

**The Greater Norwich Development Partnership Joint Core Strategy
Examination
Written Statement on behalf of Endurance Estates Strategic Land**

Written statement by:

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MATTER 3: Strategy and location for major growth in the NPA (policies 9 and 10, and appendix 5), including consideration of related access and transportation issues (policy 6) and other infrastructure issues

MATTER 3, PART A – OVERALL DISTRIBUTION OF GROWTH

1 Question A1: Are the absolute and comparative quantities of growth distributed to the main locations the most appropriate and are they founded on a robust and credible evidence base?

1.1 The distribution of development in Joint Core Strategy (JCS) Policy 9 is appropriate and sound.

1.2 Whilst the Government has abolished the burden of the RSS, it is clear that the evidence base to the RSS may remain material. Question 7 of the document attached to the DCLG letter of 6th July 2010 states:

"Authorities may decide to revise their emerging policies in the light of the revocation of Regional Strategies. Where authorities decide to do this they will need to ensure they meet the requirements for soundness under the current legislation."

1.3 The implication is that there is no reason to revisit the RSS or its evidence base if an authority continues to adopt the RSS figures, including the broad distribution of these figures, as in the case of the GNDP. In terms of the main locations for growth i.e within the NPA and outside the NPA the JCS must therefore be sound, having met the tests under the previous RSS examination process. Further, the updated SHMA continues to support the RSS and further supports the GNDPs approach.

1.4 The distribution within the two main areas reflects settlement hierarchy and infrastructure issues, therefore responding to the need for sustainable development, as well as being community responsive by reflecting political aspirations. All of these elements are valid material considerations in respect of the LDF, in accordance with PPS 12.

- 1.5 In respect of the distribution within South Norfolk, Wymondham is clearly a location where sustainable development can be accommodated, to support the existing town and to provide residential and employment growth of a minimum of 2,200 dwellings and around 15 ha of employment land which is well balanced against the exiting size of the settlement of just under 6,000 households as well as the existing journey to work patterns - 2001 Census shows that 28% of Wymondham residents work in Wymondham which is comparative to Norwich at 30%. Should the capacity of suitable identified sites be cumulatively greater than 2,200 dwellings, but remain of an appropriate scale for the town, the policy accommodates some flexibility through the ability to redistribute all of part of the 1,800 dwelling requirement for smaller sites to the named growth locations and the associated requirement to consider the housing figures as minimums.
- 1.6 Policy 10 provides an appropriate policy steer towards achieving sustainable development and a number of valid objectives that would guide development to the most appropriate location. Notwithstanding this, we consider that Policy 10 does require some amendment in respect of infrastructure provision in order to made it deliverable and therefore sound. This is covered under Part C.

2 *Question A2: Is this pattern of development deliverable in infrastructure and market terms?*

- 2.1 Please see response under Part C regarding infrastructure. Subject to the policy providing greater flexibility to both maximise opportunities for self-containment of the towns and prioritise pubic transport improvements, certainly in respect of Wymondham, development is deliverable in market terms. This is because of the opportunities to utilise existing infrastructure and existing employment, retail and leisure facilities offered by the town, which makes it possible to develop a viable urban extension in an area where there is relatively strong market demand.
- 2.2 Endurance Estates Strategic Land is progressing proposals for the development of land at South Wymondham. The work has so far demonstrated the potential to accommodate between 800- 900 dwellings. Adjacent land further south is also being promoted by Pelham for the accommodation of a further 500 dwellings. There is capacity for a deliverable development commencing within the next five years of approximately 1,400 dwellings.

3 *Question A3: What flexibility exists within the overall strategy to accelerate / defer development in particular locations if circumstances make this necessary? Is the JCS sufficiently clear on this point and how such flexibility would be achieved?*

- 3.1 The requirement of PPS 12 is that the LDF must ensure that the necessary land is available at the right time and in the right place to deliver the new housing required. Certainly there is no issue in South Norfolk for green field allocations to undermine priorities for the development of previously developed land because of the relative

lack of previously developed land. There would, therefore, be no requirement to include any policy to facilitate a deferral of the development of the allocated Greenfield sites for this reason.

