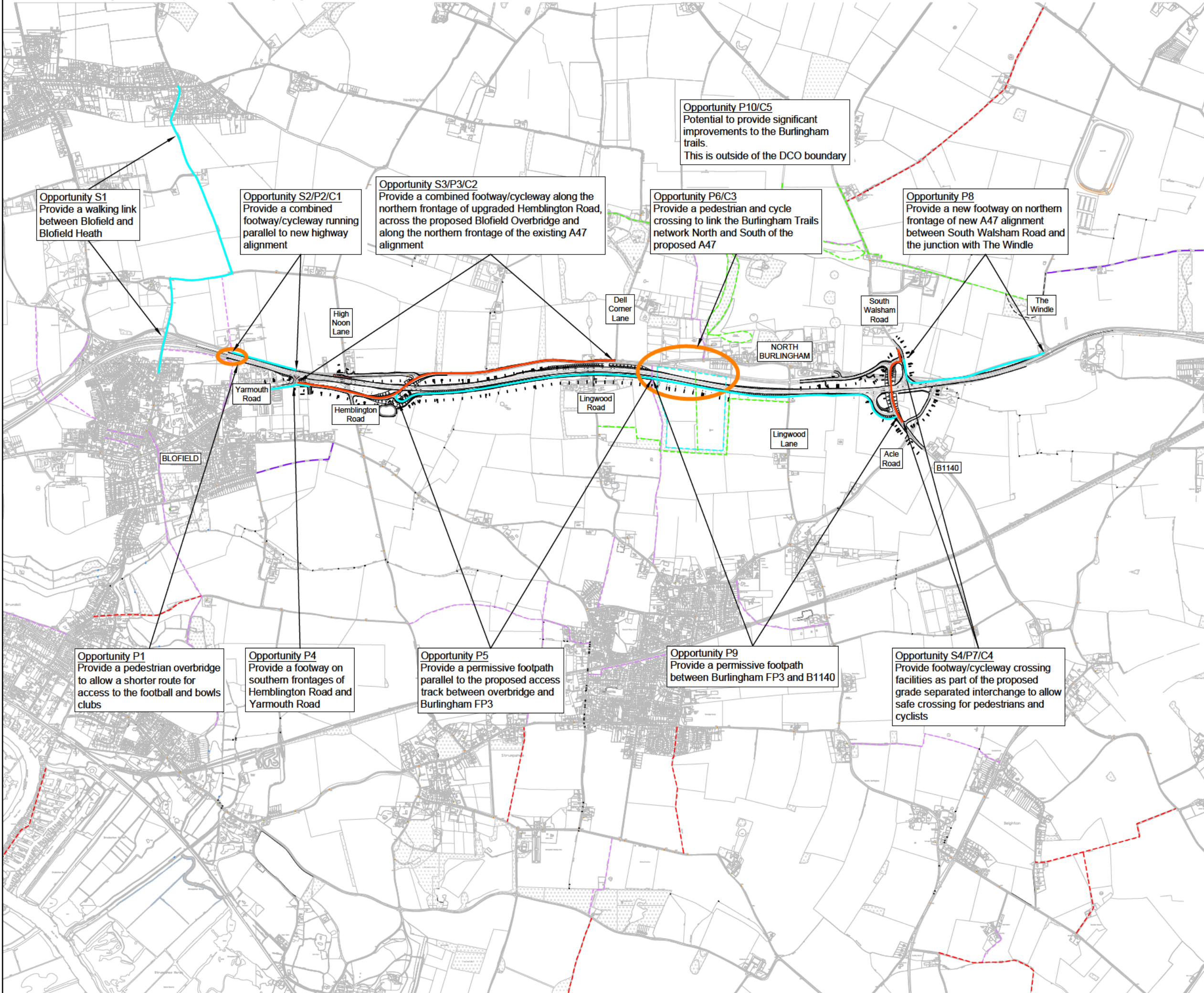
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## Appendix B. WCH opportunities



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**NOTES**

**KEY TO SYMBOLS**

- Route alignment (indicative)
- Proposed footway/pedestrian link
- Proposed combined footway/cycleway
- Proposed locations for crossing over new A47 alignment
- Existing Footpaths (PRoW)
- Existing Bridleway (PRoW)
- Existing BOAT (PRoW)
- Lingwood and Strumpshaw Circular Walk
- Burlingham Trails Network

P01.01	—	WORK IN PROGRESS	—	—	—
REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D

DESIGNER  
**SWECO**

CONTRACTOR  
**GallifordTry**

CLIENT  
**highways england**

PROJECT TITLE  
**A47 BLOFIELD TO BURLINGHAM**

PROJECT STAGE  
**PCF STAGE 3**

DRAWING TITLE  
**WCH OPPORTUNITIES**

SUITABILITY  
**WORK IN PROGRESS**

SHEET SIZE	SCALE	STATUS	REVISION
		S0	P01.01

DRAWING NUMBER  
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## **APPENDIX B Walking Cycling and Horse-Riding Review**

