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Transport Assessment

Anglia Square, Norwich

Iceni Projects Limited on behalf of Weston Homes Plc

March 2022

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BEHALF OF WESTON HOMES
PLC

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Transport Assessment
ANGLIA SQUARE, NORWICH

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Icen Projects Ltd on behalf of Weston Homes Plc (the Applicant) in support of a hybrid (part full/part outline) planning application, (the Application), submitted to Norwich City Council (NCC) for the comprehensive redevelopment of Anglia Square and various parcels of mostly open surrounding land, (the Site), as shown within a red line on drawing 'ZZ-00-DR-A-01-0200'.
- 1.2 The Site is located in a highly accessible position within the northern part of Norwich City Centre and comprises a significant element of the Anglia Square/Magdalen Street/St Augustines Large District Centre, (the LDC). It is thus of strategic importance to the City, and accordingly has been identified for redevelopment for many years within various local planning policy documents, including the Northern City Centre Area Action Plan 2010, (NCCAAP), (now expired), the Joint Core Strategy for Broadland, Norwich and South Norfolk 2014, (JCS), and NCC's Anglia Square and Surrounding Area Policy Guidance Note 2017, (PGN). The Site forms the principal part of an allocation (GNLP 0506) in the emerging Greater Norwich Local Plan (GNLP).
- 1.3 This application follows a previous application on a somewhat smaller development parcel, (NCC Ref. 18/00330/F) made jointly by Weston Homes Plc as development partner and Columbia Threadneedle Investments, (CTI), the Site's owner, for a residential-led mixed use scheme consisting of up to 1,250 dwellings with decked parking, and 11,000 sqm GEA flexible ground floor retail/commercial/non-residential institution floorspace, hotel, cinema, multi-storey public car park, place of worship, and associated public realm and highway works. This was subject to a Call-in by the Secretary of State (PINS Ref. APP/G2625/V/19/3225505) who refused planning permission on 12th November 2020, (the 'Call in Scheme').
- 1.4 In April 2021, following new negotiations with Site owner CTI, Weston Homes decided to explore the potential for securing planning permission for an alternative scheme via an extensive programme of public and stakeholder engagement, from the earliest concepts to a fully worked up application. The negotiations with CTI have secured a "Subject to Planning" contract to purchase the Site, (enlarged to include the southeastern part of Anglia Square fronting Magdalen Street and St Crispins Road), which has enabled a completely fresh approach to establishing a redevelopment scheme for Anglia Square. This has resulted in a different development brief for the scheme, being to create a replacement part of the larger LDC suited to the flexible needs of a wide range of retail, service, business and community uses, reflective of trends in town centre character, integrated with the introduction of homes across the Site, within a highly permeable layout, well connected to its surroundings.

- 1.5 The new development proposal seeks to comprehensively redevelop the Site to provide up to 1,100 dwellings and up to 8,000sqm (NIA) flexible retail, commercial and other non-residential floorspace including Community Hub, up to 450 car parking spaces (at least 95% spaces for class C3 use, and up to 5% for class E/F1/F2/Sui Generis uses), car club spaces and associated works to the highway and public realm areas (the Proposed Development). These figures are maxima in view of the hybrid nature of the application. This proposes part of the scheme designed in full, to accommodate 367 dwellings, 5,808 sqm non-residential floorspace, and 146 car parking spaces (at least 95% spaces for residential use, and up to 5% for non-residential use), with the remaining large part of the Site for later detailed design as a “Reserved Matters” application, up to those maxima figures.
- 1.6 This TA provides NCC, and Norfolk County Council (NCoC) as the local highway authority, with the necessary assessments and analysis of the Proposed Development from a transport and highways perspective.
- 1.7 Regarding the transport / highways element of the Call in Scheme, NCoC Highway Authority provided consultee comments which stated that the site is located “*in a highly sustainable location with all facilities within easy walking and cycling distance*” and also that “*whilst the development is adjacent to the strategic highway network, the traffic impact on the network will be minimal due to reduced parking provision for the residential element of the scheme and the presence of a travel plan as well as its proximity to local facilities*”. As a result, the highway authority recommended no objection to the application subject to conditions.
- 1.8 NCC Transportation team also provided consultee comments on the Call in Scheme application, which again resulted in them having no objection on highway grounds subject to various highway improvement / mitigation measures.
- 1.9 Prior to the submission of this application, Icen Transport have held extensive pre-application discussions with both NCC and NCoC. A high level Scoping Note (SN) was produced and sent to provide specific highway related details, as will be referred to throughout this TA, and a number of meetings / discussions also took place.
- 1.10 The pre-application responses will be referred to throughout this report as necessary, with the SN and subsequent response from NCC and NCoC included at **Appendix A1** for reference.
- 1.11 The methodology used in the preparation of this Transport Assessment (TA) follows the document ‘Travel Plans, Transport Assessments and Statements in decision taking’ (March 2014), which forms part of the National Planning Practice Guidance, in addition to the relevant NCoC guidance.

1.12 The following content of this report is arranged as follows:

- **Section 2** provides an assessment of the existing site conditions, incorporating a description of the existing site use, local highway network, highway safety assessment, public transport accessibility, cycling and walking facilities;
- **Section 3** provides an overview of relevant national, regional and local policies and outlines how the Proposed Development accords with these;
- **Section 4** provides a description of the development proposals, including local changes to the highway network, access, parking, servicing and refuse collection arrangements;
- **Section 5** includes an assessment of the trip generation associated with the Site;
- **Section 6** provides a summary and draws conclusions.

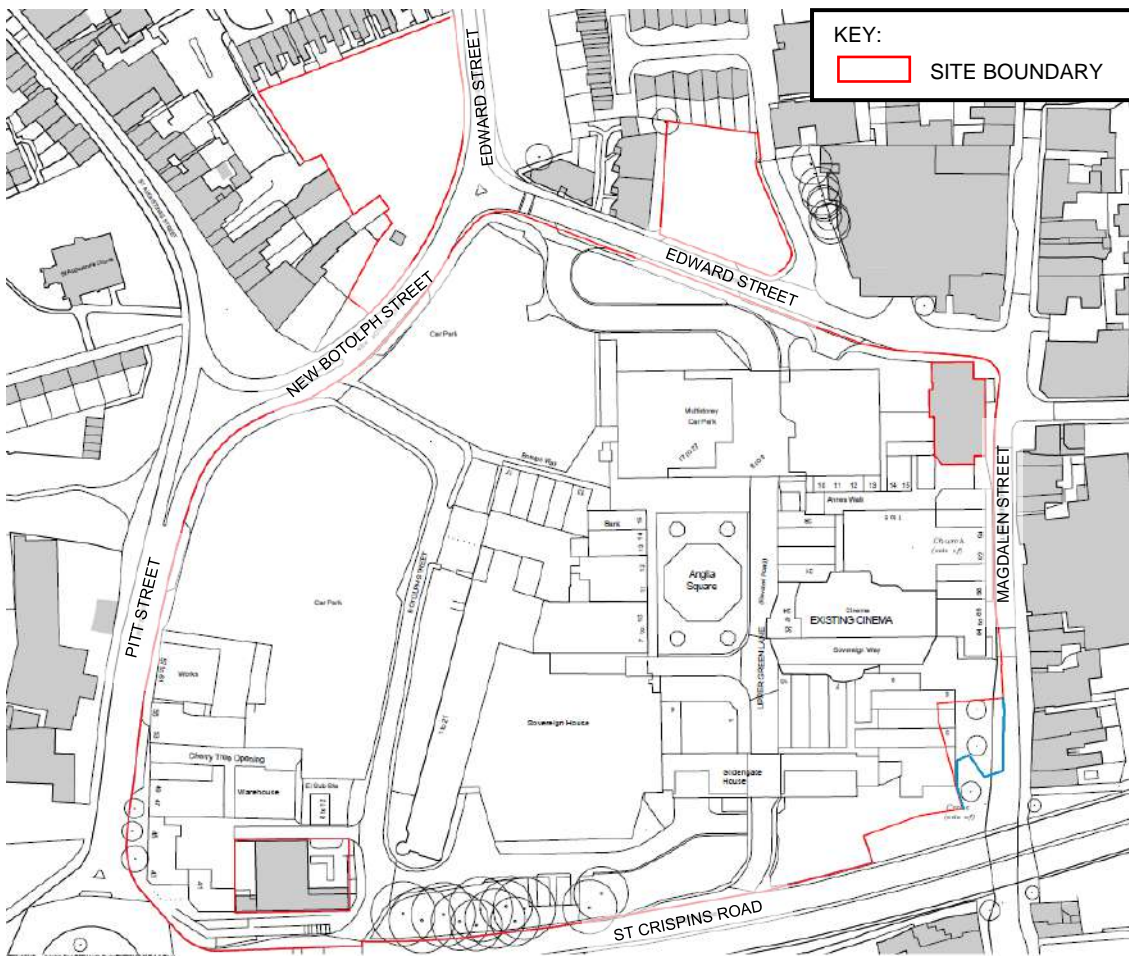
2. THE SITE AND SURROUNDINGS

Site Description

2.1 The main site area (Anglia Square) is bounded by New Botolph Street and Pitt Street to the west, Edward Street to the north, Magdalen Street to the east and St Crispin's Road to the south. The Site comprises the entirety of the land within this area, except for a vacant two storey retail unit (the former Barclays Bank) site within the north-eastern corner of the site and the two storey Surrey Chapel site within the south-west frontage of the site (which are both in separate ownerships). In addition, the Site comprises a parcel of land to the northwest of New Botolph Street/west of Edward Street, and an area of land to the north of Edward Street and west of Beckham Place, both currently used for unsurfaced and surface level car parking.

2.2 **Figure 2.1** shows the Site in the context of its surrounding area.

Figure 2.1 – Site Location and Surrounding Area



2.3 With regard to the existing uses on the Site, these are as follows (along with their respective floor areas, which are shown as gross internal area – GIA):

- Retail / General Sales – 11,655m² GIA
- Food and beverage – 551m² GIA
- Office – 16,161m² GIA
- Assembly and Leisure (cinema and nightclub) – 3,778m² GIA

2.4 Specifically, the on-site management team provided information on the office, nightclub and cinema uses that are present (albeit not open) at the Site. There are two office blocks, Sovereign House, which accommodated approximately 1,000 employees and Gildengate House, 500 employees. The cinema, which closed in 2019, has 4 screens providing a total of 899 seats, and the two night clubs had a total capacity of 1,500 people (1,050 and 450 respectively). Although closed the buildings / accommodation are still present and represent the extant use which, although not likely, could continue operation immediately.

2.5 There are also several public existing car parks located within the Site, as set out in **Table 2.1**.

Table 2.1 Existing Site Car Parks

Car Park	Number of Spaces
Anglia Square Multi Storey Car Park*	721
Car Park 3203	146
Car Park 3204	40
Car Park 3205	15
Car Park 3206	76
Car Park 3207	69**
Car Park 3209	105 (including 5 disabled spaces)
Total	1,172

Notes: *closed in 2012. / **Includes circa 18 spaces located behind hoarding, so this is correct to the best of our ability.

2.6 In summary, there are 6 existing car parks within the Site that remain open and provide a total of 451 spaces, plus there is the multi storey car park which, whilst no longer open, is still classed as a car park and this had 721 spaces, taking the total public car parking across the Site to 1,172 spaces.

2.7 There are also 4 existing dedicated servicing / delivery areas within the Site which accommodate the majority of delivery and servicing trips associated with the shopping centre. These areas also include small amounts of additional staff parking, most of which is not in use. Details of these yards are set out below, with the information provided by the existing on-site management team.

- Main South East Loading Bay – 4 Loading Bays – Approximately 60 movements per day (majority associated with Iceland).
- Smaller South East Loading Bay – 1 Loading Bay and 3 Car Parking Bays – Approximately 10 movements per day.
- QD and Boots Loading Bays – 2 Loading Bays and 6 Car Parking Bays – Approximately 100 movements per day.
- North East Loading Bay – 2 Loading Bays and a Loading Area, plus 22 Car Parking Bays – Approximately 80 movements per day.

2.8 The information provided by the on-site management team therefore shows that with Anglia Square operational as it was in 2021, the dedicated loading areas accommodated a total of approximately 250 movements associated with deliveries and servicing on a typical day.

2.9 Although considered later in the TA, it is worth reiterating these movements relate largely to the commercial use still in operation and would have been greater when the night clubs, cinema and offices were open.

Surrounding Highway Network

2.10 The local highway network predominantly consists of A and B classified roads, along with local roads. The A147 St Crispins Road runs parallel to the Site along its southern frontage, and is a dual carriageway which forms part of the Norwich Inner Ring Road. St Crispins Road provides vehicular access to the Site via Botolph Street and Upper Green Lane, both of which are left-in only.

2.11 From St Crispins Road, Botolph Street continues one-way northbound across the Site, providing access to Cherry Lane, an internal service road, to parking associated with the Surrey Chapel and the units fronting onto Pitt Street, as well as to two surface car parks. Botolph Street then connects with New Botolph Street via a left turn only junction.

2.12 Likewise, Upper Green Lane takes access from St Crispins Road on the flyover and continues one-way northbound through the Site, providing access to the MSCP and the northern surface car park previously mentioned, before forming a two-way working priority junction with Edward Street.

2.13 Edward Street continues to run across the northern boundary of the Site (with the exception of the separate parcels of land previously mentioned) and then forms a 'left in, left out' junction with Magdalen Street to the east, with the exception of buses / taxis which can turn right down Magdalen Street. To the west, Edward Street also forms a 'left in, left out' junction with New Botolph Street, with Edward Street continuing northbound (i.e. the left in).

- 2.14 Heading south of this junction, New Botolph Street connects with the A1402 Pitt Street, which bounds the Site to the west. This road has two lanes travelling southbound towards the roundabout junction with St Crispins Road / Duke Street, and one lane travelling northbound which becomes a one-way link to St Augustines Street at the junction with New Botolph Street. A1402 Pitt Street gives access to the Outer Ring Road and A140 Cromer Road to the north towards Norwich International Airport.
- 2.15 Magdalen Street bounds the Site to the east, and runs one-way northbound with a southbound bus and cycle only lane from the junction with Edward Street to the junction with Colegate to the south of the Site. To the north Magdalen Street gives access to A1151 Magdalen Road, which connects to B1150 Magdalen Road and A1151 Sprowston Road, both of which give access to A1402 Outer Ring Road.
- 2.16 Several of these roads are subject to a 20mph speed restriction to increase traffic calming. The posted speed limits of the local roads are as follows (at the time of writing this report):
- St Crispins Road – 30mph
 - Magdalen Street – 20mph
 - Edward Street – 20mph
 - New Botolph Street – 20mph
 - Pitt Street – 20mph
- 2.17 During the scoping discussions, it was agreed with NCC and NCoC to undertake three independent traffic surveys in the form of automatic traffic counts (ATCs), on St Crispins Way, Pitt Street and Edward Street. The purpose of these three ATCs were to compare the observed traffic data at this present time (end of 2021), with the data collected in 2016 as part of the previous application.
- 2.18 The surveys were undertaken in November 2021 and showed a reduction in total vehicle movements in all three locations when compared against the November 2016 data. This was presented to the two authorities and it was thus agreed that no further surveys would be required, and the use of 2016 data would be appropriate if and where necessary.
- 2.19 The 2021 ATC data, in comparison to the 2016 data, is summarised in **Table 2.2**, showing the recorded daily two-way traffic flows.

Table 2.2 2016 / 2021 Traffic Flow Comparisons

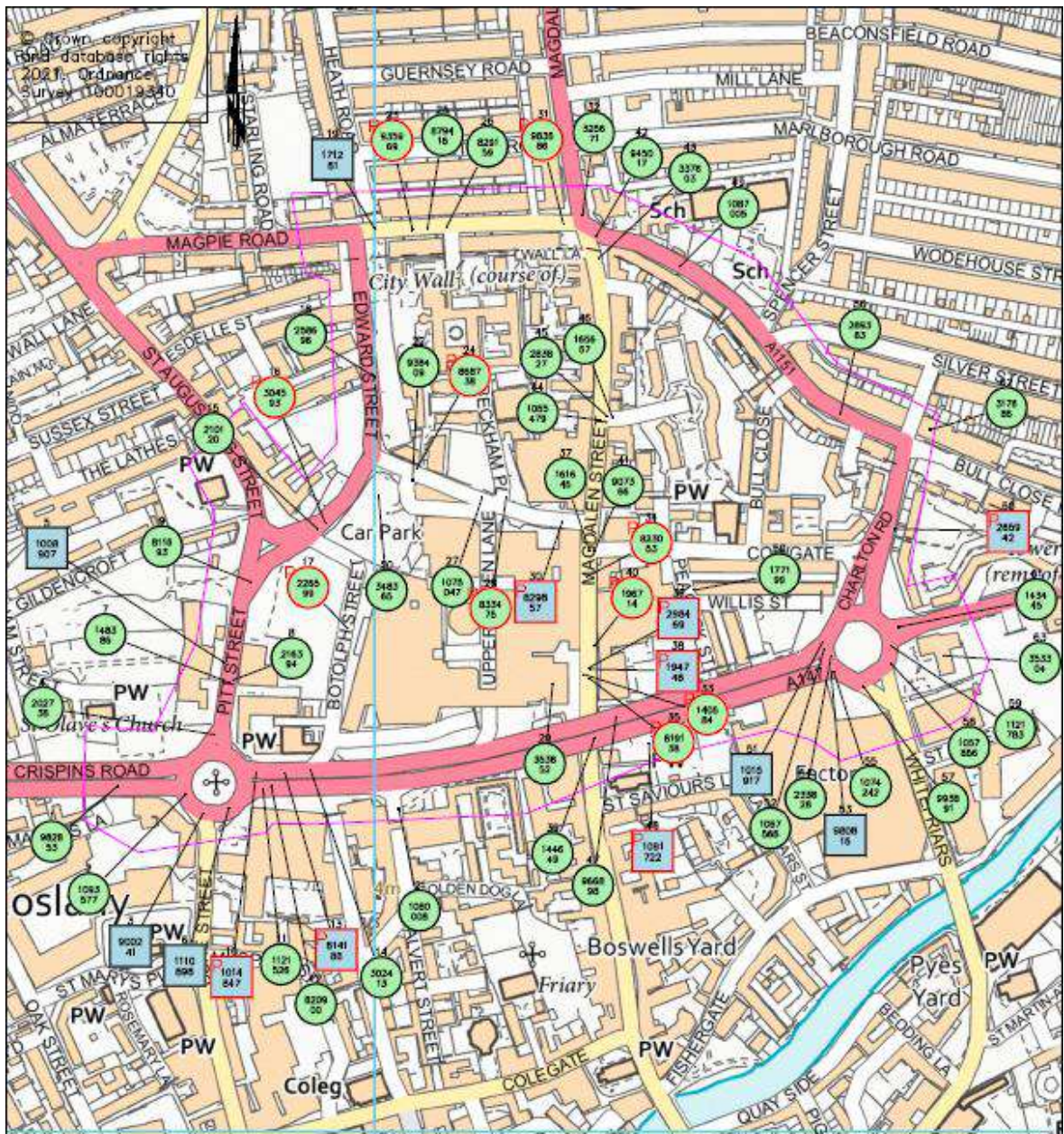
Road	2016 Data	2021 Data	Difference	% Difference
Pitt Street	20,271	17,602	-2,669	-13%
Edward Street	12,318	9,911	-2,407	-20%
St Crispins Road	25,192	24,549	-643	-3%

2.20 Highway boundary information has also been obtained from NCoC to detail the extent of adopted highway on the local network. This has shown that all local roads are adopted highway and as a rule predominantly extends to the back of footway. The adopted highway is shown in full at **Appendix A2**.

Highway Safety Assessment

2.21 In order to assess the safety of the existing highway network surrounding the Site, personal injury collision (PIC) data has been obtained from NCoC for the latest 5 years available at the time of writing. The locations of the collisions within the area covered by the data are shown in **Figure 2.2** and full details of the PICs is attached at **Appendix A3**.

Figure 2.2 – PIC Locations



2.22 Over the 5 years surveyed, a total of 63 collisions have occurred. 50 of these collisions resulted in slight injuries and 13 resulted in serious injuries, there were no fatalities recorded. The collision breakdown by year and severity is shown in **Table 2.3**.

Table 2.3 Severity of Collisions

Severity	2016	2017	2018	2019	2020	2021	Total	Average
Slight	3	11	12	8	6	10	50	8.3
Serious	0	2	2	3	3	3	13	2.2
Fatal	0	0	0	0	0	0	0	0.0
Total	3	13	14	11	9	13	63	10.8

2.23 Throughout the 5-year period there has been an average of 10.8 collisions a year, the majority of which (79.4%) resulted in slight injuries being sustained. There was an average of 2.2 collisions a year when looking at the serious severity. The percentage of people seriously injured is therefore considered to be low, representing 20.6% of the incidents, given the context of the study area.

2.24 The data provided also includes details on the number of recorded collisions which included vulnerable road users. This is summarised in **Table 2.4**.

Table 2.4 Vulnerable Users

Severity	Slight	Serious	Total	Average
Pedestrian	10	7	17	3.4
Cyclist	23	2	25	5
Child (under 16)	2	2	4	0.8
Total	35	11	46	9.2

2.25 As can be seen, a total of 46 collisions included vulnerable road users; 17 were pedestrians, 25 included cyclists and 4 were children. The majority of these resulted in slight injuries being sustained.

2.26 It is important to note the causes of the collisions that have occurred. A causation factor is included on the police report sheets. These causation factors have been reviewed and it is evident that the majority of the collisions were as a result of driver / rider error, however, 9 were given contribution factors that were not as a result of this (based on the 'Confidence – Very likely' causation factors). These 9 collisions are summarised in **Table 2.5**.

Table 2.5 Vulnerable Users

Date	Severity	Causation Factor	Description
01/12/2016	Slight	Pedestrian – Failed to look properly Driver – Vision affected by stationary vehicle	C001 is a polish male has crossed in front of a stationary double decker bus and has failed to look right in doing so. V001 has been coming alongside the bus when C001 stepped out. V001 has tried to take evasive action but has collided with the C001.
09/06/2017	Serious	Pedestrian – Crossed road masked by stationary vehicle	V1 has been travelling when C1 has ran into the road into V1's path. According to a witness there was nothing V1 could have done to avoid the collision.
21/07/2017	Slight	Pedestrian – Careless/Reckless Pedestrian – Impaired by alcohol Pedestrian – Failed to judge vehicle's path / speed	V1 driving at junction onto adjoining road, C1 described as drunk has walked out into V1. V1 has stopped suddenly causing C1 on board to fall causing minor injury.
18/01/2018	Serious	Pedestrian – Failed to look properly	C001 has stepped into the road in front of V001, on pedestrian crossing. Lights are green to V001, IE C001 has contravened 'red man' signal.
04/06/2018	Slight	Pedestrian – Failed to look properly	Pedestrian C1 has walked out in front of V1 when looking the wrong way.
10/12/2018	Slight	Pedestrian – Impaired by alcohol	V1 has pulled away after passengers have boarded. C001 was on the stairs at the time an has fallen down them.
19/01/2019	Serious	Pedestrian – Failed to look properly Pedestrian – Careless/Reckless Pedestrian – Failed to judge vehicle's path/speed Pedestrian – wearing dark clothing at night	V1 was travelling along the carriageway when a pedestrian ran into the road. V1 swerved to avoid the pedestrian but struck C1.
12/08/2019	Slight	Other (Special Codes)	Taxi passenger (C1) has exited the taxi near to a blind bend. V1 travelled around the bend and collided with C1. It appears D1 did stop and speak with C1 but left prior to police arrival.
21/08/2020	Slight	Pedestrian – Failed to look properly	Casualty has got out of passenger side of van at the lights as they were red. Walked around back of van and across the road as he has reached the footpath he has been hit by the bus.

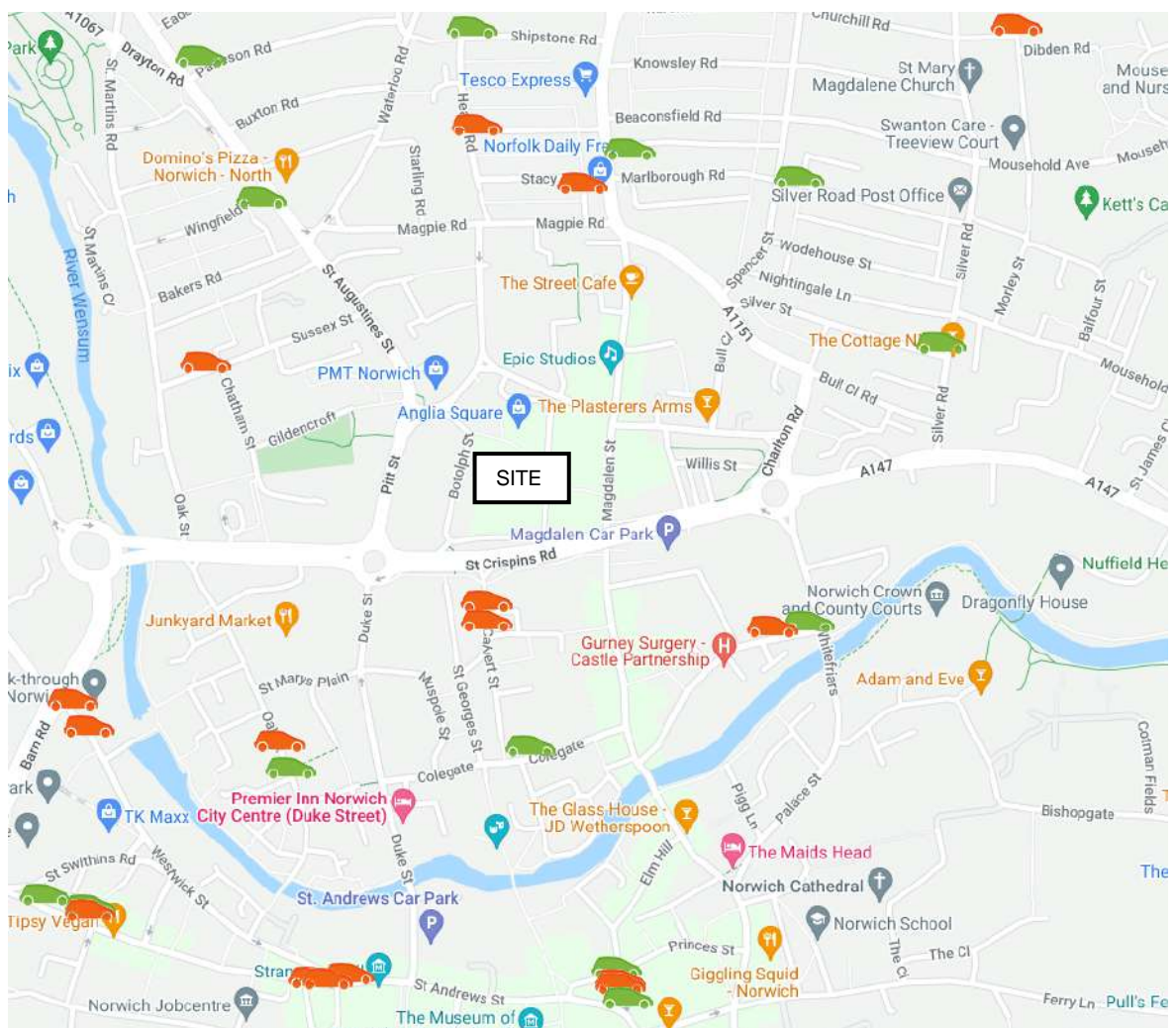
2.27 Most of these collisions were therefore given a 'pedestrian error' causation factor. The collision in August 2019 referenced a blind bend – further analysis of this has shown it occurred at the Upper Green Lane junction with Edward Street which is being removed as part of the Proposed Development.

2.28 It is therefore clear that the main cause of the collisions were either driver, rider or pedestrian error. As such, it is considered that there are no underlying highway safety issues that will be exacerbated by the Proposed Development as there are no obvious inherent design issues with the local highway network. The incidents appear to relate to either weather or human error. Given traffic will reduce as a result of our development (as detailed later in this TA), it stands to reason that the collision situation is unlikely to be exacerbated. It is also worth noting that nearly 30 of the PIC incidents are on roads which do not abut the Site and are mainly located further north or east.

Car Clubs

2.29 Norwich, and the wider Norfolk area, benefits from car club provision in the form of 'Norfolk Car Club', which provides access to vehicles available on a pay-as-you-go basis, operated by Co-wheels. There are a number of cars already available within Norwich, as well as more areas that have designated bays ready to accommodate a car when one becomes available. The location of these car clubs within the vicinity of the Site is shown in **Figure 2.3**, with the active vehicles shown as green, and the designated bays as orange.

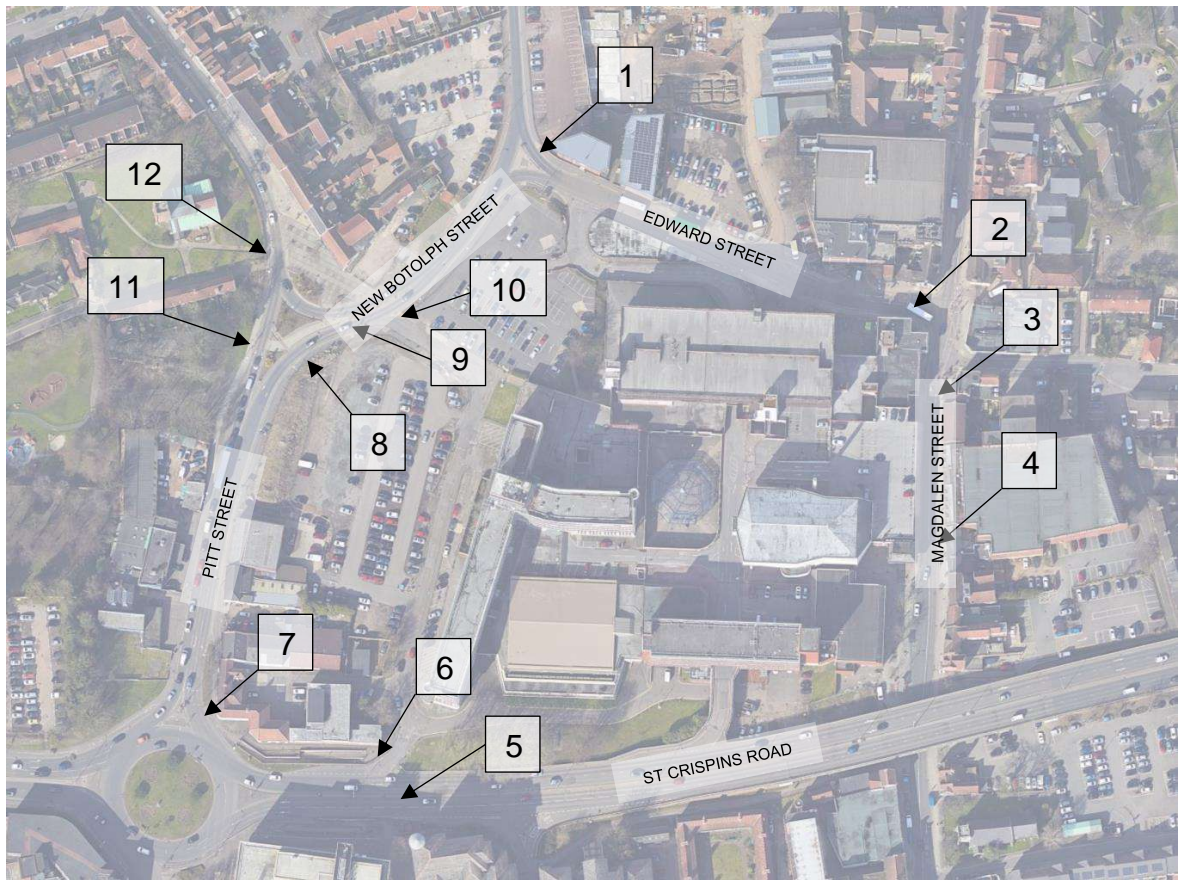
Figure 2.3 – Local Car Club Provision



Walking and Cycling Connectivity

2.30 Given the site's location within Norwich City Centre, it benefits from immediate access onto the established network of pedestrian footways which connect to multiple modes of public transport and the array of local amenities. Footways within the immediate vicinity of the Site are predominantly of good width, well-lit and in good state of repair. There are also several pedestrian crossing facilities available within the vicinity of the Site, which are detailed in **Figure 2.4**.

Figure 2.4 – Local Crossing Facilities



2.31 With regards to cycling, the Site benefits from having a number of cycle routes within its vicinity which provide connections to the centre of Norwich, the train station, employment and leisure areas, amongst a number of other local amenities as well as the wider cycling network.

2.32 Details of the main local cycle routes surrounding the Site are as follows:

- A shared cycleway / footway currently runs along the eastern side of Edward St, this becomes an 'on-road' route along the northern boundary of the Site before joining Magdalen Street where the 'Lakenham Pedalway' links to the City Centre with a southbound cycle / bus Lane. In addition, the 'Cringleford Pedalway' extends to the north along Magdalen St and also runs south into the City Centre.
- A shared cycleway / footway currently also runs along the western boundary of the Site along Pitt Street which joins up with the shared cycleway / footway facilities to the west along St Crispins Road, and south along Duke Street.
- A shared cycleway / footway also exists on the southern side of St Crispins Road which runs east west and connects Magdalen Street with the Pitt Street Junction.
- Additionally, a cycle route continues in a southerly direction from St Crispins Road, utilising St Georges Street.

2.33 The NCC cycle route map is included at **Appendix A4** for reference, although it should be noted that this plan does not appear to show the cycle routes available along Botolph Street, St Crispins Road, Pitt Street and St Georges Street, which were noted from on-site observations.

Public Transport Accessibility

2.34 The Site benefits from a high number of bus stops located within the immediate vicinity, as shown in the extract from NCoC Interactive Map in **Figure 2.5** which plots the bus stops in their broad location as red dots. As can be seen, there are a cluster of bus stops on Magdalen Street which provide access to the majority of services, but also further stops on Edward Street and then Maple Road / Aylsham Road heading north.

Figure 2.5 – Local Bus Stops (Red Dots)



- 2.35 These bus stops provided access to a multitude of services, providing frequent bus access to a range of destinations, as shown by the network route map attached at **Appendix A5**.
- 2.36 Norwich Railway Station, which provides access to rail services operated by Greater Anglia and East Midlands Rail, is located approximately 1.5km to the south east of the Site. The station can therefore be reached within less than a 20-minute walk or a circa 5-minute cycle ride.
- 2.37 From this station, trains provide a direct service to London, as well as other key destinations such as Ipswich, Cambridge, Nottingham, Manchester and Liverpool.

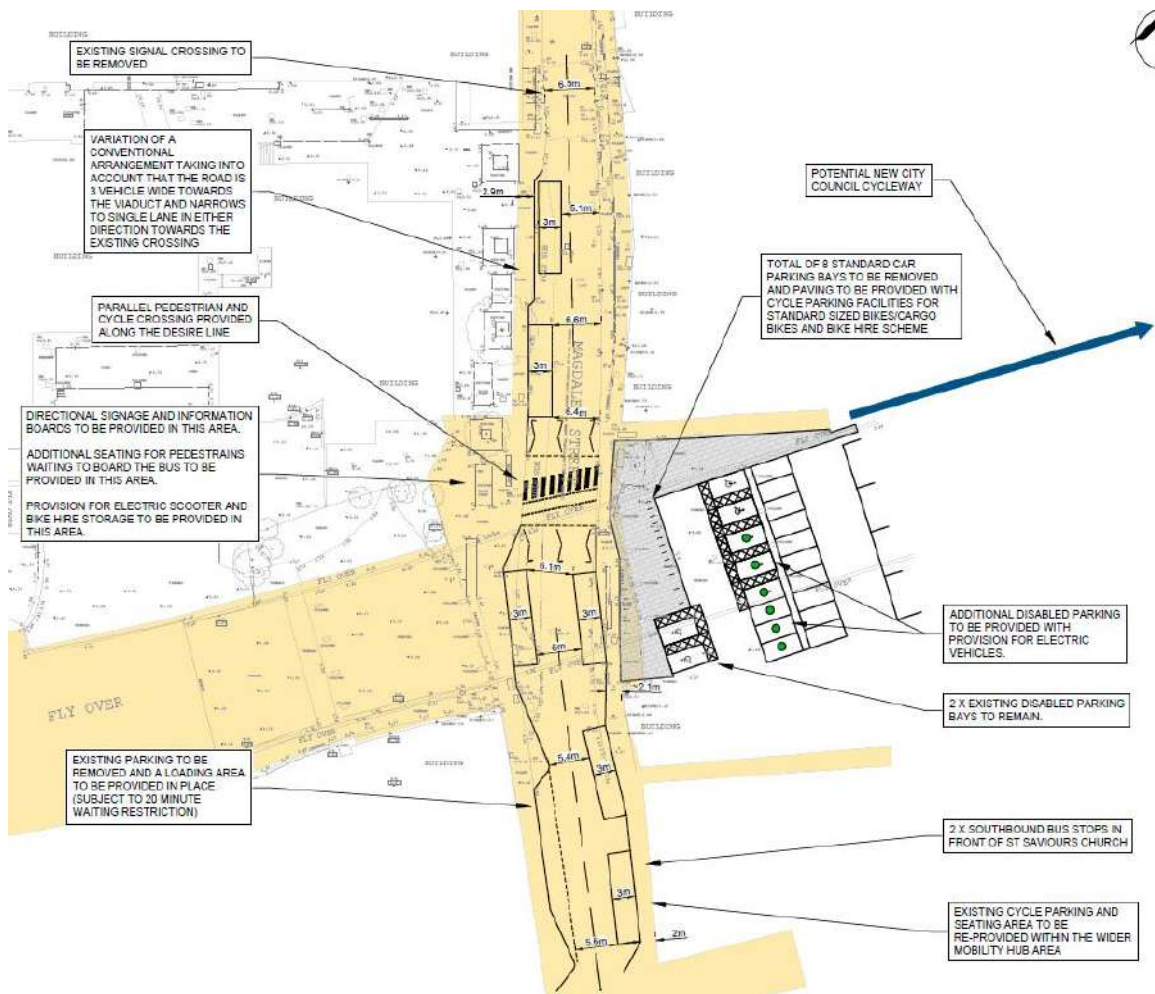
Scheduled Improvements

- 2.38 In conjunction with the preparation of this planning application, discussions have been held with NCC, NCoC and various other stakeholders regarding the provision of a 'Mobility Hub' on Magdalen Street. However, this will be subject to a separate planning application. Notwithstanding, it is acknowledged that all parties are looking to bring this facility forward and therefore it is expected to be approved and implemented within the near future.
-

2.39 The potential proposals are shown in **Figure 2.6**, and the potential improvements / changes include:

- Provide a total of 6 bus stops (3 x northbound and 3 x southbound) to increase capacity and ensure buses can stop within dedicated areas.
- Revision to Magdalen Street car park to provide improved public realm area, including a generous amount of cycle parking provision. This will also include conversion of standard spaces to disabled parking, and the provision of active electric charging points for electric vehicles.
- Provide a parallel pedestrian and cycling crossing on Magdalen Street to follow the desire line between the Site and the existing pedestrian route to the east, with NCC having aspirations to upgrade to a cycleway.
- Removal of the existing crossing on Magdalen Street to facilitate the new crossing mentioned above.
- Provision of cycle hire facilities (including for electric bikes), modern public signage, information boards, seating, lighting and planting.

Figure 2.6 – Potential Mobility Hub Improvements



- 2.40 Whilst these changes do not form part of this planning application, it is clear there is an aspiration to make these changes from all parties and it is therefore expected that there will be a significant improvement to the quality and quantity of sustainable transport and public realm within this area over future years.

Summary of Site and Surrounding Area

- 2.41 This Section demonstrates that the Site falls within a sustainable location with excellent links to public transport facilities, as well as benefiting from close connections to a wide range of local amenities both within the Site and the immediate area, and good walking and cycling opportunities.
- 2.42 In addition to its sustainable links, the Site is also located closely to the strategic network. A collision safety assessment has been undertaken which has demonstrated there are no underlying highway safety issues that are expected to be exacerbated by the proposed development.
- 2.43 Lastly, it is noted that there are potential improvements to be made to the local area which will improve it from a transport and movement perspective.

3. TRANSPORTATION POLICY

- 3.1 The Proposed Development is subject to both national and local planning policy guidance, with respect to transportation and its impact on the local environment / surrounding infrastructure. The relevant policies / guidance is detailed within this following section.

National Planning Policy Framework (NPPF) – 2021

- 3.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan, and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.
- 3.3 With regard to transport policy, the revised NPPF includes a section on 'Promoting sustainable transport' which includes the following text relevant to this proposal:

Paragraph 102

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 110

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.4 The NPPF is therefore clear that development should only be refused on transport grounds where there is an unacceptable impact on safety or the residual cumulative impact of the development can be considered “severe”, and that there should be a focus on sustainable modes of travel as opposed to a reliance on the private car.

3.5 The Site is in a sustainable location, with a good level of opportunity to travel by modes such as rail, bus, cycling and walking. The development proposals ensure that this is encouraged through local improvements, parking restrictions and good connectivity, all detailed throughout this report. The proposals therefore follow the advice provided within the NPPF regarding highways, traffic and transport.

- 3.6 As a result of the NPPF being adopted, all Planning Policy Guidance and Planning Policy Statements have been superseded, including PPG13 (Transport), which was formerly used as a basis for national transport policy.
- 3.7 Whilst no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's level of sustainable travel access.

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car.

Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.

- 3.8 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

National Planning Practice Guidance (NPPG) – 2019

- 3.9 Information contained as part of the NPPG provides advice for travel plans, transport assessments and statements in decision taking.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.

- 3.10 This TA follows the advice provided within the NPPG and accords with providing the information which should be included as part of an assessment. A Framework Travel Plan has also been produced which accompanies the planning submission documents.

Joint Core Strategy for Broadland, Norwich and South Norfolk – 2014

- 3.11 The Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk was initially adopted in March 2011, with amendments then made and a revised JCS adopted in January 2014. This document sets out the long-term vision and objectives for the area, including strategic policies for steering and shaping development.
- 3.12 Section 4 of the document sets out the Spatial Planning Objectives, one of which is directly related to highways, traffic and transport; "Enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact".

3.13 This TA demonstrates how the Proposed Development meets this spatial objective, being located in an area with excellent sustainable travel opportunities. Furthermore, the Framework Travel Plan that accompanies the application seeks to further encourage travel by healthier and more sustainable means.

3.14 Policy 6 of the JCS relates to access and transportation and states:

Policy 6: Access and transportation

Concentration of development close to essential services and facilities to encourage walking and cycling as primary means of travel with public transport for wider access.

3.15 As mentioned in **Section 2**, the Site is in an accessible location with a variety of walking and cycle routes available in the vicinity, as well as access to a large number of bus services which facilitate onward travel to a range of destinations.

Norfolk's Local Transport Plan for 2026 (2011)

3.16 Norfolk's 3rd Local Transport Plan (LTP), 'Connecting Norfolk' sets out the strategy and policy framework for transport up to 2026. The relevant policies are:

Policy 5: Growth

New development should be well located and connected to existing facilities so as to minimise the need to travel and reduce reliance on the private car or the need for new infrastructure. Local planning authorities should implement policies as part of their Local Development Frameworks to help achieve this.

Policy 9: Travel Choice

Emphasis should be on enhancing travel choice where options offer a viable alternative to single occupancy car travel and potential for modal shift. Improving and promoting active travel options (walking and cycling in particular) for short journeys to schools, services and places of employment in market towns and urban areas should be the priority.

Policy 10: Air Quality Management Areas

The first priority in town centres and urban areas should be to reduce the level of traffic or, if as a result of heavy polluters like buses, to work with operators to reduce emission levels in Air Quality Management Areas. Where a solution is required that will take many years to implement, measures like pollution barriers should be investigated in the short term to enhance the liveability of the area.

Policy 13: Access to Town and Urban Centres

Efficient movement to town and urban centres should be enabled for all modes. Priority should be on achieving a balance between access for car drivers, including the availability of car parking, and the attractiveness of sustainable travel options like walking, cycling and public transport.

Policy 15: Access for all

Accessibility for all, especially for disabled people, should be considered as part of all transport maintenance and improvement works and opportunities sought to ensure adequate facilities are provided.