- 3.2 The issue therefore lies with flexibility relative to infrastructure provision and to this extent we currently consider that the JCS is poorly worded given the opportunities that existing to deliver some development in advance of identified infrastructure requirements. This is covered in Matter 3 Part C.

4 *Question A4: What is meant in practice by para 6.17 (under the heading ‘key dependencies’) ‘There must be a clear commitment to fund and implement the infrastructure as identified in the policy before land is released for major growth’. Does the JCS clearly identify such key dependencies in respect of each growth location, or effectively identify the mechanism(s) through which such dependencies will be identified?*

- 4.1 Paragraph 6.17 read alongside Policy 10 is clear in respect of the key dependencies and provides some flexibility to commit to funding and implementation in a phased manner, rather than before all development commences. This flexibility also allows for the implementation of interim measures, should unforeseen delays result in respect of the total quantum of development. For example, cumulatively development along the A11/A47 corridor may require improvements to the Thickthorn junction but some of the locations, in particular Wymondham, could be delivered without these improvements being implemented (see response to Matter 3C).

- 4.2 Nevertheless, despite the clarification given by paragraph 6.17 there is scope to misinterpret the policy because of the terminology used. This matter is also linked to the Community Infrastructure Levy (CIL) issue. We would suggest that the words " ... is dependent on expanded capacity of the A11/A47 Thickthorn junction and ..." are deleted. Reference to the impact can be made within the bullets to cover the CIL point on cumulative impact but a 'dependency' should not be referenced.

5 *Question A5: Is the aim of the 3rd bullet point of policy 10 to convey the objective of ‘integrating well with neighbouring areas while also contributing to a higher level of self-containment for the host town/ community’?*

- 5.1 Yes - This must relate to urban extensions, which in themselves are not of a scale and would not have the capacity to achieve self containment, but in integrating well with the host town, and delivering an appropriate mix and form of development, could contribute to the overall self-containment of that host town through contribution to community facilities and the local economy to enhance the settlement and its self containment.

6 ***Question A6: To demonstrate compatibility with the Community Infrastructure Levy Regulations 2010, should the second sentence of policy 10 read something to the effect that “development will achieve highest standards of design and provide for the necessary infrastructure and services which it generates in accordance with the Community Infrastructure Levy Regulations 2010. Some of these improvements may bring knock-on improvements to existing communities”?***

6.1 We would suggest a slight rewording:
“development will achieve highest standards of design and provide for the necessary and related infrastructure and services which it generates in accordance with the Community Infrastructure Levy Regulations 2010. Some of these improvements may bring wider benefits to existing communities and integration will therefore be an important design principle”?

MATTER 3, PART C
OTHER MAJOR GROWTH LOCATIONS IN POLICY 10: WYMONDHAM

7 Question A: Does the Joint Core Strategy (JCS) make clear, justified and effective growth proposals for the town?

7.1 Wymondham is identified as one of the four Main Towns in the Joint Core Strategy and is the largest settlement in South Norfolk (current population approximately 13,000 (Source: Welcome to Wymondham a Mini Guide by Wymondham Town Council). The town is well placed in the settlement hierarchy and has few constraints to development/expansion.

7.2 The town is already characterised by a relatively high degree of self-containment because of its distinct character coupled with the wide range of services and facilities offered, as summarised below:

- Town centre - has a good range of shops, a library and central hall, pubs, cafes and regular markets;
- Employment - a strong employment base has been maintained with a number of large employment areas / industrial estates around the town including the Norfolk Constabulary's Operational Communications Centre, Wymondham business park and Gateway 11;
- Education provision - there are primary schools, Wymondham College and Wymondham High School;
- Food shopping - There are Waitrose and Somerfield stores; and
- Leisure and Recreation - There is Wymondham Leisure Centre with swimming pool, playing fields and tennis courts at Kett's Park and other recreation facilities, Tolls Meadow Nature Reserve, Riverside, walks and the lizard walk.