# A47 BLOFIELD TO NORTH BURLINGHAM DUALLING

## Walking, Cycling and Horse-riding Review

PCF STAGE 3  
SUITABLE FOR REVIEW & COMMENT | S3  
HE551490-GTY-HKF-000-RP-CH-30002 | P02  
11/08/20

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## Revision history

Revision	Purpose description	Originator	Checked	Approved	Authorised	Date
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## Figures

Figure 1-1 : A47 Blofield to North Burlingham WCHAR study area

4

# 1. Background and highway scheme description

## 1.1. Background

- 1.1.1. In December 2014 the DfT published the Road Investment Strategy (RIS) for 2015 to 2020. The RIS sets out a long-term programme for motorways and strategic roads with the required funding needed to plan ahead affectively.
- 1.1.2. The RIS comprises:
  - A long-term vision for the strategic road network (SRN), outlining how smooth, smart and sustainable roads will be created.
  - A multi-year investment plan that will be used to improve the network and create better roads for users.
  - High-level objectives for the first roads period 2015 to 2021.
- 1.1.3. As part of this process, the Government announced that it would identify and fund solutions, initially through feasibility studies, to look at problems and identify potential solutions to tackle some of the worst hot spots in the country.
- 1.1.4. The A47 runs for 115 miles for the A1 west of Peterborough to the east coast ports of Great Yarmouth and Lowestoft, with over half of this length being single carriageway. The cities of Peterborough and Norwich attract additional traffic, particularly during the morning and evening peak periods and there has been rapid growth over the last decade, especially in Peterborough where the population increased by 16% between 2001 and 2011.
- 1.1.5. Further planned growth, including the new City Deal for Norwich, will mean that over 50,000 new jobs and 100,000 new homes are planned for the area. The A47 has a number of congestion hot spots around Norwich, Peterborough and Great Yarmouth. There is also significant growth predicted in the area which the proposed improvements will help to support.
- 1.1.6. The A47 Blofield to North Burlingham scheme will address one of these congestion hot spots.
- 1.1.7. Document GG 142 of the Design Manual for Roads and Bridges (DMRB) sets out the walking, cycling and horse-riding assessment and review (WCHAR) process for highway schemes on motorways and all purpose trunk roads. The level of detail required for the assessment is dependent upon the size of the scheme, large or small, which in turn defines the study area.
- 1.1.8. The A47 Blofield to North Burlingham scheme fits within the definition of a large scheme as given in Table 2.2.1N of GG 142, vis “New motorway or all-purpose

trunk road construction or major modification of an existing trunk road or motorway junction”.

## **1.2. Proposed highway scheme**

- 1.2.1. The Blofield to North Burlingham section of the A47 is located approximately 9 kilometres to the east of Norwich and forms part of the main arterial highway route connecting Norwich with Great Yarmouth to the east.
- 1.2.2. The single carriageway section of the A47 acts as a bottleneck, resulting in congestion and leading to longer and unreliable journey times.
- 1.2.3. In developing this highway scheme Highways England aim to address these issues by upgrading the existing single carriageway road to a high-quality dual carriageway by the construction of a new section of offline dual carriageway with appropriate junction improvements. The scheme will support economic growth by making journeys safer and more reliable.
- 1.2.4. The proposed new dual carriageway follows an alignment running just offline and to the south of the existing A47. The route passes predominantly through open farm land and some woodland habitat.
- 1.2.5. The proposed route of the A47 corridor is effectively a new highway corridor and therefore land is to be acquired along the route to accommodate the improvement.
- 1.2.6. The existing A47 would remain where unaffected by the new dual carriageway and become part of the local highway network.
- 1.2.7. The scheme will include the provision of new walking and cycling infrastructure to improve both north to south and east to west connectivity and reduce the severance effect associated with the existing A47.

## **1.3. WCHAR study area**

- 1.3.1. As indicated, the scheme fits the definition of a large scheme, which requires the adoption of a study area which extends to 5km around the scheme, as shown in Figure 1-1 below. The study area includes the A47, the villages of Blofield, North Burlingham, Lingwood and the small market town of Acle. The study area also includes the countryside to the north and south of the A47.



Figure 1-1 : A47 Blofield to North Burlingham WCHAR study area



## 2. Review of Walking, cycling and horse-riding assessment opportunities

### 2.1. General

- 2.1.1. This chapter provides a summary of the opportunities identified as part of the Assessment Report and reports the actions taken or outcomes related to these at the end of the preliminary design stage of the highway scheme. The opportunities are provided verbatim from the Assessment Report.
- 2.1.2. The locations of the opportunities identified below are shown in Drawing HE551490-GTY-EPC-000-DR-LX-30001 included as Appendix A.
- 2.1.3. The opportunities that will be taken forward as part of the scheme are shown in Drawing HE551490-GTY-EPC-000-DR-LX-30002 included as Appendix B.