NCC New Greater Norwich Local Plan 2022 - 2038 – Regulation 19 Draft (March 2021)

- 3.17 There is an emerging development plan, the Greater Norwich Local Plan (GNLP) which is being prepared by Broadland DC, South Norfolk Council, NCC and NCoC, (the Partnership), that will supersede the JCS and NSASSP once adopted. The GNLP Reg 19 version was submitted to the Secretary of State for examination on 30th July 2021.
- 3.18 The examination process is underway, for which hearing sessions took place during February and March 2022. As a result of the hearings, many policies, including the emerging allocation for the Site were subject to debate, addressing their soundness and the consequential need for amendment, alongside requests for additional information by the Inspectors. It is therefore considered likely the Council will prepare and consult upon Modifications or at least minor changes to both policy text and supporting text, relevant to this application. This process, and the publication of the Inspectors' report may extend beyond the determination of this application, and so final GNLP policy wording may not be available at that stage.
- 3.19 Paragraph 48 of the NPPF 2021 requires decision makers to give weight to relevant policies of emerging Local Plans according to the stage of preparation, the extent of unresolved objections, and the degree of consistency between emerging policies and the NPPF. In this instance, there are currently unresolved objections, in respect of some of which the Inspectors have requested additional information, and accordingly there are likely to be Modifications to some policies relevant to this application before they can be considered sound. On this basis, it is considered that in respect of those policies, the emerging development plan currently holds limited weight in decision making. In this context, those policies are not considered in detail. Notwithstanding, the relevant policy within this draft document is:

Policy 2: Sustainable Communities

....development proposals are required, as appropriate, to:

1. Ensure safe, convenient and sustainable access to on site and local services and facilities including schools, health care, shops, recreation / leisure / community / faith facilities and libraries;
2. Make provision for delivery of new and changing technologies (including broadband, fibre optic networks, telecommunications, construction methods and electric vehicles);
6. Provide safe and suitable access for all users, manage travel demand and promote public transport and active travel within a clearly legible public realm including public art where appropriate, with layouts that encourage walking and cycling. Whilst also integrating parking in a manner that does not dominate the streetscape and providing a high standard of amenity through planting and the careful choice of materials.

NCC Local Plan (2014)

- 3.20 The Norwich Local Plan (NLP) was prepared to set out the planning strategies and local policies to shape and deliver growth within Norwich, and was adopted in November 2014.
- 3.21 The Development Management Policies (DMP) document forms part of this Local Plan and sets out the policies to help guide and manage new development. The relevant policies are:

Policy DM28: Encouraging Sustainable Travel

New development will be expected to be consistent with the criteria for sustainable development set out in policy DM1, particularly in relation to reducing the overall need to travel. Cumulatively, development proposals must ensure, so far as is practicable, that they would not result in overall net growth across the city in travel by private car and that any anticipated increase in travel demand resulting from the development can be accommodated or diverted to non car modes. To this end, consistent with their scale and location, new developments must be designed to ensure that:

- a) cycle and pedestrian links and public transport corridors are incorporated to maximise the opportunity for sustainable transport, both from within the development and the wider area. Links must be an integral part of the design of the development. Where relevant, developments should take opportunities to link with, improve and enhance the strategic and local cycle network as defined within the Norwich Area Transport Strategy or any successor strategic transport planning document which may be adopted during the currency of this plan;
- b) developments maximise accessibility to and permeability within the site for pedestrians, ensuring that all new pedestrian routes proposed are coherent, convenient and legible in accordance with the design and layout requirements of policy DM3.....;
- c) cycle and pedestrian links to nearby services (including bus stops), are enhanced where necessary. This may include the provision of pedestrian crossing points. All parts of the development should have easy access to bus services and bus stops with appropriate levels of information, lighting, cycle parking (on high speed bus corridors) and other relevant services;
- d) parking areas and vehicle movements do not dominate, but create convenient, safe and attractive environments;
- e) travel planning is integral to the design and operation of the development, and travel plans or travel information plans are provided as part of development proposals, in accordance with the criteria and thresholds set out in appendix 3; and
- f) provision is made for the inclusion of a car club parking space and car club vehicle where this is required, in accordance with the criteria and thresholds set out in appendix 3.

Policy DM30: Access and highway safety

The design of roads and spaces within new developments, and within sites which are being substantially redeveloped, must take account of the urban environment and overall setting of the scheme and include design measures to limit traffic speeds to 20mph.

Development must seek opportunities to remove unnecessary access points onto the principal or main distributor routes (as defined in the NATS route hierarchy). New vehicular accesses onto these routes will only be permitted where there is no practical alternative from a more minor route and (where adjacent to an existing or proposed bus rapid transit corridor) they would not prevent or restrict the implementation of necessary highway or junction improvement works associated with the corridor. Any new access point must allow for access and egress in a forward gear.

In other locations, accesses (including private driveways) will be acceptable where:

- a) those onto local access routes can provide for access and egress in a forward gear;
- b) they are not close to an existing junction, the inside bend of a road, within the limits of a pedestrian crossing or the brow of a hill;
- c) they would not result in the loss of street trees, a significant area of verge, or other landscape features;
- d) there is sufficient space available within the curtilage of the site to accommodate the size of vehicle likely to be used by an existing or future occupier;
- e) in areas with existing on street car parking pressure, the gain in terms of off-street parking would significantly outweigh the loss of any existing on-street parking;
- f) the quality of the street scene is maintained; and
- g) appropriate adjustments which are a direct consequence of the development proposed are made to existing on-street waiting arrangements, at the developer's expense.

Development within, over or adjacent to spaces or streets that form part of the public realm will ensure that adequate clearance either below or around the structure is available to allow the safe passage of pedestrians, cyclists and, where appropriate, vehicles.

Policy DM31: Car parking and servicing

To ensure appropriate levels of parking and service, developments should incorporate parking, servicing and other facilities in accordance with the advice and standards set out within appendix 3. Development will be acceptable where the following criteria are addressed where relevant:

- a) car parking is provided within the limits prescribed (at least the minimum, and not more than the maximum);
- b) cycle parking is provided to at least the levels prescribed;
- c) the required level of parking is provided for disabled drivers;
- d) provision is made for electric car charging points;
- e) it is demonstrated that adequate provision has been made for access to, and servicing of the proposed development, and in particular, that adequate and appropriately designed provision has been made for the storage and collection of refuse taking account of the current requirements for waste segregation for recycling;
- f) provision of or alteration to on-street parking controls is made to ensure the safe and effective operation of the development; and
- g) space is provided for the operation of a car club vehicle within the site.

Where it is demonstrated that the provision of essential facilities (for example, the required levels of cycle parking) on-site is not feasible they may be secured nearby where an appropriate solution is identified, at the developers expense.

Policy DM32: Car free or low car housing

Residential development must be car free in the following cases:

- a) on sites identified in the Site allocations plan for car free housing;
- b) on sites situated within the city centre primary retail area; and
- c) on sites which are within a controlled parking zone, and where vehicular access cannot be provided under DM30 due to the site's location adjacent to a principal or main distributor route (as defined in NATS).

The development of car free or low car housing will be acceptable within the following areas:

- a) sites within the controlled parking zones in and surrounding the city centre;
- b) on other sites within 200 metres of a bus stop offering a service to the city centre of at least a 10 minute daytime and 30 minute evening frequency; where it can be demonstrated that the provision of reduced levels of car parking on-site would not result in or exacerbate problems of on street parking or traffic congestion; or
- c) on other sites within or immediately adjacent to district centres, giving preference to schemes where the inclusion of car free or low car housing can contribute to the beneficial reuse and regeneration of vacant or underused buildings within the centre, subject to the provisions of policy DM21.

The inclusion or provision of (or access to) a car club space or spaces (and where appropriate a car club vehicle) will be taken into account in assessing any proposal.

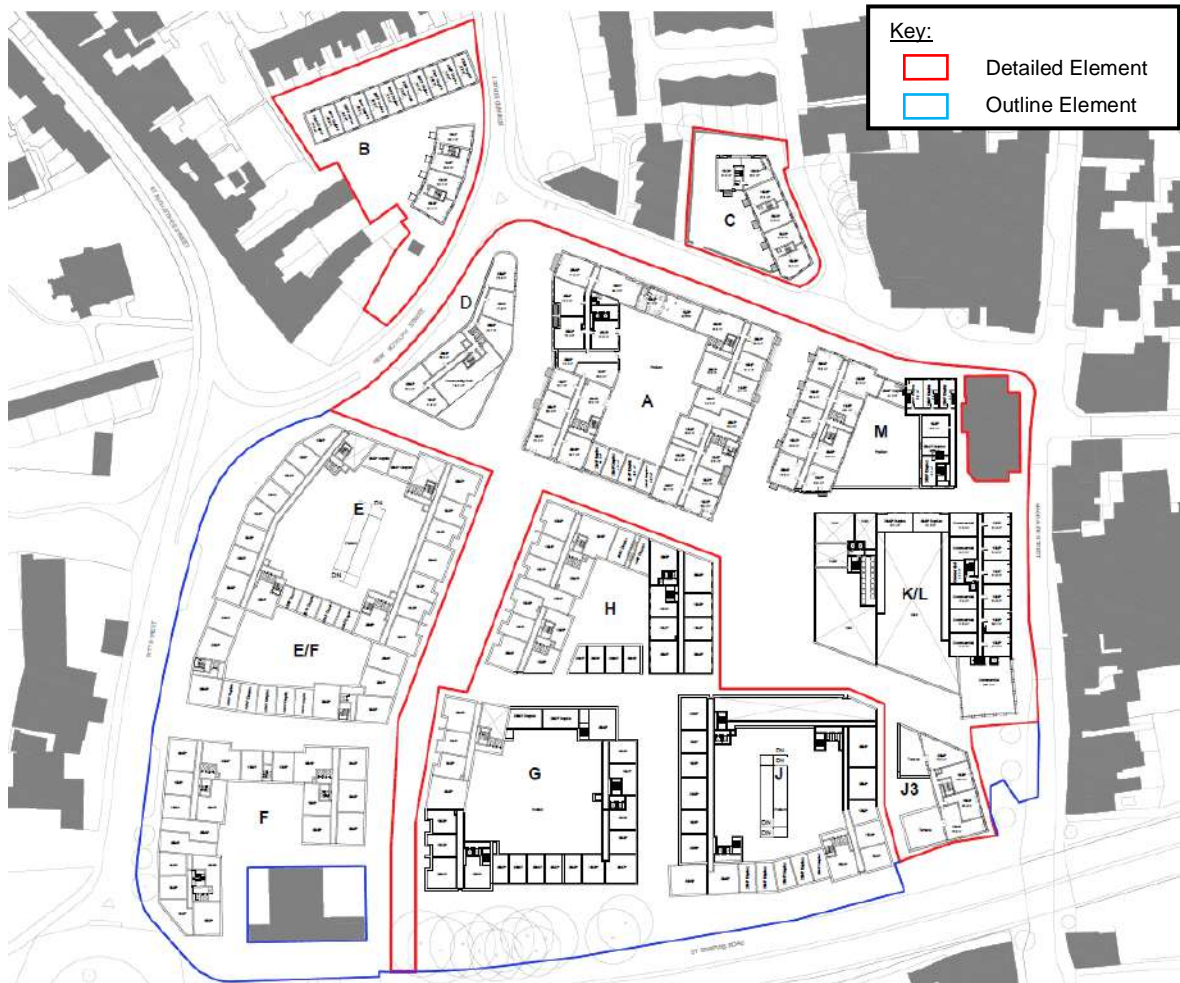
Summary

- 3.22 National and local policies / guidance highlight the need to encourage trips by sustainable modes. Based on the foregoing, it is clear that the proposed development accords well with national and local policies and other material considerations.
- 3.23 The Site is well related to sustainable modes of travel and the proposals within the development seek to enhance this accessibility further, whilst reducing the need to utilise the private car.

4. PROPOSED DEVELOPMENT

- 4.1 The full description of development for this application is set out within the **Introduction**, however, in summary the proposal seeks part detailed and part outline planning permission for a mixed-use development comprising up to 1,100 residential dwellings alongside the re-provision of commercial floorspace, up to a total of 8,000m² floorspace (net internal area) which is flexible for the purposes of this application.
- 4.2 **Figure 4.1** shows the split between what areas of the Site are to be submitted in detail and outline (excluding the areas not within the site boundary, shown by the thicker red and blue lines).

Figure 4.1 – Detailed / Outline Split



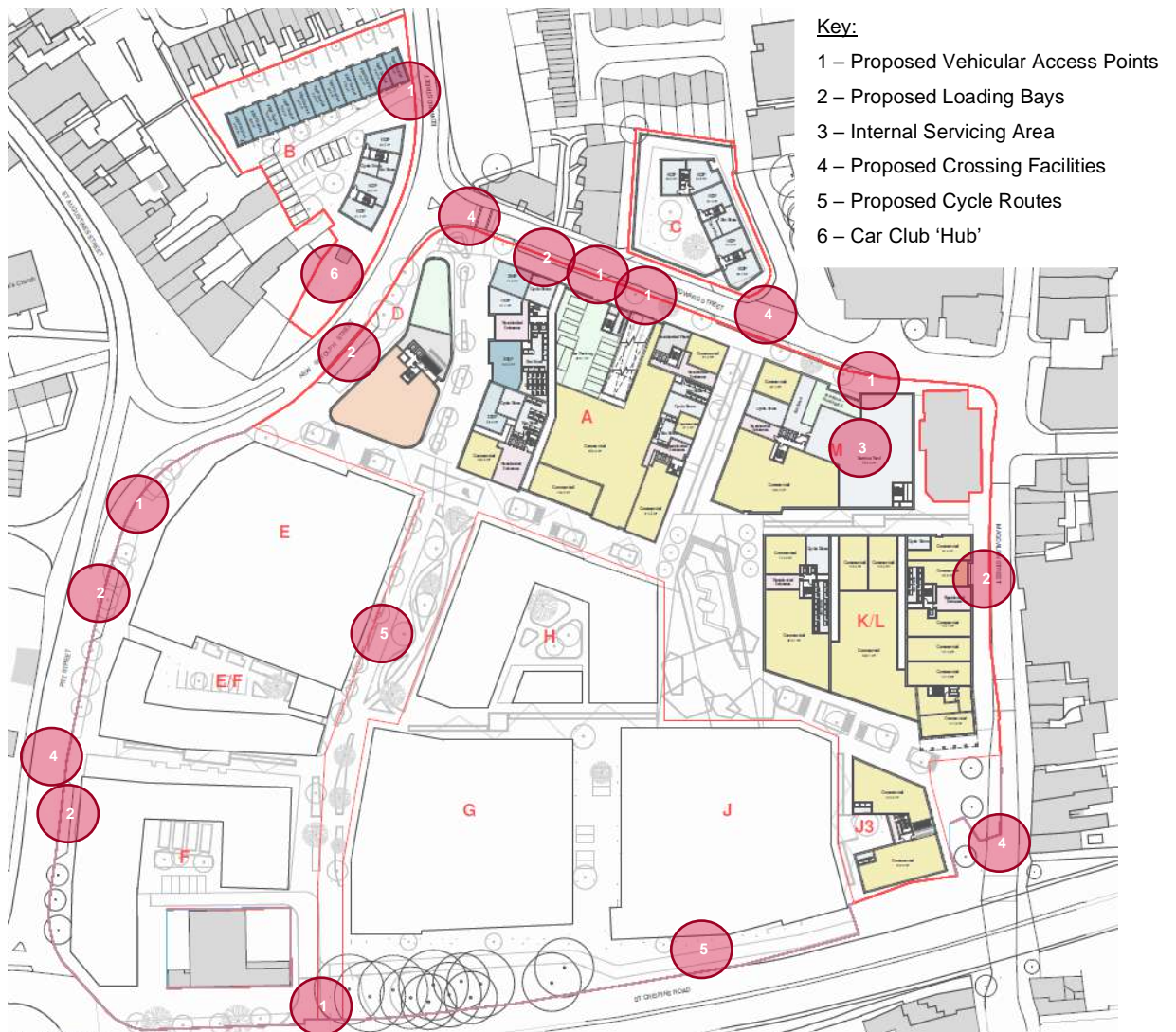
- 4.3 With regard to the proposed development mix, the Application is seeking to deliver up to 1,100 residential units, of which 367 will form part of the detailed element, and therefore the outline element is for up to 733 dwellings.

4.4 The 367 units will take the following breakdown:

- 165 x 1 bedroom units;
- 175 x 2 bedroom units; and
- 27 x 3 bedroom units.

4.5 As well as the residential units to the northern extent of the Site, the detailed elements also include the proposed accesses and highways elements across the wider masterplan, all of which are detailed throughout this section. Notwithstanding, **Figure 4.2** shows the proposed masterplan and has been annotated to provide a broad overview of the proposed highways layout amendments / details.

Figure 4.2 – Proposed Masterplan Overview

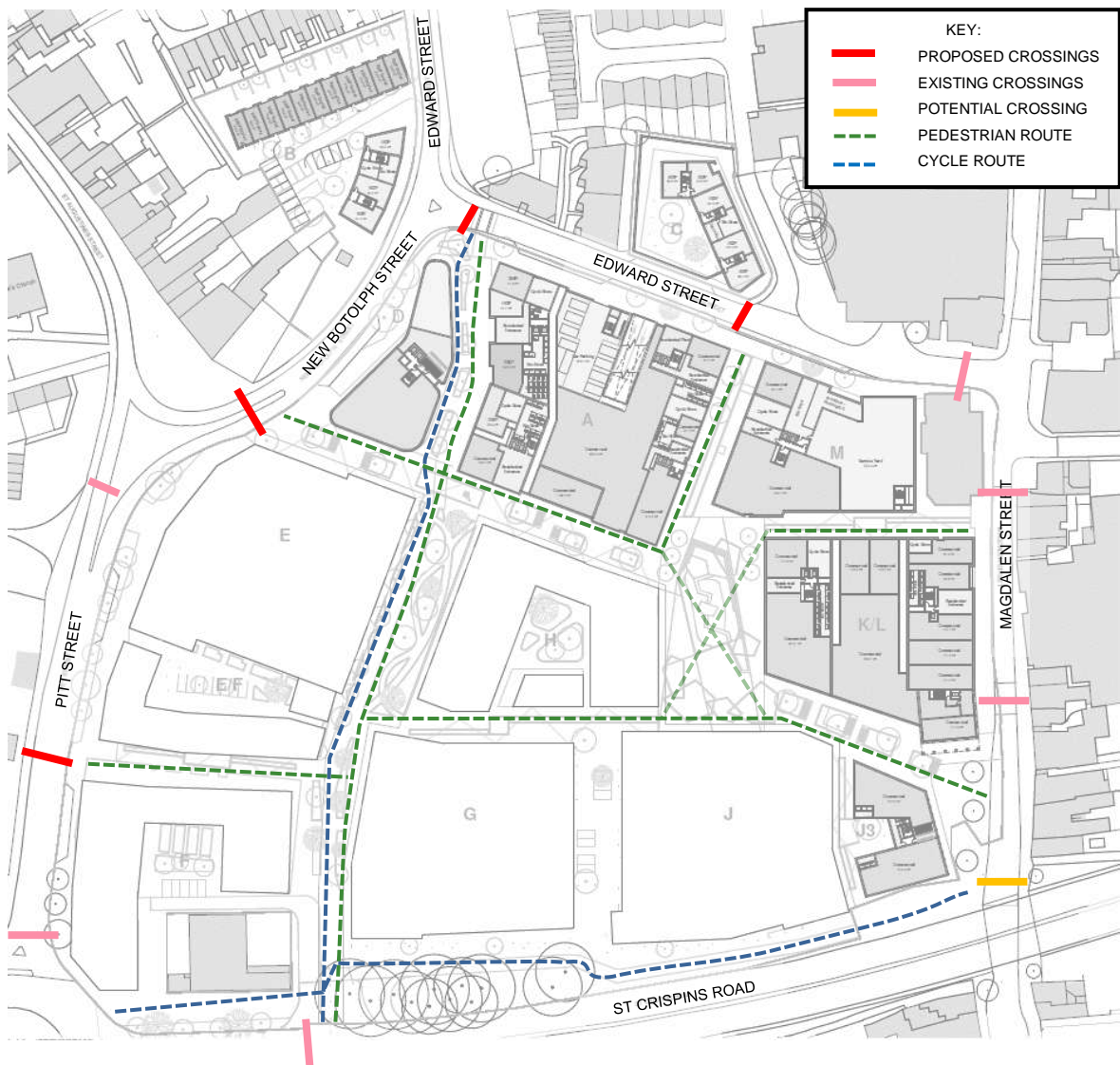


- 4.6 The aforementioned highways elements are explored in further detail in the following sections. It should be noted that, following discussions with NCoC Highways, a Stage 1 Road Safety Audit (RSA) is to be undertaken by an independent auditor to assess the proposed works, and this will be submitted during the consultation stage of the application.
- 4.7 The proposed site plan is included at **Appendix A6** for reference, with an overall highway works plan at **Appendix A7**.

Pedestrian and Cycle Access / Connectivity

- 4.8 The movement of pedestrians and cycles across the development, as well as connecting into the local network, has been paramount in the progression of the proposed site layout. The Proposed Development therefore benefits from dedicated pedestrian and cycle areas within the Site, as well as improvements being made offsite, to better facilitate connections into the wider network.
- 4.9 The main internal pedestrian and cycle zones are shown in **Figure 4.3**. To further increase connectivity, several improved crossing facilities are proposed on the local roads. The location of these crossings are also broadly shown in **Figure 4.3**, with details in the following paragraphs. This plan also includes the existing crossings which are to remain as part of the Proposed Development, as well as the potential forthcoming crossing on Magdalen Street as part of the Mobility Hub works.

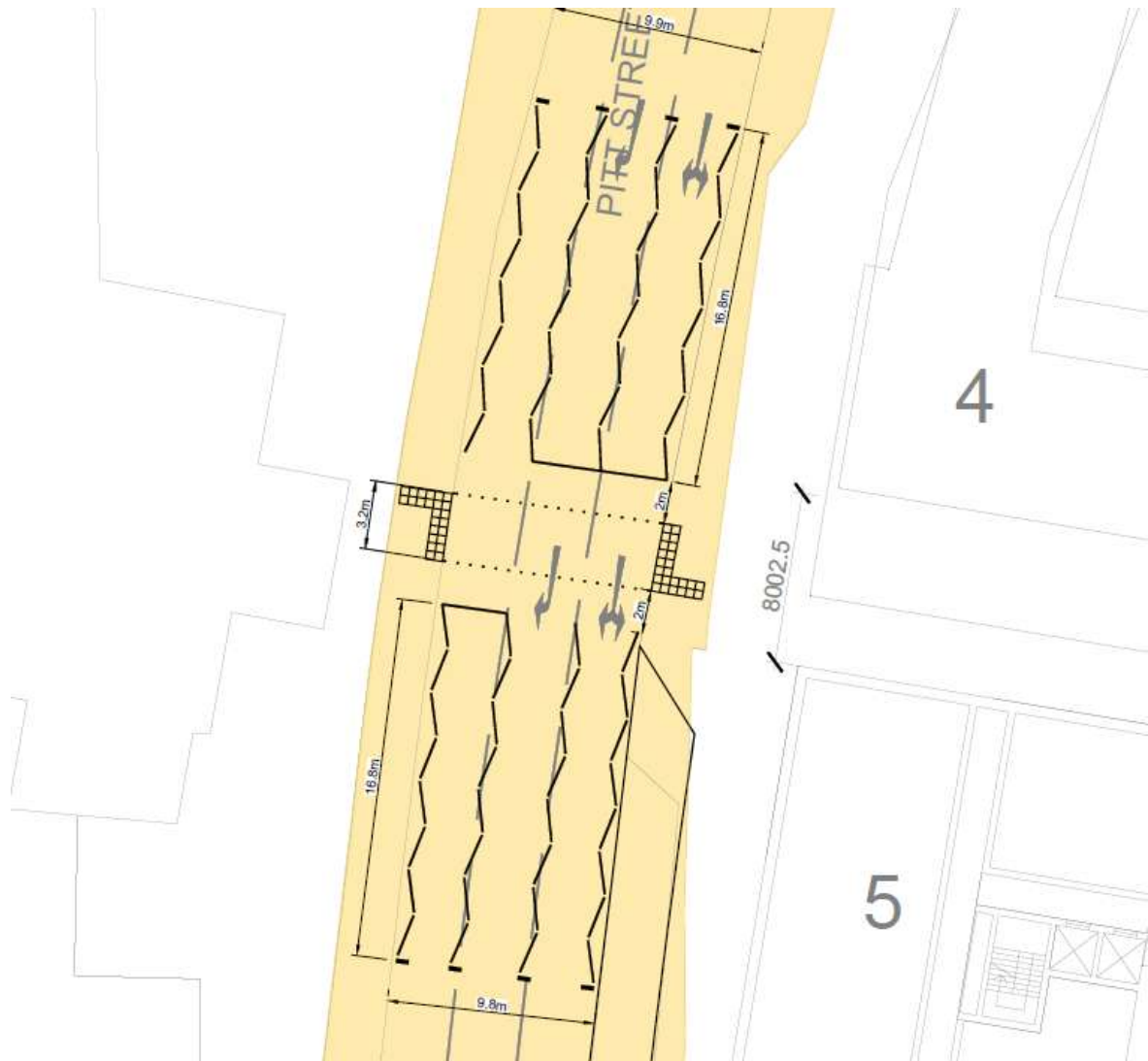
Figure 4.3 – Proposed Pedestrian Zones and Crossing Points



Proposed Pedestrian Facilities

- 4.10 As can be seen, the Proposed Development includes the potential for crossing points on Pitt Street, New Botolph Street and two on Edward Street. There is also the potential for a new crossing on Magdalen Street if the Mobility Hub comes forward and, if this is the case, the existing crossing just north will be removed.
- 4.11 The Pitt Street crossing is proposed to be in the form of a signalised pedestrian only crossing which will connect to the pedestrian route in-between Blocks E and F. This would also facilitate pedestrian movement between the Site and Gildencroft Park, which is expected to be a key desire line with the development coming forward.
- 4.12 The crossing has been designed in accordance with standards, and the design is shown at **Appendix A8**, with an extract provided at **Figure 4.4** for reference.

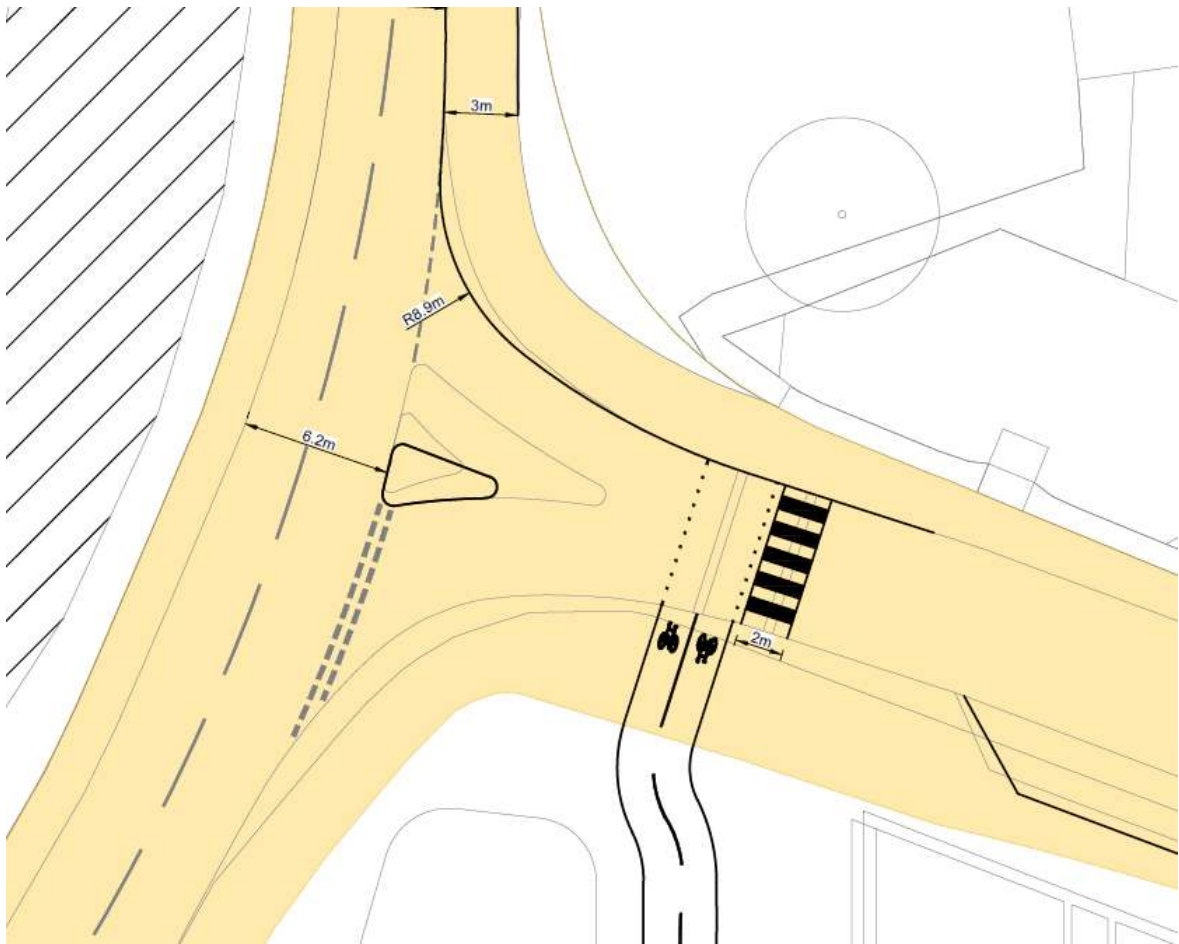
Figure 4.4 – Proposed Pitt Street Crossing



- 4.13 This proposed crossing is located approximately 60m to the north of the Pitt Street arm of its roundabout junction with St Crispins Road and Duke Street. At the request of the highway authority, a LINSIG model of the roundabout, with relation to the proposed crossing, has also been undertaken. This is based on traffic flows from a manual classified count (MCC) video survey undertaken of the roundabout junction in March 2022. This is considered to be robust given the predicted drop in traffic as a result of the Proposed Development as detailed later in this TA.
- 4.14 The results of this model demonstrated that the introduction of the crossing does not interfere with the operation of the roundabout junction. However, queues to the roundabout in both the AM and PM peak hour would queue back beyond the crossing. As such, this will rely on drivers not queuing across the crossing, which is not unusual. Therefore, in summary the crossing in the location proposed does not interfere with the operation of the local network. The full model results are included at **Appendix A9** for reference.

- 4.15 Heading north of this, a new signalised crossing is proposed on New Botolph Street which will replace the existing staggered crossing to improve the desire line.
- 4.16 Two separate crossing facilities are proposed on Edward Street. Firstly, a parallel crossing is proposed immediately to the east of the Edward Street / New Botolph Street junction, albeit this has been set back a sufficient distance to allow a bus to sit either at the junction waiting to turn left onto New Botolph Street, or sit at the crossing waiting to continue eastbound on Edward Street. The location and design of this crossing is shown at **Figure 4.5**.

Figure 4.5 – Proposed Edward Street Parallel Crossing

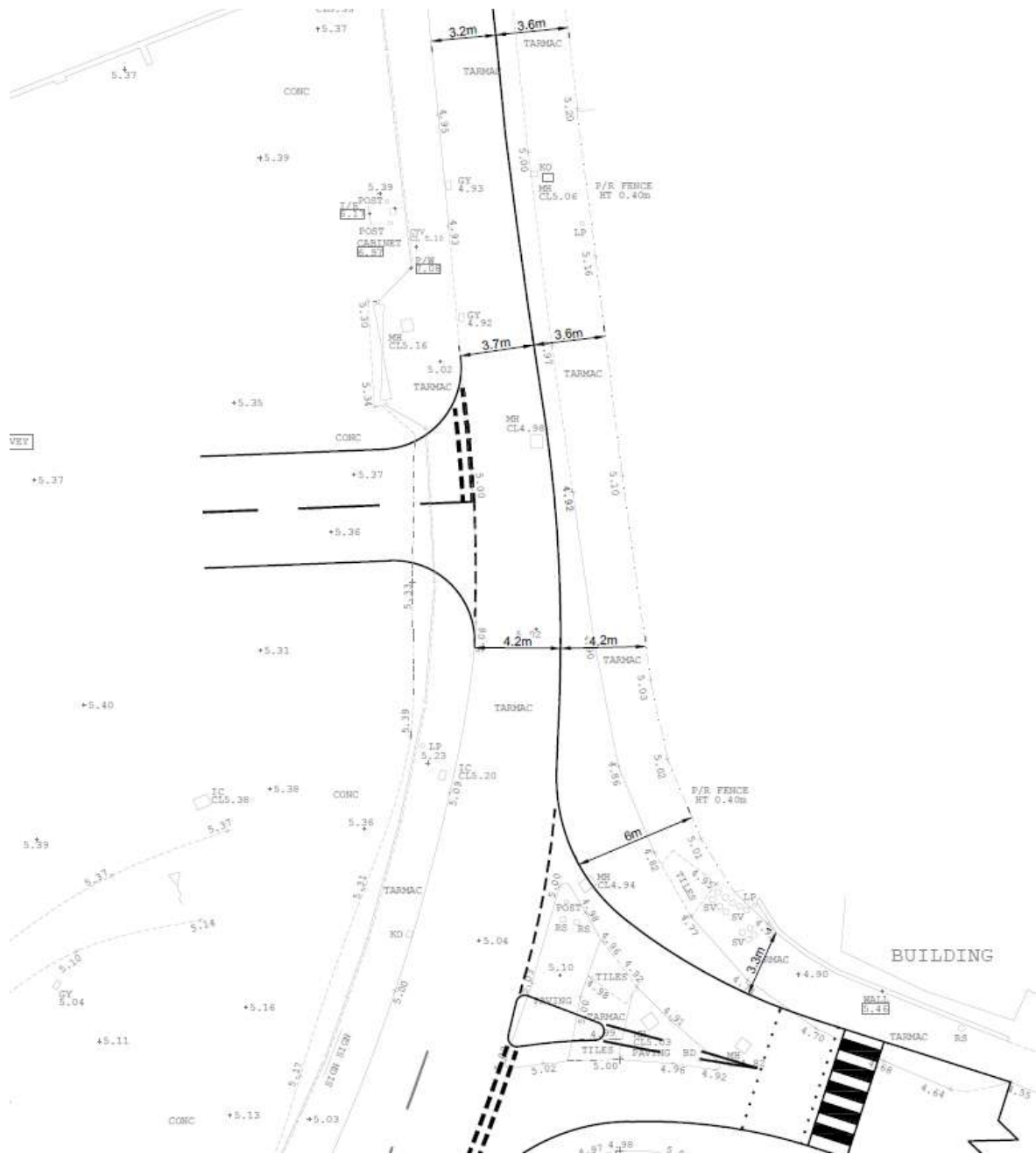


- 4.17 As shown, this proposed crossing ties in with a cycle link within the Site, which is detailed further below, and also to the existing shared footway / cycleway on Edward Street to the north. The application also proposed improvements to this route given it is currently constrained in width. As such, it is proposed to reduce the existing road width on Edward Street to subsequently widen the existing shared cycleway / footway. During discussions with NCC / NCoC, it was agreed to reduce the width of Edward Street to 3.2m where feasible, up to Magpie Road, which will allow for the single-way working southbound vehicular traffic. This also includes the tightening of the radii / reduction in

size of the splitter island at the Edward Street / New Botolph Street junction. The proposals are shown in full on a drawing at **Appendix A10**.

- 4.18 As can be seen on the plan, the reduction in width of Edward Street allows an improved space to be provided for the existing shared footway / cycleway, which would resulting benefit from an increase width predominantly ranging from 3.5m to 4.2m wide. This is shown in **Figure 4.6** for reference.

Figure 4.6 – Proposed Edward Street Amendments



- 4.19 Further east on Edward Street a raised table facility is proposed to facilitate pedestrian crossing between the main parcel of the Site and Block C / Beckham Place to the north. This crossing will

also be signalised, given the presence of the Norfolk & Norwich Associations for the Blin located at the northern end of Beckham Place.

Proposed Cycle Facilities

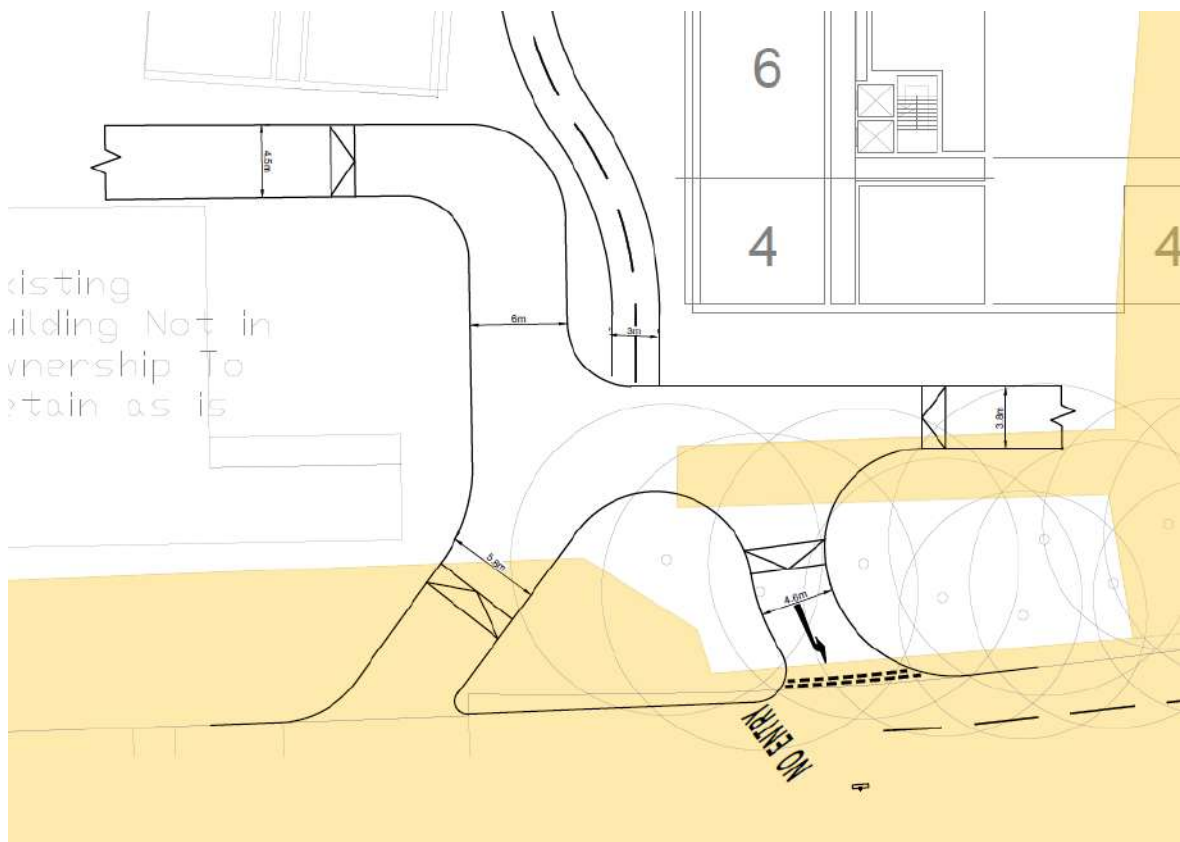
- 4.20 The proposals also include improvements to cycle connectivity, both within the Site and to the wider network.
- 4.21 During pre-application discussions, it was discussed and agreed in principle that the existing cycleway on Pitt Street can be replaced with a north-west cycleway within the Site. This has therefore been included within the Proposed Development, and runs from St Crispins Road through to Edward Street, as shown in **Figure 4.3**. At the St Crispins Road end, this cycleway will tie into the toucan crossing which was recently installed, and therefore connect to the existing desire lines to the south. For the Edward Street connection, it will connect with the new parallel crossing facility proposed, as detailed above.
- 4.22 Additionally, an east / west cycle route is proposed along the southern boundary of the Site, illustrated as Cherry Lane on the Landscape plans. This will run along the Northern side of St Crispins flyover, connecting Pitt Street to Magdalen Street, through a new, high quality, hard and soft landscaped area. As detailed previously, there are aspirations from NCC to carry this route on further east via the parallel crossing provided as part of mobility hub and then through improvements to the existing footway route to the east to ensure it is suitable for cycles also.

Proposed Vehicular Access Strategy

- 4.23 As detailed previously, the Proposed Development is effectively split into zones and therefore various vehicle access points are proposed, albeit these have been kept to the minimum amount possible. The location of these vehicular accesses are shown in **Figure 4.2**, which shows the 6 dedicated vehicular access points proposed. These access points are as follows:
- 1 - Access from St Crispins Road (via amendments to the existing Botolph Street junction) – to provide access for delivery / servicing vehicles to blocks in the southern section of the Site, emergency vehicles and to car parking (number to be specified at the RM stage).
 - 2 - Access from Pitt Street – to provide access for car parking (number to be specified at the RM stage).
 - 3 – Access from Edward Street – to provide access for surface car parking (13 spaces).
 - 4 - Access from Edward Street – to provide access for car parking (122 spaces).
 - 5 - Access from Edward Street – to provide access to an internal servicing yard.
 - 6 - Access from Edward Street – to provide access to Block B car parking (11 spaces).

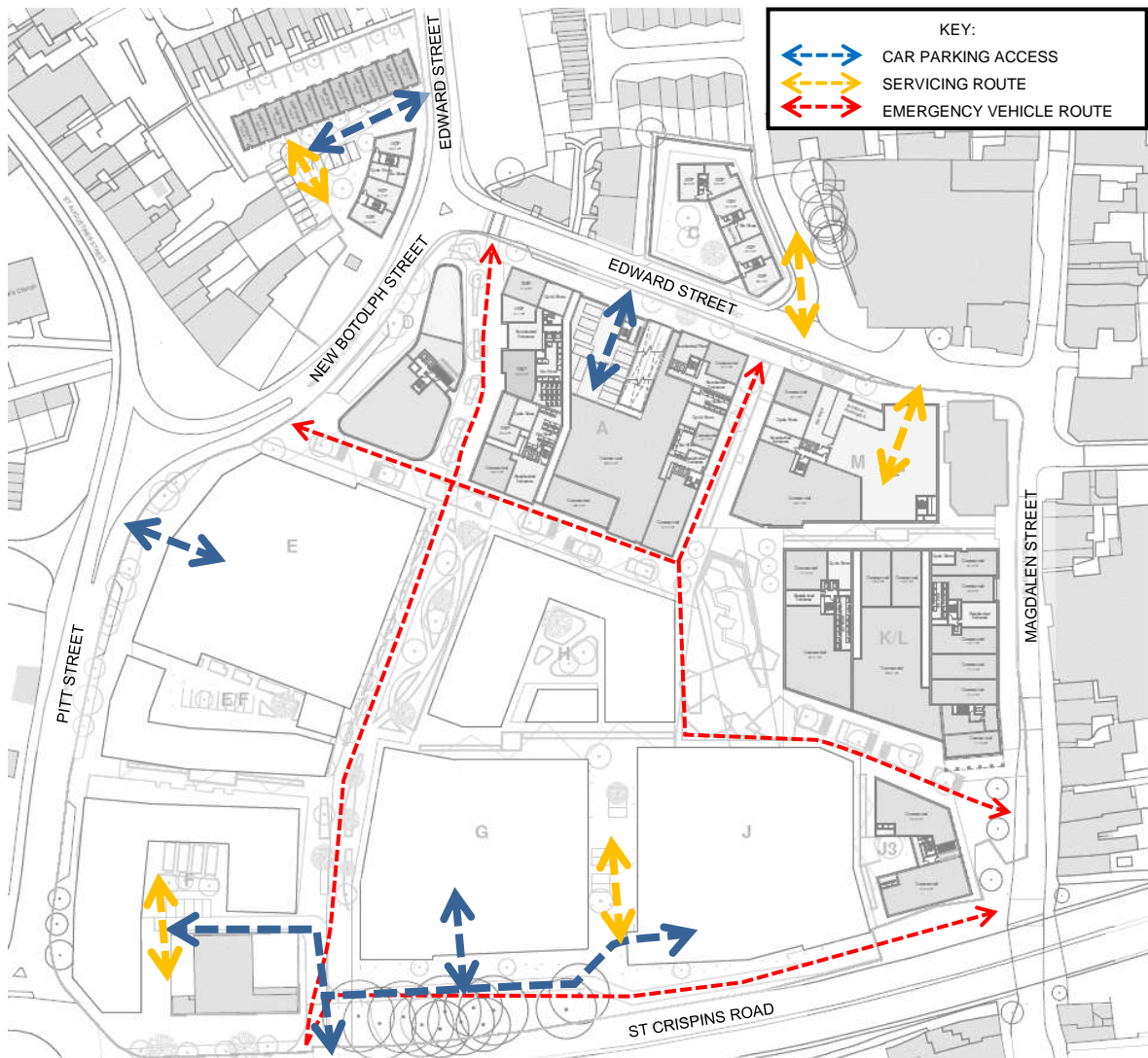
- 4.24 For the St Crispins Road access, the proposed design removes the existing slip-lane entrance, but has also been amended to now also provide a left-only egress. On the internal road immediately north of this junction raised tables have also been incorporated to act as a traffic calming measure for vehicles either entering the development area or exiting to St Crispins Road.
- 4.25 The proposed junction arrangement is shown in **Figure 4.6**, with **Appendix A11** including the design in full with associated visibility splay and swept path analysis (SPA) assessments.