7.3 The draft sustainability appraisal relating to the regulation 25 consultation notes that: *“Wymondham is further from the concentration of economic activity in Norwich, it is a successful employment location in its own right, and new development will help to support the local services and economic activity already established at Wymondham, and nearby”* (page 317 to 318). This statement is evidenced by the 2001 Census which provides details of Journey to Work statistics, demonstrating that there is a relatively high degree of resident/employment containment within the town, in fact Wymondham is comparative to Norwich in this respect.

Mode	% Split
Wymondham	28%
Norwich	30%
Attleborough	2%
Breckland - Other	5%
Broadland	4%
Burgh and Haverscroft	2%
Dereham	2%
Cringleford	2%
Hetherset	2%
Mulbarton	6%
Other	8%
South Norfolk - Rural	9%
Total	100.0%

Table 1 – Wymondham (Town and Abbey Wards) - Journey to Work Destinations

- 7.4 The town is thriving in many ways, not just in relation to employment. This is illustrated by the recent Waitrose store development and well regarded secondary school. The town has its own leisure centre, with swimming pool, and a new library. The wide range of facilities on offer suggests that the majority of education, food shopping, personal business and local leisure journeys will be contained within Wymondham.
- 7.5 As a matter of principle therefore, the historic market town provides a sustainable location for growth with significant opportunities to encourage further self-containment through development. The strategy to accommodate further development at Wymondham is clearly justified.
- 7.6 The question therefore turns to the scale of development and the effectiveness of growth proposals, given the constraints within and on the periphery of the town and the existing and potential capacity of infrastructure.
- 7.7 The town has very few opportunities for development within the urban area, which is acknowledged by the JCS and highlighted by the SHLAA. However, its periphery is not constrained by national landscape or ecological designations. There are areas of constraint imposed by the River Tiffy and the associated Tolls Meadow Nature Reserve on the western edge of the town as well as The Lizard County Wildlife site on the south-eastern edge of the town alongside the dismantled railway. The A11 also provides a significant barrier to the east. However, in terms of constraining designations and hard landscape features, large areas of unconstrained land could be made available to the north and south of Wymondham.
- 7.8 The JCS does highlight a number of other sensitivities in terms of settlement identity, specifically:
- The potential for coalescence with Hetherset; and
 - The historic setting of the town and Abbey

7.9 In respect of the former, the Landscape Character Assessment undertaken by Land Use Consultants on behalf of South Norfolk (2006) includes much of the land on the periphery of Wymondham within character type 'D1: Wymondham Settled Plateau Farmland'. The Assessment evaluates 'significant landscape assets' and identifies as a local asset:

"Very important strategic break(s) between Wymondham - Hethersett - Cringleford and Norwich." (Volume 4, Section 15, page 76)

7.10 In terms of sensitivities and vulnerabilities of this character area the Character Assessment states:

"the potential for settlement coalescence particularly associated with the vulnerable A11 corridor or B1172 between Wymondham and Hethersett."

7.11 In respect of the Abbey setting, the Landscape Assessment considers that the main sensitivity and vulnerability is *"developments that intrude upon the view to important landmarks e.g. Wymondham Abbey of the City of Norwich."*

7.12 Further the JCS raises important issues in respect of connectivity to the town and potential to maximise rail connections. These justifiably relate to the potential to support the town and maximise opportunities to maintain or improve levels of self-containment, in accordance with PPS 1.

7.13 There is potential to accommodate a significant level of development at south Wymondham, at least 1,500 dwellings without significant transportation improvements, which would support in general terms the JCS in terms of opportunities for effective growth proposals.

7.14 The JCS policy to allocate a minimum 2,200 dwellings at the town, alongside the identification of a number of spatial factors that need to be considered, including the Wymondham - Hethersett gap, is supported and justified. To this extent therefore the JCS does make clear, justified and effective growth proposals.