### 2.2. Strategic opportunities

#### **Assessment opportunity S1 proposed link from Blofield to Blofield Heath**

- 2.2.1. Norfolk County Council, on behalf of Broadland District Council, is conducting a feasibility study into the creation of a new walking link between Blofield and Blofield Heath. This opportunity is referred to as Project 8 in the East Broadland Green Infrastructure Plan Project. It would provide a key crossing over the A47, with potential further links from Blofield Heath East to the Burlingham Trails and West to the Plumsteads. Since Blofield has good PRow links to the settlements south, it would be key in integrating the communities both north and south of the A47. A potential route could follow north from the new development sites in Blofield over the A47 using the bridge with an existing path, then along a new path by the side of road which turns right onto Bullacebush Lane and then left onto Ranworth Road until it joins with the pavement in Blofield Heath.

#### **Action taken/outcome**

- 2.2.1. This opportunity would make use of the Plantation Road overbridge to cross the existing dual carriageway section of the A47 lying immediately to the north of Blofield. The delivery of this opportunity is not therefore dependent upon the scheme and could be implemented independently. As such, opportunity S1 will not be taken forward as part of the scheme. Alternative funding may, however, be available via the Community Infrastructure Levy as indicated in the Greater Norwich Infrastructure Plan (2019).

### **Assessment opportunity S2 new footway/cycleway along existing A47**

- 2.2.2. Provide a new combined footway/cycleway from the Plantation Park Sports Centre parallel to the existing A47 as far as High Noon Lane. This will then tie in with the proposed improvements to the existing footpath by accommodating both pedestrians and cyclists from High Noon Lane along the existing A47 to Dell Corner Lane.

#### **Action taken/outcome**

- 2.2.3. The majority of walking and cycling trips to Plantation Park Sports Centre are likely to originate from within Blofield and a suitable route is already available via the Plantation Road overbridge. Furthermore, the main desire line for walking and cycling trips between Blofield and North Burlingham is along the existing A47 and then along Yarmouth Road. The safe crossing of the new A47 would be facilitated by the proposed Blofield Overbridge and an upgraded Hemblington Road would provide a connection to Yarmouth Road (see opportunities S3/P3/C2 and P4). As such, opportunity S2 will not be taken forward as part of the scheme.

### **Assessment opportunity S3 new footway/cycleway**

- 2.2.4. Provide a new combined footway/cycleway along the northern frontage of the upgraded Hemblington Road, across the proposed Blofield Overbridge and along the northern frontage of the existing A47 as far as the junction with Dell Corner Lane.

#### **Action taken/outcome**

- 2.2.5. The main desire line for walking and cycling trips between Blofield and North Burlingham is along the existing A47 and then along Yarmouth Road. Opportunity S3/P3/C2 would provide a safe route for users undertaking these trips. As such, this opportunity will be taken forward as part of the scheme and includes a 2.5 metre wide shared footway / cycleway along this section.

### **Assessment opportunity S4 proposed footway/cycleway crossing of the A47**

- 2.2.6. Include footway/cycleway facilities into the proposed new grade separated interchange of the A47/B1140 South Walsham Road/Acle Road, located to the east of Burlingham, to facilitate the safe crossing of the new A47 for pedestrians and cyclists.

### **Action taken/outcome**

- 2.2.7. Dedicated infrastructure for pedestrians and cyclists is not currently provided on South Walsham Road and Acle Road. Opportunity S4 would future proof the new grade separated interchange enabling any new infrastructure that may come forward on the local roads in the future to connect to the interchange. As such, this opportunity will be taken forward as part of the scheme. This will include provision of a 2.5 metre wide footway/cycleway on the west side of the B1140 overbridge, with a connection to the proposed permissive footpath (Opportunity P9). No other connections to the local highway network will be provided and a departure will be sought for the provision of a minimum reduced verge width on the east side of the overbridge.

## **2.3. Pedestrian facilities**

### **Assessment opportunity P1 new footbridge**

- 2.3.1. Provide a footbridge to link FP4 and FP4A. This would allow a shorter route for pedestrians originating from the east side of Blofield wanting to access the Plantation Park Sports Centre, home to Norwich United FC and the Plantation Park Bowls Club.

### **Action taken/outcome**

- 2.3.2. The majority of walking trips to Plantation Park Sports Centre are likely to originate from within Blofield and a suitable route is already available via the Plantation Road overbridge. As such, opportunity P1 will not be taken forward as part of the scheme.

### **Assessment opportunity P2 new footway along existing A47**

- 2.3.3. Provide a new footway from the Plantation Park Sports Centre parallel to the existing A47 as far as High Noon Lane.

### **Action taken/outcome**

- 2.3.4. The majority of walking trips to Plantation Park Sports Centre are likely to originate from within Blofield and a suitable route is already available via the Plantation Road overbridge. Furthermore, the main desire line for walking trips between Blofield and North Burlingham is along the existing A47 and then along Yarmouth Road. The safe crossing of the new A47 would be facilitated by the proposed Blofield Overbridge and an upgraded Hemblington Road would provide a connection to Yarmouth Road (see opportunities S3/P3/C2 and P4). As such, opportunity P2 will not be taken forward as part of the scheme.