Figure 4.6 – Proposed St Crispins Road Access Arrangement



- 4.26 Visibility splay and SPA assessments have also been undertaken at the other proposed vehicular accesses, all of which are shown at **Appendix A12**. These assessments have demonstrated that the access designs, which have been designed to technical standards, are appropriate for the intended use.
- 4.27 With regards to the internal movement of vehicles within the Proposed Development, it is intended to keep this to a minimum and restrict vehicle movement through the Site as far as possible. The proposed internal vehicular routes are summarised in **Figure 4.7**.

Figure 4.7 – Proposed Internal Vehicular Routes



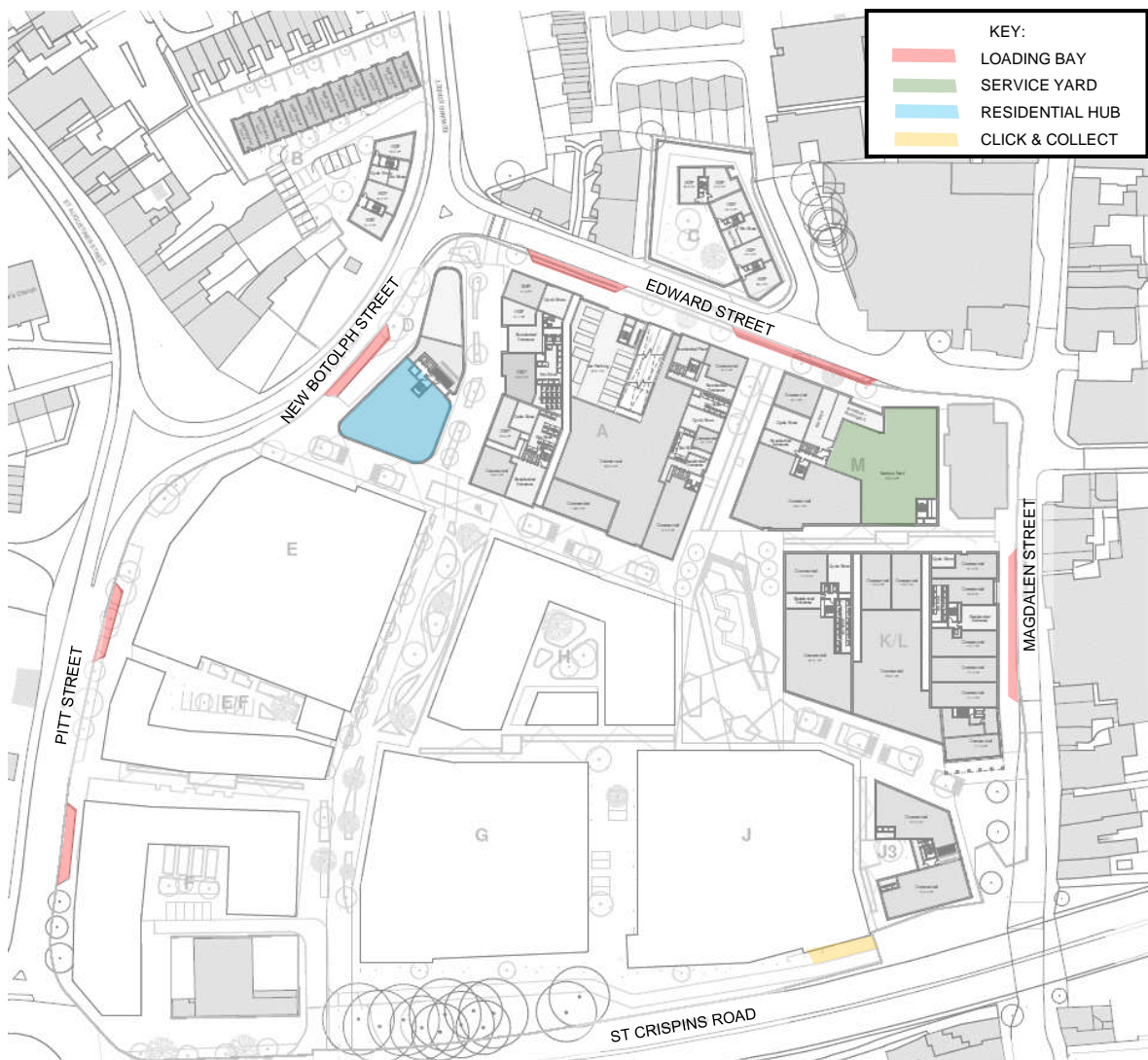
4.28 As shown, the only permitted vehicle movement through the Site is emergency vehicles, which is therefore expected to be extremely rare / ad-hoc. SPA has been undertaken to inform the public realm / landscaping layout, and ensure the necessary vehicles can access the areas they require i.e. for deliveries and servicing. It should also be noted that access to the Surrey Chapel, which does not form part of the Site, is retained.

4.29 Given the proposed changes to the Site, specifically the removal of the multi-storey car park and other surface car parks, the existing access to the Site from the St Crispins Road flyover (Upper Green Lane) is no longer required. This will therefore be closed off from vehicular traffic and removed. The same can be said for the multi-storey access / egress to the north (Upper Green Lane) and the current service yard access from Edward Street towards the north east boundary of the Site. These existing vehicular accesses will be made redundant with the Proposed Development and therefore future vehicle movements into the Site in these locations will be prohibited, with footway reinstated where necessary.

Proposed Delivery and Servicing Arrangements

- 4.30 A Delivery and Servicing Plan (DSP) has been prepared to support this application and provides full details on the delivery and servicing arrangements at the site. This DSP is included within the application submission documents, however, the below provides an overview.
- 4.31 Delivery and servicing associated with the Proposed Development is to be kept to the edge of the Site wherever possible, in order to keep the internal areas vehicle-lite and dedicated towards being pedestrian / cycle friendly spaces with associated landscaping and active frontages. It is therefore proposed to have several loading bays along the roads bounding the Site, as shown in **Figure 4.2**. However, there is also a dedicated internal servicing yard proposed in the north-eastern corner of the development, and two internal servicing routes in the southern section of the Site. The locations of the bays and internal servicing areas are shown in more detail at **Figure 4.8**.

Figure 4.8 – Proposed Delivering / Servicing Facilities



- 4.32 As can be seen, loading bays are proposed on Pitt Street (x2), New Botolph Street, Edward Street (x2) and Magdalen Street. These bays have been designed in accordance with the standards and have also been subject to a SPA assessment to ensure the necessary vehicles can enter and exit them in a forward gear – this is shown at **Appendix A13**.
- 4.33 For the bay on Edward Street adjacent to the service yard, it is proposed for this to predominantly serve as a bay for short stay parking, with a 20-minute restriction and no return within 4 hours. However, it is considered that it can also be used for refuse collection as necessary.
- 4.34 The Proposed Development also includes a residential hub, located in Block D and adjacent to the loading bay on New Botolph Street. This residential hub will have storage area for parcels and will therefore be the focus of residential deliveries, hence why it benefits from a dedicated loading bay immediately to its frontage. This bay is therefore likely to be subject to higher use than the remainder of the bays, and will therefore be designed to accommodate delivery / servicing vehicles at all times. For the remainder of the bays, it is proposed for them to be designed so that they can operate as footway when not in use, similar to the existing bay on St Augustines Street just north west of the Site.
- 4.35 In addition to the bays, Block M features a service yard at the ground floor level to serve the adjoining commercial units. This service yard has been designed to accommodate three 10m Rigid Vehicles, and can also accommodate a 16.5m Articulated Lorry should it ever be required. SPA has been undertaken for this yard, which demonstrates these vehicles can enter and exit in forward gear, as shown at **Appendix A14**.
- 4.36 The commercial units with Block K / L will also be utilise this service yard, with a dedicated route between the units and the yard provided. For the residential units in these blocks, the proposed loading bay on Magdalen Street will be suitable to accommodate deliveries that are not made via the hub.
- 4.37 For the blocks to the southern side of the Site, i.e. G, J (within the Outline parcel) and J3 it is proposed for delivery / servicing vehicles to enter the Site via the new St Crispins Road access and then route along the internal road (Cherry Tree Lane) running parallel to St Crispins Road, where they will be able to stop and serve the respective blocks. A turning head is provided between Blocks G and J which will allow the vehicles to exit the Site in forward gear, with a 'click and collect' service area proposed adjacent to Block J – full details on this will be provided within the RMA.
- 4.38 For Block B, in the north western corner of the Site (separate land parcel), it is proposed for delivery and servicing vehicles to enter this parcel from Edward Street via the access, and they will be able to set down / turn within the car parking area to the rear. For Block C, the separate parcel of land adjacent to Beckham Place, delivery and servicing vehicles will be able to continue with existing

practices where they turn at the end of Beckham Place, and will then be able to stop on the road to serve the site before exiting back to Edward Street in forward gear. Block B will only comprise 25 residential units and therefore the associated delivery and servicing movements are expected to be minimal.

- 4.39 Access for emergency vehicles has been auto-tracked using SPA throughout the proposed site layout. Again, this is included at **Appendix A15**.

Parking Provision

Car Parking

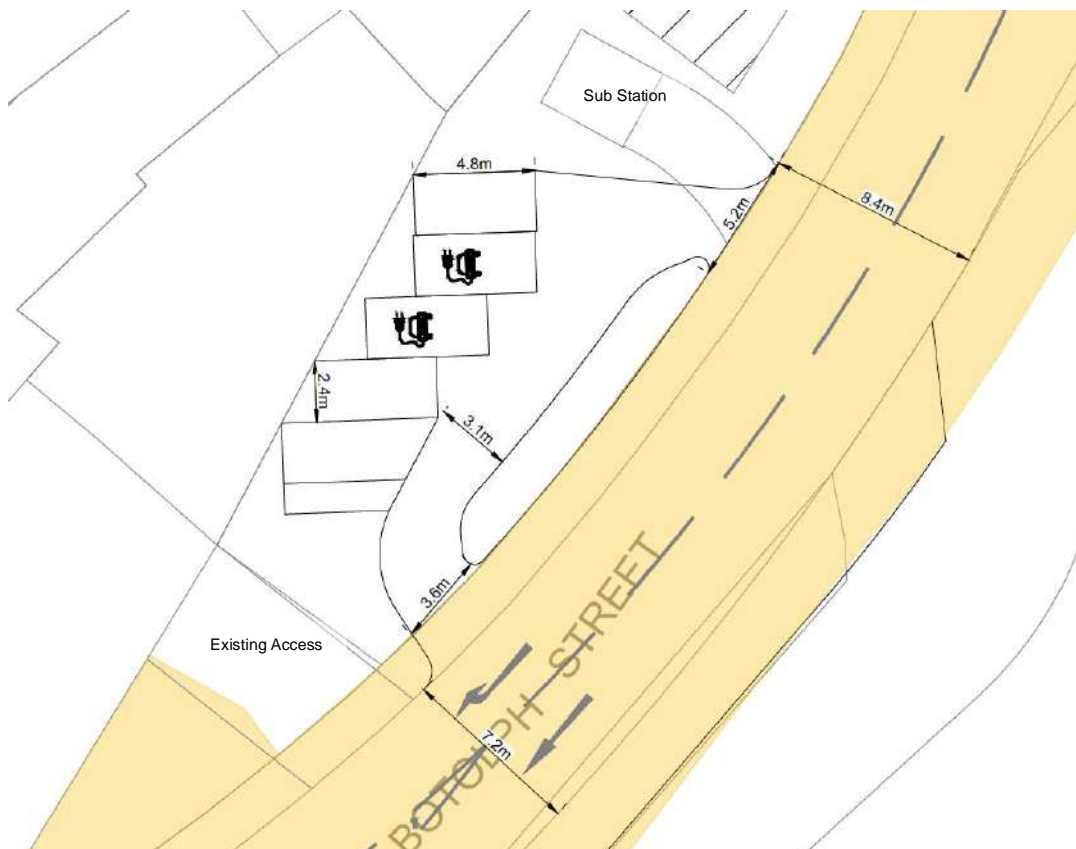
- 4.40 Given the context of the Site within the city centre, and its opportunities for sustainable travel (both in the form of public transport but also active travel via walking and cycling), it has been discussed and agreed with officers at the pre-app stage that the Proposed Development is suitable for a lower car parking provision. This is also consistent with the comments received from NCC and NCoC on the Call in Scheme.
- 4.41 As such, the 367 residential units proposed within the detailed element of this application have an accompanying 146 car parking spaces, which is a ratio of 0.40 spaces per dwelling. These parking spaces are split across Block A and Block B. Block A features 135 spaces, with 13 at the ground floor level and a further 122 at the basement level accessed via a ramp within the building. Block B is provided with 11 car parking spaces at the ground floor level.
- 4.42 This parking provision includes 8 spaces which are designed for disabled use, with side and rear hatching. This equates to 5.5% provision, and it was agreed with officers at the pre-app stage that a provision of 5% of total spaces was acceptable in principle. Across the whole development (i.e. including for the Outline element) this 5% disabled space provision will remain.
- 4.43 Furthermore, 100% of these spaces are to be provided with active electric charging facilities, which is in excess of policy standards.
- 4.44 SPA of the parking spaces has been undertaken to ensure that they can be accessed / egressed appropriately – this is included at **Appendix A16**.
- 4.45 Local public car parks are available for any visitors or trades people who need to use a vehicle. Equipment / materials can be dropped off using the delivery bays or 20-minute restricted parking on Edward Street, as shown in **Figure 4.8** and associated text.
- 4.46 For the Outline element of the Proposed Development, which will feature up to 733 residential dwellings, the exact parking provision is not known at this stage. However, the description of

development for this hybrid planning application limits the total number of parking spaces to be provided across the entire development to 450, which would therefore leave up to 304 spaces when accounting for the detailed element. This would represent a parking ratio of 0.41 spaces per dwelling for the Outline, but it is considered in reality the parking ratio is more likely to be similar to the detailed element – this will be confirmed at the RMA. Across the whole site on the basis of 1,100 dwellings and 450 spaces there would be a provision of 0.41 spaces per dwelling.

4.47 The Applicant is also happy to accept a condition / legal agreement that restricts future occupiers of the Proposed Development from applying for parking permits within existing parking areas / controlled parking zones.

4.48 It is also proposed to include car club spaces across the Proposed Development, and these have been concentrated into specific locations to create a 'hub' type environment. The location of these spaces is shown in further detail **Figure 4.9** and as can be seen, 5 spaces are provided of which two are designed to accommodate active electric charging. SPA of these spaces has also been undertaken and is included at **Appendix A17**, and the access / egress has been designed to not impact on existing accesses to the substation or the neighbouring property.

Figure 4.9 – Proposed Car Club 'Hub'



- 4.49 These spaces would therefore be available to residents and visitors / employees, but also available to the wider public and would therefore help to change travel habits not just for this Proposed Development but also for the wider area.
- 4.50 Should this planning application be granted planning permission then the Applicant will contact Co Wheels who operate the car club spaces within Norwich and discuss this provision. It is considered that this can be secured through a condition or a S106 agreement.
- 4.51 With regards to the non-residential element of the Proposed Development, as per the description of development there may be a small element of parking spaces (maximum of 22 spaces) allocated to the commercial units. The demand for this is unknown at this stage and will become clearer nearer occupation.
- 4.52 The Application seeks to remove all of the existing public car parking from the Site. This is considered acceptable given the highly sustainable location of the Site and will instead promote the use of sustainable modes of travel in the local area. The removal of these parking spaces was discussed and supported during the pre-application discussions.
- 4.53 There are three additional council car parks located within the vicinity of the Site which have sufficient spare capacity to accommodate any displaced car parking which still needs to drive to the area.

Cycle Parking

- 4.54 The Proposed Development also includes cycle parking provision, which will be spread across the development located in convenient places within the respective blocks, as well as integrated within the public realm to provide visitor cycle parking spaces.
- 4.55 For the 367 residential units proposed within the detailed element of this application, it is proposed to provide a total of 604 cycle parking spaces, of which 565 will be allocated to the residential units and the remaining 39 will be for visitor use. These spaces will be split across the residential blocks, and the breakdown is provided in **Table 4.1**.

Table 4.1 Proposed Residential Cycle Parking Provision – Detailed Element

Block	Number of Residential Units	Residential Cycle Parking Spaces	Visitor Cycle Parking Spaces
A	149	243	15
B	25	36	3
C	21	21	3
D	34	58	3
M	49	78	5
K	81	121	9
J3	8	12	1
Total	367	569	39

- 4.56 The adopted cycle parking standards for NCC are contained within their 2014 DMP document. This sets out that 1 bed units should be provided with 1 space, and 2 / 3 bed units should have 2 spaces. For visitor cycle parking, 1 space per 10 units should be provided. The above provision therefore accords with these standards, and the number of spaces within each block reflects the tenure split within that specific block.
- 4.57 The cycle stores for the residential spaces will be provided at the ground floor level, within the building of each block, and will therefore be accessible, covered and secure. The same level of provision (in accordance with standards) will be provided for the residual of the development when it comes forward, with the same approach to cycle stores.
- 4.58 For the commercial element, cycle parking will be provided internally for staff in accordance with the NCC standards. This will be provided within each of the respective units and will therefore also be secure and covered.
- 4.59 From the outset the public realm will seek to accommodate 110 spaces for visitors in total. Cycle parking for residential visitors will therefore also accord with standards and will be located within the public realm at convenient / appropriate locations. No additional spaces are provided to meet the commercial customer parking given the quantum of public realm parking already provided and partly as the commercial uses are currently unknown. These spaces will be monitored as part of the Commercial Travel Plan and additional spaces will be provided should this become necessary.
- 4.60 The detailed element of this Application includes the following quantum of commercial floorspace. **Table 4.2** also sets out the cycle parking requirements for these commercial units based on NCC standards, for both staff and customers / visitors. Given the flexibility of the commercial space within this Application, it is not known at this stage exactly what use class will be provided in the different units.

4.61 As such, **Table 4.2** presents a worst-case assessment of the cycle parking standards, which are based on the previous Use Class Order, and therefore requirements for Office space (formerly B1) have been applied to staff requirements, and Retail space (formerly A1 – A5) have been applied to the visitor spaces.

Table 4.2 Proposed Commercial Floorspace – Detailed Element

Block	Net Internal Area*	Staff Cycle Parking Spaces (Office Use)	Visitor Cycle Parking Spaces (Retail Use)
A	1,234.8m ²	36	25
M	595.3m ²	17	12
K	2,773.9m ²	80	56
J3	427.3m ²	13	9
Total	5,031.3m²	146	102

Note: Visitor cycle parking spaces provided for information only. *Based on usable space.

4.62 Given the flexibility, and in order to prevent an over-provision of cycle parking, it is proposed that a condition is implemented on any planning permission to require details on the number of staff cycle parking spaces to be provided prior to occupation, at which stage details on the exact use should be known so that an accurate, and realistic, number of cycle parking spaces can be provided.

4.63 The exact cycle parking provision for both the residential and commercial elements of the Outline will be determined at the RMA, but it will also be provided in accordance with the standards, and with the same approach as outlined above.

Travel Planning

4.64 Framework Travel Plans have been submitted with the planning application as separate documents, with separate Residential and Commercials plans provided for the Proposed Development. These have been produced in line with guidance and will provide a basis for the full Travel Plans which are expected to be conditioned for any planning permission at the Site.

5. TRIP GENERATION ASSESSMENT

- 5.1 This section will outline the existing and proposed trip generation associated with this development and explain the methodology behind this assessment.
- 5.2 The scope of the trip generation assessment was discussed in detail at the pre-application stage and it was determined that no wider junction modelling (with the exception of the Pitt Street roundabout / crossing as previously mentioned) is required, given the reduction in parking spaces and therefore reduction in associated vehicular movements.
- 5.3 As set out, the total public car parking available across the Site currently is 1,172 spaces. The Proposed Development includes 146 car parking spaces within the detailed element of the Proposed Application, and the Outline element could provide up to a further 304 car parking spaces (albeit in reality this number is likely to be lower). This equates to a total of 450 parking spaces, which is the limit set by the applications description of development.
- 5.4 Therefore, even if the full 450 parking spaces are to be provided, which is considered unlikely, this would be a reduction of 722 spaces compared to what is at the Site currently, and also less than the total existing number of spaces in the public surface car parks currently open, ignoring the spaces within the multi storey which still benefits from its extant use as well as the existing staff parking on Site. Furthermore, it should be noted that the existing 1,172 spaces are public car parking associated with Anglia Square shopping centre and the other commercial facilities within the vicinity, and will therefore have a much higher turnover than car parking associated with residential use.
- 5.5 Given the reduction in associated vehicular movements that the Proposed Development will result in, it was therefore agreed that there would be a resultant improvement with regards to vehicular movement on the local highway network and thus no modelling of local junctions was deemed to be required.
- 5.6 Notwithstanding the above, a multi-modal trip generation assessment has been undertaken to determine the level of trips that the Proposed Development is expected to generate across all modes. This is set out in the following section.

Proposed Multi-Modal Trip Generation Assessment

Proposed Residential Multi-Modal Trip Generation Assessment

- 5.7 In order to determine the expect level of multi-modal trips associated with the residential element of the Proposed Development, the TRICS database has been utilised.

5.8 The following categories / filters were applied on the TRICS database in order to find surveys from sites similar to the Proposed Development:

- Land Use – Residential: Flats Privately Owned
- Selected Regions – All in England (including Greater London)
- Parking Spaces per Dwelling Range – 0.2 to 0.8
- Weekday Only
- Location – Town Centre or Edge of Town Centre

5.9 This resulted in 5 sites, which are:

- Block of Flats in Bromley – Surveyed 12/11/2018
- Block of Flats in Greater Manchester – Surveyed 13/10/2011
- Block of Flats in Hammersmith & Fulham – Surveyed 30/04/2019
- Block of Flats in Hounslow – Surveyed 18/11/2016
- Block of Flats in Islington – Surveyed 06/06/2019

5.10 These 5 sites have provided ‘Total Person’ trip rates per dwelling, which are set out in **Table 5.1** for the AM peak hour (08:00-09:00) and PM peak hour (18:00-19:00). This table also shows the expected total person trip generation based on 1,100 dwellings (i.e. the total number of trips that the residential element of the Proposed Development is expected to generate). The full TRICS datasheets are provided at **Appendix A18** for reference.

Table 5.1 Residential Total Person Trip Rates / Generation

	TRICS Trip Rate			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
AM Peak Hour	0.096	0.486	0.582	106	535	640
PM Peak Hour	0.400	0.153	0.553	440	168	608

5.11 As such, based on analysis from similar sites available on the TRICS database, the residential element of the Proposed Development is expected to generate a total of 640 two-way trips in the AM peak hour, and 608 in the PM peak hour.

5.12 In order to split these trips across the various modes of travel that will be available, 2011 Census ‘Method of Travel to Work’ data from the middle super output area (MSOA) that the Site is located in (Norwich 007) has been used. Whilst this data is based on surveys from 2011, it is considered to still represent the most appropriate way available to determine modal splits of travel.

5.13 The resultant modal splits, and subsequent trip generation, is shown in **Table 5.2**.

Table 5.2 Proposed Residential Multi-modal Trip Generation

Travel Mode / Split	Development Trips					
	AM Peak			PM Peak		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Rail / 3%	4	18	21	15	6	20
Bus / 13%	14	70	84	58	22	80
Taxi / 1%	1	6	8	5	2	7
Motorbike / 1%	1	6	7	5	2	7
Car Passenger / 6%	6	31	37	25	10	35
Bicycle / 14%	15	75	89	61	24	85
On Foot / 60%	63	319	383	263	101	364
Other / 2%	2	9	11	7	3	10
Total	106	535	640	440	168	608

- 5.14 As can be seen, the majority of trips associated with the proposed residential units are expected to be made by walking (on foot), which accounts for 383 two-way trips in the AM peak hour, and 364 in the PM peak hour.
- 5.15 As shown, the majority of trips associated with the Proposed Development are expected to be made on foot. The existing facilities, as well as proposed improvements in the form of crossings, footways and dedicated pedestrian zones within the Site, will therefore help to accommodate these trips. The same can be said for the proposed cycling trips, which will be able to utilise the new routes within the development which then connect to existing routes further beyond, and they will also benefit from several of the proposed crossings.
- 5.16 With regards to trips made by bus, which the trip generation analysis has shown to be the next most popular mode of travel, it is considered there is an excellent level of existing infrastructure / service available within the immediate vicinity which will be able to accommodate these trips. However, the possibility of a 'Mobility Hub', as set out in **Section 2**, will further enhance and improve the opportunity to travel to and from the Site by bus.
- 5.17 For the commercial element of the Proposed Development, it is difficult to determine the expected multi-modal trip generation at this stage given the flexible nature of the planning application. Notwithstanding, the Proposed Redevelopment results in a reduction in commercial floorspace provided on-site, and resultingly the associated number of trips is expected to be reduced. As per the description of development, this hybrid planning application allows a maximum of 8,000m² flexible commercial floorspace. The majority of this floorspace is expected to be of retail use, and as detailed in **Section 2**, there is 11,655m² GIA retail / general sales space currently on-site. As such, the proposals will result in a reduction in floorspace when looking at retail use alone, and this is not considering the numerous other uses currently at the Anglia Square shopping centre.

5.18 Furthermore, given the location and type of use, the majority of trips to the proposed commercial space are likely to be made from the local area, and therefore by sustainable modes, and also be linked trips with visitors also travelling to other local services / amenities.

6. SUMMARY AND CONCLUSIONS

- 6.1 Icen Projects Ltd has been appointed by Weston Homes Plc to provide support for a hybrid (part detailed/part outline) planning application submitted to Norwich City Council for the comprehensive redevelopment of Anglia Square and various parcels of mostly open surrounding land.
- 6.2 The proposal seeks to deliver a significant residential-led, mixed-use development alongside a number of changes to the highway network to improve the connectivity and sustainability of the Site.
- 6.3 Extensive discussions have been held with both Norwich City Council and Norfolk County Council to discuss and agree the necessary highways elements.
- 6.4 The site benefits from an excellent location both in terms of access to amenities / services, but also walking, cycling and public transport accessibility. The Proposed Development looks to further enhance these connections via local improvements both within the Site and in the immediate surrounding area. It is therefore considered that all users of the site have the opportunity to travel by non-car modes.
- 6.5 A highway safety assessment has been undertaken which has demonstrated that there is no underlying highway safety issues that will be exacerbated by the Proposed Development.
- 6.6 The Site is split into different zones, each of which have had access strategies carefully developed to ensure that vehicles can access and egress appropriately, but are also limited from travelling through the development wherever possible to further improve the pedestrian and cycle environment. Assessments in the form of visibility splays and swept path analysis have been undertaken to ensure the proposed vehicular access work from a technical perspective.
- 6.7 Adequate provision is included to ensure that delivery vehicles can successfully serve the site, with loading bays and turning areas provided at the necessary locations. A Delivery and Servicing Plan has been produced to provide further details on this.
- 6.8 The Proposed Development also provides a significant benefit with regard to decreasing vehicular movements by removing the existing public car parking located on the Site, which has been shown to be surplus to requirements. A limited number parking spaces have been proposed to serve the residential element of the Proposed Development (likely minimum of 0.41 total ratio), but this has been kept to a minimum given the sustainable location of the Site.

- 6.9 Cycle parking will also be provided to an adequate level to ensure that residents, staff and visitors will have sufficient space to store their bikes securely. The storage areas will be provided in accessible and convenient locations.
- 6.10 Given the proposed reduction in vehicular parking spaces within the Site, the associated vehicular trips are expected to decrease as a result of the Proposed Development and therefore the Site will generate less vehicle movements compared to the extant uses available. The multi-modal trip generation assessment has demonstrated that the majority of people travelling to and from the site will do so by sustainable travel modes. This will be further encouraged through the provision of Framework Travel Plans to support the development.
- 6.11 In conclusion, the proposed development at the site is compatible with, and supports, local and regional transport policies. It has been shown throughout this report that the proposals will not give rise to any adverse transport impacts. It is therefore considered that there is no highway related reason why the development proposal should not be granted planning permission.

A1. SCOPING NOTE / PRE-APPLICATION DISCUSSIONS



To: **Norfolk County Council**
From: **Iceni Projects (Transportation)**
Date: **March 2022**
Title: **Anglia Square, Norwich – Scoping Note**

a. Scoping Note

1. This Scoping Note has been prepared by Iceni Projects on behalf of our client, Weston Homes Ltd (the Applicant) regarding their development proposals on the Anglia Square site in Norwich City Centre (the Site).
2. Several pre-applications discussions / meetings have been held with both Norfolk County Council and Norwich City Council on transport / highways in recent months. This note therefore provides a summary of the discussions / points that have been agreed, and the resultant scope of the forthcoming assessment from a transport / highways perspective for a forthcoming planning application.
3. The rest of the note is set out based on the proposed sections of the Transport Assessment (TA) that will be submitted.

b. Section 1 – Introduction

4. This section of the TA will provide a brief introduction to the Site and the development proposals, including setting out the proposed description of development.
5. For information, the intention is to submit a hybrid planning application with part of the site detailed and part in outline.
6. It will also include a summary of the pre-application discussions held, details of what guidance has been followed, and will then set out the contents of the remainder of the report.

c. Section 2 – The Site and Surroundings

7. This section will provide a detailed overview of the Site in terms of its location, surrounding context and local connectivity. It will include details on the local highway network, which will include a summary of the adopted network as well as analysis of collision data (obtained for the five year period up to the end of November 2021 – the latest available from Norfolk Council).
8. This section will also detail the sustainable travel opportunities available from the Site and how they could be used by future occupants of the Proposed Development.

d. Section 3 – National, Regional and Local Planning Policy

9. The TA will contain a review and assessment of all the relevant planning policy material in relation to the development proposals (from a transport / highways perspective), with a view to demonstrating that the proposals are in accordance with the policy position.

e. Section 4 – Proposed Development

10. The TA will include a detailed assessment of the Proposed Development with reference to the transport / highways elements. A summary of these, and what will be included in the TA, is set out below.

Pedestrian and Cycle Movements

11. The movement of pedestrians and cycles across the development, as well as connecting into the local network, has been paramount in the progression of the proposed site layout. A number of discussions have been held with Norfolk and Norwich regarding pedestrian and cycle routes, and this has resulted in a number of proposals.
12. Most notably, it was agreed that the existing cycleway on Pitt Street (on the western boundary of the Site) can be replaced with a cycleway within the Site, which has been proposed to run all the way from St Crispins Road (tying into the recently installed toucan crossing) to Edward Street at the northern extent of the Site. At Edward Street it will connect to an improved crossing facility, which has been designed in consultation with the officers.
13. Moving further north, it is also proposed to make pedestrian / cycle improvements to Edward Street as it moves up to Magpie Road, with the initial design for this showing it will be possible to widen the existing footway / cycleway to more appropriate width, and create a more direct desire line. Edward Street would be reduced to 3.2m accordingly through this northern section.
14. As well as the Edward Street crossing, there are also a number of other crossings proposed as part of the development. This includes a new crossing on Pitt Street, and following consultation with officers, traffic modelling is currently being undertaken to determine how this crossing would interact with the Pitt Street / St Crispins Road roundabout.
15. Full details on the modelling results, as well as the proposed crossing points and walking / cycling improvements, will be set out within the TA.
16. At this point it should also be noted that whilst the Applicant and Iceni have been in discussions with Norwich, Norfolk and various other stakeholders regarding the potential for a Mobility Hub on Magdalen Street, just to the south east of the site boundary, this work does not form part of this forthcoming planning application. It will therefore only be referenced within the reports where appropriate as it is not part of the proposal.

Access

17. The Proposed Development includes 5 dedicated vehicular access points into the Site. These have been discussed within officers previously, with swept path analysis (SPA) and visibility splay assessments provided.

18. The proposed accesses are from St Crispins Road (via amendments to the existing Botolph Street / Cherry Lane access), from Pitt Street to serve a small number of internal parking spaces, two on Edward Street (one to serve a small number of parking spaces and the other to provide access to an internal servicing yard) and lastly an access from Edward Street to the separate parcel of land within the site boundary to the north west.
19. Importantly, it should be noted that the proposals include the closure of the existing access to Anglia Square from the flyover on St Crispins Road, as was sought by officers. All other existing accesses, of which there are a few, will be stopped up and footway reinstated as appropriate.
20. Lastly, following our discussions during the various pre-app meetings, we are aware of the need to maintain access to the building known as 'Aladdin's Cave' on Magdalen Street. The development proposals therefore ensure that this access, which appears to be used for servicing, is maintained.
21. Full details and assessments of these accesses, and internal vehicular movement, will be provided within the TA.

Deliveries and Servicing

22. The TA will provide a summary of the proposed servicing strategy for the development, with full details set out in the Delivery and Servicing Plan which will accommodate the planning application submission.
23. As has been discussed during the various pre-application meetings, the intention is for the majority of servicing and deliveries to take place from the edge of the Site, which will resultingly keep the internal areas vehicle-free and dedicated towards pedestrian, cycle friendly spaces with landscaping and active frontages.
24. Several loading bays have therefore been proposed along the roads bounding the Site, specifically Pitt Street, New Botolph Street, Edward Street and Magdalen Street. There is, however, a dedicated internal servicing yard proposed in the north eastern corner of the Site. These bays and servicing area have been designed in accordance with standards and also been the subject of a SPA assessment to ensure the necessary vehicles can enter and exit in a forward gear.
25. It should, however, be noted that the proposals include a residential hub in the north western corner of the Site which will accommodate the majority of servicing associated with the residential element of the development. A dedicated layby for this is therefore provided on New Botolph Street.
26. For the loading bays subject to less intensive use, it is proposed for them to operate as footway when not in use, in a similar style to the existing bay on St Augustines Street.

Parking Provision

27. Given the context of the Site within the city centre, and its opportunities for sustainable travel (both in the form of public transport but also active travel via walking and cycling), it has been discussed and agreed with officers that the Proposed Development is suitable for a lower car parking provision.

28. The parking ratio is proposed at circa 0.4 spaces per dwelling for the detailed element, and a similar ratio is also intended for the outline element.
29. With regard to disabled parking, it has been agreed via email correspondence with Norfolk that disabled parking at 5% of the total number of spaces is an acceptable and realistic provision. This will therefore be incorporated within the scheme.
30. Electric charging will also be provided at the car parking across the development, and again this will be detailed within the TA.

General Comments

31. As a general comment with regard to all the points set out above, given the minimal nature of the highway works proposed, and the associated reduction in vehicular traffic (as set out in further detail in the following section), it has been assumed that the road safety audit team at Norfolk County Council will take a view on the proposals during the consultation stage, with any required changes to be made at the detailed design stage. Notwithstanding, as detailed previously the TA will include an assessment of the collision data to determine if there are any existing safety concerns that need to be considered / mitigated.

f. Section 5 – Trip Generation Assessment

32. As set out above, the proposals include for a low level of car parking. For the detailed element, the 367 residential units proposed will have an associated 142 car parking spaces. This is a ratio of 0.39 spaces per dwelling, and applying this same ratio to the remaining 733 units which will form part of the outline will lead to an additional 286 parking spaces. This therefore takes the total number of parking spaces to 428 spaces, which is significantly less than the extant number of parking spaces on the Site. Currently, there are several existing car parks located within the site boundary. This includes 451 parking spaces available within public surface car parks, and there is also the multi-storey car park which, whilst currently closed, provides 721 spaces. As such, the Site has access to 1,172 car parking spaces, although it should be noted that there are a number of additional car parking spaces for staff within the site (approximately 60) which have not been included in this number. As such, the proposed parking provision therefore represents around a 2/3 reduction in extant parking.
33. As a result, it was therefore confirmed with Norfolk Highways that there is no need for wider traffic counts, and no modelling is required (beyond that already identified in this Scoping).
34. Notwithstanding, the TA will include a multi-modal assessment to determine the expected number of trips, split across the various modes of travel, expected with the Proposed Development coming forward.

g. Forthcoming Application Requirements

35. As per the above, we will be preparing and submitting a TA to accompany any forthcoming planning application. However, we will also be producing the following documents:
 - Framework Travel Plan and
 - Delivery and Servicing Plan.

Richard Jay

From: Richard Jay
Sent: 04 March 2022 12:29
To: Poole, Liz
Cc: Clive Burbridge; Webster, Ben; Armitage, Tracy
Subject: RE: Anglia Square - Transport Scoping Note

Hi Liz,

Thanks very much for this, please see some responses in [blue](#) below.

Kind regards,

Richard Jay
Principal, Transport

telephone: 020 3640 1020
mobile: 07772 157 072
email: rjay@iceniprojects.com



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From: Poole, Liz <liz.poole@norfolk.gov.uk>
Sent: 04 March 2022 10:39
To: Richard Jay <rjay@iceniprojects.com>; Clive Burbridge <cburbridge@iceniprojects.com>
Cc: benwebster@norwich.gov.uk; Armitage, Tracy <tracyarmitage@norwich.gov.uk>
Subject: FW: Anglia Square - Transport Scoping Note

Hi All,

I have taken a look at the Scoping Note.

Tracy has covered a lot of the key issues but in addition I have the following comments:

- With regard to the Mobility Hub – whilst it may not form part of the application it will be a key part of bringing sustainable measures forward and so will need to be covered in the TA. I appreciate it is outside the site boundary but it will still be a key piece of infrastructure. [Noted, details on the potential improvements to be made will be set out in the TA.](#)
- With regard to existing accesses that will need to be closed to vehicular traffic – you need to ensure that you are using the correct terminology here. Are you stopping up or prohibiting vehicular movements? [We are prohibiting vehicular movements and this will be made clear in the TA.](#)
- With regard to access for servicing and deliveries. I think that detail will be required particularly with regard to ‘white van’ deliveries as I am not sure if these delivery drivers will be happy to stop some distance from the delivery address. They have a very tight timescale and will want to get as close as possible to the delivery address. [Agreed – this detail will be provided within the Delivery and Servicing Plan which will set out the strategy for the management of delivery and servicing trips to the site.](#)
- With regard to parking for residential – this level is agreed but there must be visitor parking and facilities for tradespeople visiting properties to park. [Noted and to be discussed further with client on the operational delivery, details to be provided within the TA.](#)
- With regard to a Road Safety Audit – we would expect any schemes submitted with a Planning Application to be accompanied by a Stage 1 Safety Audit. [Noted – we require a fixed scheme before this Stage 1 RSA can be undertaken and obviously to have that we are seeking your agreement in principle on the proposed highway works for example Edward Street narrowing. I trust this can follow during the consultation period if timescales dictate.](#)
- With regard to Trip Generation and Traffic Counts – you did undertake some traffic counts to validate the surveys etc from the original application. These need to be referenced within the TA and information provided as to why you are not providing any modelling other than that detailed in the Scoping. This application will come under detailed scrutiny so this needs to be covered. [Understood, we will include this detail within the TA.](#)

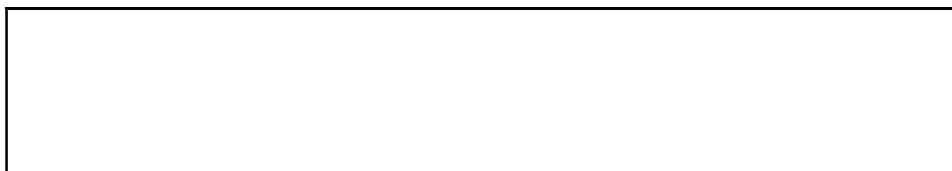
Liz

Liz Poole - Major and Estate Development Team Manager

Community and Environmental Services

Tel: 01603 638009

County Hall, Martineau Lane, Norwich, NR1 2SG



From: Armitage, Tracy <tracyarmitage@norwich.gov.uk>

Sent: 03 March 2022 17:05

To: rjay@iceniprojects.com

Cc: Clive Burbridge <cburbridge@iceniprojects.com>; Poole, Liz <liz.poole@norfolk.gov.uk>; benwebster@norwich.gov.uk

Subject: FW: Anglia Square - Transport Scoping Note

WARNING: External email, think before you click!.

Afternoon Richard,

I have reviewed the scoping note and I have a number of comments/questions which I have been unable to discuss with Liz. However knowing the time pressure I have set them out below anyway:

- The note doesn't include any reference to public transport .The call-in scheme included a proposal for improved bus stop provision on Magdalen Street (south bound) and I am pretty sure this was in the TA. An important distinction between the call in scheme and this one is the removal of public parking and lower levels of residential parking and as such there is an even greater need to ensure high quality access to bus services. Paragraph 16 references the mobility hub scheme and although a detailed scheme is still being designed and unlikely to be ready in time to form part of the March submission it is envisaged that it would form part the June Reserved Matters submission. As early as possible it will be necessary to assess/establish the transport requirements of this scheme (possible at this stage) and how this development is going to contribute to the delivery of these measures. This is important to establish because development costs need to be accounted for in the viability assessment.
- Pedestrian movements - the pedestrian footway on the Pitt/Edward/Magdalen Street are all proposed to be widened – presumably this should be covered along with schemes.
- Includes reference to cycle movements but not parking – should residential and public bike parking be included in TA?
- Reference to N-S cycle routes but not E-W. Aim will be to discourage cyclists using Botolph Street(neAnglia Square to move from Magdalen Street/St Georges Street. There has been talk of using Cherry Lane and Edward Street as connections between Blue and Yellow pedalways
- Emergency, servicing and deliveries strategy – This needs to be set out in detail. In relation to the residential properties it needs to be clear how all vehicle deliveries will work – ie small packages/large bulky goods/groceries /house removals etc
- Given low parking levels there is a DM policy requirement for car club provision - this is proposed and details should be provided
- Loss of public parking provision – this is not covered. There is provision in a city owned car park under the flyover on the east side of Magdalen Street. The TA should address public car park provision serving the large district centre - Incidentally I think there is a need for improved signage to this car park because it is difficult to find. I understand short stay parking bays are proposed – but we have seen no details of these.

Tracy

From: Richard Jay <rjay@iceniprojects.com>
Sent: 02 March 2022 11:11
To: Poole, Liz <liz.poole@norfolk.gov.uk>; Webster, Ben <BenWebster@norwich.gov.uk>
Cc: Clive Burbridge <cburbridge@iceniprojects.com>
Subject: Anglia Square - Transport Scoping Note

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please just delete the email.**

Hi Liz / Ben,

I hope you are both well.

Following the numerous meetings / discussions we have had on Anglia Square, and ahead of the planned application submission later this month, I have attached a Transport Scoping Note which sets out our intended scope for the assessment to be included in the application, and details the points that we understand to have been agreed in our discussions to date.

I would appreciate if you could review the attached note and let us know if you have any comments, so that we can be in a position where we have an agreed scope as we prepare our documents for submission.