8 *Question B: What are Wymondham's critical infrastructure dependencies and can growth there take place within the timescale set out on P111 of the JCS?*

8.1 The main key dependencies identified within the JCS for growth at Wymondham are:

- Expanded capacity at the Thickthorn junction
- Enhanced bus services (see question K)
- Provision of new education facilities

For Wymondham, the JCS identifies the development of 185 dwellings per annum from 2014 onwards.

8.2 The JCS Appendix 8 page 120 suggests that the widening of the existing rail over road bridge at Station Road is critical to the growth locations of Wymondham and recommends for improvements to the bridge may be required depending on the

growth locations determined but the site specific allocation stage of the LDF. We do not agree with this conclusion. Should new development be focused at south Wymondham the developer / land owner interest controls sufficient land at the Station Road / Rightup Lane / Silfield Road mini roundabout junction to provide a junction improvement scheme that does not require the widening of the existing bridge and as such this is not critical to the Wymondham growth location. This reference should be deleted from the JCS.

Expanded capacity at the Thickthorn junction

- 8.3 The JCS states that new development along the A11 corridor (including at Wymondham) is dependent on improvements to the A11 / A47 Thickthorn junction. Appendix 8 of the JCS estimates that the junction improvement will be in place by 2016, when about 600 dwellings, of the 2,200 dwellings at Wymondham, will be developed.
- 8.4 Para 3.3.6 of Background Paper 7 discusses the Thickthorn roundabout and identifies it as a key junction on the corridor. It states that the key issue for NATS is that “*the junction can accommodate reliable public transport services*” and it is likely that there will be an improvement to primarily address Highways Agency concerns; the A11 and A47 are both trunk roads and as such the responsibility of the Highways Agency. Appendix B of Background Paper 7 confirms that the suggested interventions to the A11 corridor, including the Thickthorn junction, are not dependent on delivery of the northern distributor road.
- 8.5 It is clear that GNDP is satisfied that there is a deliverable improvement to the Thickthorn junction and it is understood that the Highways Agency and its consultants are in the process of drawing up feasibility stage improvements (including ball park cost estimates) to ensure public transport priority and to mitigate the cumulative impact of the JCS. This work will be reported either in the Highways Agency’s own statement to the Examination and / or in a Statement of Common Ground with the GNDP. Endurance Estates would therefore like to reserve its right to review and comment on the Highways Agency’s submissions.
- 8.6 It should be noted that the JCS evidence base to date has not quantified the level of impact from specific growth locations (e.g. Wymondham) and compared this with existing traffic flow queues and delays at the Thickthorn junction both with the future year ‘*without the JCS Growth and Sustainable Interventions*’, and future year ‘*with JCS and Sustainable Interventions*’. Endurance Estates has sought to quantify (broadly) the amount of additional traffic generated by some 2,200 homes at Wymondham that would route through the Thickthorn junction during the AM peak hour. This work has been supported by opportunities for strong travel plans to achieve sustainable travel patterns and contribute to modal shift (see question K): Wymondham’s existing rail connections and the possibility of providing a complementary bus rapid transport system would help to a certain extent to alleviate traffic impact on the strategic transport network. The traffic impact analysis has been done in three stages:

- Development generated traffic generation;
- Modal shift for existing residents of Wymondham through enhanced public transport provision as a result of development; and
- Development generated traffic minus modal shift = traffic impact at the Thickthorn junction

The details are attached at Appendix 1.

- 8.7 The overall development in the JCS combined with background growth may well require an improvement to the Thickthorn junction (although GNDP / the Highways Agency still need to demonstrate this), however some 2,200 dwellings at Wymondham is only likely to generate 150 additional vehicular trips through the junction or 7% of the projected increase in traffic (or 4% increase on June 2010 traffic flows).
- 8.8 The Highways Agency's statements to the Examination and ongoing work, need to identify the design of the improvement scheme along with a robust cost estimate, funding sources, phasing and a mechanism for identifying proportional contributions from development. Subject to the outcome of this work, it may be appropriate for development at Wymondham to either make its proportional contribution to the improvement scheme or implement phased works that deal specifically with impact from development at Wymondham. Either way, it is clear that development at Wymondham is not dependent on delivery of a wider improvement at the Thickthorn junction.
- 8.9 Wymondham is therefore in an ideal location for early delivery of housing with much of the infrastructure required already in place and growth can therefore take place within the timescales set out in p111 of the JCS.