### **Assessment opportunity P3 new footway**

- 2.3.5. Provide a new combined footway/cycleway along the northern frontage of the upgraded Hemblington Road, across the proposed Blofield Overbridge and along the northern frontage of the existing A47 as far as the junction with Dell Corner Lane.

#### **Action taken/outcome**

- 2.3.6. The main desire line for walking trips between Blofield and North Burlingham is along the existing A47 and then along Yarmouth Road. Opportunity P3 (in conjunction with opportunity P4) would provide a safe route for users undertaking these trips and will be taken forward as part of the scheme. This will include the provision of a 2.5 metre wide shared footway / cycleway along this route. .

### **Assessment opportunity P4 new footway on Hemblington Road and Yarmouth Road**

- 2.3.7. Provide new sections of footway on the southern frontages of Hemblington Road and Yarmouth Road to provide a connection to the existing footway on the northern frontage of Yarmouth Road.

#### **Action taken/outcome**

- 2.3.8. The main desire line for walking trips between Blofield and North Burlingham is along the existing A47 and then along Yarmouth Road. Opportunity P4 (in conjunction with opportunity S3/P3) will provide a safe route for users undertaking these trips and will be taken forward as part of the scheme. However, to provide a continuous route for cyclists, a 2.5 metre wide shared footway / cycleway will be provided.

### **Assessment opportunity P5 permissive footpath along proposed access track**

- 2.3.9. An access track running east to west to the south of the new A47 alignment is proposed between Blofield Overbridge and North Burlingham. Provide a permissive footpath parallel to the access track to provide a connection between Burlingham FP3 and the Blofield Overbridge.

#### **Action taken/outcome**

- 2.3.10. This opportunity would provide a connection between Burlingham FP3, which would be severed by the new A47 and the proposed Blofield Overbridge. Facilities provided on the proposed overbridge (opportunity S3/P3/C2) would

facilitate the safe crossing of the new A47 mitigating the severance effect. As such, opportunity P5 will be taken forward as part of the scheme.

### **Assessment opportunity P6 A47 safe pedestrian and cycle crossing**

- 2.3.11. This opportunity is referred to as Project 5 in the East Broadland Green Infrastructure Project Plan. It comprises the provision of a grade separated pedestrian and cycle crossing of the A47. A new crossing would significantly enhance the Burlingham Trails network and overcome the existing severance effects thereby improving connectivity between settlements located north and south of the A47.

#### **Action taken/outcome**

- 2.3.12. The WCH surveys undertaken as part of the assessment recorded very low usage of Burlingham FP3 and very few crossing movements of the A47 in the vicinity of North Burlingham. Although the low usage may be due, in part, to the severance effect of the existing A47, it is noteworthy that the walking distance between the centre of North Burlingham and both the primary school and village hall at Lingwood, via Burlingham FP3 and the local highway network, is approximately 2.5km. The Institution of Highways and Transportation document, '*Providing for Journeys on Foot (2000)*', indicates that the preferred maximum walking distance to common facilities is 1.2 km and up to 2 km for commuting, or walking to school. This supports the view that despite the severance effect, Burlingham FP3 is not an attractive route for everyday utility trips and is more of a leisure route, where walking distance is less important.
- 2.3.13. In addition to the above, the majority of local amenities in the area are located in Blofield (reference to the figure included as Appendix A to the Assessment Report) and the safe crossing of the new A47 by pedestrians will be facilitated by the Blofield Overbridge and the infrastructure to be provided as part of opportunity S3/P3/C2.
- 2.3.14. In summary, there is insufficient evidence to support the case for the provision of a new grade separated crossing of the new A47 to maintain the alignment of Burlingham FP3. As such, opportunity P6 will not be taken forward as part of the scheme. Alternative funding for the provision of this opportunity may, however, be available via the Community Infrastructure Levy as indicated in the Greater Norwich Infrastructure Plan (2019).

### **Assessment opportunity P7 new footway/cycleway crossing at the A47 interchange**

- 2.3.15. Include footway/cycleway facilities into the proposed new grade separated interchange of the A47/B1140 South Walsham Road/Acle Road, located to the



east of Burlingham, to facilitate the safe crossing of the new A47 for pedestrians and cyclists.

### **Action taken/outcome**

- 2.3.16. Dedicated infrastructure for pedestrians and cyclists is not currently provided on South Walsham Road and Acle Road. Opportunity P7 (opportunity S4/C4) would future proof the new grade separated interchange enabling any new infrastructure that may come forward on the local roads in the future to connect to the interchange. As such, opportunity P7 will be taken forward as part of the scheme. This will include provision of a 2.5 metres wide footway / cycleway on the west side of the B1140 overbridge, with a link to the permissive footpath (Opportunity P9), but no connections to the local highway network. A departure will be sought for the provision of a minimum reduced verge width on the east side of the overbridge. An additional 2.5 metre wide shared footway / cycleway will be provided between the interchange and Main Road. Beyond the point where it connects to Main Road, cyclists are required to join the carriageway of Main Road into North Burlingham with the footway continuing to connect to the existing footway on Main Road.