Kind regards,

Richard

Richard Jay
Principal, Transport

telephone: 020 3640 1020
mobile: 07772 157 072
email: rjay@iceniprojects.com



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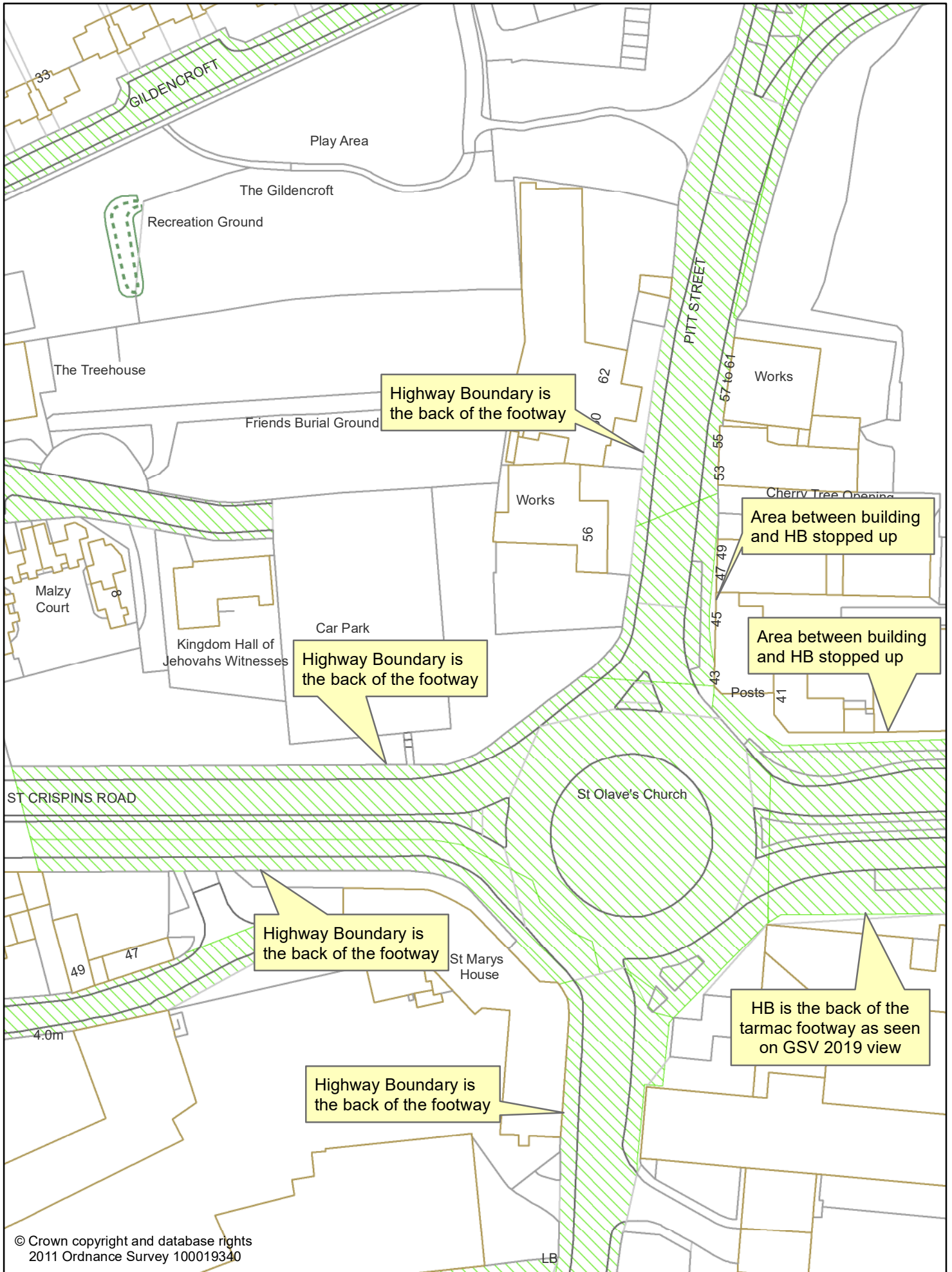
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A2. HIGHWAY BOUNDARY DATA



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 **Norfolk** County Council
Grid Ref: 622,849.8797 309,297.3404

**Anglia Square,
Norwich**

 **Public highway hatched green**

Date created:
04/02/22

Scale:
1:1,000





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Norfolk County Council
Grid Ref: 622,918.3418 309,544.7820

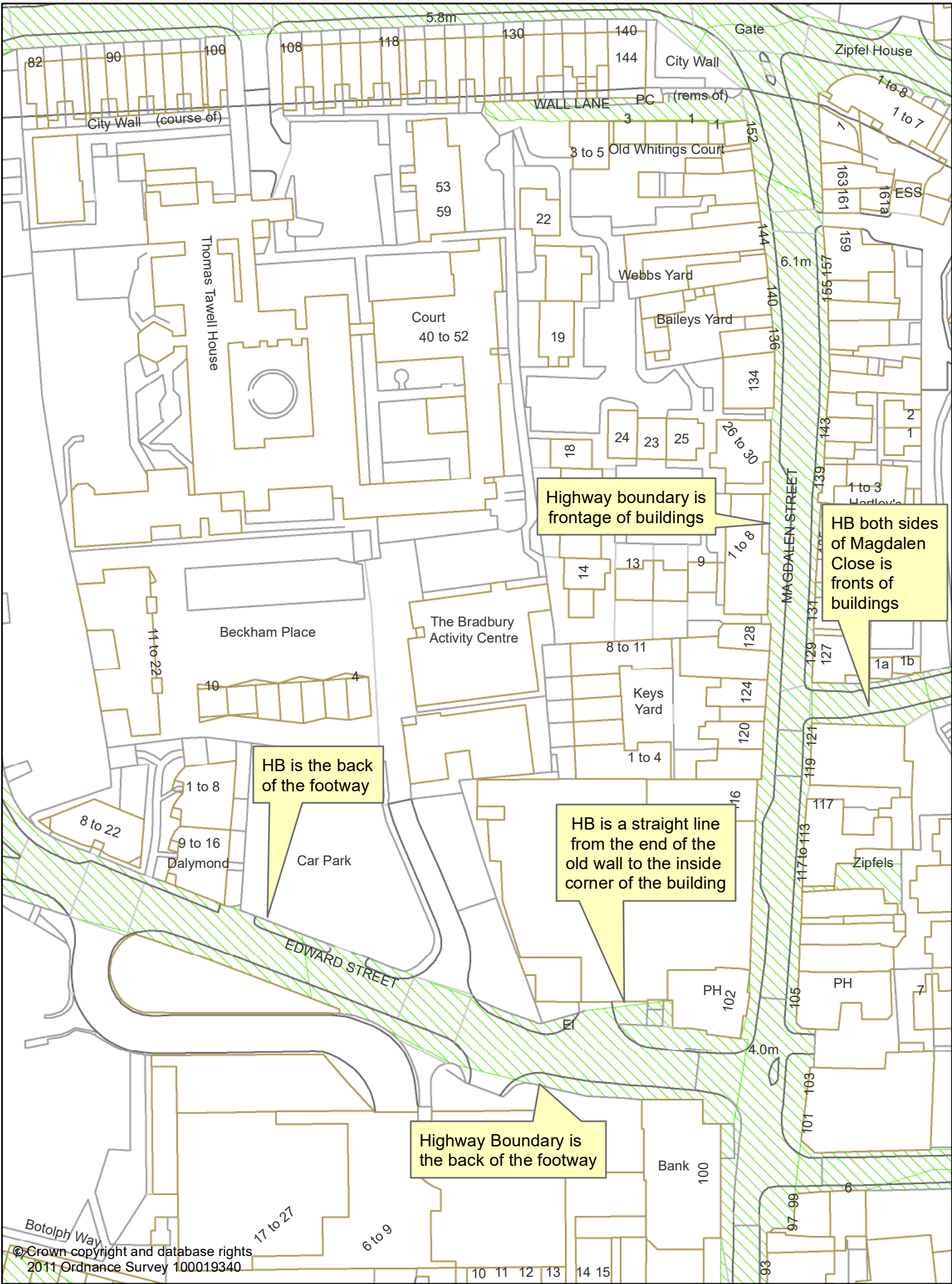
**Anglia Square,
Norwich**

 **Public highway hatched green**

Date created:
04/02/22

Scale:
1:1,000





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 **Norfolk** County Council
Grid Ref: 623,101.3965 309,536.1427

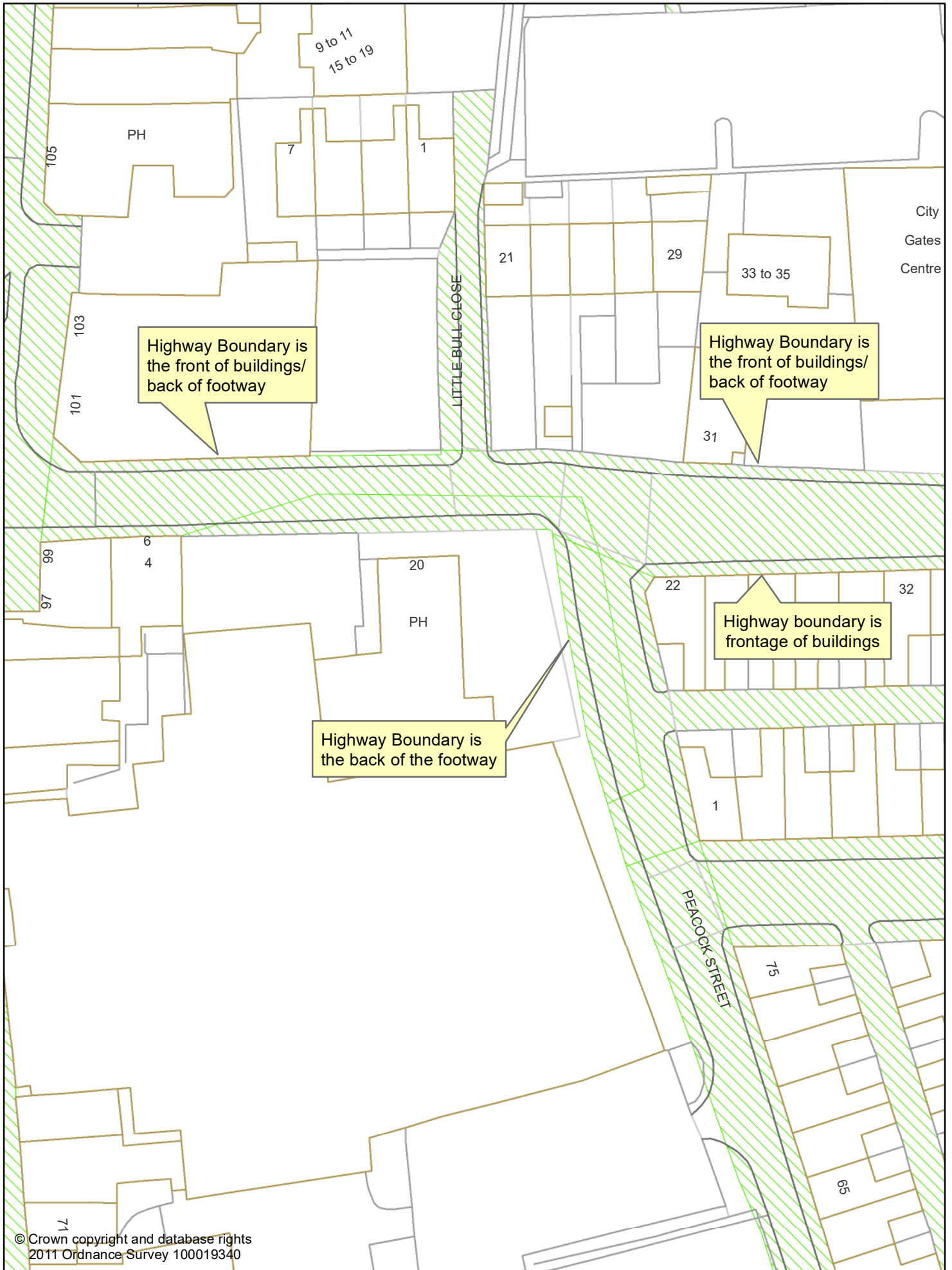
Anglia Square, Norwich

 **Public highway hatched green**

Date created:
04/02/22

Scale:
1:1,000





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 **Norfolk** County Council
Grid Ref: 623,210.7728 309,414.3780

**Anglia Square,
Norwich**

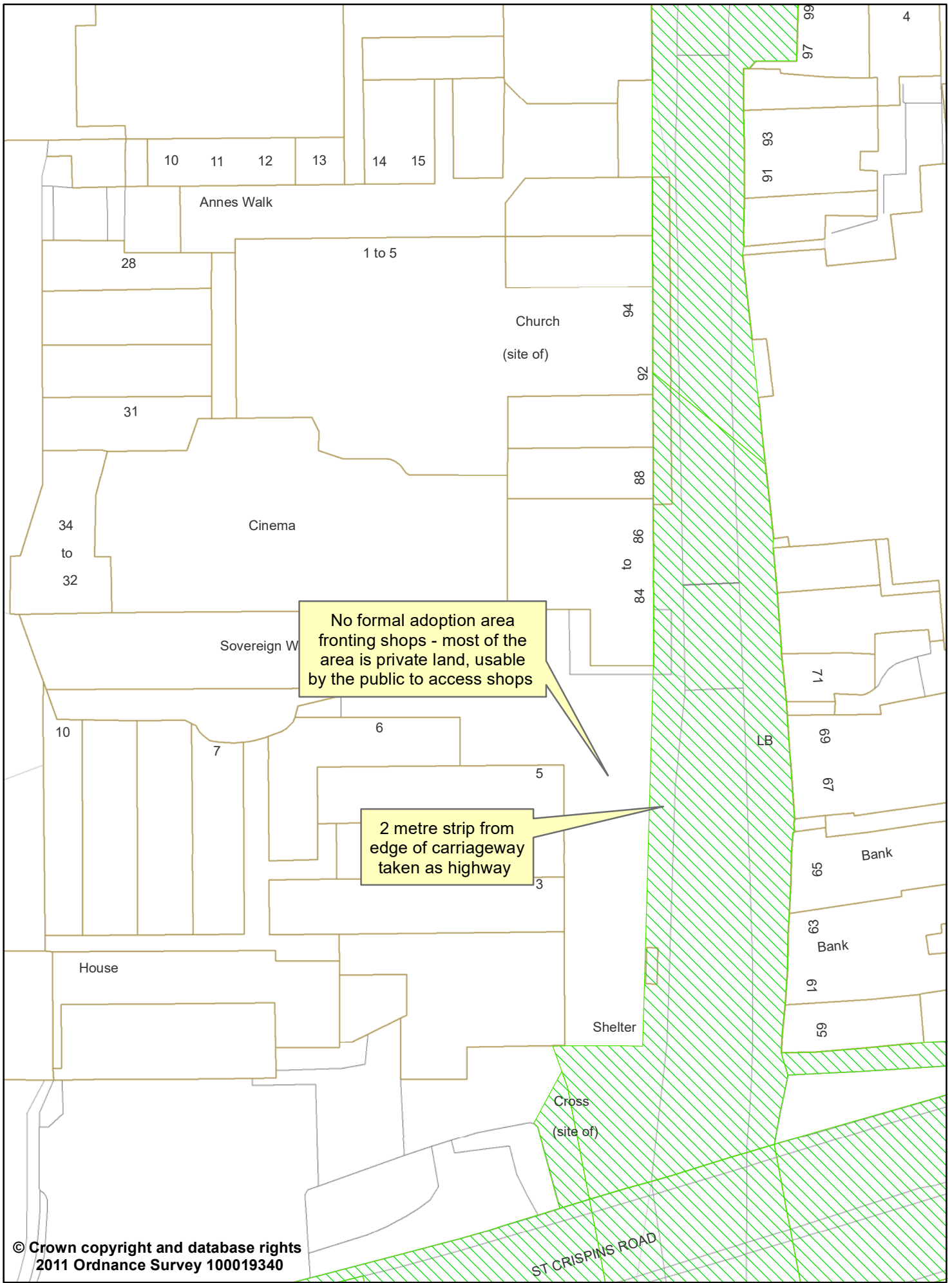


Public highway hatched green

Date created:
04/02/22

Scale:
1:500





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Norfolk County Council

Anglia Square
Norwich

Center of map:
623,132.9296 309,357.2639

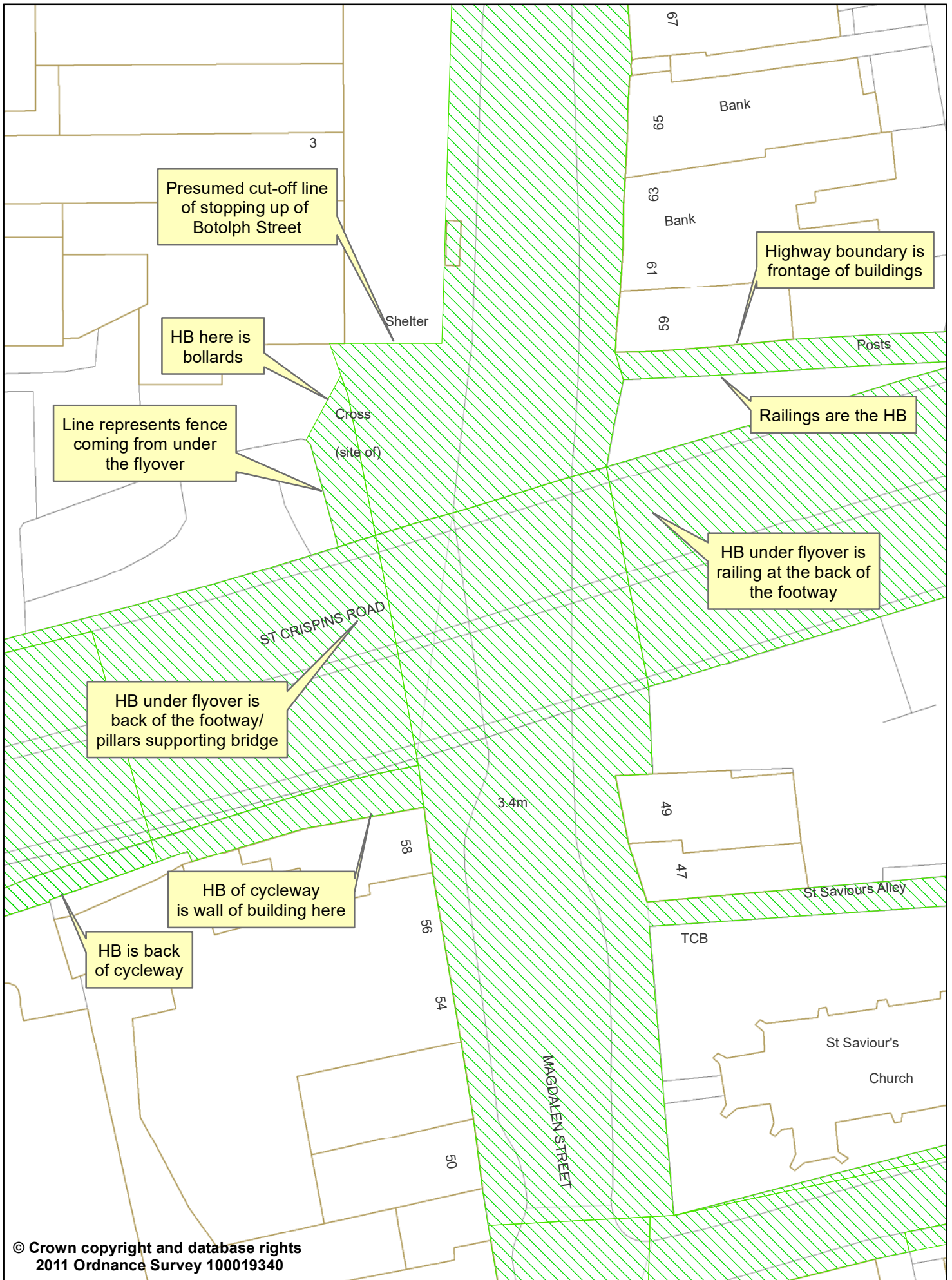


Public highway hatched green

Date created:
18/02/2022

Scale:
1:500






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 Norfolk County Council

Anglia Square
Norwich

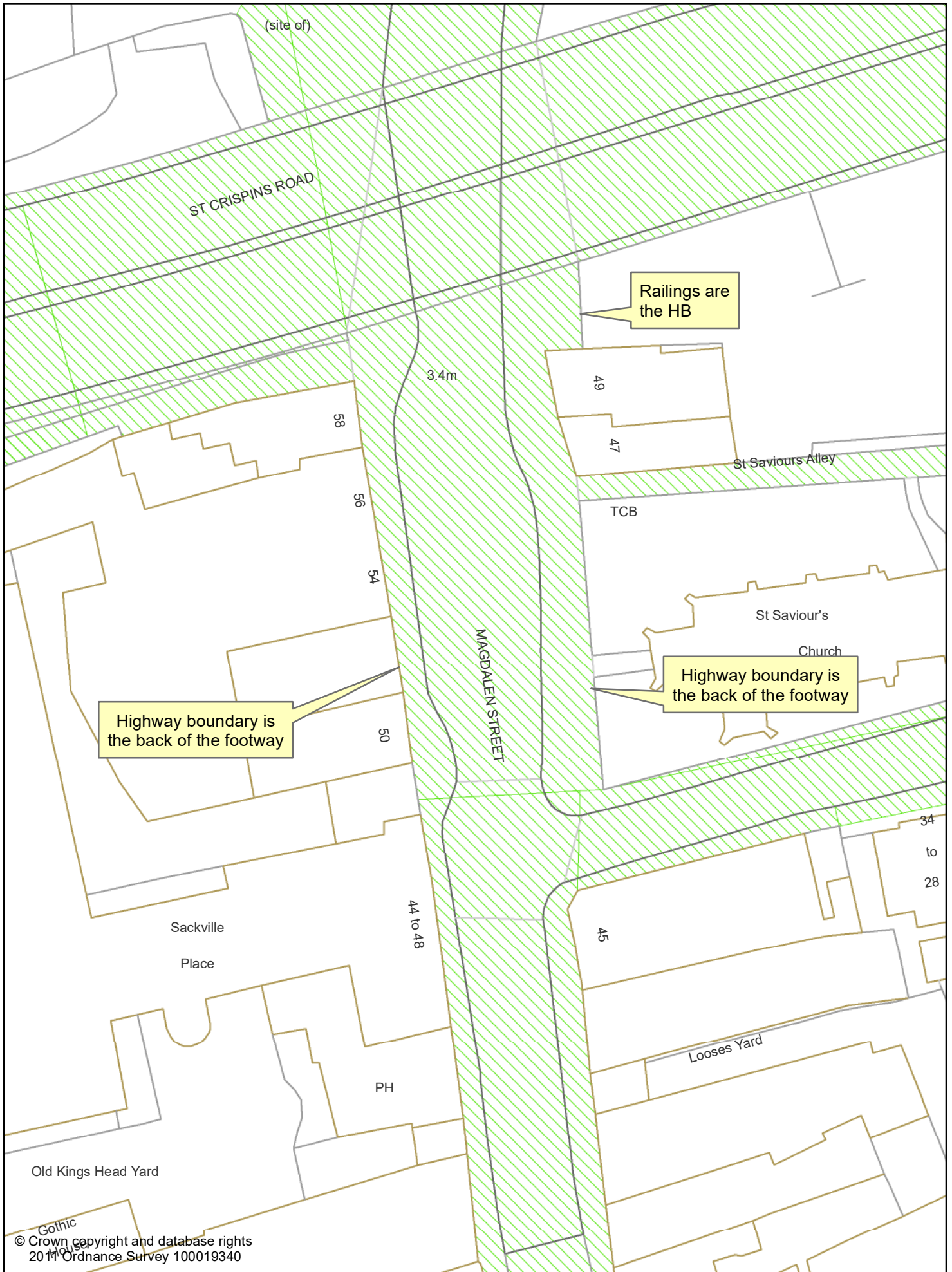
Center of map:
623,152.8582 309,291.3057

 Public highway hatched green

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18/02/2022

Scale:
1:400





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 **Norfolk** County Council
Grid Ref: 623,158.6384 309,256.7832

Anglia Square, Norwich

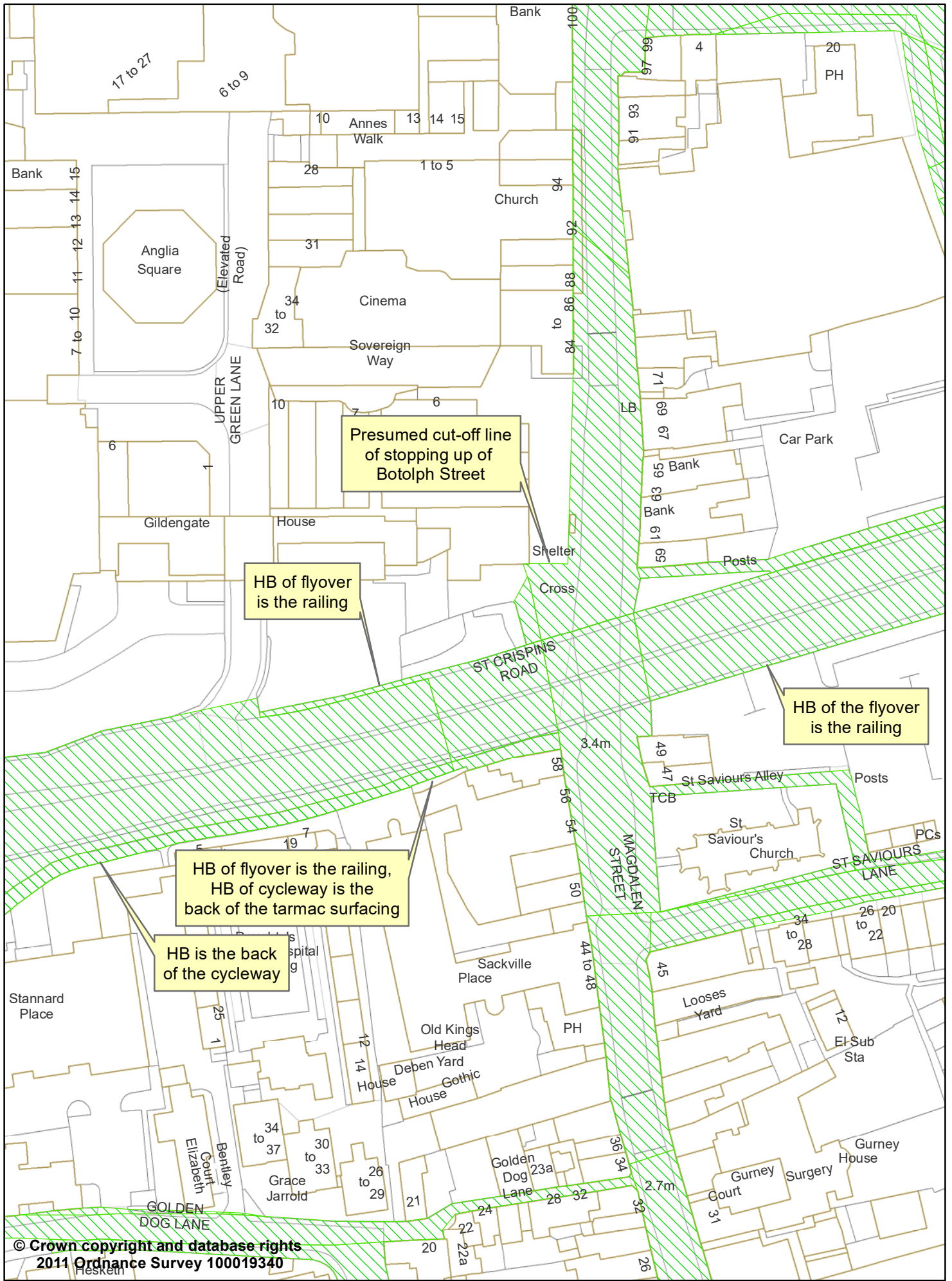


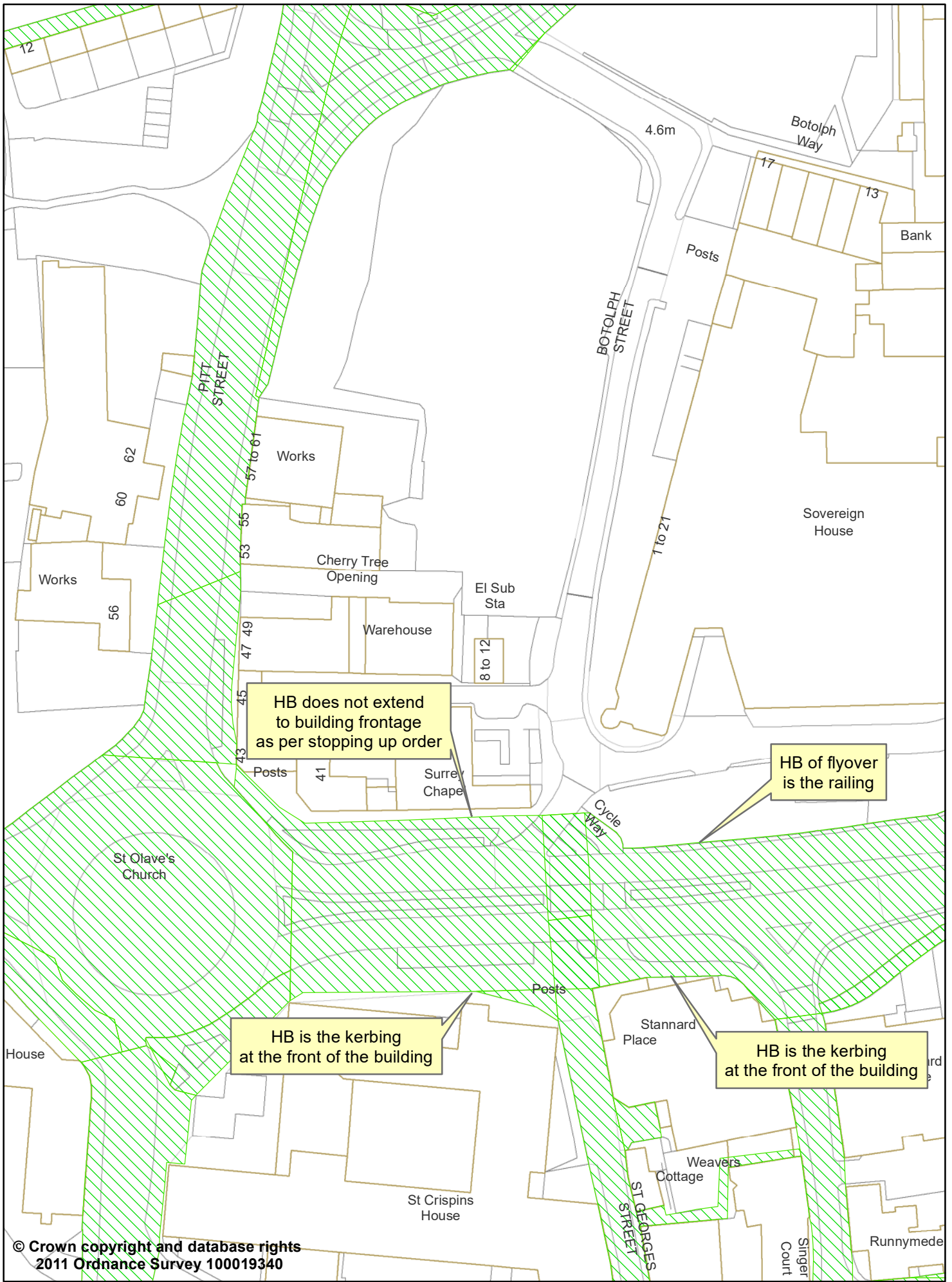
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Center of map:
622,947.9292 309,312.4688

Anglia Square
Norwich

 Public highway hatched green

Date created:
18/02/2022
Scale:
1:1,000



Please be advised:-

- The attached plan is to scale when printed on A4 unless stated otherwise.
- This plan shows highway boundary data in relation to physical features plotted by Ordnance Survey.
- Measurements scaled from this plan may not match measurements between the same points on the ground.
- Green hatching represents publicly maintainable highway in the meaning of the Highways Act 1980.
- Areas without green hatching may still be public highway that has not been researched, verified or recorded.
- Only the green hatching surrounding the requested area of interest has been verified.
- This data is valid at date of publication and can be subject to change.
- This data is intended for use by the recipient only and should not be passed to third parties.
- For drainage ditches that have never been depicted on any OS mapping and that have subsequently been found to have been piped, the highway boundary line will change to the approximate road-side edge of the original drainage ditch as no highway rights can be proved to have been established on the land occupied by the drainage ditch. The adjacent landowner will mostly like be the riparian owner of the drainage ditch (open or piped) and the land that it occupies will be regarded as private.
- Please direct all highway boundary enquiries to highway.boundaries@norfolk.gov.uk

A3. PERSONAL INJURY COLLISION DATA

Full Details Report Summary -

Accidents Found Date Range: 01/12/2016 - 07/11/2021

Grid Coordinate Range: 622810,309234 - 623418,309674

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

Accident Severity

	2016	2017	2018	2019	2020	2021	Total
Serious	0	2	2	3	3	3	13
Slight	3	11	12	8	6	10	50
Total	3	13	14	11	9	13	63

Casualty Severity

	2016	2017	2018	2019	2020	2021	Total
Serious	0	2	2	3	3	3	13
Slight	3	11	13	9	6	10	52
Total	3	13	15	12	9	13	65

Casualty KSI

	2016	2017	2018	2019	2020	2021	Total
Adult KSI	0	1	1	3	3	3	11
Child KSI	0	1	1	0	0	0	2
Slight	3	11	13	9	6	10	52
Total	3	13	15	12	9	13	65

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:982853 Slight ST CRISPINS ROAD (A147) - 131 METRES FROM JUNCTION WITH OAK STREET Accident 1 of 63

1.7 Date & 1.9 Time.....Thursday 17/09/2020 16:00	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622810/309254	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A147	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Pelican etc crossing	1.23 Surface.....Dry

Contributory Factors

Following too close (Driver/Rider - Injudicious)
 Travelling too fast for conditions (Driver/Rider - Injudicious)
 Failed to judge other person's path/speed (Driver/Rider - Error)
 Sudden braking (Driver/Rider - Error)
 Careless/Reckless (Driver/Rider - Behaviour)
 Loss of control (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	
Vehicle 001	Very likely	No - reported over the counter
Vehicle 002	Possible	
Vehicle 001	Possible	
Vehicle 001	Possible	

Accident Description

Vehicle 2 has exited a roundabout towards a pedestrian crossing, where the lights have changed to red. V2 has braked to stop. Vehicle 1, following has not stopped in time and has collided with the rear offside of v2.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle 50 - 125cc	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...West East	2.22 Driver age.....54
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...West East	2.22 Driver age.....47
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....-1	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1093577 Slight ST CRISPINS ROAD (A147) NEAR JUNCTION WITH DUKE STREET Accident 2 of 63

1.7 Date & 1.9 Time.....Wednesday 29/09/2021 14:45	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622860/309248	1.14 Road type.....Roundabout
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A147	1.17 Junction control....Automatic traffic signal
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Inexperienced or learner driver/rider (Driver/Rider - Behaviour)
 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes
Vehicle 001	Very likely	Yes

Accident Description

V2 has been in lane 1 on duke street roundabout which is the correct lane to take the first exit left onto St Crispin's, Nch.
 V1 has been in lane 2 on duke street which is the lane for straight ahead on to Pitt street, Norwich.
 V1 whilst on the round about has decided he wanted to go left and has turned and clipped the rear offside of V2 causing damage and injury to the front seat passenger of V2

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...South east North west	2.22 Driver age.....38
2.7 Manoeuvres.....Turning left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...South east North west	2.22 Driver age.....53
2.7 Manoeuvres.....Turning left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Worn but not independently
3.8 Age.....57	3.19 Roadworker injured...No
3.9 Severity.....Slight	
3.4 Vehicle no.....2	3.10 Pedestrian location..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.11 Pedestrian movement..Not a pedestrian

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:900241 Serious ST CRISPINS ROAD (A147) NEAR JUNCTION WITH DUKE STREET Accident 3 of 63
 1.7 Date & 1.9 Time.....Monday 02/09/2019 07:29 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....622873/309234 1.14 Road type.....Roundabout
 1.10 Local Authority.....Norwich 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A147 1.17 Junction control....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..U 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...1
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2
 1.20b Crossing(physical).....Pelican etc crossing 1.23 Surface.....Dry

Contributory Factors

Participant	Confidence	Did a police officer attend?
		No - reported over the counter

Accident Description

MALE HAS STATED THAT HE WAS DRIVING ROUND ST CRISPINS ROUNDABOUT, HE HAS BLACKED OUT THEN WOKEN UP WITH HIS CAR CRASHED INTO A WALL.

1 Vehicle

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....East West	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....33
2.11 Skidding.....Yes	
2.13 Left c'way.....Left c'way Offside	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Positive
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....33	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No
<hr/>	
3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....31	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:202738 Slight ST CRISPINS ROAD A147 AT JN WITH PITT STREET A1067 Accident 4 of 63

1.7 Date & 1.9 Time.....Sunday 02/07/2017 23:20	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622881/309292	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A147	1.17 Junction control.....Automatic traffic signal
1.18/1.19 2nd road identity..A1067	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Central Refuge only	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Careless/Reckless (Driver/Rider - Behaviour)
 Failed to judge other person's path/speed (Driver/Rider - Error)
 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)
 Fatigue (Driver/Rider - Impairment)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Possible	
Vehicle 001	Possible	Yes
Vehicle 001	Possible	
Vehicle 001	Possible	

Accident Description

V001 APPEARS TO HAVE STRUCK V002 FROM BEHIND
 .
 ON POLICE ARRIVAL IT IS UNCLEAR IF VEHICLES HAVE BEEN MOVED POST COLLISION

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....24
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....47
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Overturned	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....47	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1008907 Serious PITT STREET (A1067) - 48 METRES FROM JUNCTION WITH NEW BOTOLPH STREET (A1067) Accident 5 of 63

1.7 Date & 1.9 Time.....Friday 11/12/2020 14:00 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....622888/309345 1.14 Road type.....Single c'way
 1.10 Local Authority.....Norwich 1.16 Junction detail.....Not at or within 20m of junction
 1.12/1.13 1st road identity..A1067 1.17 Junction control.....
 1.18/1.19 2nd road identity.. 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 50m 1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 002	Very likely	
		No - reported over the counter

Accident Description

PEDAL CYCLIST RIDING ALONG PEDESTRIAN FOOTPATH WHEN V1 REVERSED ON FOOTPATH FROM OUTSIDE SHOPS. REAR OF V1 MAKES CONTACT WITH FRONT OF PEDAL CYCLE CAUSING CYCLIST TO FALL TO FLOOR.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Back
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Not at junction	2.14 Hit object off c'way.None
2.9 Restricted location.Footway	2.18 Parts damaged..... / /
2.8 Movement from/to...South North	2.21 Driver gender.....Male
2.7 Manoeuvres.....Reversing	2.22 Driver age.....51
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Journey as part of work

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Pedal Cycle	2.12 Hit object in c'way..None
2.10 Junction location...Not at junction	2.14 Hit object off c'way.None
2.9 Restricted location.Footway	2.18 Parts damaged..... / /
2.8 Movement from/to...South North	2.21 Driver gender.....Female
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....26
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....26	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1110898 Serious ST CRISPINS ROAD (A147) - 28 METRES FROM JUNCTION Accident 6 of 63
 WITH DUKE STREET

1.7 Date & 1.9 Time.....Sunday 07/11/2021 01:50	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622892/309238	1.14 Road type.....Roundabout
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A147	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Impaired by alcohol (Driver/Rider - Impairment)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes

Accident Description

V1 HAS COLLIDED WITH A TRAFFIC LIGHT POLE ON THE ROUNDABOUT JUNCTION.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East South	2.22 Driver age.....28
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Positive
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....28	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:148386 Slight PITT STREET UNSPECIFIED ROAD OR LOCATION Accident 7 of 63

1.7 Date & 1.9 Time.....Saturday 07/01/2017 19:50	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622892/309330	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Other	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

V002 (TAXI) WAS STATIONARY AT A RED TRAFFIC LIGHT ON PITT STREET, NORWICH. THE RIDER OF V001 (CYCLIST) WAS LOOKING DOWN AT THE STRAPS ON HIS FEET PEDALS MOMENTARILY AND COLLIDED WITH THE REAR OF V001. THE REAR WINDOW OF V002 WAS COMPLETELY SMASHED. THE CYCLIST RECEIVED SUPERFICIAL CUTS TO HIS FACE AND HIS FRONT TOOTH WAS BADLY CLIPPED.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....16
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....40
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....16	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:216394 Slight PITT STREET A1067 NEAR JN WITH ST CRISPINS ROAD A147 Accident 8 of 63

1.7 Date & 1.9 Time.....Wednesday 16/08/2017 14:00	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622895/309332	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A1067	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Poor turn or manoeuvre (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes
Vehicle 001	Very likely	Yes

Accident Description

BOTH V001 AND V002 WERE APPROACHING A ROUNDABOUT. THE APPROACH ROAD HAS TWO LANES. V001 WAS IN LANE 2, V002 WAS IN LANE 1.