Provision of Education Services

- 8.10 There are less than 6,000 households within Wymondham. The fact that the town has a secondary school which is at capacity is a demonstration of the success of the school and its popularity, drawing students from a wide catchment area. Whilst there are constraints in respect of expansion of the existing secondary school, this is not sufficient reason to delay or limit development at a sustainable location.

9 *Question C: If the JCS is unsound in relation to Wymondham, are there any specific changes that would render it sound? (It would be necessary to consider whether these require further consultation or sustainability appraisal.)*

- 9.1 For the reasons presented above we consider the JCS requires greater flexibility in terms of its references to the Thickthorn junction but is otherwise sound. These changes would not require further SA.

- 10** *Question K: In light of the comments above (see key matters and questions) can these growth locations effectively support objective 7 on p27 of the JCS (enhancing transport provision to meet the needs of existing and future populations while reducing travel need and impact)? Is there a clear and convincing strategy to ensure that adequate bus provision will be made in line with housing growth at a stage sufficiently early to influence travel patterns? What are the expected timetables and funding sources for achieving the NATS public transport proposals for the corridor and are these likely to be delivered?*
- 10.1 The A11 corridor, especially the section between Wymondham and Norwich, is already well served by public transport. The draft sustainability appraisal for the Regulation 25 stage consultation on the JCS recognises that Wymondham is “*served by the best performing public transport corridor within the urban area of Norwich*” (page 312).
- 10.2 Wymondham has a rail station and the TOC (National Express) offers direct, frequent and regular rail services to Norwich. The existing service frequency and journey times from Wymondham Station is summarised at Appendix 2. With regards to car parking provision at the station, Network Rail’s Great Anglia Route Utilisation Strategy (2007) confirms that car parking is present at / near the station and that the car park has at least 10% spare peak utilisation. There are also currently a number of bus services between Wymondham and Norwich, also listed at Appendix 2.
- 10.3 In summary, there are 12 public transport services (train or bus) leaving Wymondham and arriving at Norwich in the morning peak hour; 6 of these are direct routes. Services leave Wymondham at 07:29, 07:39, 07:49 (train), 07:49, 07:49 07:57, 07:59, 08:04, 08:09, 08:14 (train) 08:19, 08:37 thus already offering at least a 10 minute direct frequency public transport service between Wymondham and Norwich during peak times.
- 10.4 The Norwich Area Transportation Strategy Implementation Plan Report in Response to Inspectors Comments following Exploratory Meeting (Background Paper No 7) states in paragraph 3.3.1 that the existing reliability of bus services along the A11 corridor between Wymondham and Norwich is good and is one of the highest compared to other radial routes into Norwich (bus services along corridors from the south perform the best at 82% - 86% in time (2006 / 2009) compared to corridors from the north performing at 69% - 73% over the same period).
- 10.5 To support high frequency bus services, bus priority measures are normally required especially where there is traffic congestion. Para 3.3.5 of Background Paper 7 confirms that the A11 Newmarket Road corridor already has a high level of bus priority and this has been further enhanced with the completion of the extension of the existing inbound bus lane in May 2010 and that several additional locations along Newmarket Road have been identified where small lengths of priority / junction modification could be provided.