### **Assessment opportunity P8 new footway on northern frontage of new A47**

- 2.3.17. Provide a new section of footway along the northern frontage of the new A47, making use of the highway land comprising the existing layby, to provide a connection between South Walsham Road and the existing footway which commence approximately 50 metres to the west of the existing junction with The Windle.

### **Action taken/outcome**

- 2.3.18. Opportunity P8, in conjunction with opportunity P3, would provide a continuous footway connection between North Burlingham and the existing footway provision commencing approximately 50 metres to the west of The Windle junction. This opportunity is not being taken forward as the WCH surveys indicate that there is very little demand for such a facility. However, the scheme could be implemented independently through alternative funding that may be available via the Community Infrastructure Levy as indicated in the Greater Norwich Infrastructure Plan (2019).

### **Assessment opportunity P9 permissive footpath**

- 2.3.19. Provide a permissive footpath running along the base of the A47 embankment between the end of the permissive footpath running adjacent to the access track (Opportunity P5) and the proposed facilities at the new grade separated junction



(Opportunity P7) providing a connection between Burlingham FP3 and the B1140.

### **Action taken/outcome**

- 2.3.20. The scheme will sever Burlingham FP3. This opportunity would provide an alternative route for users of Burlingham FP3, predominantly leisure trips, when undertaking trips between North Burlingham and Lingwood. As such, this opportunity will be taken forward albeit only connecting to existing permissive bridleway at Lingwood Lane. The permissive bridleway will allow connection to Opportunity P5 via the PRow Burlingham FP3. It should be noted that the routes of the existing permissive bridleway will need be diverted slightly to allow for drainage works required as part of the scheme.

### **Opportunity P10 Burlingham trails improvements**

- 2.3.21. This opportunity is referred to as Project 2 in the East Broadland Green Infrastructure Project Plan which states that there is “significant potential for improvements to the Burlingham Trails, by providing formalised cycling and walking routes, further connecting the trails with nearby settlements e.g. Acle, North Burlingham and South Walsham. This includes: new signage (to/from and on the trail), interpretation boards promoting the trails and the local environment (e.g. local farming practices), potential for an augmented reality app, new car parking provision (extension at St Andrews Church, and new car park on Green Lane).”

### **Action taken/outcome**

- 2.3.22. Opportunity P10 relates to a contribution to the general improvement of the Burlingham Trails network. Opportunity P5 would be an enhancement to the network and will be taken forward as part of the scheme. No further improvements will therefore be taken forward as part of opportunity P10.

## **2.4. Cycling facilities**

- 2.4.1. The measures suggested below are intended to allow all cyclists, from the ages of 8 to 80, to use them safely, either by completely removing conflicts with motor vehicles and pedestrians, or by reducing them to a minimum. They are also intended to enhance the five design criteria which the designer should already be using; coherence, directness, comfort, attractiveness and safety.

### **Assessment opportunity C1 new cycleway along existing A47**

- 2.4.2. Provide a new combined cycleway from the Plantation Park Sports Centre parallel to the existing A47 as far as High Noon Lane.

### **Action taken/outcome**

- 2.4.3. The majority of cycling trips to Plantation Park Sports Centre are likely to originate from within Blofield and a suitable route is already available via the Plantation Road overbridge. Furthermore, the main desire line for cycling trips between Blofield and North Burlingham is along the existing A47 and then along Yarmouth Road. The safe crossing of the new A47 would be facilitated by the proposed Blofield Overbridge and an upgraded Hemblington Road would provide a connection to Yarmouth Road (see opportunities S3 and C2). As such, opportunity C1 will not be taken forward as part of the scheme.

### **Assessment opportunity C2 new cycleway**

- 2.4.4. Provide a new combined footway/cycleway from the northern frontage of the of the upgraded Hemblington Road, across the proposed Blofield Overbridge and along the northern frontage of the existing A47 as far as the junction with Dell Corner Lane.

### **Action taken/outcome**

- 2.4.5. The main desire line for cycling trips between Blofield and North Burlingham is along the existing A47 and then along Yarmouth Road. Opportunity C2 (opportunity S3/P3) would provide a safe route for users undertaking these trips and will be taken forward as part of the scheme. This will include the provision of a 2.5 metre wide shared footway / cycleway along this section.

### **Assessment opportunity C3 A47 safe pedestrian and cycle crossing**

- 2.4.6. This opportunity is referred to as Project 5 in the East Broadland Green Infrastructure Project Plan. It comprises the provision of a grade separated pedestrian and cycle crossing of the A47. A new crossing would significantly enhance the Burlingham Trails network and overcome the existing severance effect thereby improving connectivity between settlements located north and south of the A47. Complementary improvements to the trails network would also be required to facilitate access by cyclists.

### **Action taken/outcome**

- 2.4.7. The WCH surveys undertaken as part of the assessment, including a count at the junction of the A47 with Lingwood Lane, did not record any cyclist movements across the A47 in the vicinity of North Burlingham. This may be due, in part, to the severance effect of the A47 but also due to the fact that the majority of local amenities in the area are located in Blofield.