V001 STARTED TO MOVE INTO LANE 1, HOWEVER CLEARLY HAD NOT SEEN V002, WHICH SWERVED TO THE N/S TO AVOID A COLLISION, STRIKING THE KERB AND PUNCTURING THE TYRE IN THE PROCESS.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North East	2.22 Driver age.....30
2.7 Manoeuvres.....Changing lane to left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North East	2.22 Driver age.....42
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....10	3.13 School pupil.....Other
	(3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 811693 Slight NEW BOTOLPH STREET (A1067) NEAR JUNCTION WITH PITT STREET (A1067) Accident 9 of 63

1.7 Date & 1.9 Time.....Sunday 18/11/2018 01:50 1.15 Speed limit.....20 Mph
 1.11 Grid co-ordinates.....622908/309404 1.14 Road type.....Single c'way
 1.10 Local Authority.....Norwich 1.16 Junction detail.....T or Staggered junction
 1.12/1.13 1st road identity..A1067 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A1067 1.24 Special conditions...None
 1.22 Weather.....Other 1.25 Carriageway hazards..None
 1.21 Light conditions.....Dark/lights lit 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 50m 1.23 Surface.....Wet

Contributory Factors

Impaired by alcohol (Driver/Rider - Impairment)
 Exceeding speed limit (Driver/Rider - Injudicious)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Possible	Yes

Accident Description

V1 was travelling along the carriageway, drove over a traffic island and collided with street furniture. V1 continued on and collided with bicycle railings. Bricks and debris from the street furniture caused damage to V2 which was narrowly missed by V1.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	
2.5 Vehicle class.....Car	2.16 First impact.....Front
2.10 Junction location...Cleared junction or parked at junction	2.12 Hit object in c'way..None
2.9 Restricted location.On main carriageway	2.14 Hit object off c'way.None
2.8 Movement from/to...North east South	2.18 Parts damaged..... / /
2.7 Manoeuvres.....Going ahead other	2.21 Driver gender.....Male
2.11 Skidding.....No	2.22 Driver age.....30
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Positive
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Offside
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Cleared junction or parked at junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...South North	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....66
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Unknown

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....66	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1014847 Serious ST CRISPINS ROAD (A147) Accident 10 of 63

1.7 Date & 1.9 Time.....Thursday 24/12/2020 19:00	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622912/309264	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A147	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Pelican etc crossing	1.23 Surface.....Wet

Contributory Factors

Failed to look properly (Pedestrian)
 Wrong use of pedestrian crossing (Pedestrian)
 Failed to look properly (Driver/Rider - Error)
 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Casualty 001	Possible	
Casualty 001	Possible	
Vehicle 001	Very likely	No - reported over the counter
Vehicle 001	Possible	

Accident Description

C1 HAS BEEN CROSSING THE PEDESTRIAN CROSSING AFTER SEEING IT WAS CLEAR TO CROSS. V1 HAS THEN COME OVER THE BRIDGE AND COLLIDED WITH THE PEDESTRIAN C1 CAUSING HIM TO BE KNOCKED TO THE FLOOR SUFFERING INJURIES.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....24
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....19	3.13 School pupil.....Other (3.19 School)
3.9 Severity.....Serious	3.10 Pedestrian location..On ped crossing facility
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers nearside
3.12 Ped Direction.....North	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1121526 Slight ST CRISPINS ROAD (A147) - 69 METRES FROM JUNCTION Accident 11 of 63
 WITH CALVERT STREET

1.7 Date & 1.9 Time.....Thursday 23/09/2021 15:42 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....622917/309252 1.14 Road type.....Dual c'way
 1.10 Local Authority.....Norwich 1.16 Junction detail.....Not at or within 20m of junction
 1.12/1.13 1st road identity..A147 1.17 Junction control.....
 1.18/1.19 2nd road identity.. 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 50m 1.23 Surface.....Dry

Contributory Factors

Following too close (Driver/Rider - Injudicious)
 Sudden braking (Driver/Rider - Error)
 Aggressive driving (Driver/Rider - Behaviour)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 002	Possible	
Vehicle 001	Possible	Yes

Accident Description

V002 has been travelling down the road, he has had to break as there was a car in front of him and he has been rear ended by V001, causing slight damage.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Not at junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...East West	2.21 Driver gender.....Male
2.7 Manoeuvres.....Stopping	2.22 Driver age.....74
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Back
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Not at junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...East South west	2.21 Driver gender.....Male
2.7 Manoeuvres.....Stopping	2.22 Driver age.....45
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....45	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:820900 Slight ST CRISPINS ROAD (A147) Accident 12 of 63

1.7 Date & 1.9 Time.....Thursday 21/02/2019 15:45	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622923/309254	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A147	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Pelican etc crossing	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	No - reported over the counter

Accident Description

VEHICLE 2 WAS RIDING ACROSS A PEDESTRAIN CROSSING WITH THE LIGHTS TURNING AMBER OR WAS ON AMBER AND VEHICLE 1 WAS WAITING AT LIGHTS HAS PULLED AWAY ON AMBER HITTING VEHICLE 2 CAUSING RIDER TO FALL OFF. DRIVER OF VEHICLE 1 LEFT WITHOUT EXCHANGING DETAILS.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....56
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....56	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:814186 Serious ST CRISPINS ROAD (A147) NEAR JUNCTION WITH BOTOLPH Accident 13 of 63

1.7 Date & 1.9 Time.....Saturday 19/01/2019 17:10	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622933/309264	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A147	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Pedestrian)
 Careless/Reckless (Pedestrian)
 Failed to judge vehicle's path/speed (Pedestrian)
 Pedestrian wearing dark clothing at night (Pedestrian)

Participant	Confidence	Did a police officer attend?
Casualty 001	Very likely	
Casualty 001	Possible	
Casualty 001	Possible	Yes
Casualty 001	Very likely	

Accident Description

V1 was travelling along the carriageway when a pedestrian ran into the road. V1 swerved to avoid the pedestrian but struck C1.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....30
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....19	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..In c'way crossing elsewhere
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers nearside
3.12 Ped Direction.....South east	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:302413 Slight ST CRISPINS ROAD Accident 14 of 63

1.7 Date & 1.9 Time.....Thursday 10/05/2018 17:50	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622952/309266	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Participant	Confidence	Did a police officer attend?
		No - reported over the counter

Accident Description

V3 was stationary in traffic when they heard a bang, they have then heard a second bang and their vehicle has been hit forwards. V1 has hit V2 to the rear, V2 has then travelled forwards and hit V3.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...West East	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not contacted
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...West East	2.22 Driver age.....-1
2.7 Manoeuvres.....Waiting to go ahead but held up	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not contacted
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...West East	2.22 Driver age.....47
2.7 Manoeuvres.....Waiting to go ahead but held up	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not contacted
2.6 Towing.....No	2.29 Journey purpose.....Journey as part of work
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....47	3.13 School pupil.....Other (3.19 School
	3.10 Pedestrian location..Not a pedestrian
3.9 Severity.....Slight	3.11 Pedestrian movement..Not a pedestrian
3.4 Vehicle no.....3	3.19 Roadworker injured...No
3.12 Ped Direction.....Not a pedestrian	

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:210120 Slight NEW BOLTOPH STREET AT JN WITH PITT STREET Accident 15 of 63

1.7 Date & 1.9 Time.....Friday 21/07/2017 11:15	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622957/309443	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Careless/Reckless (Pedestrian)
 Impaired by alcohol (Pedestrian)
 Failed to judge vehicle's path/speed (Pedestrian)

Participant	Confidence	Did a police officer attend?
	Very likely	
	Very likely	
	Possible	Yes

Accident Description

V1 driving at junction onto adjoining road, U1 described as drunk has walked out into V1. V1 has stopped suddenly causing C1 on board to fall causing minor injury.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North east South west	2.22 Driver age.....47
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....71	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:304593 Slight NEW BOTOLPH STREET NEAR JN WITH EDWARD STREET Accident 16 of 63

1.7 Date & 1.9 Time.....Monday 04/06/2018 13:07	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622963/309447	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Central Refuge only	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Pedestrian)

Participant	Confidence	Did a police officer attend?
Casualty 001	Very likely	Yes

Accident Description

PEDESTRIAN C1 HAS WALKED OUT INFRONT OF V1 WHEN LOOKING THE WRONG WAY.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....40
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....70	3.13 School pupil.....Other (3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..On refuge, cent island or cent
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers offside
3.12 Ped Direction.....Unknown	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:226599 Slight BOTOLPH STREET

Accident 17 of 63

1.7 Date & 1.9 Time.....Wednesday 06/09/2017 11:11	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622979/309370	1.14 Road type.....Unknown
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Pelican etc crossing	1.23 Surface.....Dry

Contributory Factors

Participant	Confidence	Did a police officer attend?
		No - reported over the counter

Accident Description

PEDESTRIAN HAS BEEN CROSSING TWO LANES OF ONE WAY TRAFFIC. HE HAS STOPPED ON THE CENTRE ISLAND BETWEEN THE LANES AND MIS-JUDGED THE DIRECTION THE VEHICLE WAS GOING TO TAKE. THE PEDESTRIAN HAS SUBSEQUENTLY STEPPED INTO THE ROAD INFRONT OF THE VEH. FORTUNATELY VEH WAS TRAVELLING AT LOW SPEED SO INJURY WAS LIGHT.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....East West	2.22 Driver age.....57
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Journey as part of work
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....69	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..On ped crossing facility
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers nearside
3.12 Ped Direction.....Unknown	3.19 Roadworker injured...Unknown

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:258696 Slight EDWARD STREET Accident 18 of 63

1.7 Date & 1.9 Time.....Tuesday 22/08/2017 08:10	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622999/309555	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Poor turn or manoeuvre (Driver/Rider - Error)
 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)

Participant	Confidence
Vehicle 001	Possible
Vehicle 001	Possible

Did a police officer attend?
 No - reported over the counter

Accident Description

V1 HAS BEEN TRAVELLING CITY BOUND. AS THE DRIVER HAS TURNED LEFT INTO THE CAR PARK, V2 HAS HIT THE VEHICLE ON THE FRONT N/S WING & TRAVELLED OVER THE BONNET, HITTING HIS SHOULDER ON A WOODEN FENCE. V1 & V2 DAMAGED. RIDER OF V2 HAS MINOR INJURIES.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North South	2.22 Driver age.....44
2.7 Manoeuvres.....Turning left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....35
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....35	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:171281 Serious MAGPIE ROAD AT JN WITH HEATH ROAD Accident 19 of 63

1.7 Date & 1.9 Time.....Tuesday 28/03/2017 12:17	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....622999/309664	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Crossroads
1.12/1.13 1st road identity..C812	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U40422	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Ped phase at signals	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Poor turn or manoeuvre (Driver/Rider - Error)
 Cyclist entering road from pavement (Driver/Rider - Injudicious)
 Tyres illegal, defective or under inflated (Vehicle Defects)
 Defective brakes (Vehicle Defects)
 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 002	Possible	

Accident Description

VEHICLE 1 CYCLING ALONG HEATH ROAD TOWARDS MAGPIE ROAD. VEHICLE 2 TRAVELLING ON MAGPIE ROAD. VEHICLE 1 HAS OVERSHOT THE JUNCTION WITH MAGPIE ROAD AND HIT THE FRONT OF VEHICLE 2

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	
2.5 Vehicle class.....Pedal Cycle	2.16 First impact.....Front
2.10 Junction location...Approaching or parked on approach	2.12 Hit object in c'way..None
2.9 Restricted location.On main carriageway	2.14 Hit object off c'way.None
2.8 Movement from/to...North South	2.18 Parts damaged..... / /
2.7 Manoeuvres.....Going ahead other	2.21 Driver gender.....Male
2.11 Skidding.....Overturned	2.22 Driver age.....19
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	
2.5 Vehicle class.....Car	2.16 First impact.....Front
2.10 Junction location...Approaching or parked on approach	2.12 Hit object in c'way..None
2.9 Restricted location.On main carriageway	2.14 Hit object off c'way.None
2.8 Movement from/to...West East	2.18 Parts damaged..... / /
2.7 Manoeuvres.....Going ahead other	2.21 Driver gender.....Male
2.11 Skidding.....No	2.22 Driver age.....63
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Journey as part of work

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....19	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:348365 Slight EDWARD STREET AT JN WITH ESELLE STREET Accident 20 of 63

1.7 Date & 1.9 Time.....Saturday 10/11/2018 13:20	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623002/309468	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to judge other person's path/speed (Driver/Rider - Error)
 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 002	Very likely	Yes

Accident Description

V1 AND V2 ARE TRAVELLING IN OPPOSITE DIRECTIONS WAITING AT A JUNCTION. BOTH VEHICLES THINK THE OTHER IS GIVING WAY TO THEM AND THEY BOTH MOVE OFF AND COLLIDE.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to...East West	2.22 Driver age.....21
2.7 Manoeuvres.....Turning left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...South North	2.22 Driver age.....22
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....22	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1080008 Slight CALVERT STREET Accident 21 of 63

1.7 Date & 1.9 Time.....Tuesday 10/08/2021 09:39	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623017/309237	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	Vehicle 002	Very likely	
Cyclist entering road from pavement (Driver/Rider - Injudicious)	Vehicle 002	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 002	Very likely	Yes
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	
Junction overshoot (Driver/Rider - Error)	Vehicle 002	Very likely	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 002	Possible	

Accident Description

V1 HAS TURNED LEFT. V2 HAS BEEN TRAVELLING ON THE SHARED USE CYCLE LINK PARRALLELL TO THE ROAD, IN THE SAME DIRECTION AS V1. IT APPEARS V2 HAS NOT GIVEN WAY AT THE JUNCTION & RIDDEN INTO THE SIDE OF V1, CAUSING DAMAGE TO BOTH V2 & V2 + SLIGHT INJURIES TO RIDER OF V2.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North South	2.22 Driver age.....54
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Journey as part of work
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.Cycleway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....41
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not applicable
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....41	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 938409 Slight UPPER GREEN LANE AT JUNCTION WITH EDWARD STREET Accident 22 of 63

1.7 Date & 1.9 Time.....Friday 21/02/2020 16:30	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623027/309479	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Wet

Contributory Factors

Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	No - reported over the counter

Accident Description

V001 one has pulled out of junction failing to see a cyclist, as vehicle has pulled out into the path of cyclist the two have collided..

V001 stops and driver has got out, cyclist has been frustrated and angry after a brief conversation with no details exchanged driver 1 has got back into Vehicle and driven off.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North west	2.22 Driver age.....39
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South North west	2.22 Driver age.....34
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....34	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 935969 Slight MAGPIE ROAD - 29 METRES FROM JUNCTION WITH Accident 23 of 63
UNCLASSIFIED ROAD

1.7 Date & 1.9 Time.....Friday 20/12/2019 23:50	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623027/309663	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Ped phase at signals	1.23 Surface.....Wet

Contributory Factors

Participant	Confidence	Did a police officer attend?
		No - reported over the counter

Accident Description

Vehicle 1 has gone through a green light at a pedestrian crossing as Casualty/Pedestrian 1 was crossing.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....Unknown Unknown	2.22 Driver age.....44
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Journey as part of work
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....59	3.13 School pupil.....Other (3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..On ped crossing facility
3.4 Vehicle no.....1	3.11 Pedestrian movement..Unknown or other
3.12 Ped Direction.....Unknown	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 868738 Slight EDWARD STREET AT JUNCTION WITH UPPER GREEN LANE Accident 24 of 63

1.7 Date & 1.9 Time.....Monday 12/08/2019 18:45	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623030/309487	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties..1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Other (Special Codes)
Other (Special Codes)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Casualty 001	Possible	Yes

Accident Description

Taxi passenger (C1) has exited the taxi near to a blind bend. V1 travelled around the bend and collided with C1. It appears D1 did stop and speak with C1 but left prior to police arrival.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/Cycle Unknown cc	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to...South east North west	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....29	3.13 School pupil.....Other (3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..In c'way crossing elsewhere
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers offside
3.12 Ped Direction.....Unknown	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:879418 Slight MAGPIE ROAD NEAR JUNCTION WITH UNCLASSIFIED ROAD Accident 25 of 63

1.7 Date & 1.9 Time.....Thursday 25/07/2019 01:01	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623038/309664	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...4
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Illegal turn or direction of travel (Driver/Rider - Injudicious)
 Exceeding speed limit (Driver/Rider - Injudicious)
 Vehicle in course of crime (Special Codes)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes

Accident Description

V2, V3 and V4 are Police vehicles in pursuit of V1. V1 travelled the wrong way down a one way street into the path of oncoming V3. Both swerved and avoided collision but V2 was travelling behind V3 and although swerved was struck by V1. V1 continued along the carriageway and then stopped with the occupants decamping. Occupants were later located and arrested.

4 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....39
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....4	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....39	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:829159 Slight MAGPIE ROAD AT JUNCTION WITH UNCLASSIFIED ROAD Accident 26 of 63

1.7 Date & 1.9 Time.....Saturday 15/12/2018 16:40	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623052/309665	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...2
1.20a Crossing(human).....Controlled by other person	1.6 Number of casualties.1
1.20b Crossing(physical).....Pelican etc crossing	1.23 Surface.....Wet

Contributory Factors

Careless/Reckless (Driver/Rider - Behaviour)
Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Very likely	
		No - reported over the counter

Accident Description

V2 was travelling along the road and was hit from behind by V1.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Approaching or parked on approach	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...West East	2.21 Driver gender.....Not known
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....-1
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....Yes
2.6 Towing.....No	2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Unknown

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Back
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Approaching or parked on approach	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...West East	2.21 Driver gender.....Male
2.7 Manoeuvres.....Stopping	2.22 Driver age.....56
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....56	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1075047 Slight EDWARD STREET NEAR JUNCTION WITH UNCLASSIFIED ROAD Accident 27 of 63

1.7 Date & 1.9 Time.....Friday 30/07/2021 17:30	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623078/309466	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	No - self completed form

Accident Description

V2 WAS TRAVELLING ALONG THE ROAD WHEN A CYCLIST HAS PULLED OUT OF A CAR PARK, IMMEDIATELY IN FRONT OF V2 CAUSING THEM TO BRAKE HARD AND ATTEMPT AN EMERGENCY STOP - DRIVER HAS STOPPED THE VEHICLE TO CHECK PASSENGERS BUT ONE OF THE PASSENGERS HAD SUSTAINED AN INJURY

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to...North South west	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...West East	2.22 Driver age.....54
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Passenger	3.16 PSV passenger.....Seated
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....-1	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:833475 Slight ESDELLE STREET NEAR JUNCTION WITH EDWARD STREET Accident 28 of 63

1.7 Date & 1.9 Time.....Saturday 30/03/2019 19:15	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623096/309467	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties..1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	No - reported over the counter

Accident Description

V1 was travelling along the carriageway when it has collided with a pedestrian crossing the road. V1 failed to stop.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to....West South east	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....30	3.13 School pupil.....Other (3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..On footway or verge
3.4 Vehicle no.....1	3.11 Pedestrian movement..Unknown or other
3.12 Ped Direction.....South east	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:353852 Slight ANGLIA SQUARE MAGDALEN STREET Accident 29 of 63

1.7 Date & 1.9 Time.....Monday 10/12/2018 17:33	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623130/309329	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Impaired by alcohol (Pedestrian)

Participant	Confidence	Did a police officer attend?
Casualty 001	Very likely	Yes

Accident Description

V1 HAS PULLED AWAY AFTER PASSENGERS HAVE BOARDED. C001 WAS ON THE STAIRS AT THE TIME AND HAS FALLEN DOWN THEM.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....31
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Passenger	3.16 PSV passenger.....Boarding
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....65	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:829857 Serious EDWARD STREET - 23 METRES FROM JUNCTION WITH MAGDALEN STREET Accident 30 of 63

1.7 Date & 1.9 Time.....Friday 05/04/2019 17:11 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....623137/309448 1.14 Road type.....Single c'way
 1.10 Local Authority.....Norwich 1.16 Junction detail.....Not at or within 20m of junction
 1.12/1.13 1st road identity..U 1.17 Junction control.....
 1.18/1.19 2nd road identity.. 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...1
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 50m 1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Careless/Reckless (Driver/Rider - Behaviour)
 Poor turn or manoeuvre (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes

Accident Description

V1 has overtaken some buses that were held up by a red traffic lights, but then had to stop for an oncoming bus which has turned into the road. Having no where to go, V1 has then reversed and hit and ran over a pedestrian who was crossing the road.

1 Vehicle

2.4 Veh ref no.....1
 2.17 Other vehicle.....0
 2.5 Vehicle class.....Car
 2.10 Junction location...Not at junction
 2.9 Restricted location.On main carriageway
 2.8 Movement from/to....East North west
 2.7 Manoeuvres.....Reversing
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way
 2.6 Towing.....No
 2.28 Foreign vehicle.....Not foreign

2.16 First impact.....Back
 2.12 Hit object in c'way..None
 2.14 Hit object off c'way.None
 2.18 Parts damaged..... / /
 2.21 Driver gender.....Male
 2.22 Driver age.....30
 2.24 Hit and Run.....Yes
 2.23 Breath test.....Failed/Refused
 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
 3.6 Casualty class.....Pedestrian
 3.7 Gender.....Female
 3.8 Age.....82
 3.9 Severity.....Serious
 3.4 Vehicle no.....1
 3.12 Ped Direction.....Unknown

3.15 Car passenger.....No
 3.16 PSV passenger.....No
 3.14 Seat belt usage.....
 3.13 School pupil.....Other
 (3.19 School)
 3.10 Pedestrian location..In c'way crossing elsewhere
 3.11 Pedestrian movement..Unknown or other
 3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 983686 Slight MAGPIE ROAD NEAR JUNCTION WITH BULL CLOSE ROAD Accident 31 of 63
 (A1151)

1.7 Date & 1.9 Time.....Friday 21/08/2020 14:00	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623138/309667	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Automatic traffic signal
1.18/1.19 2nd road identity..A1151	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Ped phase at signals	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Pedestrian)

Participant	Confidence	Did a police officer attend?
Casualty 001	Very likely	No - reported over the counter

Accident Description

CASUALTY HAS GOT OUT OF PASSENGER SIDE OF VAN AT THE LIGHTS AS THEY WERE RED. WALKED AROUND BACK OF VAN AND ACROSS THE ROAD AS HE HAS REACHED THE FOOTPATH HE HAS BEEN HIT BY THE BUS.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....65
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....59	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..In c'way crossing elsewhere
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers nearside
3.12 Ped Direction.....South	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:325671 Slight MAGDELAN ROAD A1151 AT JN WITH MAGPIE ROAD C812 Accident 32 of 63

1.7 Date & 1.9 Time.....Friday 10/08/2018 12:06	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623152/309674	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..A1151	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..C812	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Sudden braking (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes

Accident Description

VEHICLE 1 HAS BRAKED SHARPLY IN FRONT OF VEHICLE 2 CAUSING VEHICLE 2 TO ALSO BRAKE TO AVOID A COLLISION WITH VEHICLE 1. PASSENGER ON VEHICLE 2 HAS FALLEN FROM THEIR SEAT AND HAS BEEN INJURED.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to...North South	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Passenger	3.16 PSV passenger.....Seated
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....65	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:140584 Slight MAGDALEN STREET UNSPECIFIED ROAD OR LOCATION Accident 33 of 63

1.7 Date & 1.9 Time.....Thursday 01/12/2016 15:40	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623153/309336	1.14 Road type.....One Way St
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..C813	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..Other object
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Pelican etc crossing	1.23 Surface.....Wet

Contributory Factors

Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)
 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)
 Failed to look properly (Pedestrian)
 Wrong use of pedestrian crossing (Pedestrian)

Participant	Confidence	Did a police officer attend?
Casualty 001	Very likely	
Vehicle 001	Very likely	
Casualty 001	Very likely	Yes
Casualty 001	Possible	

Accident Description

C001 IS A POLISH MALE HAS CROSSED IN FRONT OF A STATIONARY DOUBLE DECKER BUS AND HAS FAILED TO LOOK RIGHT IN DOING SO. V001 HAS BEEN COMING ALONGSIDE THE BUS WHEN C001 STEPPED OUT. V001 HAS TRIED TO TAKE EVASIVE ACTION BUT HAS COLLIDED WITH THE C001

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....27
2.7 Manoeuvres.....O/T stat.vehicle on its O/S	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....44	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..In c'way crossing elsewhere
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers nearside
3.12 Ped Direction.....Standing still	3.12 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 823053 Slight MAGDALEN STREET NEAR JUNCTION WITH COWGATE Accident 34 of 63

1.7 Date & 1.9 Time.....Wednesday 27/02/2019 12:00	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623155/309408	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties..1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Too close to cyclist, horse or pedestrian (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	No - reported over the counter

Accident Description

Based on the information I have established from the pedestrian she was walking city bound. She advised me that the wing mirror stuck out on the bus and believes the wing mirror hit her in the head.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to....North South	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....49	3.13 School pupil.....Other (3.19 School)
3.9 Severity.....Slight	3.10 Pedestrian location..On footway or verge
3.4 Vehicle no.....1	3.11 Pedestrian movement..Unknown or other
3.12 Ped Direction.....Unknown	3.19 Roadworker injured...Unknown

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 819138 Slight MAGDALEN STREET - 95 METRES FROM JUNCTION WITH COWGATE Accident 35 of 63

1.7 Date & 1.9 Time.....Wednesday 23/01/2019 11:30 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....623157/309333 1.14 Road type.....Single c'way
 1.10 Local Authority.....Norwich 1.16 Junction detail.....Not at or within 20m of junction
 1.12/1.13 1st road identity..U 1.17 Junction control.....
 1.18/1.19 2nd road identity.. 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...1
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 50m 1.23 Surface.....Dry

Contributory Factors

Poor turn or manoeuvre (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes

Accident Description

V1 has pulled around a stationary vehicle and misjudged the turn, colliding with a bus shelter. The glass in the bus shelter smashed and fell onto a pedestrian.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....42
2.7 Manoeuvres.....O/T stat.vehicle on its O/S	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....14	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..On footway or verge
3.4 Vehicle no.....1	3.11 Pedestrian movement..Unknown or other
3.12 Ped Direction.....Standing still	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:298469 Serious 65 MAGDALEN STREET C813 NEAR JN WITH COWGATE Accident 36 of 63

1.7 Date & 1.9 Time.....Friday 18/05/2018 17:13	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623157/309341	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..C813	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Exceeding speed limit (Driver/Rider - Injudicious)
 Travelling too fast for conditions (Driver/Rider - Injudicious)
 Failed to judge other person's path/speed (Driver/Rider - Error)
 Careless/Reckless (Driver/Rider - Behaviour)
 Crossed road masked by stationary or parked vehicle (Pedestrian)
 Failed to look properly (Pedestrian)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	
Vehicle 001	Possible	Yes
Vehicle 001	Possible	
Casualty 001	Very likely	
Casualty 001	Very likely	

Accident Description

Bus pulls into layby (bus layby), however rear end sticks out into coming traffic. Pedestrian waits at f/o/s corner of bus, looks, and then starts to cross when struck by pedal cyclist. Pedestrian was crossing the road opposite the Sahara Cafe on Magdalen Street. Pedestrian looked and saw no cars, but missed a cyclist who hit him.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....62
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Overtaken	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Bus or Coach	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.Bus lane	2.21 Driver gender.....Female
2.8 Movement from/to....Parked Parked	2.22 Driver age.....60
2.7 Manoeuvres.....Parked	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....11	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..In c'way crossing elsewhere
3.4 Vehicle no.....1	3.11 Pedestrian movement..Crossing from drivers nearside
3.12 Ped Direction.....East	3.19 Roadworker injured...No
3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....62	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:161645 Slight MAGDALEN STREET UNSPECIFIED ROAD OR LOCATION COWGATE Accident 37 of 63

1.7 Date & 1.9 Time.....Friday 10/02/2017 16:40	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623157/309427	1.14 Road type.....Unknown
1.10 Local Authority.....Norwich	1.16 Junction detail.....Crossroads
1.12/1.13 1st road identity..C813	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Snow	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical)....No crossing facility within 50m	1.23 Surface.....Wet

Contributory Factors

Failed to look properly (Driver/Rider - Error)
Careless/Reckless (Driver/Rider - Behaviour)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes

Accident Description

V1 WAS TRAVELLING UP MAGDALEN STREET UPON TURNING RIGHT V1 TURNED INTO THE PATH OF V2 A CYCLIST FAILING TO GIVE WAY.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South East	2.22 Driver age.....30
2.7 Manoeuvres.....Turning right	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....North South	2.22 Driver age.....24
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....24	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:194748 Serious MAGDALEN STREET Accident 38 of 63

1.7 Date & 1.9 Time.....Friday 09/06/2017 08:55	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623158/309340	1.14 Road type.....Unknown
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..C813	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Crossed road masked by stationary or parked vehicle (Pedestrian)
Failed to judge vehicle's path/speed (Pedestrian)

Participant	Confidence
Casualty 001	Very likely
Casualty 001	Possible

Did a police officer attend?
No - reported over the counter

Accident Description

VEHICLE 1 HAS BEEN TRAVELLING WHEN CASUALTY 1 HAS RAN INTO THE ROAD INTO VEHICLE 1'S PATH. ACCORDING TO A WITNESS THERE WAS NOTHING V1 COULD HAVE DONE TO AVOID THE COLLISION.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....34
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....12	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Unknown or other
3.4 Vehicle no.....1	3.11 Pedestrian movement..Unknown or other
3.12 Ped Direction.....Unknown	3.19 Roadworker injured...Unknown

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:144649 Slight ST CRISPINS ROAD A147 Accident 39 of 63

1.7 Date & 1.9 Time.....Thursday 22/12/2016 16:53	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623161/309289	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A147	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Wet

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes

Accident Description

VEH 002 HAS BEEN IN A STATIC QUEUE OF TRAFFIC. VEH 001 HAS DRIVEN OVER THE BROW OF THE HILL. DRIVER OF VEH 001 HAS FAILED TO SLOW IN TIME RESULTING IN HIS VEHICLE COLLIDING WITH VEH 002

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....79
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....East West	2.22 Driver age.....42
2.7 Manoeuvres.....Waiting to go ahead but held up	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....42	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:196714 Slight MAGDALEN STREET Accident 40 of 63

1.7 Date & 1.9 Time.....Tuesday 27/06/2017 10:30 1.11 Grid co-ordinates.....623161/309357 1.10 Local Authority.....Norwich 1.12/1.13 1st road identity..U 1.18/1.19 2nd road identity.. 1.22 Weather.....Fine 1.21 Light conditions.....Daylight 1.20a Crossing(human).....No Human control within 50m 1.20b Crossing(physical).....Pelican etc crossing	1.15 Speed limit.....30 Mph 1.14 Road type.....Single c'way 1.16 Junction detail.....Not at or within 20m of junction 1.17 Junction control..... 1.24 Special conditions...None 1.25 Carriageway hazards..None 1.5 Number of vehicles...1 1.6 Number of casualties.1 1.23 Surface.....Dry
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Contributory Factors	Participant Confidence	Did a police officer attend?
		No - reported over the counter

Accident Description
 V001 HAS STRUCK PEDESTRIAN, C001, CAUSING INJURY ON PEDESTRIAN CROSSING

1 Vehicle

2.4 Veh ref no.....1 2.17 Other vehicle.....0 2.5 Vehicle class.....Mobility scooter 2.10 Junction location...Not at junction 2.9 Restricted location.On main carriageway 2.8 Movement from/to....Unknown Unknown 2.7 Manoeuvres..... 2.11 Skidding.....No 2.13 Left c'way.....Did not leave c'way 2.6 Towing.....No 2.28 Foreign vehicle.....Not foreign	2.16 First impact.....Did not impact 2.12 Hit object in c'way..None 2.14 Hit object off c'way.None 2.18 Parts damaged..... / / 2.21 Driver gender.....Not known 2.22 Driver age.....-1 2.24 Hit and Run.....Non-stop vehicle, not hit 2.23 Breath test.....Not applicable 2.29 Journey purpose.....Unknown
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1 Casualty

3.5 Cas ref no.....1 3.6 Casualty class.....Pedestrian 3.7 Gender.....Female 3.8 Age.....69 3.9 Severity.....Slight 3.4 Vehicle no.....1 3.12 Ped Direction.....Unknown	3.15 Car passenger.....No 3.16 PSV passenger.....No 3.14 Seat belt usage.....Not applicable 3.13 School pupil.....Other (3.19 School) 3.10 Pedestrian location..On ped crossing facility 3.11 Pedestrian movement..Unknown or other 3.19 Roadworker injured...No
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Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:907366 Slight COWGATE AT JUNCTION WITH MAGDALEN STREET Accident 41 of 63

1.7 Date & 1.9 Time.....Tuesday 17/09/2019 17:20	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623161/309427	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Automatic traffic signal
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Participant	Confidence	Did a police officer attend?
		No - reported over the counter

Accident Description

THE V001 HAS GONE ON GREEN LIGHTS AND SHARPLY TURNED RIGHT. THE V002 ALSO HAS GONE ON GREEN LIGHTS COMING THE OPPOSITE DIRECTION WHEN THE V001 HAS TURNED RIGHT AND COLLIDED WITH THE V002 CAUSING THEM TO SPIN OF BIKE AND FALL OVER RAILINGS.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West South	2.22 Driver age.....25
2.7 Manoeuvres.....Turning right	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.Other permanent object
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.Cycle lane	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....33
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Left c'way near-side	2.23 Breath test.....Not applicable
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....33	3.13 School pupil.....Other (3.19 School
	3.10 Pedestrian location..Not a pedestrian
3.9 Severity.....Slight	3.11 Pedestrian movement..Not a pedestrian
3.4 Vehicle no.....2	3.19 Roadworker injured...No
3.12 Ped Direction.....Not a pedestrian	

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:945017 Slight BULL CLOSE ROAD (A1151) NEAR JUNCTION WITH MAGDALEN STREET Accident 42 of 63

1.7 Date & 1.9 Time.....Tuesday 24/03/2020 16:45	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623162/309658	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Crossroads
1.12/1.13 1st road identity..A1151	1.17 Junction control.....Automatic traffic signal
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Disobeyed automatic traffic signal (Driver/Rider - Injudicious)
 Failed to judge other person's path/speed (Driver/Rider - Error)
 Careless/Reckless (Driver/Rider - Behaviour)
 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	
Vehicle 001	Possible	Yes
Vehicle 002	Possible	

Accident Description

V01 was intending to turn right at the junction. V02 (pushbike) coming from V01's offside. Both vehicles collided at the junction.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...South east North	2.21 Driver gender.....Male
2.7 Manoeuvres.....Turning right	2.22 Driver age.....43
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Pedal Cycle	2.12 Hit object in c'way..None
2.10 Junction location...Mid junction	2.14 Hit object off c'way.None
2.9 Restricted location.Cycle lane	2.18 Parts damaged..... / /
2.8 Movement from/to...North South	2.21 Driver gender.....Female
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....27
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Commuting to/from work

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....27	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:337603 Slight OUTSIDE FREEDOM FAITH MINISTRIES MAGDALEN STREET Accident 43 of 63

1.7 Date & 1.9 Time.....Sunday 30/09/2018 12:50	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623164/309642	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Distraction in vehicle (Driver/Rider - Impairment)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Possible	No - reported over the counter

Accident Description

VEHICLE 2 IS CYCLING ON THE CARRUIAGEWAY WHEN IT STARTED TO PASS A PARKED VEHICLE. AS IT PASSED THE REAR OF VEHICLE 1 THE DRIVERS DOOR WAS OPENED AND VEHICLE 2 RODE INTO IT THE DOOR CONNECTING WITH THE LEFT HANDLEBAR. RIDER OF VEHICLE 2 THEN FELL OFF CAUSING INJURY. VEHICLE 1 DID NOT PROVIDE ANY DETAILS BUT RIDER OF VEHICLE 2 DID NOT ASK FOR ANY.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to....Parked Parked	2.22 Driver age.....-1
2.7 Manoeuvres.....Parked	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....27
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....27	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1055479 Slight MAGDALEN STREET AT JUNCTION WITH MAGDALEN CLOSE Accident 44 of 63

1.7 Date & 1.9 Time.....Saturday 12/06/2021 15:35	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623165/309523	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)
 Failed to look properly (Driver/Rider - Error)
 Careless/Reckless (Driver/Rider - Behaviour)
 Junction overshoot (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 001	Possible	Yes
Vehicle 001	Very likely	

Accident Description

V1 HAS PULLED OUT OF JUNCTION, STOPPING WITH HIS TYRES ON THE WHITE LINE WITHOUT LOOKING, AT WHICH POINT THE CYCLIST HAS GONE OVER THE BONNET AS THE CAR ENCROACHED INTO THE CYCLE LANE AND DID NOT LOOK.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Offside
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Approaching or parked on approach	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...East West	2.21 Driver gender.....Male
2.7 Manoeuvres.....Starting	2.22 Driver age.....50
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Commuting to/from work

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Pedal Cycle	2.12 Hit object in c'way..None
2.10 Junction location...Approaching or parked on approach	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...North South	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....33
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....33	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:283827 Slight MAGDALEN STREET AT JN WITH MAGDALEN CLOSE Accident 45 of 63

1.7 Date & 1.9 Time.....Thursday 29/03/2018 13:44	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623170/309526	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
		No - reported over the counter

Accident Description

VEHICLE 2 HAS BEEN CYCLING IN THE CYCLE LANE, VEHICLE 1 PULLED OUT OF THE JUNCTION INFRONT OF VEHICLE 2 COLLIDING.

2 Vehicles

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Cleared junction or parked at junction	2.14 Hit object off c'way..None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...East North	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....29
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Back
2.5 Vehicle class.....Pedal Cycle	2.12 Hit object in c'way..None
2.10 Junction location...Approaching or parked on approach	2.14 Hit object off c'way..None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to...North South	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....58
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not applicable
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....58	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:165667 Slight MAGDALEN CLOSE UNSPECIFIED ROAD OR LOCATION MAGDALEN Accident 46 of 63
STREET

1.7 Date & 1.9 Time.....Wednesday 25/01/2017 13:15 1.15 Speed limit.....20 Mph
 1.11 Grid co-ordinates.....623174/309525 1.14 Road type.....Single c'way
 1.10 Local Authority.....Norwich 1.16 Junction detail.....T or Staggered junction
 1.12/1.13 1st road identity..U 1.17 Junction control.....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..U 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...3
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 50m 1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	Yes
Junction restart (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Possible	

Accident Description

The cyclist has been travelling down Magdalen Street into Norwich city centre within a designated cycle lane. V001 has travelled out of Magdalen close into the path of the cyclist. (The bicycle has damage to its left pedal and V001 has damage to its F/O/S door). V001 has then reversed into V002 which was waiting at the junction behind. (V001 has damage to its R/N/S bumper and V002 has damage to its F/O/S bumper).

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East North	2.22 Driver age.....46
2.7 Manoeuvres.....Waiting to turn right	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	
<hr/>	
2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North South	2.22 Driver age.....20
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Overturned	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	
<hr/>	
2.4 Veh ref no.....3	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East West	2.22 Driver age.....56
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....20	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 966898 Slight ST CRISPINS ROAD (A147) - 164 METRES FROM JUNCTION Accident 47 of 63
 WITH BARRACK STREET (A147)
 1.7 Date & 1.9 Time.....Saturday 11/07/2020 17:30 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....623177/309305 1.14 Road type.....Dual c'way
 1.10 Local Authority.....Norwich 1.16 Junction detail.....Not at or within 20m of junction
 1.12/1.13 1st road identity..A147 1.17 Junction control.....
 1.18/1.19 2nd road identity.. 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 50m 1.23 Surface.....Dry

Contributory Factors

Too close to cyclist, horse or pedestrian (Driver/Rider - Error)
 Aggressive driving (Driver/Rider - Behaviour)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Possible	No - reported over the counter

Accident Description

Vehicle 2 (cyclist) was travelling on a dual carriageway when vehicle 1 has swerved towards vehicle 2, making contact with bicycle and rider's arm.
 This happened following an earlier verbal altercation between Rider 2 and Driver 1.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....Unknown Unknown	2.22 Driver age.....59
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....Unknown Unknown	2.22 Driver age.....39
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Left c'way near-side	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....39	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1091722 Serious ST SAVIOURS CAR PARK Accident 48 of 63

1.7 Date & 1.9 Time.....Saturday 25/09/2021 11:22	1.15 Speed limit.....20 Mph
1.11 Grid co-ordinates.....623201/309285	1.14 Road type.....Unknown
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes

Accident Description

V1 reversing into a private parking spot in ST SAVIOURS car park. Pedestrian has been walking across car park and has gone behind V1. Both failed to see each other moving and V1 has reversed into C1, knocking her to the floor.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North	2.22 Driver age.....62
2.7 Manoeuvres.....Reversing	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....57	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Unknown or other
3.4 Vehicle no.....1	3.11 Pedestrian movement..Unknown or other
3.12 Ped Direction.....East	3.19 Roadworker injured...Unknown

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1087005 Slight BULL CLOSE ROAD Accident 49 of 63

1.7 Date & 1.9 Time.....Wednesday 07/07/2021 14:00	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623224/309636	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A1151	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Other	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Participant	Confidence	Did a police officer attend?
		No - self completed form

Accident Description

SEE CAD REFERENCE NC-08072021-166

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....45
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....45	3.13 School pupil.....Other
	(3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:177199 Slight WILLIS STREET UNSPECIFIED ROAD OR LOCATION PEACOCK Accident 50 of 63

1.7 Date & 1.9 Time.....Tuesday 11/04/2017 07:50	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623234/309398	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Crossroads
1.12/1.13 1st road identity..U	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical)....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)
 Road layout (Driver/Rider - Vision Affected)
 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Possible	
Vehicle 002	Very likely	Yes

Accident Description

V1 APPROACHED JUNCTION TO TURN RIGHT. THERE WAS A WHITE VAN PARKED IN A BAY CLOSE TO THE JUNCTION CAUSING AN OBSTRUCTION. V2 HAS COLLIDED WITH V1 AS THEY BOTH COULDN'T SEE ONE ANOTHER

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...South East	2.22 Driver age.....37
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...East West	2.22 Driver age.....35
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not applicable
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....35	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1015917 Serious ST CRISPINS ROAD (A147) AT JUNCTION WITH BARRACK STREET (A147) Accident 51 of 63

1.7 Date & 1.9 Time.....Thursday 07/01/2021 20:00	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623329/309360	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Mini Roundabout
1.12/1.13 1st road identity..A147	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A147	1.24 Special conditions...None
1.22 Weather.....Other	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Ice

Contributory Factors

Slippery road due to weather (Road Environment Contrib)
 Exceeding speed limit (Driver/Rider - Injudicious)
 Travelling too fast for conditions (Driver/Rider - Injudicious)
 Failed to look properly (Driver/Rider - Error)
 Failed to judge other person's path/speed (Driver/Rider - Error)
 Careless/Reckless (Driver/Rider - Behaviour)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes
Vehicle 002	Possible	
Vehicle 002	Possible	
Vehicle 001	Very likely	

Accident Description

V2 has come to a stop to join a roundabout. V1 has travelled going straight over, it is on the roundabout when V2 has pulled out and been side struck by V1

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...West North	2.22 Driver age.....36
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....Non-stop vehicle, not hit
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not contacted
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...West North	2.22 Driver age.....30
2.7 Manoeuvres.....Stopping	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....30	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1067566 Slight ST CRISPINS ROAD (A147) AT JUNCTION WITH CHARLTON Accident 52 of 63
 ROAD (A1151)
 1.7 Date & 1.9 Time.....Monday 12/07/2021 08:50 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....623330/309355 1.14 Road type.....Roundabout
 1.10 Local Authority.....Norwich 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A147 1.17 Junction control....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A1151 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...1
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical).....No crossing facility within 50m 1.23 Surface.....Wet

Contributory Factors

Slippery road due to weather (Road Environment Contrib)
 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Very likely	Yes

Accident Description

RIDER TRAVELLING TOWARDS ROUNDABOUT JUNCTION, ON ROUNDABOUT MOPED SLIPPED FROM UNDER RIDER. NO OTHER VEHICLES INVOLVED.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle 50 - 125cc	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....West East	2.22 Driver age.....33
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes & Overturned	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....33	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:980816 Serious ST CRISPINS ROAD (A147) AT JUNCTION WITH BARRACK STREET (A147) Accident 53 of 63

1.7 Date & 1.9 Time.....Saturday 29/08/2020 12:50	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....623335/309338	1.14 Road type.....Dual c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A147	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A147	1.24 Special conditions...None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Wet

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Poor turn or manoeuvre (Driver/Rider - Error)
 Sudden braking (Driver/Rider - Error)
 Failed to signal/misleading signal (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 002	Very likely	Yes
Vehicle 001	Very likely	

Accident Description

CAR DRIVER WAS ON ROUNDABOUT IN FIRST LANE, DECIDED TO TURN RIGHT FOR 3RD EXIT AFTER SEEING THE TRAFFIC AHEAD. WHILST TURNING CAR HAS FAILED TO SEE MOTORBIKE, CAUSING IT TO EMERGENCY STOP AND SLIP.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North east	2.22 Driver age.....72
2.7 Manoeuvres.....Changing lane to right	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/Cycle Unknown cc	2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North	2.22 Driver age.....50
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....50	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:233828 Slight BARRACK STREET AT JN WITH WHITEFRIARS Accident 54 of 63

1.7 Date & 1.9 Time.....Monday 09/10/2017 07:25	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623335/309350	1.14 Road type.....Roundabout
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..U	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes

Accident Description

V1 APPROACHING ROUNDABOUT NOT SEEING V2 ON THE ROUNDABOUT. V1 PULLED ONTO THE ROUNDABOUT & V2 TRIED TO SWERVE OUT OF THE WAY BUT WAS HIT BY THE BACK OF V1.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East West	2.22 Driver age.....59
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....55
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not applicable
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....55	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1074242 Slight ST CRISPINS ROAD (A147) AT JUNCTION WITH BARRACK STREET (A147) Accident 55 of 63

1.7 Date & 1.9 Time.....Sunday 06/06/2021 14:08 1.15 Speed limit.....30 Mph
 1.11 Grid co-ordinates.....623337/309338 1.14 Road type.....Roundabout
 1.10 Local Authority.....Norwich 1.16 Junction detail.....Roundabout
 1.12/1.13 1st road identity..A147 1.17 Junction control....Give way sign or uncontrolled
 1.18/1.19 2nd road identity..A147 1.24 Special conditions...None
 1.22 Weather.....Fine 1.25 Carriageway hazards..None
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1
 1.20b Crossing(physical)....No crossing facility within 50m 1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Failed to judge other person's path/speed (Driver/Rider - Error)
 Poor turn or manoeuvre (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 001	Possible	Yes

Accident Description

V001 has been travelling behind three cyclists along Whitefriars when they've approached the roundabout. V001 has attempted to overtake the cyclists and turned left onto St Crispins Road, however, cyclists have continued straight. V001 has then collided with cyclist (V002).

2 Vehicles

2.4 Veh ref no.....1
 2.17 Other vehicle.....0
 2.5 Vehicle class.....Car
 2.10 Junction location...Leaving roundabout
 2.9 Restricted location.On main carriageway
 2.8 Movement from/to....South east West
 2.7 Manoeuvres.....Turning left
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way
 2.6 Towing.....No
 2.28 Foreign vehicle.....Not foreign

2.16 First impact.....Nearside
 2.12 Hit object in c'way..None
 2.14 Hit object off c'way.None
 2.18 Parts damaged..... / /
 2.21 Driver gender.....Male
 2.22 Driver age.....85
 2.24 Hit and Run.....No
 2.23 Breath test.....Negative
 2.29 Journey purpose.....Other

2.4 Veh ref no.....2
 2.17 Other vehicle.....0
 2.5 Vehicle class.....Pedal Cycle
 2.10 Junction location...Mid junction
 2.9 Restricted location.On main carriageway
 2.8 Movement from/to....South east North west
 2.7 Manoeuvres.....Going ahead other
 2.11 Skidding.....No
 2.13 Left c'way.....Did not leave c'way
 2.6 Towing.....No
 2.28 Foreign vehicle.....Not foreign

2.16 First impact.....Offside
 2.12 Hit object in c'way..None
 2.14 Hit object off c'way.None
 2.18 Parts damaged..... / /
 2.21 Driver gender.....Male
 2.22 Driver age.....46
 2.24 Hit and Run.....No
 2.23 Breath test.....Not applicable
 2.29 Journey purpose.....Other

1 Casualty

3.5 Cas ref no.....1
 3.6 Casualty class.....Driver or Rider
 3.7 Gender.....Male
 3.8 Age.....46
 3.9 Severity.....Slight
 3.4 Vehicle no.....2
 3.12 Ped Direction.....Not a pedestrian

3.15 Car passenger.....No
 3.16 PSV passenger.....No
 3.14 Seat belt usage.....Not applicable
 3.13 School pupil.....Other
 (3.19 School)
 3.10 Pedestrian location..Not a pedestrian
 3.11 Pedestrian movement..Not a pedestrian
 3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:289383 Slight 20 BULL CLOSE ROAD Accident 56 of 63

1.7 Date & 1.9 Time.....Sunday 15/04/2018 06:45	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623342/309528	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..U	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Wet

Contributory Factors

Impaired by drugs (Driver/Rider - Impairment)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes

Accident Description

V1 HAS DRIVEN INTO THE REAR OF A VEHICLE PARKED AT THE SIDE OF THE ROAD.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North west South east	2.22 Driver age.....19
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to....Parked Parked	2.22 Driver age.....-1
2.7 Manoeuvres.....Parked	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not applicable
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....
3.8 Age.....20	3.13 School pupil.....Other
	(3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 993891 Slight WHITEFRIARS NEAR JUNCTION WITH BARRACK STREET (A147) Accident 57 of 63

1.7 Date & 1.9 Time.....Thursday 08/10/2020 11:11	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623359/309327	1.14 Road type.....Roundabout
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..U	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A147	1.24 Special conditions...None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing (human).....No Human control within 50m	1.6 Number of casualties..1
1.20b Crossing (physical)....No crossing facility within 50m	1.23 Surface.....Wet

Contributory Factors	Participant Confidence	Did a police officer attend?
		Yes

Accident Description

V2 HAS STOPPED AT THE ROUNDABOUT AND V1 HAS APPROACHED FROM BEHIND. V1 HAS FAILED TO STOP BEHIND V2 (FOOT SLIPPED OFF BRAKE) AND HAS GONE INTO THE REAR OF V2. THIS HAS CAUSED RIDER OF V2 TO FALL OFF AND THE BIKE HAS BEEN PUSHED INTO V3 THAT WAS TRAVELLING AROUND THE ROUNDABOUT.