- 10.6 It should be noted that, having regard to the paragraphs above, it is reasonable to conclude that buses on the A11 corridor between Wymondham and Norwich are not currently held up significantly by traffic congestion.
- 10.7 Para 3.3.3 of Background Paper No 7 suggests that the key transport intervention related to growth along this corridor is the future establishment of a BRT service linking Wymondham with Norwich via Hethersett and Cringleford. The BRT will ultimately provide a turn up and go service operating at a minimum 10 minute frequency during the day. Para 3.3.3 goes on to say that this level of service is likely to be provided through the enhancement of existing services on this corridor as opposed to simply overlaying new dedicated services for the growth areas on top of existing bus services.
- 10.8 Para 3.3.4 of Background Paper 7 deals directly with Inspector's Matter 3 Part C K. It confirms that the Sustainability Assessment did not consider the 'in combination' effect of all three growth locations on the A11 corridor. Further assessment of the corridor shows that there are about 8,800 existing households at Wymondham and Hethersett (ignoring the potential of Cringleford) plus 2 strategic employment areas at Wymondham and Colney. Adding the proposed 4,400 new homes to the existing 8,800 homes provides a total market in excess of 13,000 homes. This is well above the 10,000 units that could be reasonably expected to support a viable BRT Corridor.
- 10.9 Endurance Estates acknowledges that a high quality public transport connection between Wymondham and Norwich is important. However, it is apparent that much of this infrastructure is already in place (existing frequent public transport services – bus and rail) and bus priority (especially along the A11 Newmarket Road corridor)). Clearly, as new development comes forward in Wymondham it should be expected to contribute to the rationalisation and enhancement of existing bus services (both in terms of service frequency and vehicle specification) and finalising the A11 Newmarket bus priority corridor. Appendix B of Background Paper 7 suggests a corridor phasing table and Endurance Estates can support the general thrust of “ramping up” bus service enhancements in relation to growth although clearly the detail of this is better dealt with through subsequent infrastructure development plans, Site Specific Allocations and planning applications / legal agreements.
- 10.10 Consequently it is possible to conclude, based on the evidence that the Wymondham growth location is justifiable in its potential to encourage modal shift and that it can support the JCS public transport strategy in line with the timescales identified.

Appendices

Appendix 1: Traffic Generated by 2,200 additional dwellings at Wymondham & the effect on the Thickthorn junction

Page 13-14

Appendix 2: Public transport services: Wymondham

Page 15-16

APPENDIX 1: Traffic Generated by 2,200 additional dwellings at Wymondham & the effect on the Thickthorn junction

Development Generated Traffic Generation

- Average trip rates for all dwelling types allowing for modal shift of say 15% - 0.1 arrivals and 0.40 departures (total of 0.5) per home;
- Total traffic generation of 2,200 homes – 220 arrivals and 880 departures (total of 1,100);
- Employment bound traffic through Thickthorn junction – some 46% of all residential generated car traffic are commuting journeys in the AM peak (Source: National Travel Survey) and some 35% of Wymondham car driver journeys to work are to Norwich / Broadland – so $46\% \times 35\% = 16\% = 35$ arrivals and 142 departures (total of 177);
- Education traffic through Thickthorn junction – some 23% of all residential generated car traffic are education related journeys in the AM peak (Source: National Travel Survey) and it is assumed that some 5% route through the Thickthorn junction – so $23\% \times 5\% = 1\% = 3$ arrivals and 10 departures (total of 13);
- Other traffic through Thickthorn junction – some 31% of all residential generated car traffic are other journey purposes in the AM peak (Source: National Travel Survey) and based on a simple gravity model around 22% will have an origin or destination in the Norwich area and thus route through the Thickthorn junction – so $31\% \times 22\% = 7\% = 15$ arrivals and 60 departures (total of 75); and
- Total development generated traffic through Thickthorn junction = 53 arrivals and 212 departures (total of 265 which equates to some 24% of all traffic generated by new residential development in Wymondham).

Modal Shift

- Existing situation – 13,000 population / 2.4 people per dwelling = 5417 dwellings X trip rates excluding 15% modal shift X 24% through Thickthorn junction = 150 arrivals and 600 departures (total of 750);
- Modal shift of 10% = reduction of traffic through Thickthorn junction = 15 arrivals and 60 departures (total of 75);
- Modal shift of 15% = reduction of traffic through Thickthorn junction = 22 arrivals and 90 departures (total of 112);
- Modal shift of 20% = reduction of traffic through Thickthorn junction = 30 arrivals and 120 departures (total of 150);

Traffic Impact

- Total development generated traffic through Thickthorn junction = 53 arrivals and 212 departures (total of 265 and 24% of all traffic generated by new development)
- Less
- Modal shift of 15% = reduction of traffic through Thickthorn junction = 22 arrivals and 90 departures (total of 112)

- Traffic Impact = 30 arrivals and 122 departures (total of 152)

Conclusion

Therefore, some 2,200 homes at Wymondham may result in some 150 additional vehicles routing through the Thickthorn junction (around 30 arrivals and 120 departures).