- 2.4.8. Burlingham FP3, although a PRow, is a footpath and as such cannot be used legally by cyclists. Also, cycling is regarded as a potential substitute for short car trips, particularly those under 5 miles (8km), so, any additional travel distances required due to the scheme are unlikely to be an issue for cyclists. Notwithstanding this, the safe crossing of the new A47 will be facilitated by cycling infrastructure to be provided at both the Blofield Overbridge (opportunity S3/C2) and the new interchange (opportunity S4/C4).
- 2.4.9. In summary, there is insufficient evidence to support the provision of a grade separated crossing of the new A47 for cyclists in addition to those crossing facilities that will be provided as part of the scheme. As such, opportunity C3 will not be taken forward as part of the scheme. Alternative funding for the provision of this opportunity may, however, be available via the Community Infrastructure Levy as indicated in the Greater Norwich Infrastructure Plan (2019).

#### **Assessment opportunity C4 new footway/cycle crossing at the B1140 interchange**

- 2.4.10. Include footway/cycleway facilities into the proposed new grade separate interchange of the A47/B1140 South Walsham Road/Acle Road, located to the east of Burlingham, to facilitate the safe crossing of the new A47 for pedestrians and cyclists.

#### **Action taken/outcome**

- 2.4.11. Dedicated infrastructure for cyclists is not currently provided on South Walsham Road and Acle Road. Opportunity C4/S4 would future proof the new grade separated interchange enabling any new infrastructure that may come forward on the local roads in the future to connect to the interchange. As such, a reduced version of opportunity C4 will be taken forward as part of the scheme. This will include provision of a 2.5 metres wide footway/cycleway on the west side of the B1140 overbridge, with a link to the permissive footpath (Opportunity P9) , but no connections to the local highway network and a departure will be sought for the provision of a minimum reduced verge width on the east side of the overbridge. An additional 2.5 metre wide shared footway / cycleway will be provided between the interchange and Main Road. Beyond the point where it connects to Main Road, cyclists are required to join the carriageway of Main Road into North Burlingham with the footway continuing to connect to the existing footway.

#### **Assessment opportunity C5 Burlingham trails improvements**

- 2.4.12. This opportunity is referred to as Project 2 in the East Broadland Green Infrastructure Project Plan which states that there is “significant potential for

improvements to the Burlingham Trails, by providing formalised walking and cycling routes.”

- 2.4.13. It further states that “works on the proposed cycling routes are required to bring them up to a cycle friendly standard. There is potential for planting hedgerows and trees along the Burlingham trails, a new cycleway from Acle Bridge to Acle to provide tourists (e.g. boat) with cycle access to the trails and a crossing for pedestrians, cyclists and horse-riders at the intersection of Newport Road and Green Lane, potentially with a warning system for cars.”

### **Action taken/outcome**

- 2.4.14. Opportunity C5 relates to a contribution to the general improvement of the Burlingham Trails network. Opportunity P5, outlined above, would be an enhancement to the network and will be taken forward as part of the scheme. No further improvements will therefore be taken forward as part of opportunity C5.

## **2.5. Equestrian facilities**

- 2.5.1. No equestrian specific opportunities were identified as part of the assessment since Norfolk County Council’s PRow and Active Travel officers indicated that there was minimal equestrian activity in the area.

### 3. Walking, cycling and horse-riding review team statement

- 3.1.1. As Lead Assessor, I confirm that this Walking, Cycling and Horse-riding Review Report has been compiled in accordance with DMRB GG 142. The Walking, Cycling and Horse-Riding Assessment was undertaken by the following Assessment and Review team:

#### Walking, cycling and horse-riding Lead Assessor

Mark Duckworth

Signed: 

Technical Director

Date: 10/08/2020

Sweco UK Ltd

#### Walking, cycling and horse-riding Assessor

Jamie Sands

Signed: 

Senior Traffic Engineer

Date: 10/08/2020

Sweco UK Ltd

- 3.1.2. As design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development and that the wider design team has been involved in the process.
- 3.1.3. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

#### Design team leader

Mark Casey

Signed: 