3 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east West	2.22 Driver age.....27
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/Cycle Unknown cc	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....46
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North east North west	2.22 Driver age.....63
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....46	3.13 School pupil.....Other (3.19 School.....)
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:1057856 Slight BARRACK STREET (A147) AT JUNCTION WITH WHITEFRIARS Accident 58 of 63

1.7 Date & 1.9 Time.....Sunday 16/05/2021 19:20	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623379/309344	1.14 Road type.....Roundabout
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A147	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical)....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to judge other person's path/speed (Driver/Rider - Error)
Dazzling sun (Driver/Rider - Vision Affected)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	Yes

Accident Description

V2 WAS ON ROUNDABOUT, V1 HAS COME ONTO THE ROUNDABOUT AND V1 COLLIDED WITH V2.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North east South	2.22 Driver age.....44
2.7 Manoeuvres.....Turning left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Leaving roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....37
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....
3.8 Age.....18	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 1121783 Slight BARRACK STREET (A147) NEAR JUNCTION WITH WHITEFRIARS Accident 59 of 63

1.7 Date & 1.9 Time.....Friday 01/10/2021 05:10	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623379/309357	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A147	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Wet

Contributory Factors

Failed to look properly (Driver/Rider - Error)
 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes

Accident Description

Car approached roundabout as cyclist was also approaching from the right. Cyclist entered from the right. Cyclist entered roundabout first and the car then entered roundabout with seeing the cyclist. I do not believe the cyclist and car collided but the cyclist fell off when trying to avoid the car.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East South	2.22 Driver age.....36
2.7 Manoeuvres.....Turning left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East South	2.22 Driver age.....53
2.7 Manoeuvres.....Turning left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....53	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 265942 Serious CHARLTON ROAD A1151 NEAR JN WITH COWGATE Accident 60 of 63

1.7 Date & 1.9 Time.....Thursday 18/01/2018 18:59	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623382/309443	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Other Junction
1.12/1.13 1st road identity..A1151	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....Pelican etc crossing	1.23 Surface.....Wet

Contributory Factors

Slippery road due to weather (Road Environment Contrib)
 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)
 Failed to look properly (Pedestrian)
 Failed to judge vehicle's path/speed (Pedestrian)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	
Casualty 001	Very likely	Yes
Casualty 001	Very likely	

Accident Description

C001 HAS STEPPED INTO THE ROAD IN FRONT OF V001, ON PEDESTRIAN CROSSING. LIGHTS ARE GREEN TO V001, IE C001 HAS CONTRAVENED 'RED MAN' SIGNAL.

1 Vehicle

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....M/cycle 50 - 125cc	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South North	2.22 Driver age.....23
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes & Overturned	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....73	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Serious	3.10 Pedestrian location..Unknown or other
3.4 Vehicle no.....1	3.11 Pedestrian movement..Unknown or other
3.12 Ped Direction.....Unknown	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:143445 Slight BARRACK STREET A147 WHITEFRIARS Accident 61 of 63

1.7 Date & 1.9 Time.....Sunday 18/12/2016 07:50	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623385/309371	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A147	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights lit	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical)....Central Refuge only	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)

Participant Confidence

Vehicle 001 Possible

Did a police officer attend?

No - reported over the counter

Accident Description

Veh002 was on the Barrack Street roundabout heading towards Whitefriars. Veh001 entered the roundabout from Barrack Street and collided with the cyclist (Veh002). Details were exchanged at the scene. Veh002 rider sustained minor injury.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....36
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North South	2.22 Driver age.....48
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Overturned	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Not applicable
3.8 Age.....48	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference: 317686 Slight 109 BULL CLOSE ROAD AT JN WITH STEWARD STREET Accident 62 of 63

1.7 Date & 1.9 Time.....Monday 16/07/2018 08:00	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623408/309516	1.14 Road type.....Single c'way
1.10 Local Authority.....Norwich	1.16 Junction detail.....T or Staggered junction
1.12/1.13 1st road identity..U	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..U	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties..1
1.20b Crossing(physical).....No crossing facility within 50m	1.23 Surface.....Dry

Contributory Factors

Failed to look properly (Driver/Rider - Error)
Road layout (Driver/Rider - Vision Affected)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Possible	Yes

Accident Description

V1 pulled onto road not seeing V2, V1 has collided with the front offside of V2 causing D2 to fall from the vehicle, sustaining injury.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way..None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...East West	2.22 Driver age.....29
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Commuting to/from work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way..None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North South	2.22 Driver age.....23
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Overtaken	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....23	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

Accident Date BETWEEN '01-Dec-2016' AND '30-Nov-2021'

1.3 Accident Reference:353304 Slight BARRACK STREET A147 AT JN WITH CHARLTON ROAD A1151 Accident 63 of 63

1.7 Date & 1.9 Time.....Tuesday 06/11/2018 07:45	1.15 Speed limit.....30 Mph
1.11 Grid co-ordinates.....623418/309350	1.14 Road type.....Roundabout
1.10 Local Authority.....Norwich	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A147	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A1151	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical)....No crossing facility within 50m	1.23 Surface.....Wet

Contributory Factors

Impaired by drugs (Driver/Rider - Impairment)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	Yes

Accident Description

V1 was waiting at the roundabout to go ahead. V2 (pedal cycle) was already on the roundabout. V1 entered the roundabout and collided with V2.

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North East	2.22 Driver age.....39
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

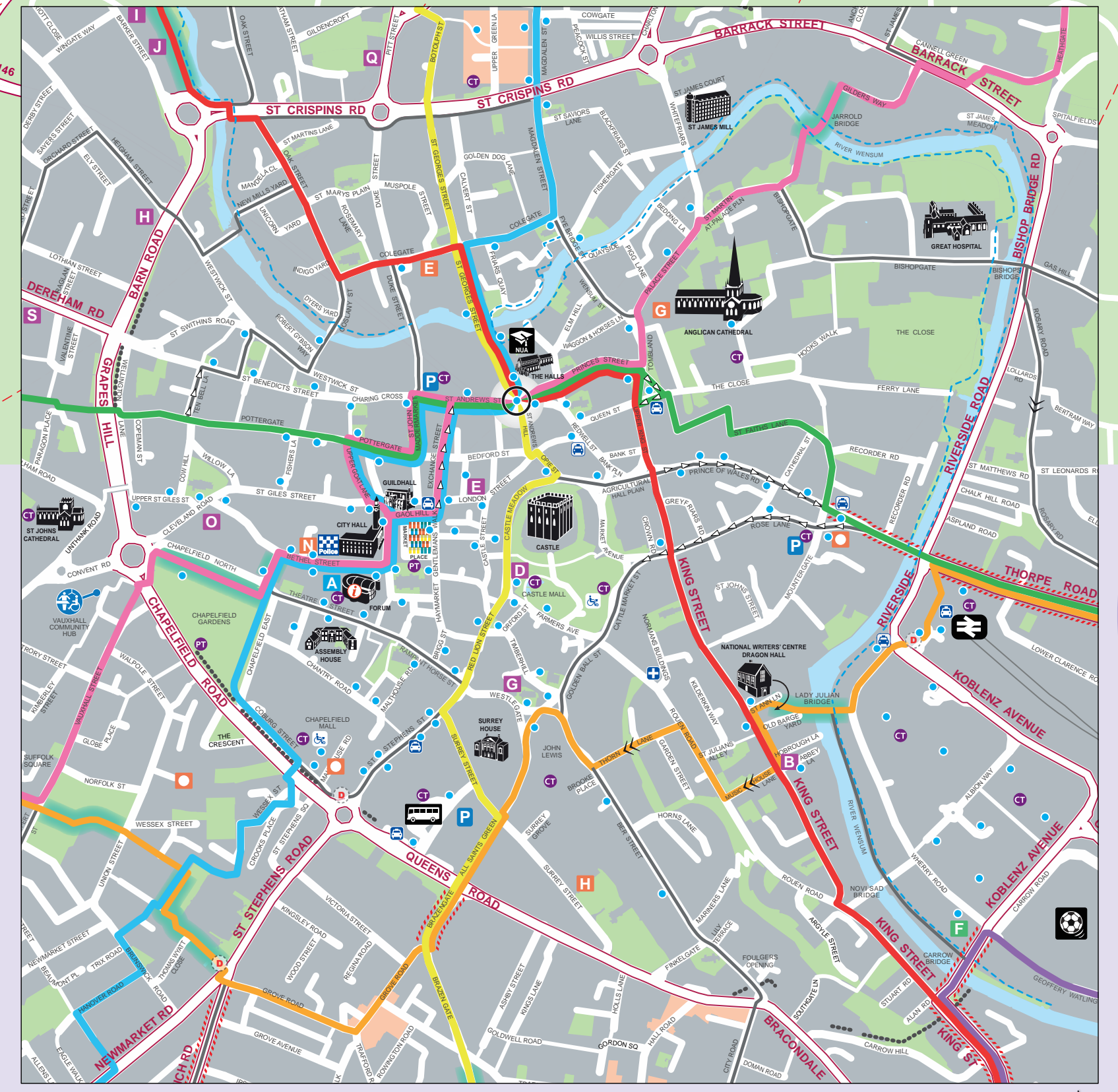
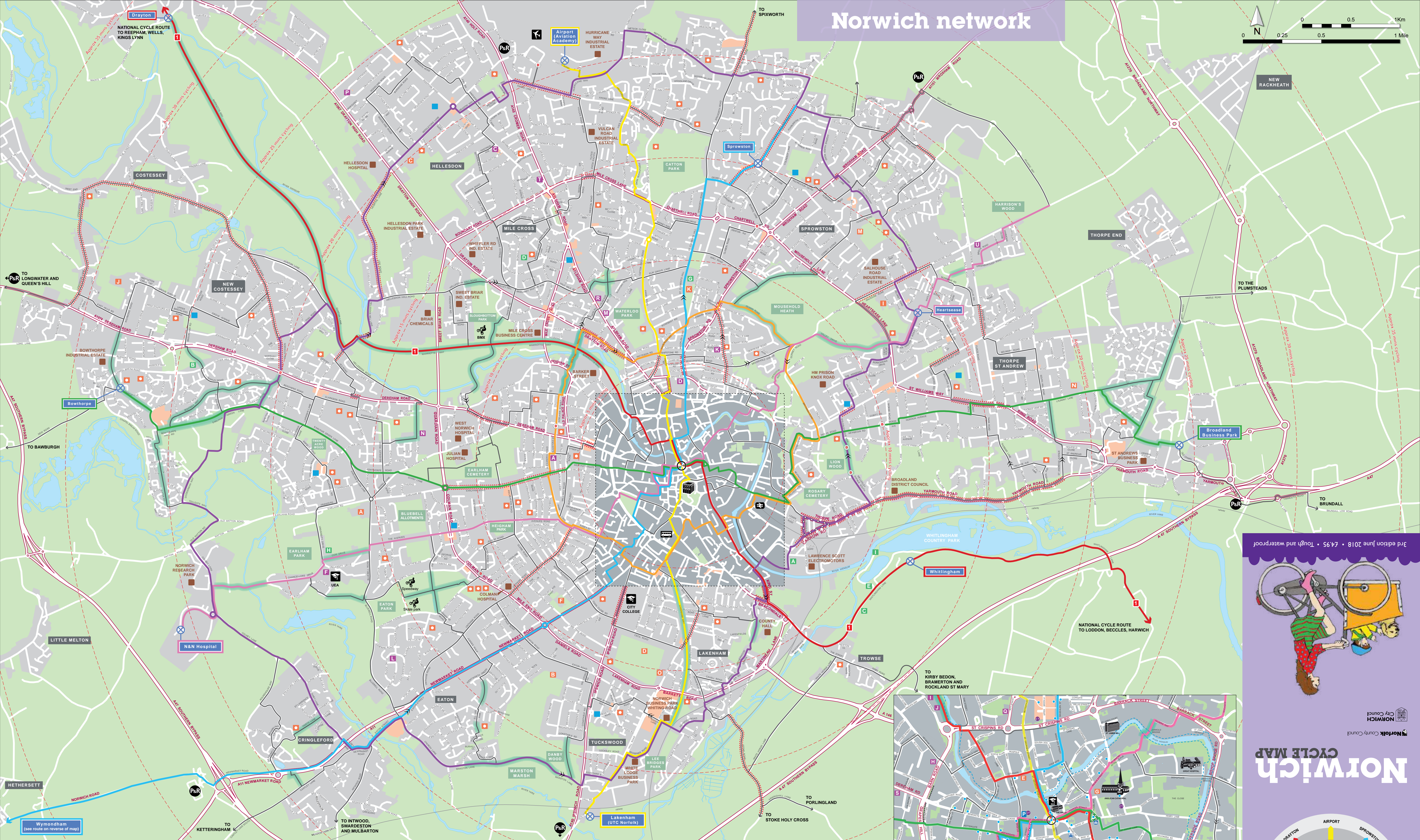
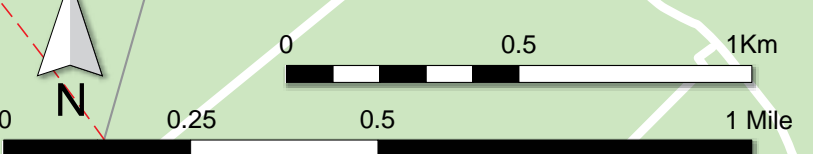
2.4 Veh ref no.....2	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Pedal Cycle	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North East	2.22 Driver age.....36
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

1 Casualty

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....36	3.13 School pupil.....Other (3.19 School
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

A4. CYCLE ROUTE MAP

Norwich network



Norwich and beyond great to explore by bike

The pace is right to spot a bargain in a quirky shop, pause for a conversation with a friend in the park, or explore a neighbouring beauty spot. The city is compact, making it manageable to ride from the edge to the centre in under twenty minutes. For those looking for more leisurely rides, the Broads, Loddon and Wymondham can be discovered in a few hours.

Welcome to the cycle network!

It features seven pedalways, each represented by a colour. Five cross the city from one side to the other and meet in the middle at St Andrew's Plain. Two others encircle the city – orange near the centre and purple on the edge. They are complemented by neighbourhood routes that help you get around from your home to schools and shops. Four looping leisure rides – circulars – take you into the beautiful countryside around Norwich. Discover Norwich and beyond.

Happy pedalling!

How to use this map

Planning your route

Use this side of the map for planning your route within Norwich. It shows where the pedalways go and how they relate to facilities. The main routes are coloured and the colours can be found on signs and stickers along the way.

Turn over to see four looping leisure rides that take you out into the beautiful countryside and neighbouring towns.

Route conditions

The quality of the network varies from place to place and we are implementing a long-term plan to improve it. The maps show the busy traffic areas and the traffic-free parts of the pedalways and leisure routes so you can match your route to your level of cycling confidence and skill. The traffic-free parts are usually shared with pedestrians so please be considerate and use a bell. Their surfaces can also be slippery, uneven or unfit so please take care. Some parts of the network are privately owned and not maintained by the city or county councils.

Pedalways

- Bowthorpe ↔ Broadland Business Park
- Drayton ↔ Whittingham (National Cycle Route 1)
- Lakenham ↔ Aviation Academy
- N&N Hospital ↔ Heartsease
- Wymondham ↔ Sprowston
- Inner circuit
- Outer circuit
- Neighbourhood routes
- St Andrew's Plain (centre of the network)
- Pedalway destination

Cycle network route conditions

- Cyclists dismount
- One way
- Route along busy road (with speed limit over 20mph and without off carriageway option)
- Steep hill (arrows point uphill)
- Traffic free path

Attractions and facilities

- Airport
- Bus station (including cycle hire)
- City wall
- Cycle sport venue
- Cycle stand parking
- Football stadium
- Higher and further education
- Local shopping centres
- Long stay secure cycle parking
- NHS walk in centre
- Norwich Market
- Park & Ride (cycle parking available)
- Riverside walk/pathway
- Toilets, public and customer
- Tourist Information Centre
- Train station (including cycle hire)

Schools

- First, infant or primary
- City Academy Norwich
- Hellesdon High
- Hewett Academy
- Jane Austen Free School
- Norwich High School for Girls
- Norwich School
- Notre Dame
- Open Academy
- Ormiston Victory Academy
- Sewell Park Academy
- Sir Isaac Newton 6th Form
- Sprowston Community Academy
- Thorpe St Andrew School
- Wherry School

Sports facilities

- Carrow Park
- Football Development Centre
- Sewell Park Academy Sports Centre
- Norfolk Snowsports Club
- Norman Centre
- Norwich Rowing Club
- Riverside Leisure Centre
- Sewell Park Academy Sports Centre
- UEA Sports Park
- Whittingham Outdoor Education Centre

Bicycle shops

- A.P. Cycles
- Bicycle Links
- City of Norwich School
- Cycle Republic
- Evans Cycles
- Go Outdoors
- Halfords
- John Borwell
- Leisure Cycles
- Mandarin
- Not About The Bike
- Pedal Revolution
- Sorens
- The Bike Man
- Wilco 'Bike' (Aylsham Rd)
- Wilco 'Bike' (Dereham Rd)
- Wilco 'Bike' (Reepham Rd)
- Wilco 'Bike' (Salhouse Rd)

Employment areas

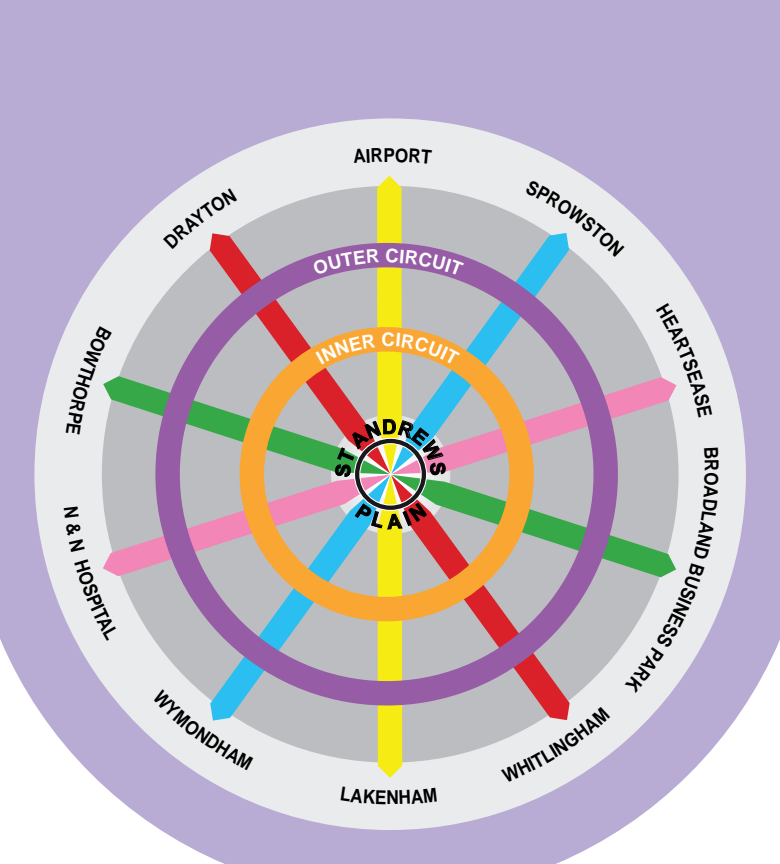
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Norwich City Council
Norfolk County Council

NORWICH CYCLE MAP



- Supported by:
- Broadland District Council
 - South Norfolk
 - Transport for Norwich
 - NEWANGLIA
 - Department for Transport
 - PUSHING AHEAD
 - NORWICH CYCLING CAMPAIGN

Marriott's Way circular

22.6 miles / 36.4 km

1. Train Wood – the site of Norwich City Station

Train Wood is the site of Norwich City Station, one of three mainline stations that once served Norwich. It was the end of William Marriott's M&GN railway line and you can follow it on a bike through Hellesdon, Drayton and Thorpe Marriott and seek out the remaining platforms, gates and mile markers along the trail.

2. The A-Frame bridge at Drayton – views along the Wensum Valley

The first section of Marriott's Way to Drayton runs through the Wensum Valley Special Area of Conservation. The landscape hosts rare and protected birds, reptiles, mammals, plants and invertebrates. Up to ten bat species have been recorded on evening forays. The railway bridge offers great views back along the river; you might be lucky enough to see water voles and otters.



Broads circular

24.5 miles / 39.4 km

3. Catton Park

Catton Park is a beautiful 70 acre country park that was the first commission of Humphry Repton as a landscape gardener. It is open at all times for people to wander through the open wildflower meadow and explore the woodland.

4. Ranworth Church and Broad

St Helen's Church, sometimes called the 'Cathedral of the Broads', dates from 1450 and contains painted images of saints on one of the finest rood screens in England. You can climb the church tower and look out across the Broads' landscape. Nearby is a boardwalk leading to Ranworth Broad, which passes through woodland and reed-bed habitats. At the end is the thatched and floating visitor centre run by Norfolk Wildlife Trust.



Loddon circular

29.6 miles / 47.7 km

5. Loddon

Loddon sits at the heart of the southern Norfolk Broads and its lively history is reflected in its Georgian and Victorian architecture – reminders of an age when graceful wharves brought trade to Loddon along the River Chet. It's a centre for boating with shops, cafes, pubs and a market.

6. Caistor roman town

Venta Icenorum was founded in the valley of the River Tas during the AD60s. It was the largest and most important Roman centre of northern East Anglia. The archaeology of the site continues to be investigated to further unlock its history. Why not hop off your bike and tour the site on foot?

Wymondham circular

28.1 miles / 45.2 km

7. Wymondham

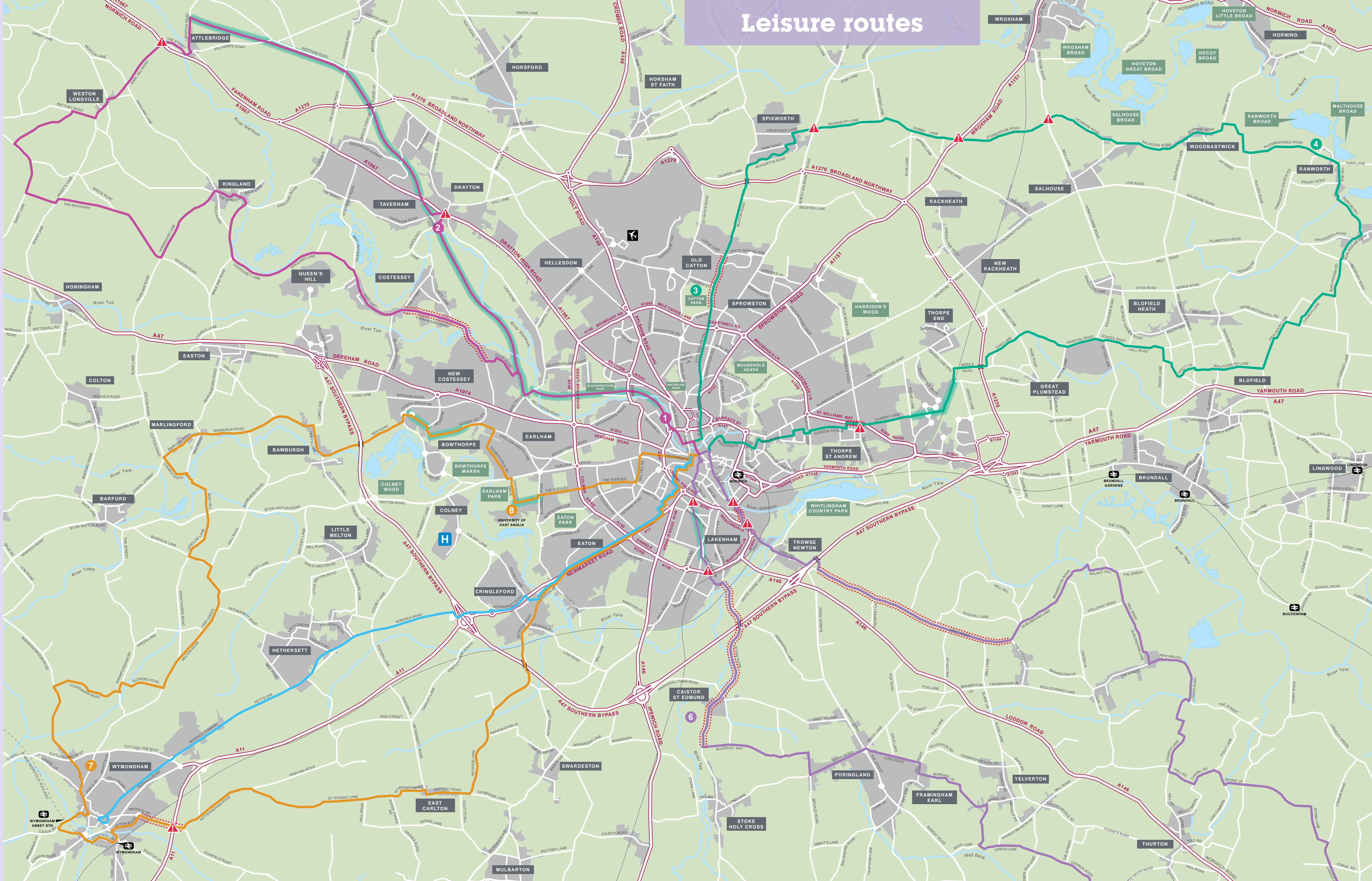
See inset map and text to the right.

8. University of East Anglia (UEA)

UEA has more than 15,000 students. The campus is located in 320 acres of rolling parkland punctuated by architecturally ambitious buildings and a growing collection of sculpture. Denys Lasdun's Zigurat and Norman Foster's Sainsbury Centre for the Visual Arts face the University Broad and the valley of the River Yare. The centre contains wonderful artworks and places to eat. Another fine building is Earlham Hall, once home to the Gurney family of Quaker bankers, which sits in the middle of Earlham Park. On the edge of the park is the Enterprise Centre, the greenest building in the UK, distinctively faced with straw bales.

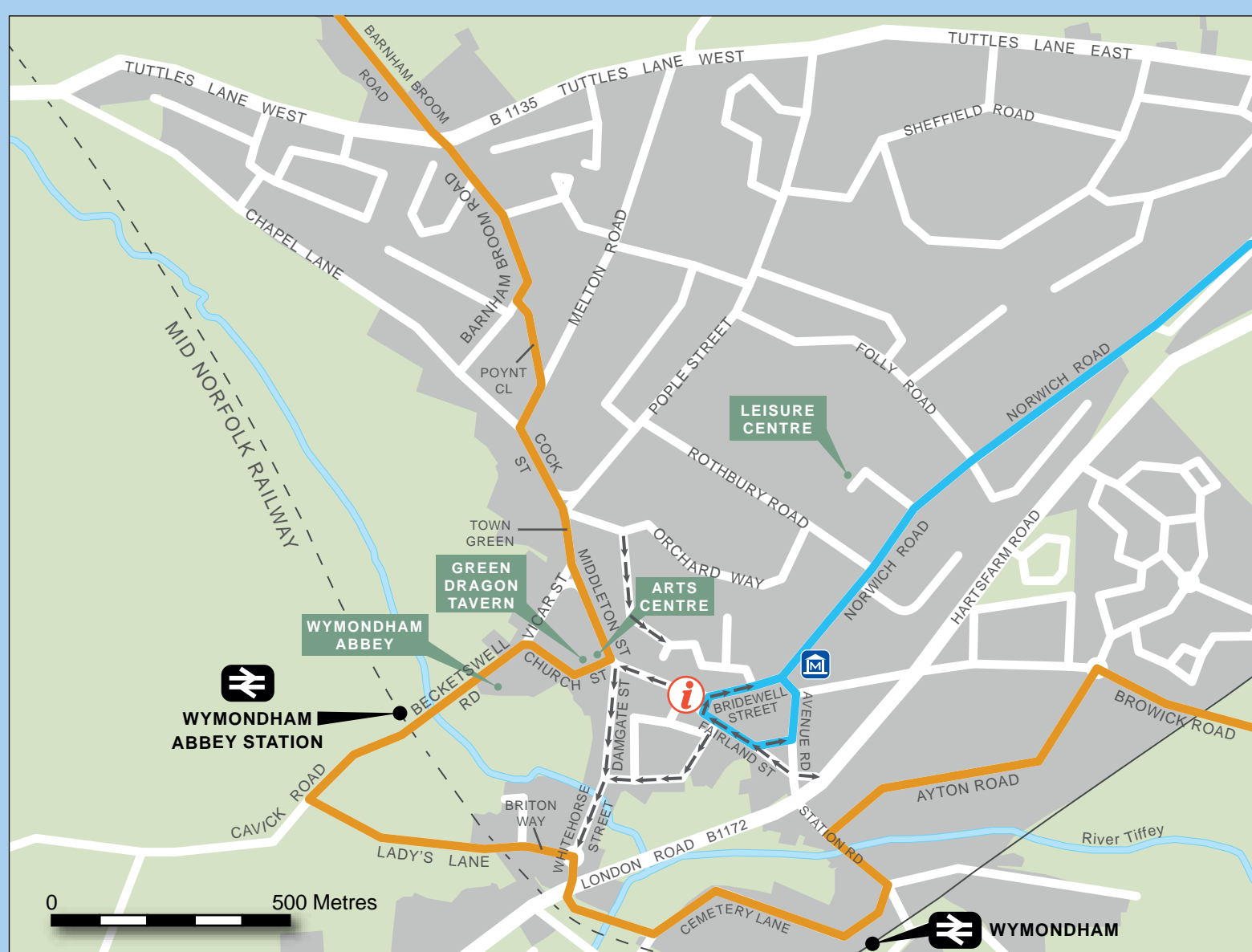


Leisure routes



Wymondham

Wymondham is a thriving market town ten miles south-west of Norwich. At its heart is a 17th century market cross, which is occupied by the tourist information centre. Wymondham is also home to the magnificent 900 year old Wymondham Abbey with its carved angels, the Green Dragon tavern dating back to the 14th century, an arts centre and a heritage museum. You can also take a steam train on the mid-Norfolk heritage railway from Wymondham Abbey to Dereham. It is a good place to break up your ride to refuel at a cafe or pub. You can also return to Norwich by train.



Cycle network route conditions

- Bridge/tunnel over/under Broadland Northway/Southern bypass
- Busy junction or location (on leisure route, take particular care)
- One way traffic
- Route along busy road (without off carriage way option, take particular care)
- Traffic free path

Attractions and facilities

- Airport
- Hospitals
- Tourist Information Centre
- Train station
- Wymondham Heritage Museum

Leisure Routes

- Marriott's Way Circular
- Broads Circular
- Loddon Circular
- Wymondham Circular
- Blue pedalway (direct route to Wymondham)

Disclaimer

The routes shown on the map are subject to change as the network develops. Some sections may be affected by construction activity and only become available later in 2018. No responsibility will be accepted by the publishers of this map for any loss, harm or injury resulting from its use.

Feedback

What are your thoughts about this map? Please give us your feedback here:

www.bit.ly/NorwichCycle



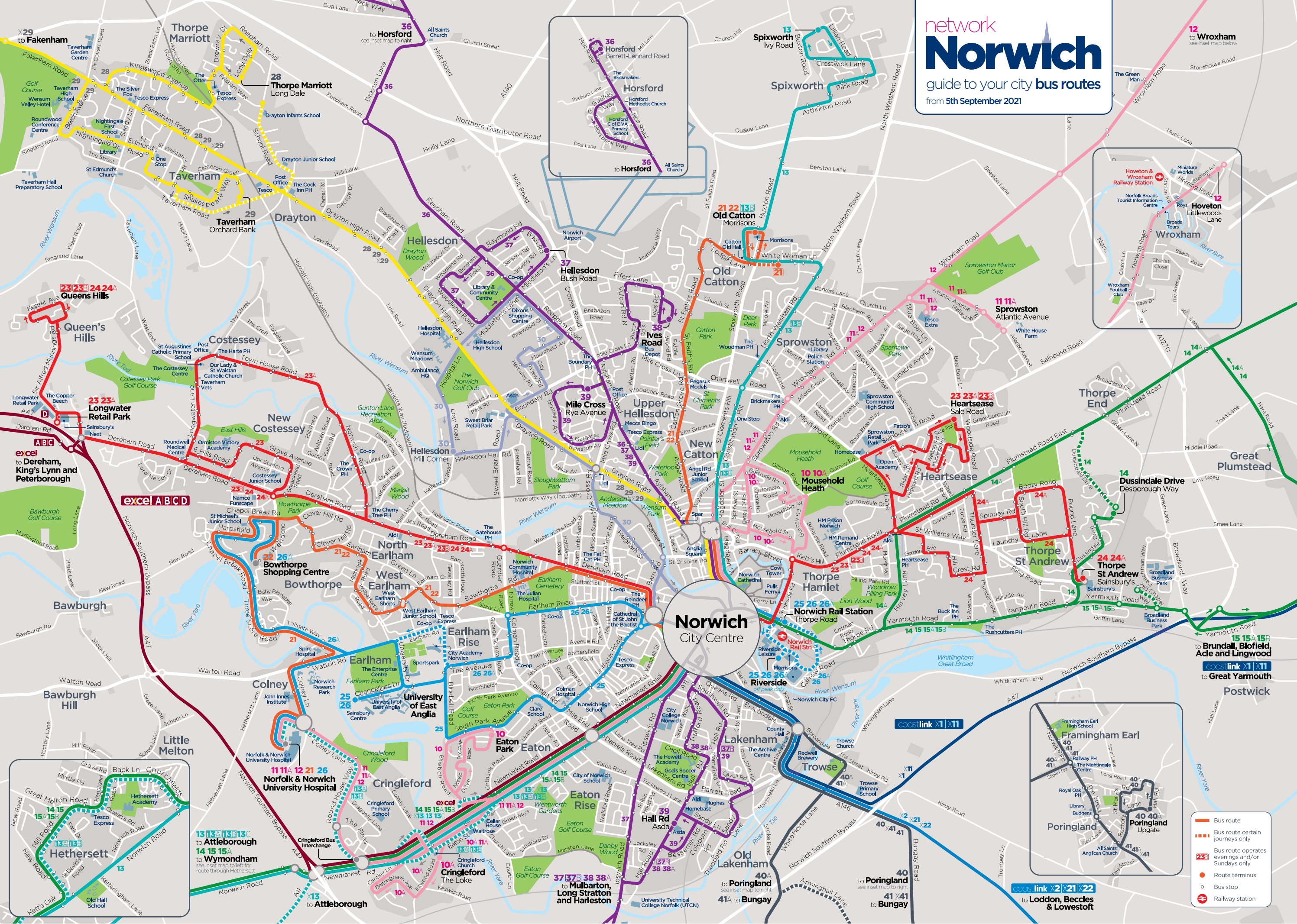
0 0.5 1 2 3 Kilometres

0 0.5 1 2 3 Miles



A5. BUS ROUTE MAP

network
Norwich
 guide to your city bus routes
 from 5th September 2021



- Bus route
- - - Bus route certain journeys only
- 23 23 Bus route operates evenings and/or Sundays only
- Route terminus
- Bus stop
- Ⓜ Railway station

All information given in this leaflet, including stops, routes & frequencies are correct at 05/09/21. We reserve the right to modify these during the life of this publication. Please check our website (firstbus.co.uk/easterncounties) for up to date information.

you can check out the timetables for all routes at firstbus.co.uk/easterncounties

where to catch your bus in Norwich city centre



all change...

If you're changing buses in the city centre, you can find the best place to make the switch using the chart to the right and the map above.

your city centre bus stops in

Route	St Stephens Street	Red Lion Street	Theatre Street	Castle Meadow	Tombland/U King St	Prince of Wales Rd
PINK LINE 10 11 12						
towards Household Heath	BC			CB	CP	
towards Eaton or N&NU Hospital	BR			CU	CP	
towards Sprowston & Wroxham	BB			CD	CM	
TURQUOISE LINE 13						
towards Wymondham & Attleborough	BP			CR	CP	
towards Old Catton & Spixworth	BB			CD	CM	
GREEN LINE 14 15						
towards Hethersett & Wymondham	BP			CR		DL
towards Dussindale or Brundall	BA			CC		DA
ORANGE LINE 21 22						
towards Bowthorpe				BE	CT	CP
towards Old Catton		BJ		CF	CM	
RED LINE 23 24						
towards Costessey	BE			CT		DL
towards Heartsease	BH			CF		DA
BLUE LINE 25 26						
towards the University of East Anglia	BM			CS		DL
towards the Rail Station & Riverside	BK			CC		DA
YELLOW LINE 28 29 X29						
towards Taverham, Thorpe Marriott & Fakenham	BA			CB	CM	
PURPLE LINE						
towards Lakenham, Mulbarton or Long Stratton	BS			CV	CP	
towards Hellesdon, Horsford, Mile Cross & The Boundary	BD			CE	CM	
CHARCOAL LINE 40 41 X41						
towards Poringland & Bungay	BQ					
service 30						
towards Heigham St & Hellesdon				BE	CR	

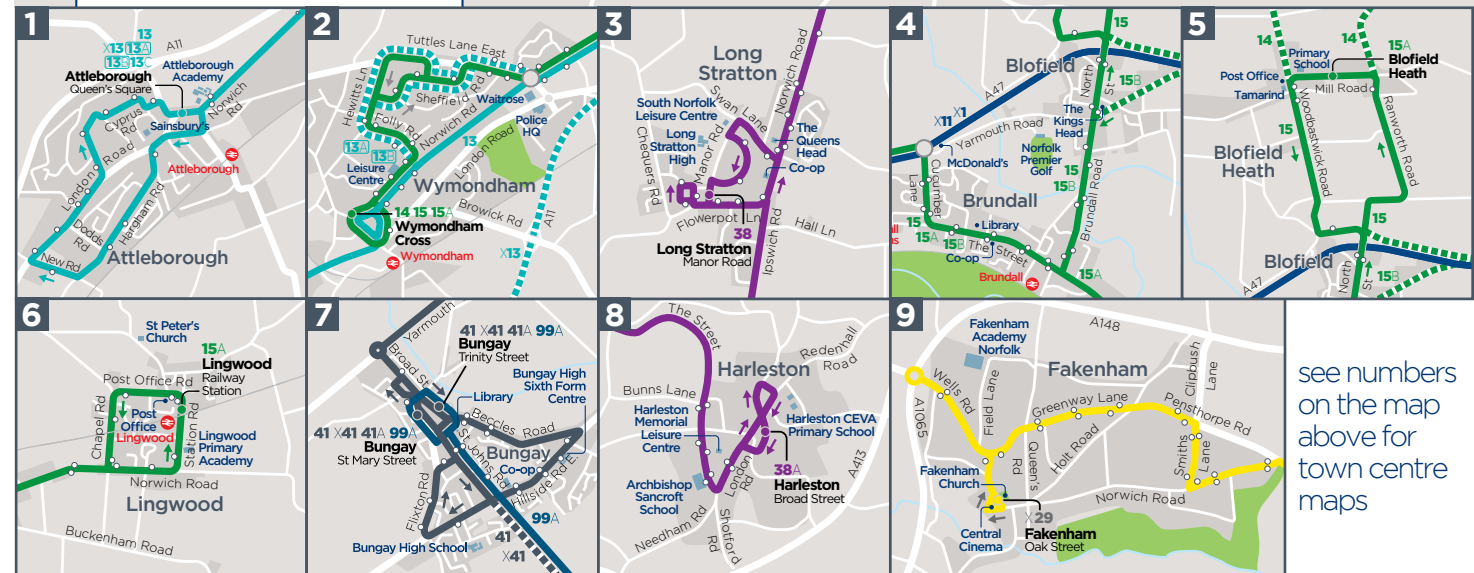
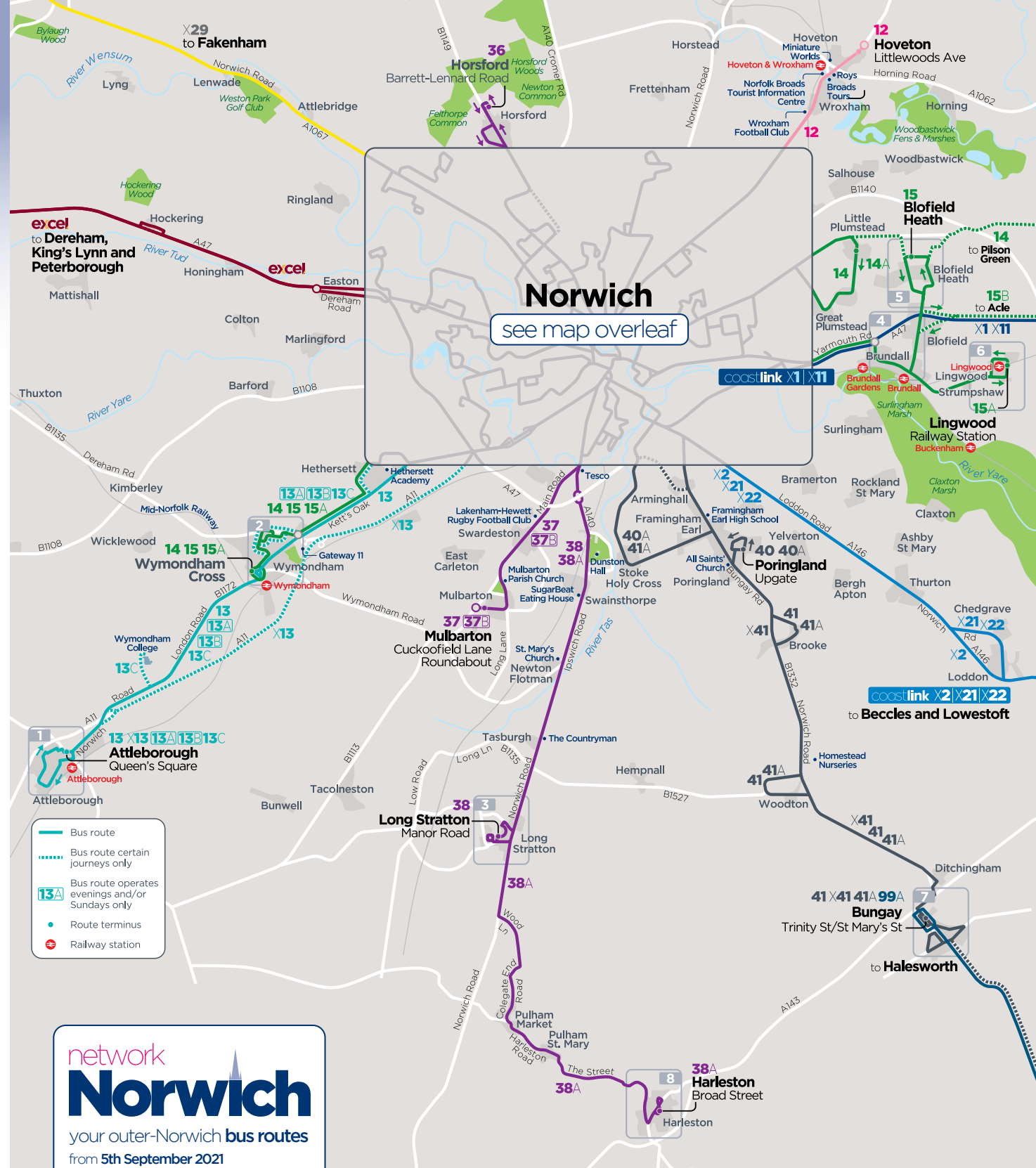
daytime frequency guide

Route	Monday - Friday	Saturday	Sunday
PINK LINE 10 11 12			
Eaton & Cingleford - City Centre - Household	30	30	-
N&NUH - City Centre - Sprowston	10	15	30
continuing to Wroxham	30	30	-
TURQUOISE LINE 13			
Attleborough - Wymondham - City Centre - Old Catton - Spixworth*	30	30	60
GREEN LINE 14 15			
Wymondham to City Centre & Station	30	30	-
continuing to & from Dussindale	30	30	60
continuing to & from Brundall	30	30	-
to & from Blofield Heath or Acle	60	60	-
ORANGE LINE 21 22			
Bowthorpe - City Centre - Old Catton	15	15	30
continuing to & from N&NUH	30	30	30
RED LINE 23 24			
between Larkman Ln & Heartsease PH	10	10	20
to & from Heartsease (Sale Rd)	20	20	20
to & from Thorpe St Andrew	20	20	-
to & from Queen's Hills	20	20	60
to & from Longwater Retail Pk (Sainsbury's)	10	10	20
to & from Old or New Costessey	30	30	60

Route	Monday - Friday	Saturday	Sunday
BLUE LINE 25 26			
Rail Station - City Centre - UEA	7-8	7-8	10
continuing to & from N&NUH or Bowthorpe	30	30	-
YELLOW LINE 28 29 X29			
Fakenham Rd - Drayton - City Centre	15	15	30
to & from Thorpe Marriott	30	30	30
to & from Taverham village or Fakenham	60	60	-
PURPLE LINE			
between City Centre & The Boundary	8-10	8-10	30
to & from Hellesdon	10-20	10-20	30
to & from Mile Cross or Lakenham	20	20	-
to & from Ives Road*, Horsford, Mulbarton* or Long Stratton*	30	30	see timetable
to & from Harleston and The Pulhams	see timetable	see timetable	-
CHARCOAL LINE 40 41 X41			
Poringland - City Centre	15-30	15-30	-
to & from Brooke, Ditchingham & Bungay	30-60	30-60	-
service 30			
to & from Heigham Street & Hellesdon	60	60	-

* buses to here don't run on Sundays

you can check out the timetables for all routes at firstbus.co.uk/easterncounties



see numbers on the map above for town centre maps

A6. PROPOSED SITE LAYOUT PLAN



THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.