The A47 Southern Bypass Junctions Capacity Assessment Report (Transport Document Ref T2) looks at AM Peak traffic flows at the Thickthorn junction in the 2006 base situation and the 2027 future year (do something scenarios). TRADS survey data has also been obtained for June 2010 on the A11 between Wymondham and Norwich.

The traffic flows have been summarised in the table below:

Table 2 – Traffic Flows on the A11 (West of the Thickthorn Junction)

	A47 Southern Bypass Junctions Report			TRADS June 2010	2,200 dwellings @ Wymondham	% Impact of 2,200 dwellings & @ Wymondham compared with		
	2006	2027	Inc 2006 - 2027			2006	Inc 2006 - 2027	June 2010
NE bound	1,604	2,719	1,115	1,930	122	7.6%	10.9%	6.3%
W bound	1,073	2,071	998	1,820	30	2.8%	3%	1.6%
Total	2,677	4,790	2,113	3,750	152	5.7%	7.2%	4%

This shows that some 2,200 dwellings at Wymondham may result in around 7% of the projected increase in traffic at the Thickthorn junction between 2006 and 2027 and 4% increase when compared with the June 2010 surveys.

APPENDIX 2 PUBLIC TRANSPORT SERVICES: WYMONDHAM

Table 3 – Wymondham Rail Station – Destinations and Frequencies

Destination	Mon – Friday Daytime Frequency	Typical Journey Time
Norwich	2 per hour	15 - 20 minutes
Attleborough	1 per hour	6 minutes
Thetford	2 per hour	20 minutes
Ely	2 per hour	45 minutes
Cambridge	2 per hour	1 hour, 5 minutes

Source: The Trainline

Table 4 – Local Bus Services

Stop	Service	Route	Daytime Frequency		
			Mon - Fri	Sat	Sun
Silfield Road	14/14a	Silfield – Wymondham - Norwich	1 per hour	1 per hour	-
	6	Norwich – Wymondham - Watton	1 per hour	1 per hour	-
Wymondham Town Centre, Opposite 'The Cross'	9	Wymondham - Norwich	1 per hour	-	-
	13	Attleborough – Wymondham - Norwich	1 per hour	1 per hour	-
	14b	Norwich – Wymondham - Norwich	1 per hour (1838-2338)	1 per hour (1838-2338)	1 per hour
	15	Wymondham Harts Farm – Norwich City Centre	1 per hour	1 per hour	-
	15a	Wymondham - Norwich	1 per hour	1 per hour	-
	805	Wreningham - Wymondham	1 return journey, Friday only	-	-
	806	Bawburgh – Barnham Broom - Wymondham	1 return journey, Friday only	-	-
	905	Wymondham – St Thomas More School, Norwich	1 School Service	-	-

Source: Traveline

Table 4 Public Transport Times – Wymondham – Norwich AM Peak

Service	W'ham Station / Cross	Norwich BS / TS	Typical Journey Time
Train	07:09 07:49 08:14 08:58	07:30 08:13 08:30 09:13	15 – 20 minutes
14 incl A and B / 15 incl A Via Hethersett	06:19 06:49 07:09 07:29 07:39 07:49 07:59 08:09 08:19 08:39	06:48 07:18 07:44 08:04 08:14 08:26 08:36 08:44 08:54 09:14	35 – 40 minutes
6 Direct	07:57 08:37	08:22 09:00	22 – 25 minutes
9 Services to Hospital during AM peak			
13 Direct	07:14 07:34 07:49 08:04 09:14	07:38 07:58 08:13 08:30 09:38	

Note: Figures in bold are services arriving in Norwich between 08:00 – 09:00