Project Manager

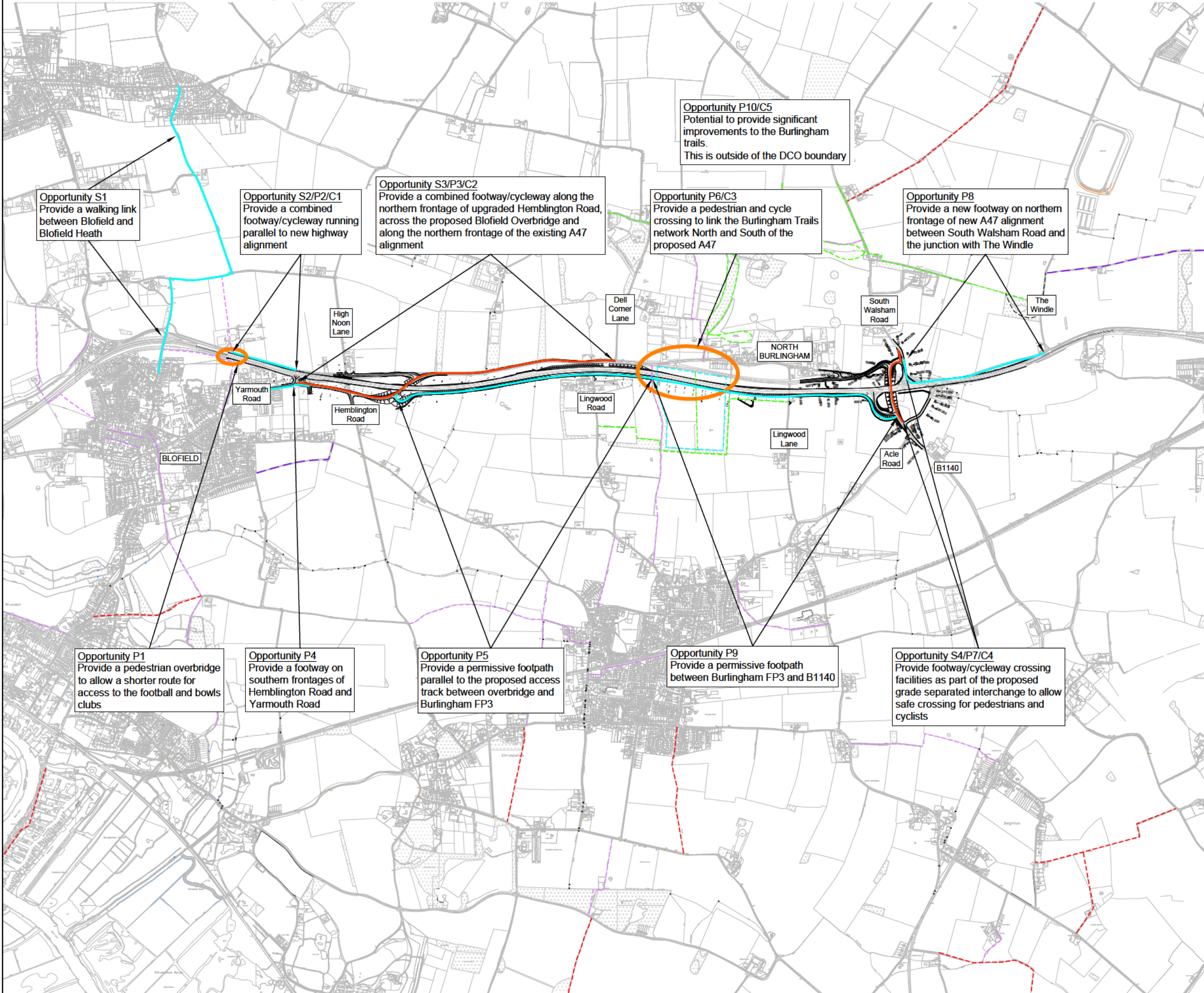
Date: 10/08/2020

Sweco UK Ltd

## Appendix A.WCH opportunities



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**NOTES**

**KEY TO SYMBOLS**

- Route alignment (indicative)
- Proposed footway/pedestrian link
- Proposed combined footway/cycleway
- Proposed locations for crossing over new A47 alignment
- Existing Footpaths (PRoW)
- Existing Bridleway (PRoW)
- Existing BOAT (PRoW)
- Lingwood and Strumpshaw Circular Walk
- Burlingham Trails Network

REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01.01	24.07.20	WORK IN PROGRESS	JS	MD	MM