NOTES:

1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

- KEY**
- HARDWORKS**
- BLOCK PAVING - PEDESTRIAN ROUTES TYPE S1**
Precast concrete block paving with exposed natural stone aggregate
Unbound construction
 - BLOCK PAVING - CYCLE ROUTE TYPE S2**
Precast concrete block paving with exposed natural stone aggregate
Unbound construction
 - BLOCK PAVING - RAISED TABLE TRANSITION TYPE S3**
Precast concrete block paving with exposed natural stone aggregate
Unbound construction
 - TIMBER DECKING TYPE S4**
To feature decking platforms within Anglia Square
Design in abeyance
- SOFTWORKS**
- PLANTING AREA TYPE P1**
Groundcover shrub planting
 - MIXED NATIVE HEDGING TYPE P2**
Mixed species native hedging
Maintained at 1.2mH
 - LIGHT STANDARD TREE PLANTING TYPE T1**
Species: TBC
Min. clear stem 3.8m
4-6m (H)
 - HEAVY STANDARD TREE PLANTING TYPE T2**
Species: TBC
Min. clear stem 2m
6-8m (H)
 - EXISTING TREE PLANTING TYPE T3**
To be retained
- FURNITURE**
- TIMBER BENCH TYPE F1**
Benches installed with varying arrangements of seating heights, arm rests and back rests.
 - CYCLE STANDS TYPE F2**
Spec: TBC
 - PUBLIC ART TYPE F3**
Spec: TBC
 - FEATURE CANOPY TYPE F4**
Spec: TBC
 - CATERMAY LIGHTING TYPE F5**
Feature lighting to key routes.
Spec: TBC

DRAFT

Revision	Date	Description	Drawn	Apprvd.
P02	28.03.22	Draft	JV	DM
P01	17.01.22	Draft	JV	DM

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 2 Back Grafton St., Altrincham, WA14 1DY
 T: 0161 928 9281

LEEDS
 No. 3 Aire Street, Leeds Station, Leeds, LS1 4PR
 T: 0113 824 6413

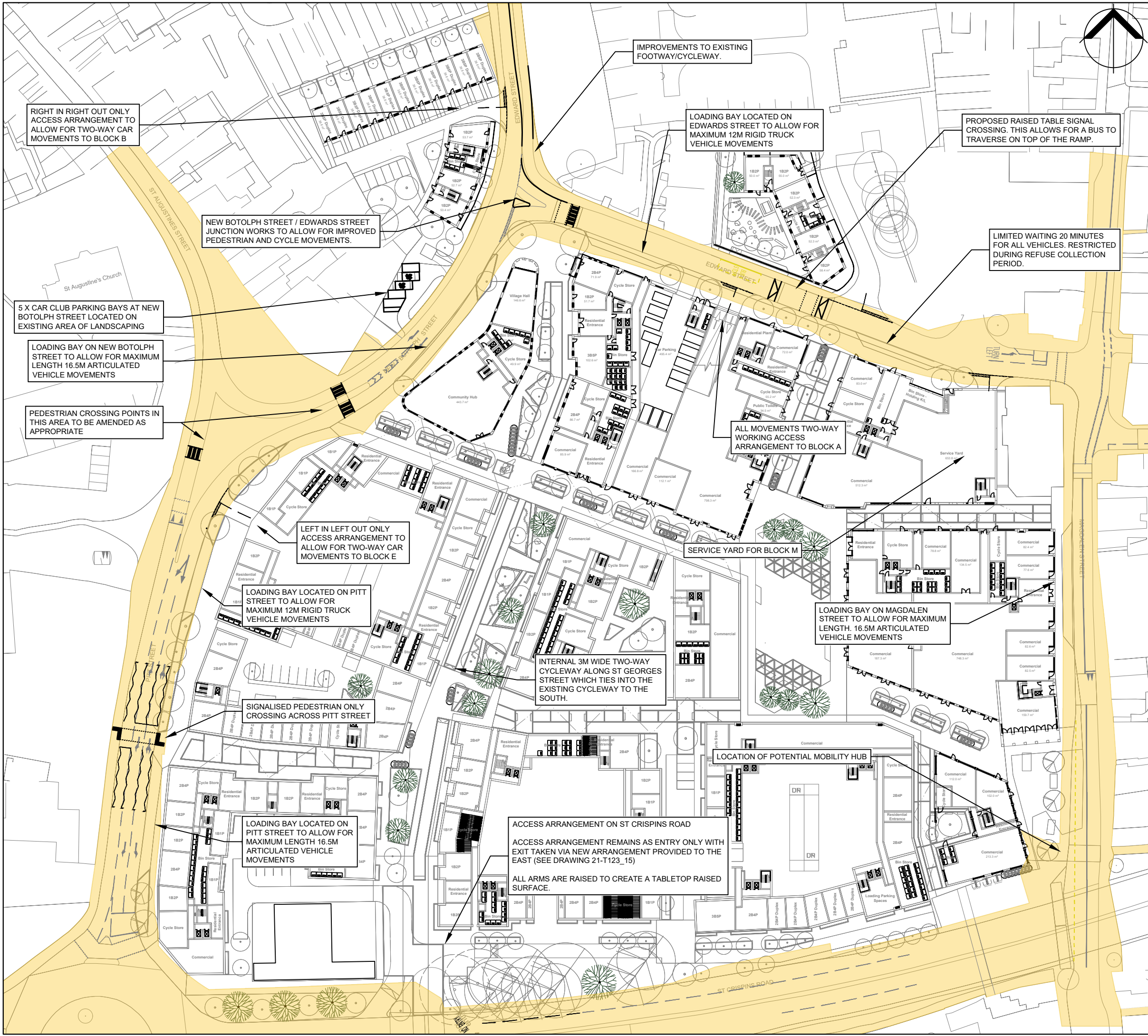
LIVERPOOL
 Tenipost 3, 12 Tithebarn Street, Liverpool, L2 2DT
 T: 0151 363 1230

LONDON
 Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
 T: 0207 253 5678

STANDISH
 Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ
 T: 0145 360 7080

Client	Weston Homes		
Project	Anglia Square		
Drg Title	Landscape Masterplan		
Created on	Created by	Approved by	
01.22	JV	DF	
Scale	Size	Workstage	
1:500	A1	Stage 2	
Drg No.	Suitability	Revision	
ANG-PLA-XX-DR-L-1001	S1	P02	

A7. OVERALL PROPOSED HIGHWAY WORKS PLAN



NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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KEY

 HIGHWAY BOUNDARY INFORMATION

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.03.2022	REVISED LAYOUT	AP	RJ	CB
C	24.03.2022	UPDATED SITE PLAN	AP	RJ	CB
B	17.02.2022	HIGHWAY BOUNDARY TRANSCRIBED ONTO PLAN	AP	CB	CB
A	18.01.2022	MINOR AMENDMENTS	AP	RJ	CB

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 LONDON
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CLIENT	WESTON HOMES PLC		
PROJECT	ANGLIA SQUARE		
TITLE	INITIAL HIGHWAYS WORKS		
DRAWN BY	AP	CHECKED BY	RJ
		APPROVED BY	CB
SCALE @ A3	1 : 1,000	DATE	17.12.2021
PROJECT NO.	21-T123	DRAWING NO.	14 (SHEET 1 OF 5)
		REV.	D

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A8. PROPOSED PITT STREET CROSSING



NOTES:

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KEY

 HIGHWAY BOUNDARY INFORMATION

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
A	29.03.2022	REVISED LAYOUT	AP	RJ	CB

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 mail@iceniprojects.com

CLIENT
 WESTON HOMES PLC

PROJECT
 ANGLIA SQUARE

TITLE
 PROPOSED PEDESTRIAN CROSSING
 (PITT STREET)

DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
	10.03.2022	01.03.2022

SCALE @ A3 1 : 250	DATE 01.03.2022
-----------------------	--------------------

PROJECT NO. 21-T123	DRAWING NO. 28	REV. A
------------------------	-------------------	-----------

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A9. PITT STEET CROSSING / ROUNDABOUT MODEL RESULTS

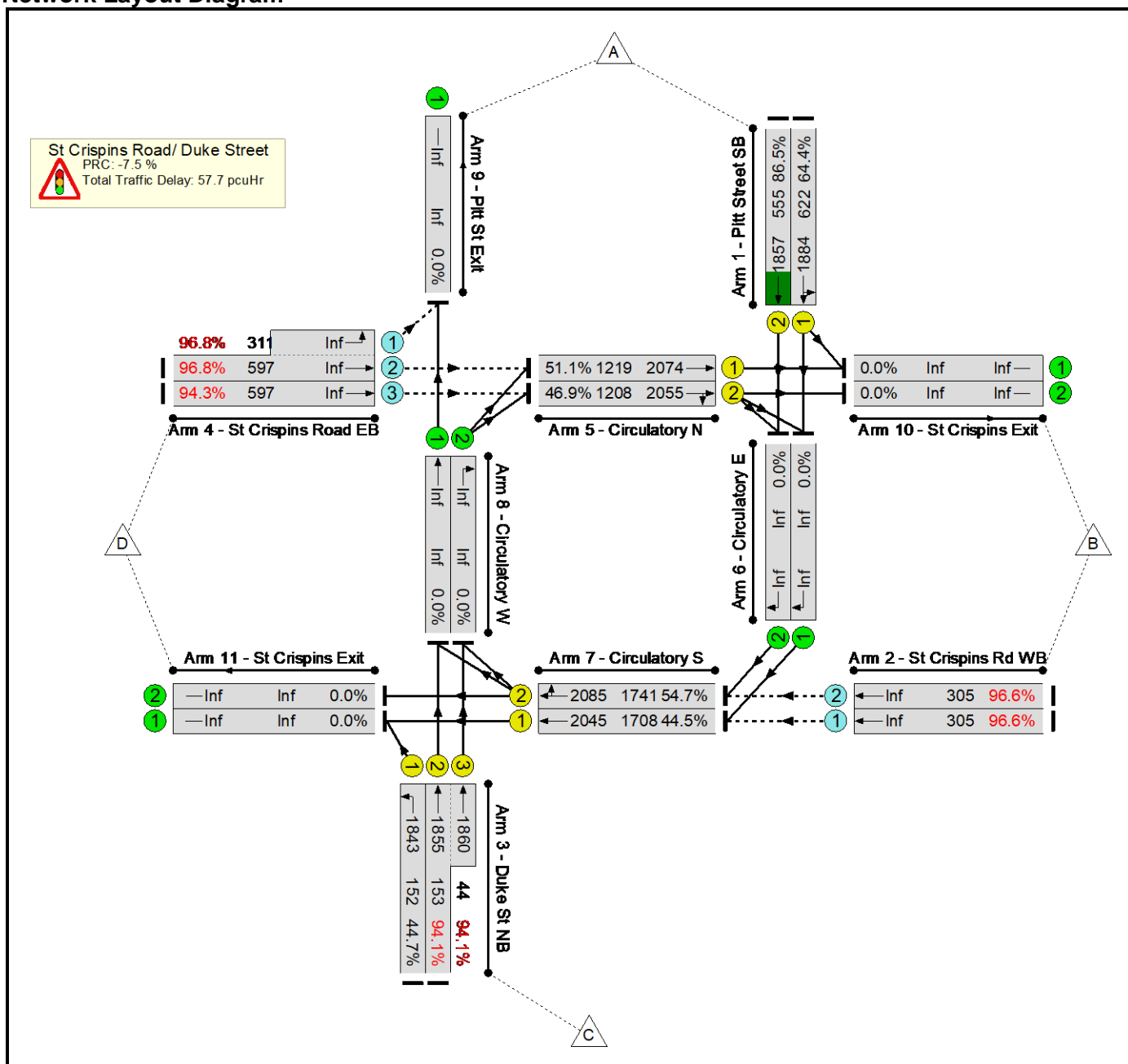
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	St Crispins AM Base Model.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM' (FG1: 'AM 2022', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	96.8%	2911	0	0	57.7	-	-
St Crispins Road/ Duke Street	-	-	-		-	-	-	-	-	-	96.8%	2911	0	0	57.7	-	-
1/1	Pitt Street SB Ahead Left	U	A		1	31	-	400	1884	622	64.4%	-	-	-	4.0	35.7	10.0
1/2	Pitt Street SB Ahead	U	A		1	31	-	480	1857	555	86.5%	-	-	-	7.2	54.3	15.1
2/1	St Crispins Rd WB Ahead	O	-		-	-	-	295	Inf	305	96.6%	295	0	0	7.6	92.6	14.0
2/2	St Crispins Rd WB Ahead	O	-		-	-	-	295	Inf	305	96.6%	295	0	0	7.6	92.6	14.0
3/1	Duke St NB Left	U	B		1	7	-	68	1843	152	44.7%	-	-	-	1.2	63.7	2.1
3/2+3/3	Duke St NB Ahead	U	B		1	7	-	185	1855:1860	153+44	94.1 : 94.1%	-	-	-	6.7	131.3	8.3
4/2+4/1	St Crispins Road EB Ahead Left	O	-		-	-	-	879	Inf : Inf	597+311	96.8 : 96.8%	1758	0	0	9.8	40.2	20.9
4/3	St Crispins Road EB Ahead	O	-		-	-	-	563	Inf	597	94.3%	563	0	0	6.5	41.8	15.9
5/1	Circulatory N Ahead	U	C		1	56	-	623	2074	1219	51.1%	-	-	-	2.7	15.8	11.0
5/2	Circulatory N Right Ahead	U	C		1	56	-	566	2055	1208	46.9%	-	-	-	2.6	16.5	10.4
7/1	Circulatory S Ahead	U	D		1	80	-	760	2045	1708	44.5%	-	-	-	0.7	3.5	4.1
7/2	Circulatory S Right Ahead	U	D		1	80	-	952	2085	1741	54.7%	-	-	-	1.0	3.7	4.8
C1 - St Crispins Road/ Duke Street					PRC for Signalled Lanes (%):		-4.6	Total Delay for Signalled Lanes (pcuHr):			26.21	Cycle Time (s):		97			
					PRC Over All Lanes (%):		-7.5	Total Delay Over All Lanes(pcuHr):			57.74						

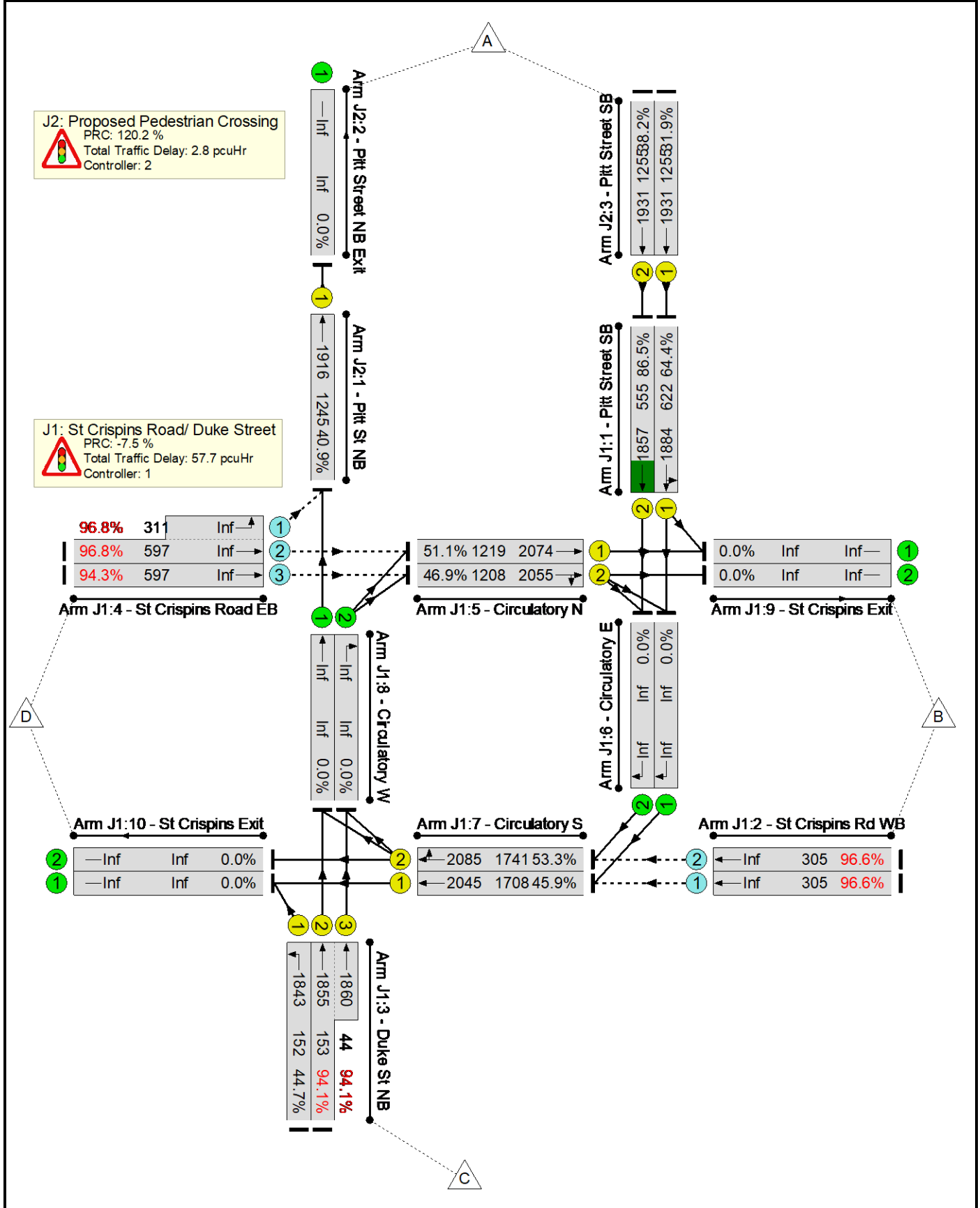
Basic Results Summary
Basic Results Summary

User and Project Details

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Title:	
Location:	
Additional detail:	
File name:	St Crispins AM Pro Model.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

Scenario 1: 'AM' (FG1: 'AM 2022', Plan 1: 'Network Control Plan 1')



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	96.8%	2911	0	0	60.5	-	-
J1: St Crispins Road/ Duke Street	-	-	-		-	-	-	-	-	-	96.8%	2911	0	0	57.7	-	-
1/1	Pitt Street SB Ahead Left	U	C1:A		1	31	-	400	1884	622	64.4%	-	-	-	4.0	35.7	10.0
1/2	Pitt Street SB Ahead	U	C1:A		1	31	-	480	1857	555	86.5%	-	-	-	7.2	54.3	15.1
2/1	St Crispins Rd WB Ahead	O	-		-	-	-	295	Inf	305	96.6%	295	0	0	7.6	92.6	14.0
2/2	St Crispins Rd WB Ahead	O	-		-	-	-	295	Inf	305	96.6%	295	0	0	7.6	92.6	14.0
3/1	Duke St NB Left	U	C1:B		1	7	-	68	1843	152	44.7%	-	-	-	1.2	63.7	2.1
3/2+3/3	Duke St NB Ahead	U	C1:B		1	7	-	185	1855:1860	153+44	94.1 : 94.1%	-	-	-	6.7	131.3	8.3
4/2+4/1	St Crispins Road EB Ahead Left	O	-		-	-	-	879	Inf : Inf	597+311	96.8 : 96.8%	1758	0	0	9.8	40.2	20.9
4/3	St Crispins Road EB Ahead	O	-		-	-	-	563	Inf	597	94.3%	563	0	0	6.5	41.8	15.9
5/1	Circulatory N Ahead	U	C1:C		1	56	-	623	2074	1219	51.1%	-	-	-	2.7	15.8	11.0
5/2	Circulatory N Right Ahead	U	C1:C		1	56	-	566	2055	1208	46.9%	-	-	-	2.6	16.5	10.4
7/1	Circulatory S Ahead	U	C1:D		1	80	-	784	2045	1708	45.9%	-	-	-	0.8	3.7	4.6
7/2	Circulatory S Right Ahead	U	C1:D		1	80	-	928	2085	1741	53.3%	-	-	-	0.9	3.5	4.4
J2: Proposed Pedestrian Crossing	-	-	-		-	-	-	-	-	-	40.9%	0	0	0	2.8	-	-

Basic Results Summary

1/1	Pitt St NB Ahead	U	C2:A		1	38	-	509	1916	1245	40.9%	-	-	-	1.1	7.5	4.3
3/1	Pitt Street SB Ahead	U	C2:B		1	38	-	400	1931	1255	31.9%	-	-	-	0.7	6.7	3.1
3/2	Pitt Street SB Ahead	U	C2:B		1	38	-	480	1931	1255	38.2%	-	-	-	1.0	7.2	3.9
C1 - St Crispins Road/ Duke Street C2 - Proposed Ped Crossing				PRC for Signalled Lanes (%):	-4.6	Total Delay for Signalled Lanes (pcuHr):	26.20	Cycle Time (s):	97								
				PRC for Signalled Lanes (%):	120.2	Total Delay for Signalled Lanes (pcuHr):	2.76	Cycle Time (s):	60								
				PRC Over All Lanes (%):	-7.5	Total Delay Over All Lanes(pcuHr):	60.49										

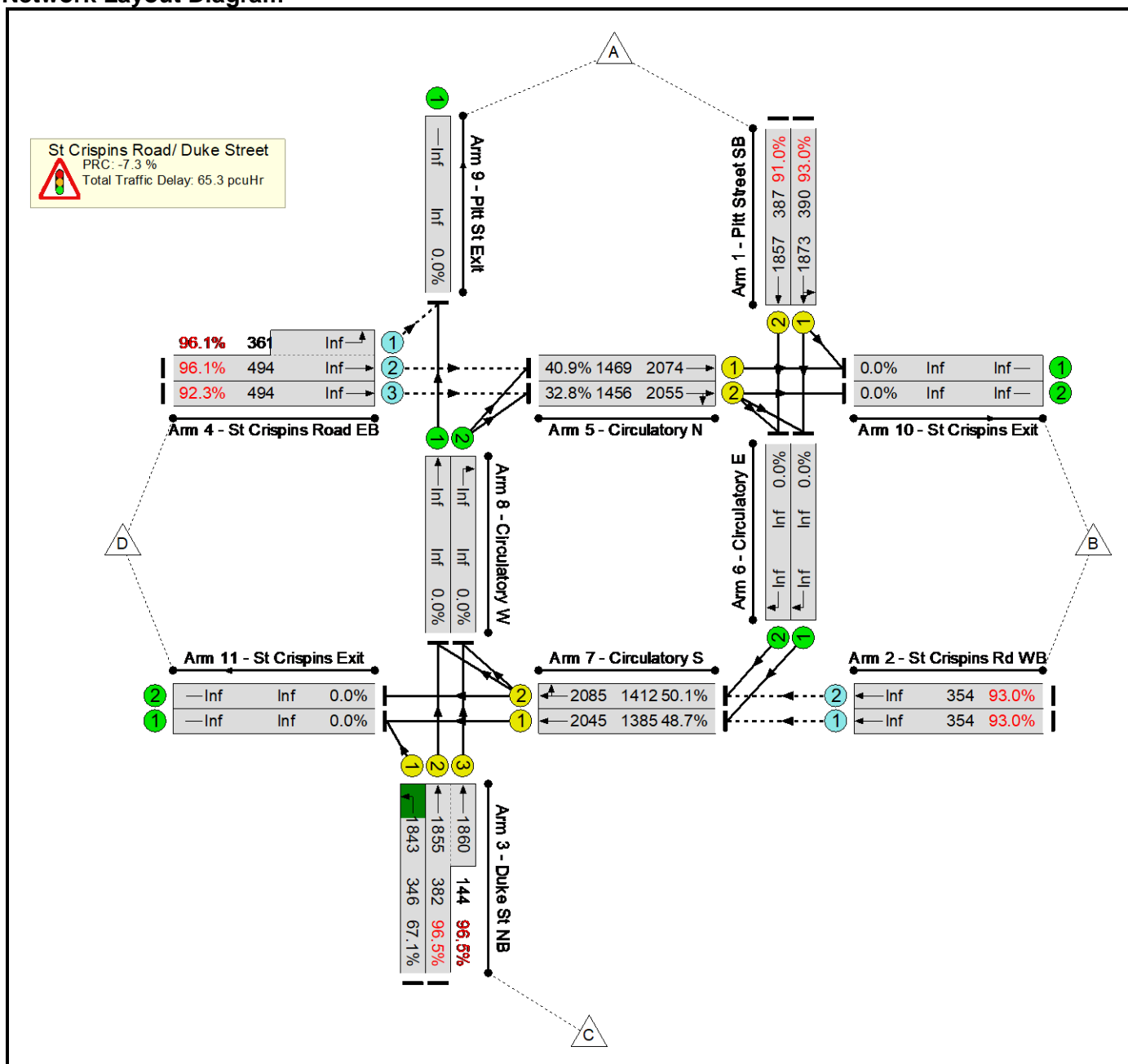
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	St Crispins PM Base Model.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'PM' (FG2: 'PM 2022', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	96.5%	2758	0	0	65.3	-	-
St Crispins Road/ Duke Street	-	-	-		-	-	-	-	-	-	96.5%	2758	0	0	65.3	-	-
1/1	Pitt Street SB Ahead Left	U	A		1	19	-	363	1873	390	93.0%	-	-	-	8.7	85.9	14.4
1/2	Pitt Street SB Ahead	U	A		1	19	-	352	1857	387	91.0%	-	-	-	7.7	78.9	13.2
2/1	St Crispins Rd WB Ahead	O	-		-	-	-	329	Inf	354	93.0%	329	0	0	5.7	62.6	11.9
2/2	St Crispins Rd WB Ahead	O	-		-	-	-	329	Inf	354	93.0%	329	0	0	5.7	62.6	11.9
3/1	Duke St NB Left	U	B		1	22	-	232	1843	346	67.1%	-	-	-	3.3	51.8	6.7
3/2+3/3	Duke St NB Ahead	U	B		1	22	-	508	1855:1860	382+144	96.5 : 96.5%	-	-	-	12.5	88.6	19.0
4/2+4/1	St Crispins Road EB Ahead Left	O	-		-	-	-	822	Inf : Inf	494+361	96.1 : 96.1%	1644	0	0	9.9	43.5	19.6
4/3	St Crispins Road EB Ahead	O	-		-	-	-	456	Inf	494	92.3%	456	0	0	6.0	47.5	14.7
5/1	Circulatory N Ahead	U	C		1	67	-	601	2074	1469	40.9%	-	-	-	1.4	8.4	7.9
5/2	Circulatory N Right Ahead	U	C		1	67	-	478	2055	1456	32.8%	-	-	-	1.3	9.8	7.8
7/1	Circulatory S Ahead	U	D		1	64	-	675	2045	1385	48.7%	-	-	-	1.6	8.5	7.1
7/2	Circulatory S Right Ahead	U	D		1	64	-	707	2085	1412	50.1%	-	-	-	1.4	6.9	6.0
C1 - St Crispins Road/ Duke Street					PRC for Signalled Lanes (%):		-7.3	Total Delay for Signalled Lanes (pcuHr):			37.90	Cycle Time (s):		96			
					PRC Over All Lanes (%):		-7.3	Total Delay Over All Lanes(pcuHr):			65.28						

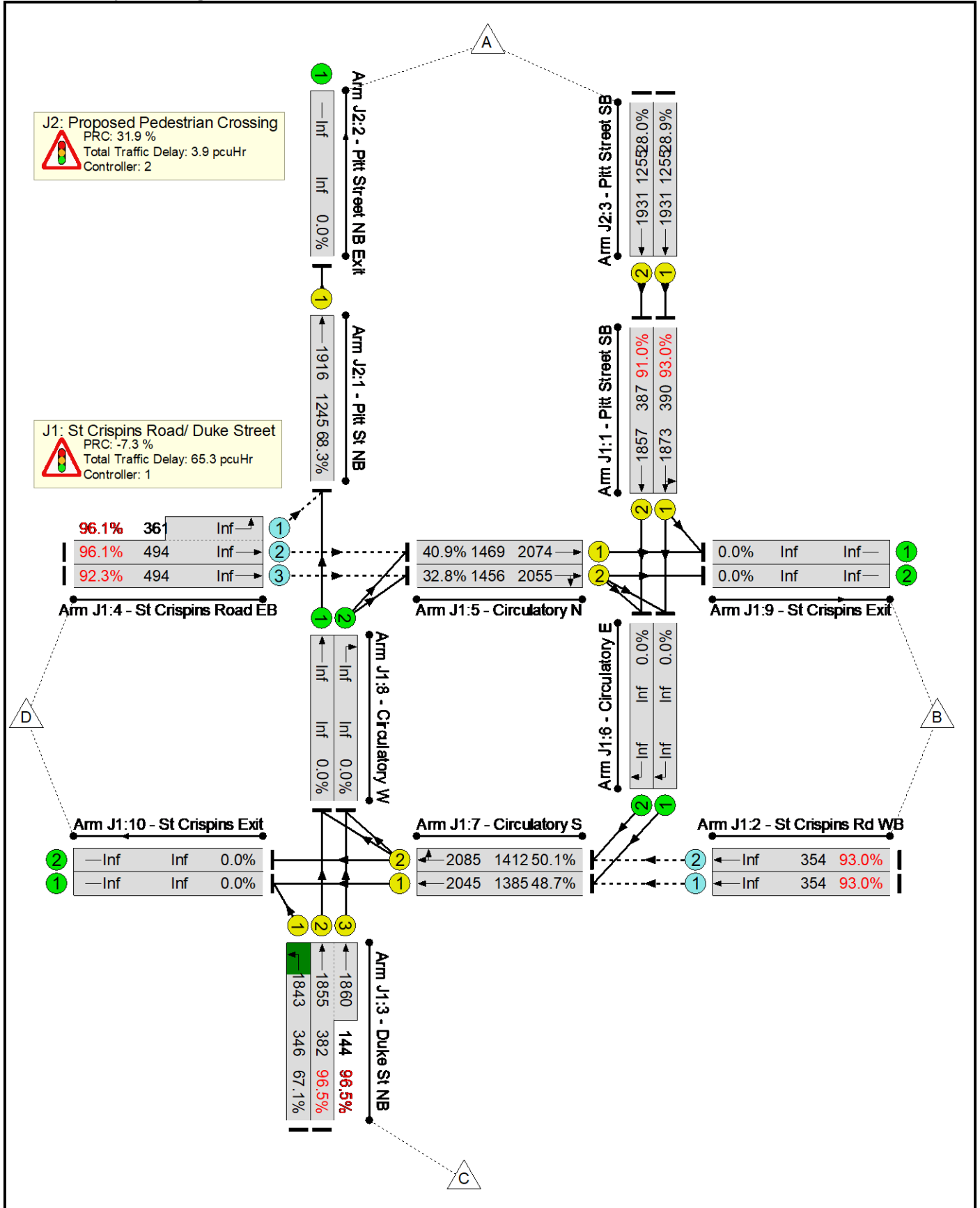
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	St Crispins PM Pro Model.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

Scenario 1: 'PM' (FG2: 'PM 2022', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Basic Results Summary

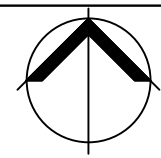
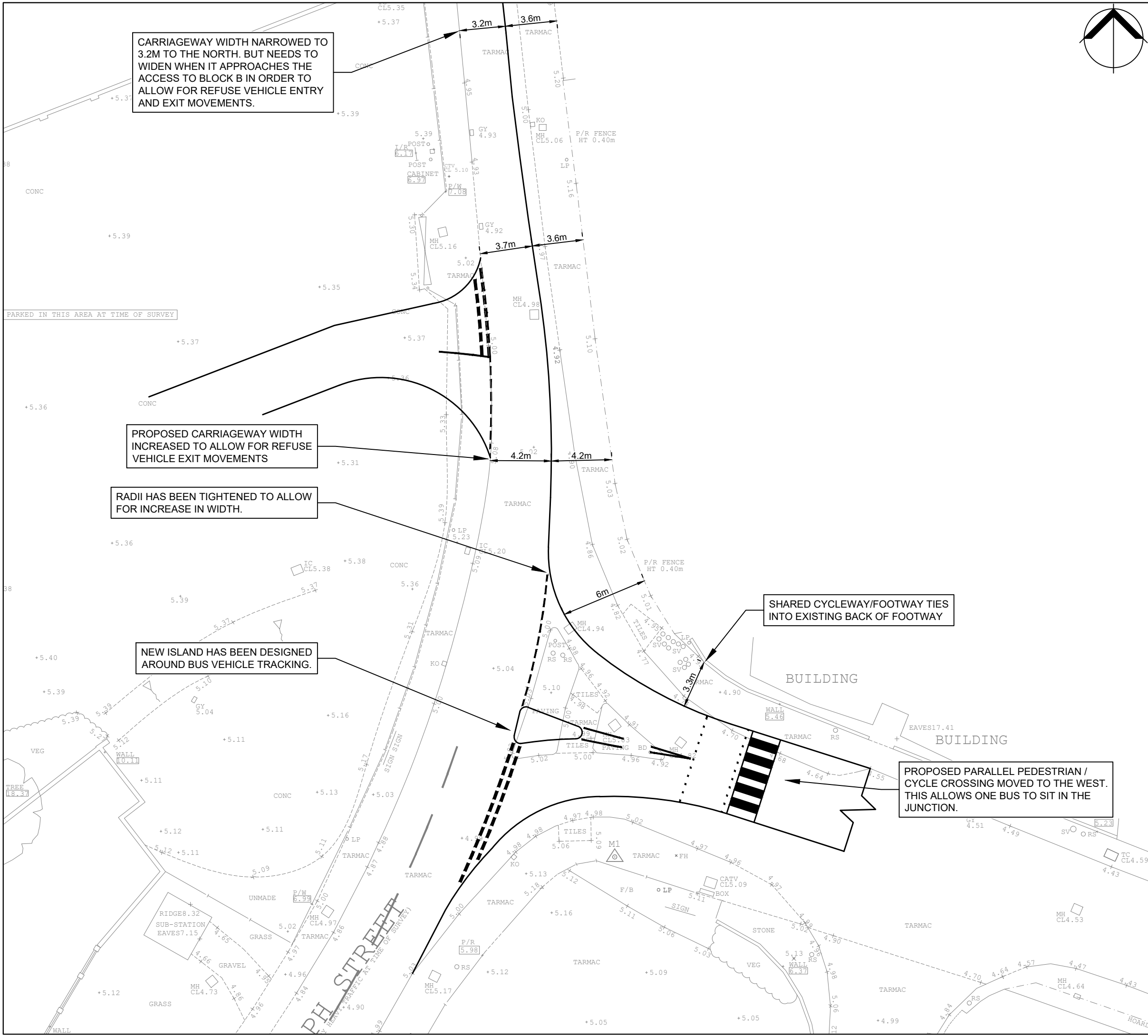
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	96.5%	2758	0	0	69.2	-	-
J1: St Crispins Road/ Duke Street	-	-	-		-	-	-	-	-	-	96.5%	2758	0	0	65.3	-	-
1/1	Pitt Street SB Ahead Left	U	C1:A		1	19	-	363	1873	390	93.0%	-	-	-	8.7	85.9	14.4
1/2	Pitt Street SB Ahead	U	C1:A		1	19	-	352	1857	387	91.0%	-	-	-	7.7	78.9	13.2
2/1	St Crispins Rd WB Ahead	O	-		-	-	-	329	Inf	354	93.0%	329	0	0	5.7	62.6	11.9
2/2	St Crispins Rd WB Ahead	O	-		-	-	-	329	Inf	354	93.0%	329	0	0	5.7	62.6	11.9
3/1	Duke St NB Left	U	C1:B		1	22	-	232	1843	346	67.1%	-	-	-	3.3	51.8	6.7
3/2+3/3	Duke St NB Ahead	U	C1:B		1	22	-	508	1855:1860	382+144	96.5 : 96.5%	-	-	-	12.5	88.6	19.0
4/2+4/1	St Crispins Road EB Ahead Left	O	-		-	-	-	822	Inf : Inf	494+361	96.1 : 96.1%	1644	0	0	9.9	43.5	19.6
4/3	St Crispins Road EB Ahead	O	-		-	-	-	456	Inf	494	92.3%	456	0	0	6.0	47.5	14.7
5/1	Circulatory N Ahead	U	C1:C		1	67	-	601	2074	1469	40.9%	-	-	-	1.4	8.4	7.9
5/2	Circulatory N Right Ahead	U	C1:C		1	67	-	478	2055	1456	32.8%	-	-	-	1.3	9.8	7.8
7/1	Circulatory S Ahead	U	C1:D		1	64	-	675	2045	1385	48.7%	-	-	-	1.6	8.5	7.1
7/2	Circulatory S Right Ahead	U	C1:D		1	64	-	707	2085	1412	50.1%	-	-	-	1.4	6.9	6.0
J2: Proposed Pedestrian Crossing	-	-	-		-	-	-	-	-	-	68.3%	0	0	0	3.9	-	-

Basic Results Summary

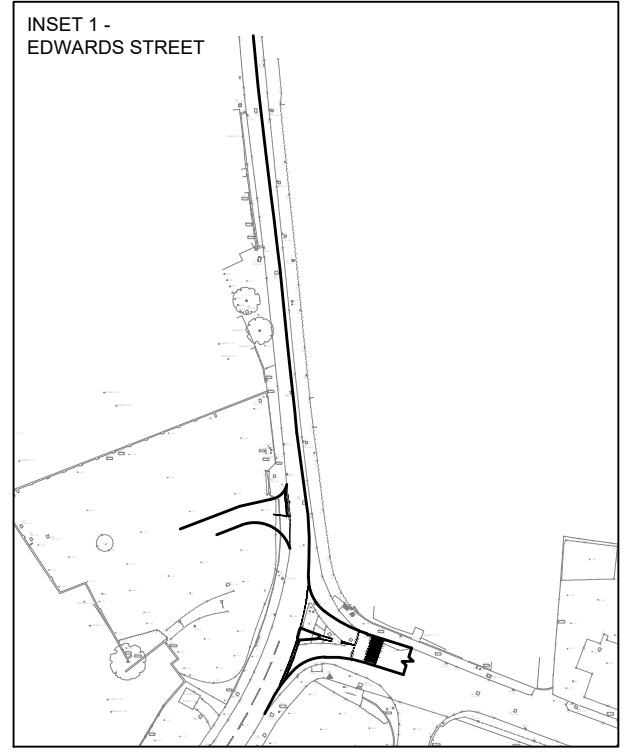
1/1	Pitt St NB Ahead	U	C2:A		1	38	-	850	1916	1245	68.3%	-	-	-	2.6	11.1	9.8
3/1	Pitt Street SB Ahead	U	C2:B		1	38	-	363	1931	1255	28.9%	-	-	-	0.7	6.5	2.7
3/2	Pitt Street SB Ahead	U	C2:B		1	38	-	352	1931	1255	28.0%	-	-	-	0.6	6.5	2.6
C1 - St Crispins Road/ Duke Street C2 - Proposed Ped Crossing				PRC for Signalled Lanes (%):	-7.3	Total Delay for Signalled Lanes (pcuHr):	37.90	Cycle Time (s):	96								
				PRC for Signalled Lanes (%):	31.9	Total Delay for Signalled Lanes (pcuHr):	3.92	Cycle Time (s):	60								
				PRC Over All Lanes (%):	-7.3	Total Delay Over All Lanes(pcuHr):	69.21										

A10. PROPOSED EDWARD STREET WORKS



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REV	DATE	AMENDMENTS	DRAWN	CHK	APP
B	29.03.2022	REVISED ACCESS ARRANGEMENT	AP	RJ	CB
A	16.03.2022	TOPO UNDERLAY ADDED AND OS MAPPING REMOVED	AP	RJ	CB

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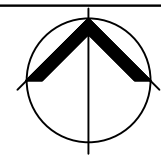
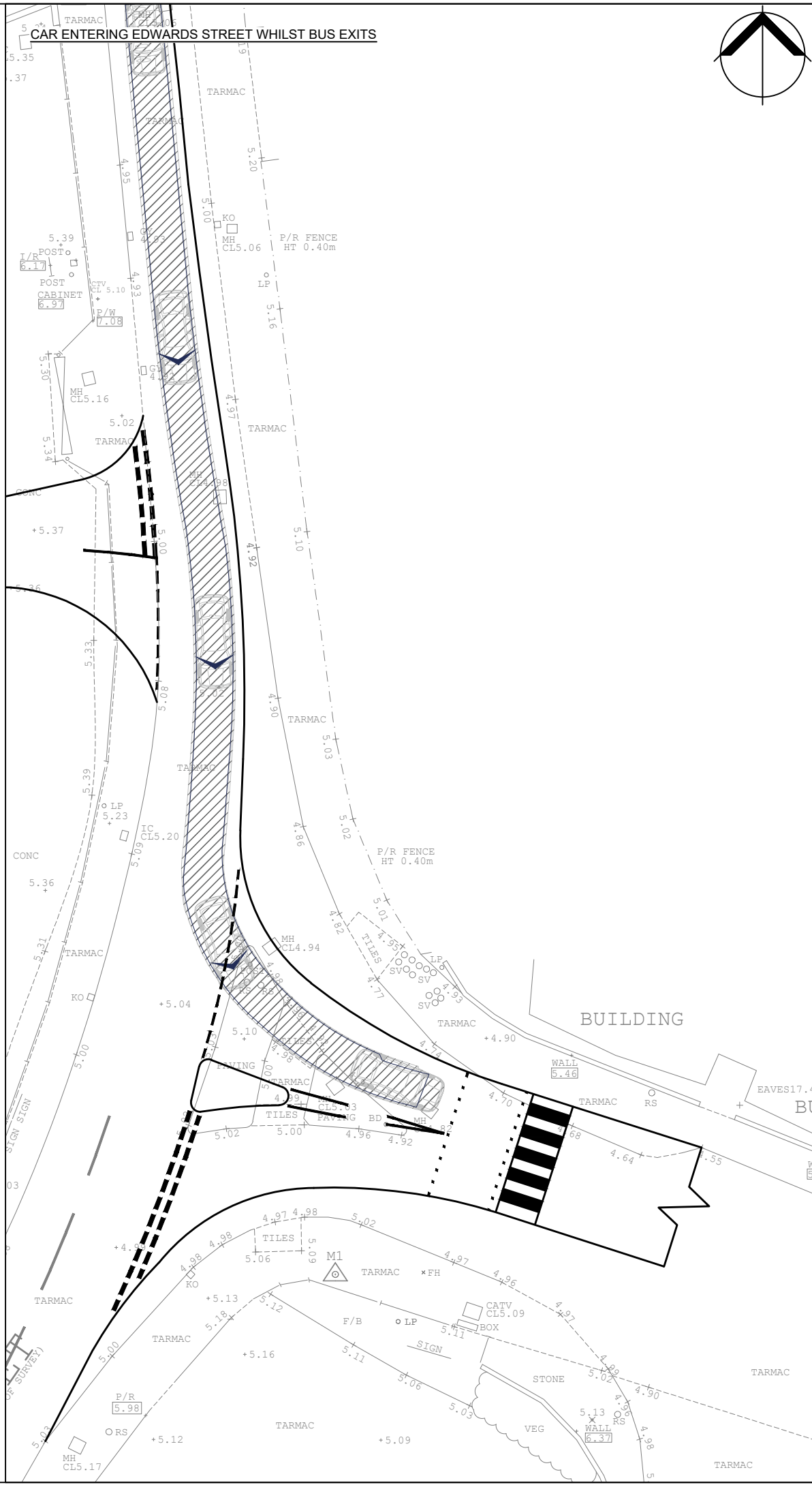
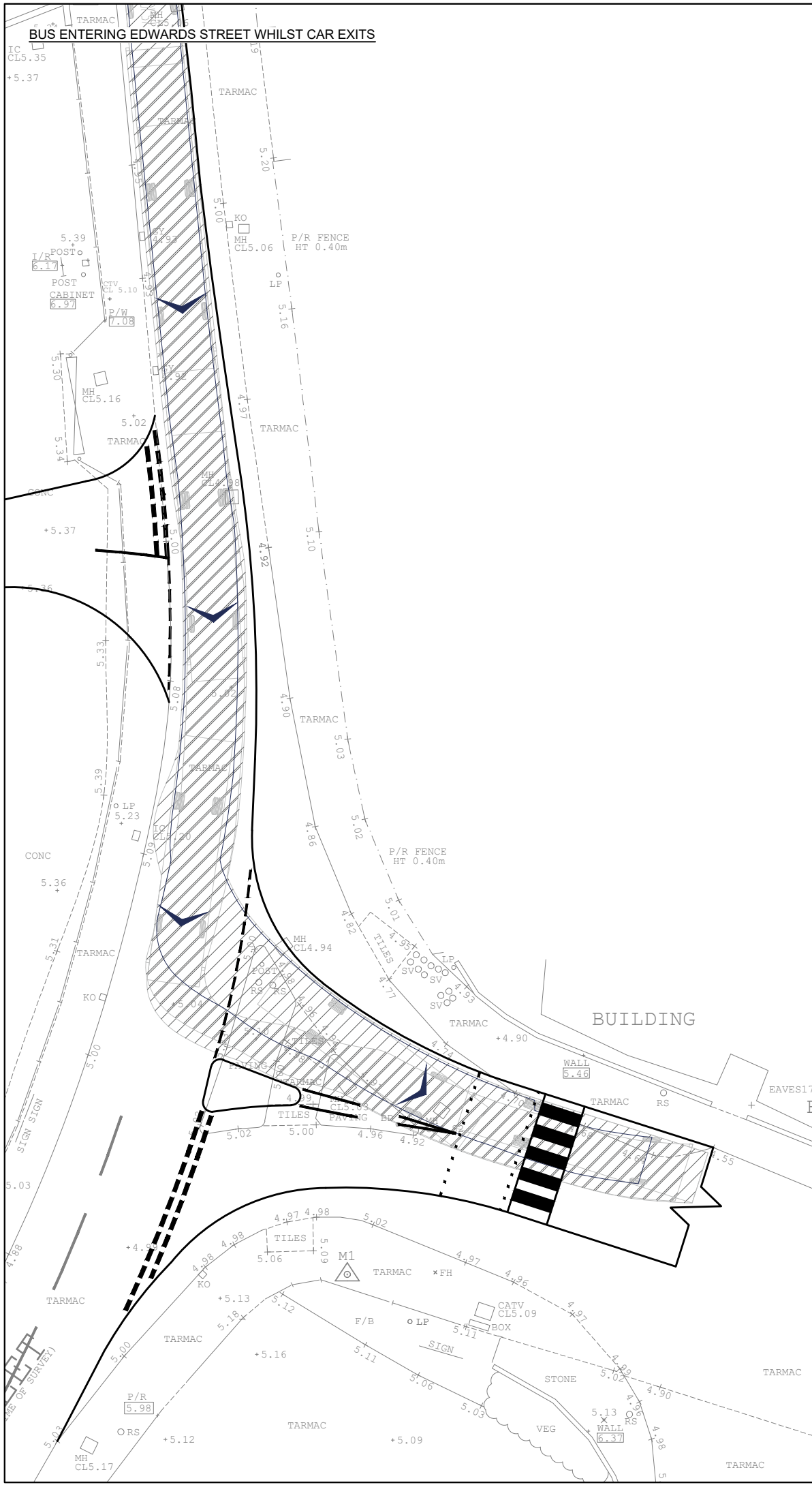


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CLIENT: WESTON HOMES PLC
 PROJECT: ANGLIA SQUARE
 TITLE: EDWARDS STREET JUNCTION ARRANGEMENT WITH ROAD NARROWING

DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
SCALE @ A3 1 : 250		DATE 17.02.2022
PROJECT NO. 21-T123	DRAWING NO. 23	REV. B

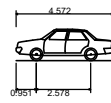
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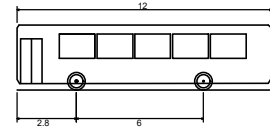
NOTES:

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2. THIS DRAWING CONTAINS DRAWING NUMBER PLC SJG2136 - REV A PROVIDED BY WESTON HOMES. ICENI PROJECTS LTD ACCEPTS NO LIABILITY AS TO THE ACCURACY OF THE INFORMATION SHOWN IN THIS DRAWING.