DESIGNER  
**SWECO**

CONTRACTOR  
**GallifordTry**

CLIENT  
**highways england**

PROJECT TITLE  
**A47 BLOFIELD TO NORTH BURLINGHAM DUALLING**

PROJECT STAGE  
**PCF STAGE 3**

DRAWING TITLE  
**WCH OPPORTUNITIES**

SUITABILITY  
**WORK IN PROGRESS**

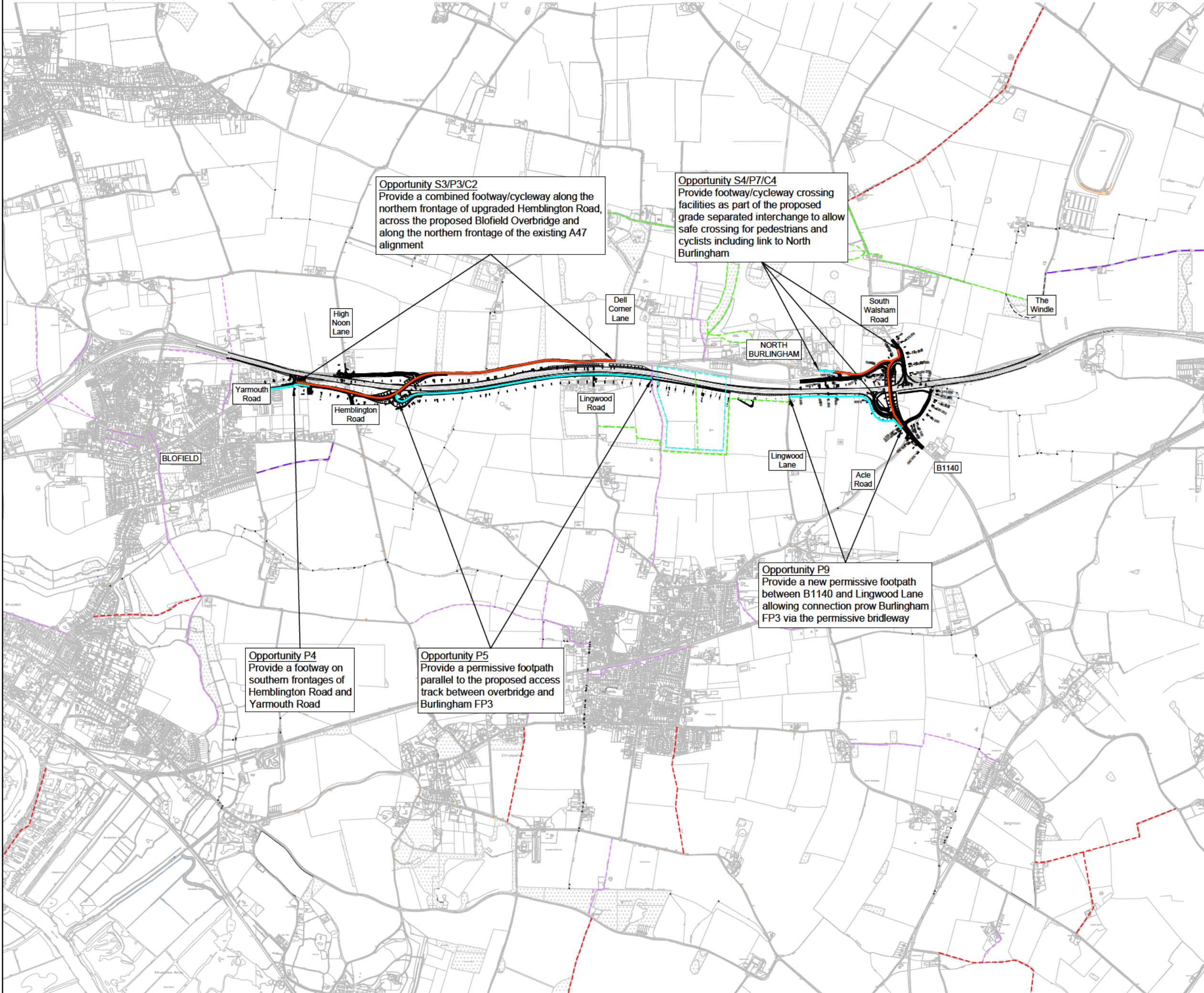
SHEET SIZE	SCALE	STATUS	REVISION
A3	N/A	S0	P01.01

DRAWING NUMBER  
**HE551490-GTY-EPC-000-DR-LX-30001**



## Appendix B.WCH proposed provision

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**Opportunity S3/P3/C2**  
Provide a combined footway/cycleway along the northern frontage of upgraded Hemblington Road, across the proposed Blofield Overbridge and along the northern frontage of the existing A47 alignment

**Opportunity S4/P7/C4**  
Provide footway/cycleway crossing facilities as part of the proposed grade separated interchange to allow safe crossing for pedestrians and cyclists including link to North Burlingham

**Opportunity P9**  
Provide a new permissive footpath between B1140 and Lingwood Lane allowing connection prowl Burlingham FP3 via the permissive bridleway

**Opportunity P4**  
Provide a footway on southern frontages of Hemblington Road and Yarmouth Road

**Opportunity P5**  
Provide a permissive footpath parallel to the proposed access track between overbridge and Burlingham FP3

**NOTES**

**KEY TO SYMBOLS**

- Route alignment (indicative)
- Proposed shared footway/cycleway
- Proposed footway/pedestrian link
- Existing Footpaths (PRoW)
- Existing Bridleway (PRoW)
- Existing BOAT (PRoW)
- Lingwood and Strumpshaw Circular Walk
- Burlingham Trails Network

REV	DATE	REVISION NOTE	ORG	CHK'D	APP'D
P01.01	24.07.20	WORK IN PROGRESS	JS	MD	MM

DESIGNER  
**SWECO**

CONTRACTOR  
**GallifordTry**

CLIENT  
**highways england**

PROJECT TITLE  
**A47 BLOFIELD TO NORTH BURLINGHAM DUALLING**

PROJECT STAGE  
**PCF STAGE 3**

DRAWING TITLE  
**WCH PROPOSED PROVISION**

SUITABILITY  
**WORK IN PROGRESS**

SHEET SIZE	SCALE	STATUS	REVISION
A3	N/A	S0	P01.01

DRAWING NUMBER  
**HE551490-GTY-EPC-000-DR-LX-30002**