VEHICLE PROFILE



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.438m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m



'Standard' Rigid Bus (Wing Mirrors)
 Overall Length 12.000m
 Overall Width 2.550m
 Overall Body Height 3.069m
 Min Body Ground Clearance 0.309m
 Track Width 2.350m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 10.771m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
B	29.03.2022	REVISED ACCESS ARRANGEMENT	AP	RJ	CB
A	16.03.2022	TOPO UNDERLAY ADDED AND OS MAPPING REMOVED	AP	RJ	CB

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 EC1N 8FH



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 mail@iceniprojects.com

CLIENT _____
 WESTON HOMES PLC

PROJECT _____
 ANGLIA SQUARE

TITLE _____
 EDWARDS STREET JUNCTION ARRANGEMENT
 WITH ROAD NARROWING

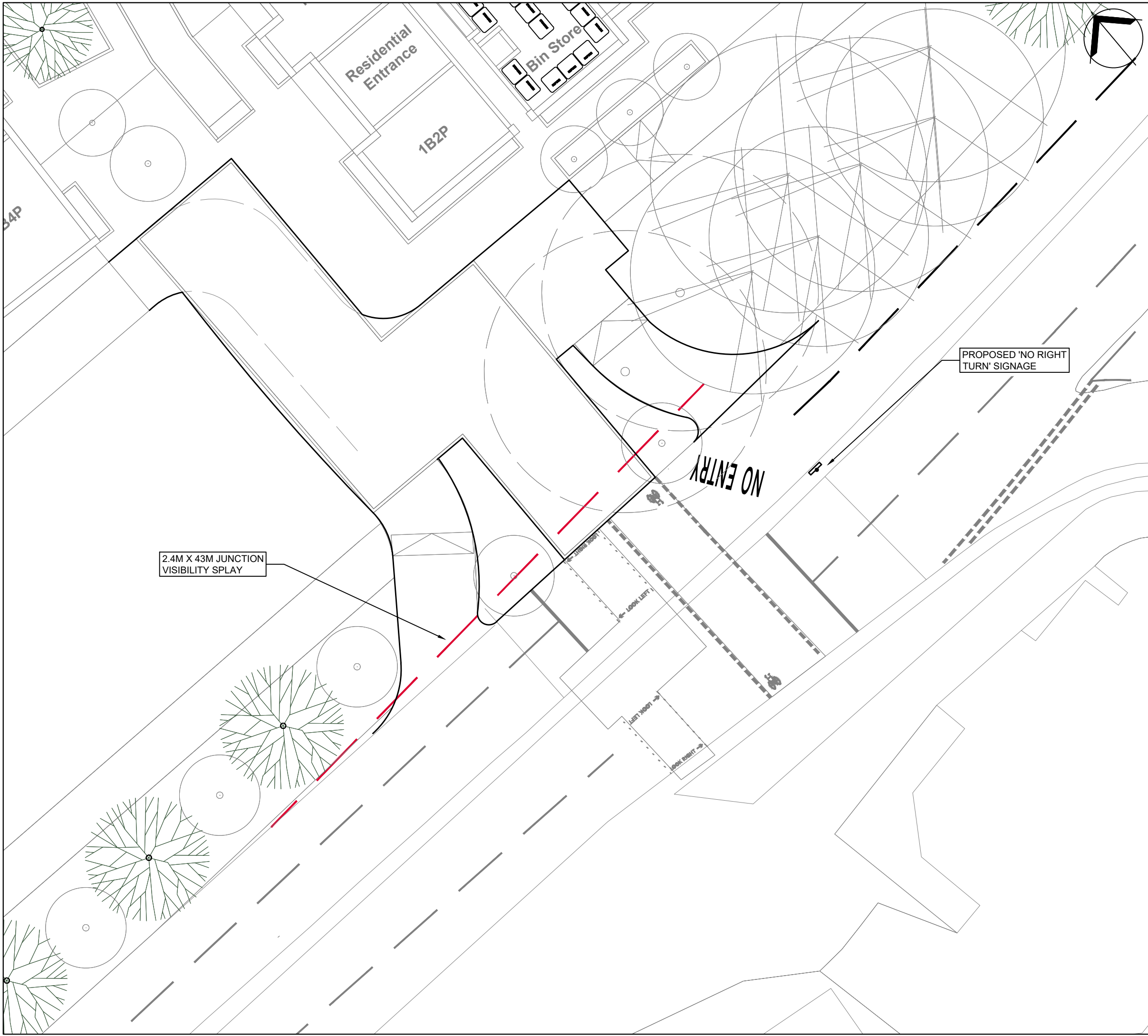
DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
	17.02.2022	17.02.2022

SCALE @ A3 1 : 250	DATE 17.02.2022
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PROJECT NO. 21-T123	DRAWING NO. 24	REV. B
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A11. PROPOSED ST CRISPINS ROAD ACCESS



NOTES:
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 2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANG-PLA-XX-XX-DR-L-1001-LANDSCAPE MASTERPLAN SUPPLIED BY PLANIT-IE AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

A	29.03.2022	REVISED LAYOUT	AP	RJ	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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PROJECT _____
 ANGLIA SQUARE

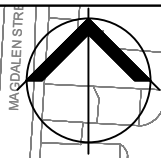
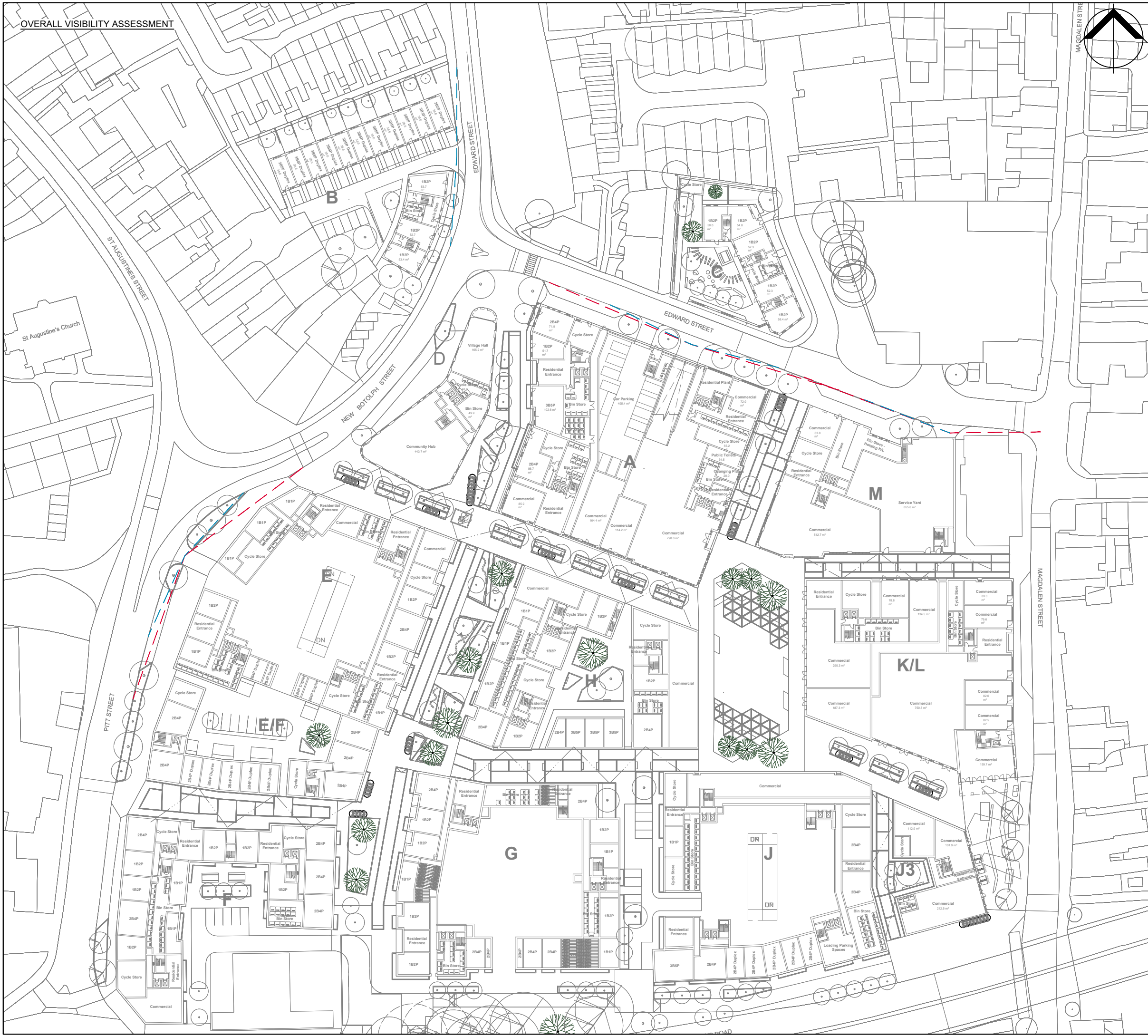
TITLE _____
 POTENTIAL A147 LEFT OUT ACCESS

DRAWN BY MG	CHECKED BY RJ	APPROVED BY CB
SCALE @ A3 1:250	DATE 08/10/2021	DATE 08/10/2021
PROJECT NO. 21-T123	DRAWING NO. 01	REV. A

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A12. PROPOSED ADDITIONAL VEHICULAR ACCESS ASSESSMENTS

OVERALL VISIBILITY ASSESSMENT



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 2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANG-PLA-XX-XX-DR-L-1001-LANDSCAPE MASTERPLAN SUPPLIED BY PLANTIT AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

KEY:

 2.4M X 43M JUNCTION VISIBILITY SPLAY
 (BASED ON 30MPH AS PER MfS STANDARDS)
 AREA WITHIN VISIBILITY SPLAYS WILL NEED TO BE KEPT CLEAR OF LANDSCAPING


 2.4M X 25M JUNCTION VISIBILITY SPLAY
 (BASED ON 20MPH AS PER MfS STANDARDS)
 AREA WITHIN VISIBILITY SPLAYS WILL NEED TO BE KEPT CLEAR OF LANDSCAPING

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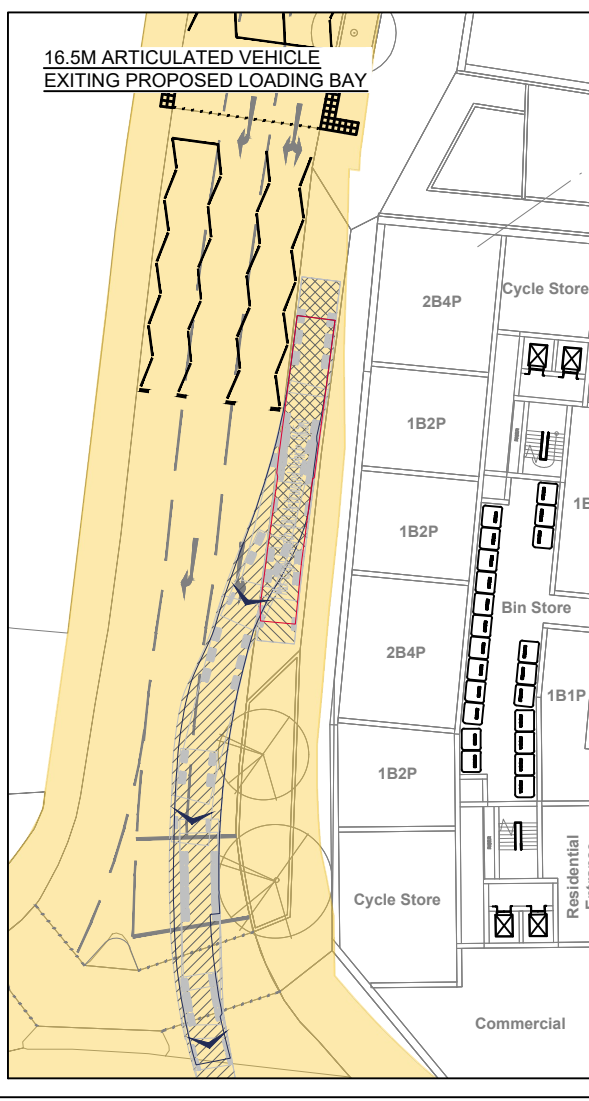
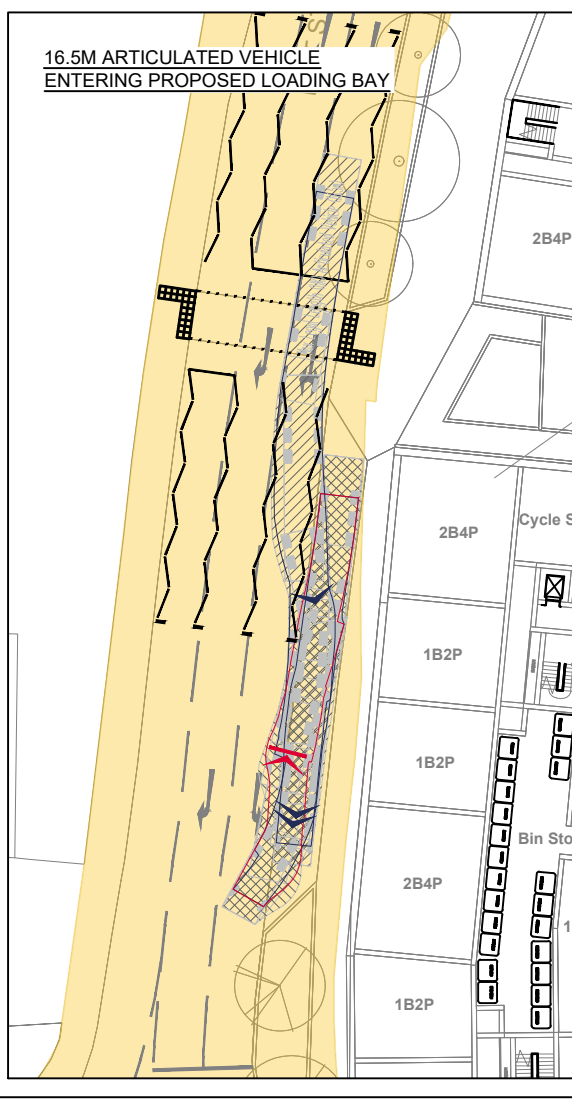
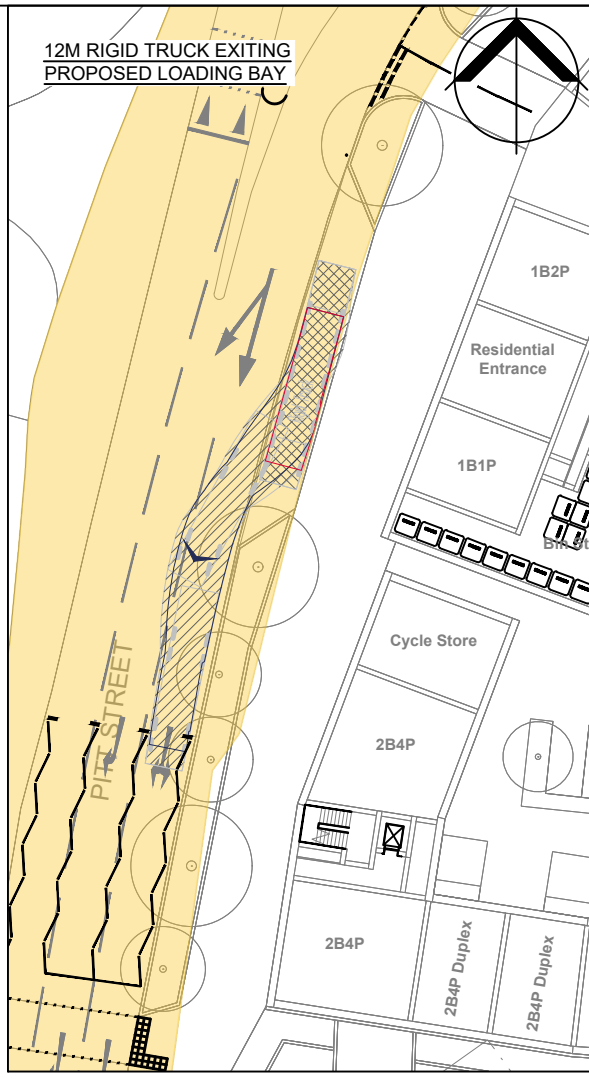
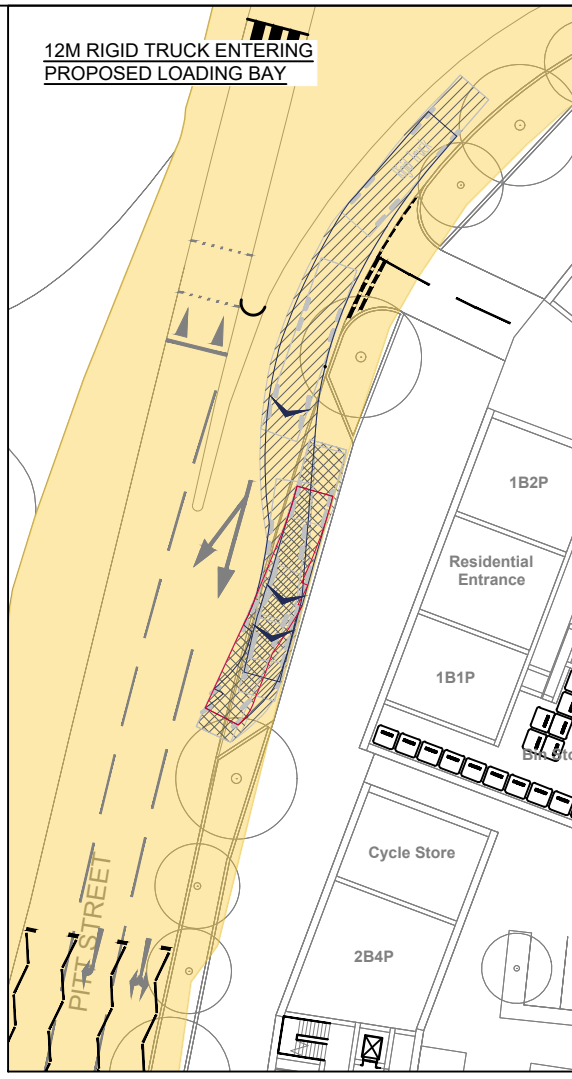
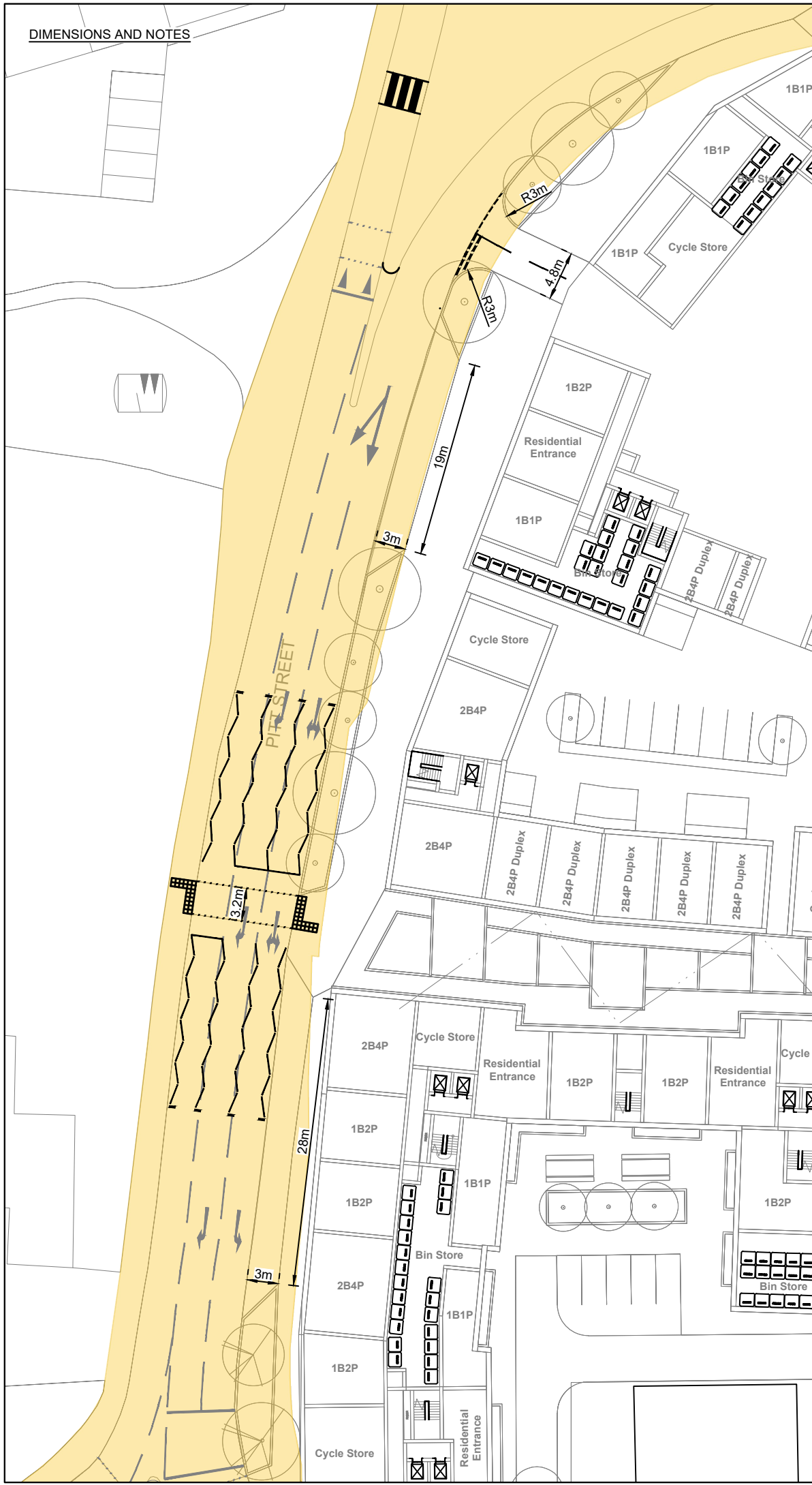
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CLIENT		
WESTON HOMES PLC		
PROJECT		
ANGLIA SQUARE		
TITLE		
SITE LAYOUT REVIEW (VISIBILITY ASSESSMENT)		
DRAWN BY	CHECKED BY	APPROVED BY
AP	RJ	CB
	29.03.2022	29.03.2022
SCALE @ A3	DATE	
1:1,000	29.03.2022	
PROJECT NO.	DRAWING NO.	REV.
21-T123	33	-


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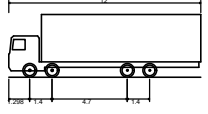
A13. SWEPT PATH ANALYSIS – PROPOSED LOADING BAYS

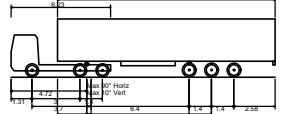


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VEHICLE PROFILE:

	Skoda Octavia	4.572m
	Overall Length	1.769m
	Overall Width	1.488m
	Overall Body Height	0.249m
	Min Body Ground Clearance	1.713m
	Max Track Width	4.93s
	Lock to lock time	5.100m
	Kerb to Kerb Turning Radius	

	Rigid Truck	12.000m
	Overall Length	2.500m
	Overall Width	3.925m
	Overall Body Height	0.412m
	Track Width	2.471m
	Max Track Width	6.00s
	Lock to lock time	11.900m
	Kerb to Kerb Turning Radius	

	Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
	Overall Length	2.550m
	Overall Width	3.532m
	Overall Body Height	0.396m
	Min Body Ground Clearance	2.500m
	Max Track Width	6.00s
	Lock to lock time	6.870m
	Kerb to Kerb Turning Radius	

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.03.2022	REVISED LAYOUT	AP	RJ	CB
C	24.03.2022	UPDATED SITE LAYOUT	AP	RJ	CB
B	14.03.2022	REVISED LAYOUT AND MINOR AMENDMENTS	AP	RJ	CB
A	18.01.2022	MINOR AMENDMENTS	AP	RJ	CB

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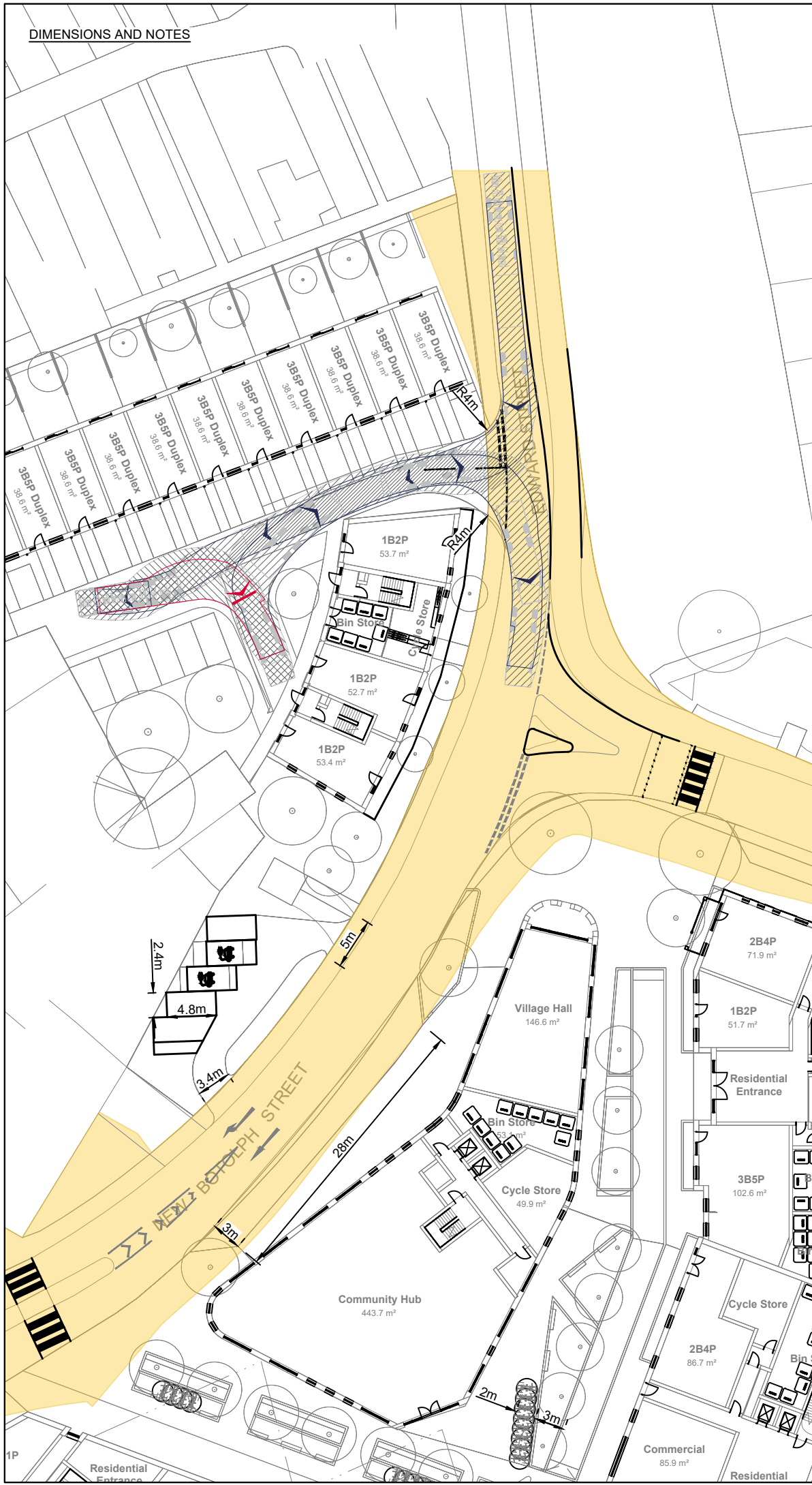


CLIENT: WESTON HOMES PLC
 PROJECT: ANGLIA SQUARE
 TITLE: INITIAL HIGHWAYS WORKS

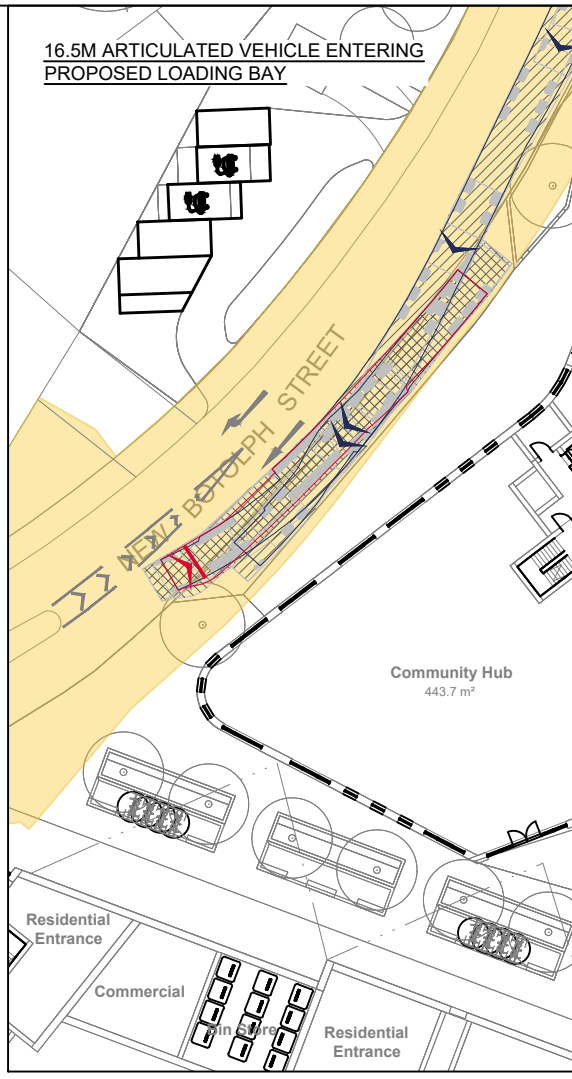
DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
SCALE @ A3 1 : 500	DATE 17.12.2021	DATE 17.12.2021
PROJECT NO. 21-T123	DRAWING NO. 14 (SHEET 2 OF 5)	REV. D

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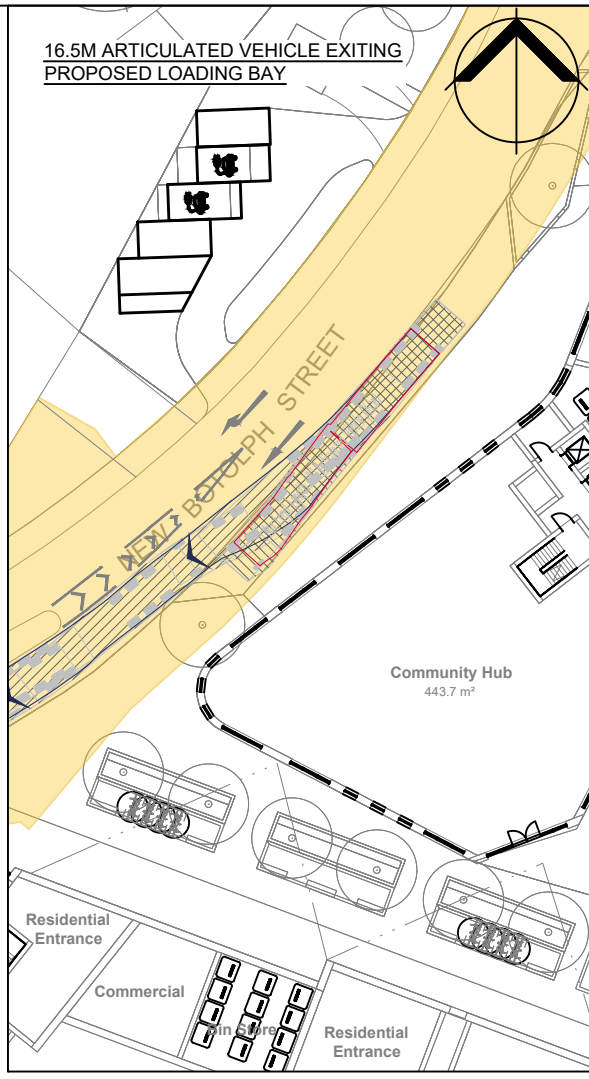
DIMENSIONS AND NOTES



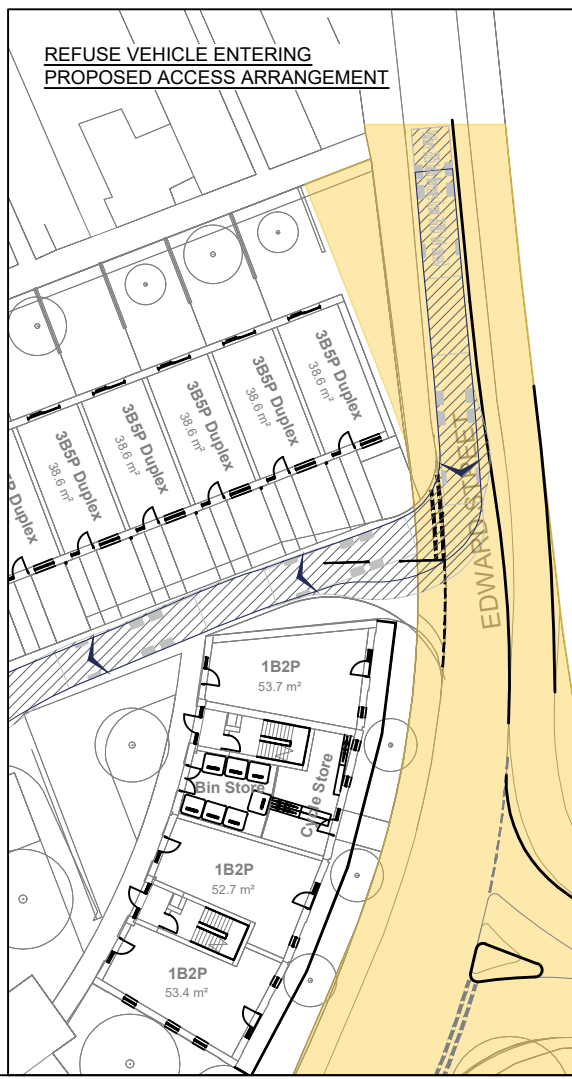
16.5M ARTICULATED VEHICLE ENTERING PROPOSED LOADING BAY



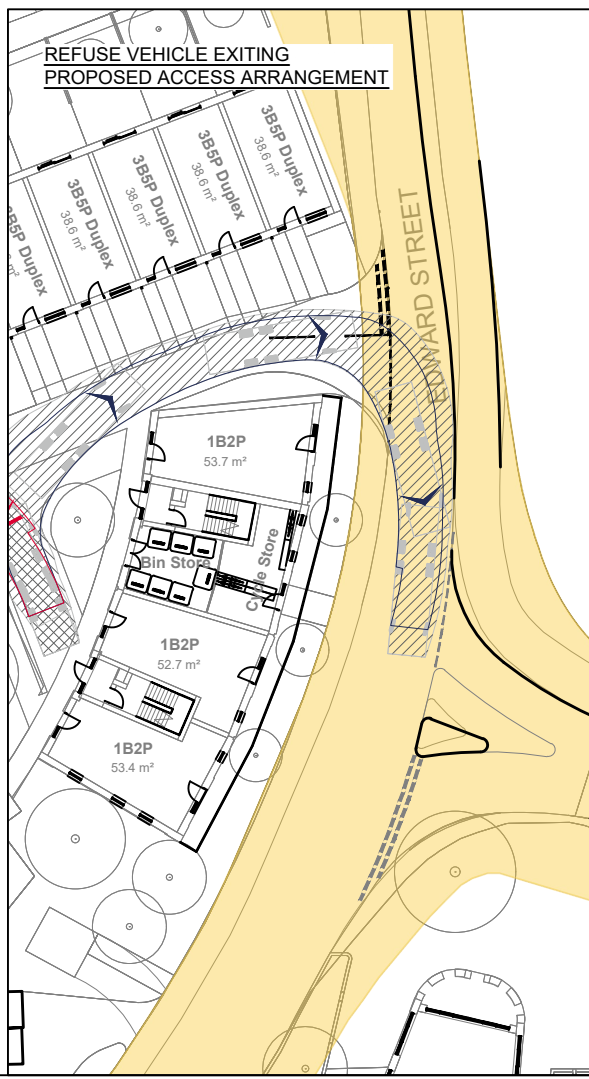
16.5M ARTICULATED VEHICLE EXITING PROPOSED LOADING BAY



REFUSE VEHICLE ENTERING PROPOSED ACCESS ARRANGEMENT

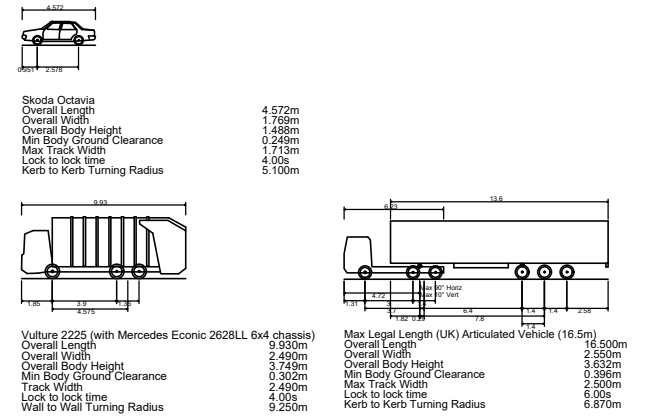


REFUSE VEHICLE EXITING PROPOSED ACCESS ARRANGEMENT



NOTES:
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VEHICLE PROFILE:



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.03.2022	REVISED LAYOUT	AP	RJ	CB
C	24.03.2022	UPDATED SITE LAYOUT	AP	RJ	CB
B	14.03.2022	REVISED LAYOUT AND MINOR AMENDMENTS	AP	RJ	CB
A	18.01.2022	MINOR AMENDMENTS	AP	RJ	CB

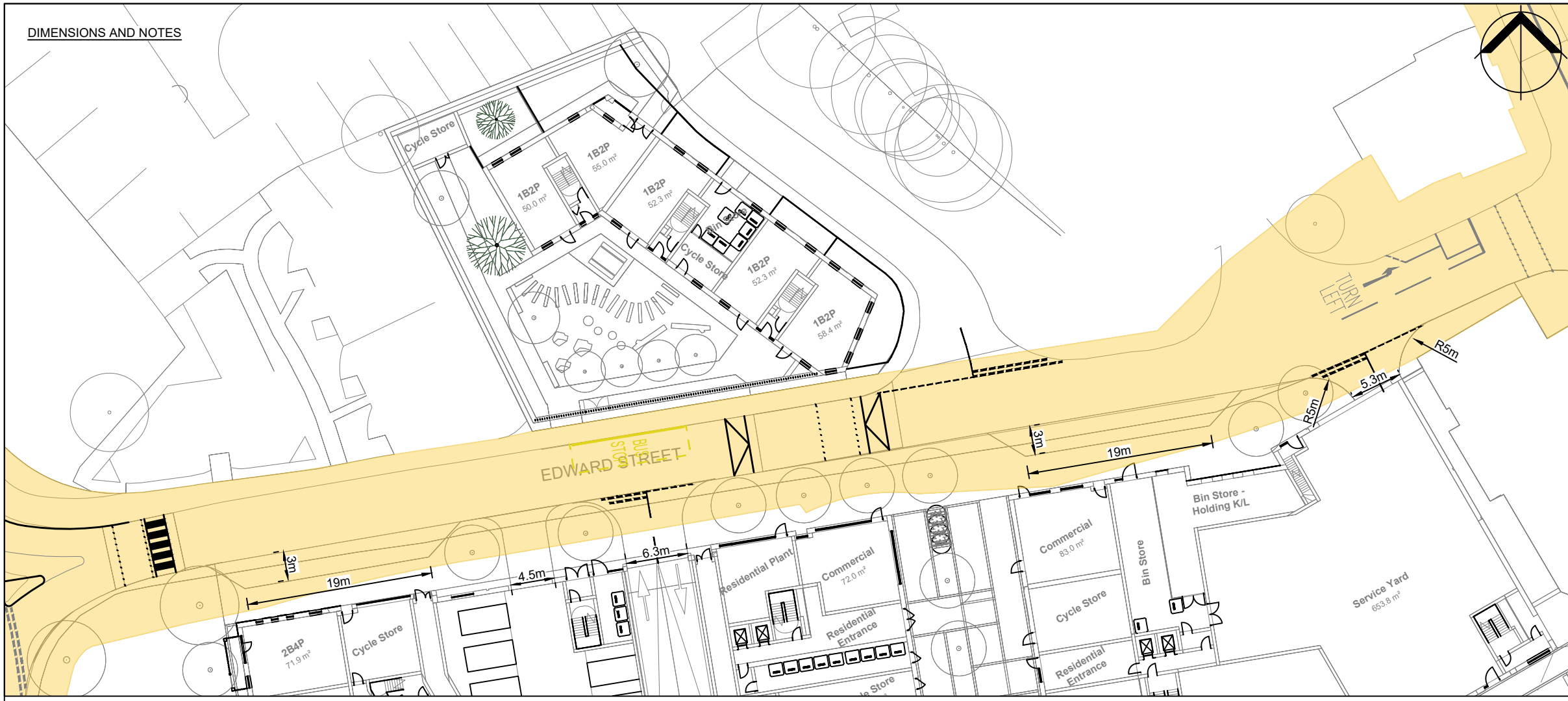
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 44 SAFFRON HILL
 LONDON
 EC1N 8FH
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CLIENT	WESTON HOMES PLC		
PROJECT	ANGLIA SQUARE		
TITLE	INITIAL HIGHWAYS WORKS		
DRAWN BY	CHECKED BY	APPROVED BY	
AP	RJ	CB	
SCALE @ A3		DATE	
1 : 500		17.12.2021	
PROJECT NO.	DRAWING NO.	REV.	
21-T123	14 (SHEET 3 OF 5)	D	

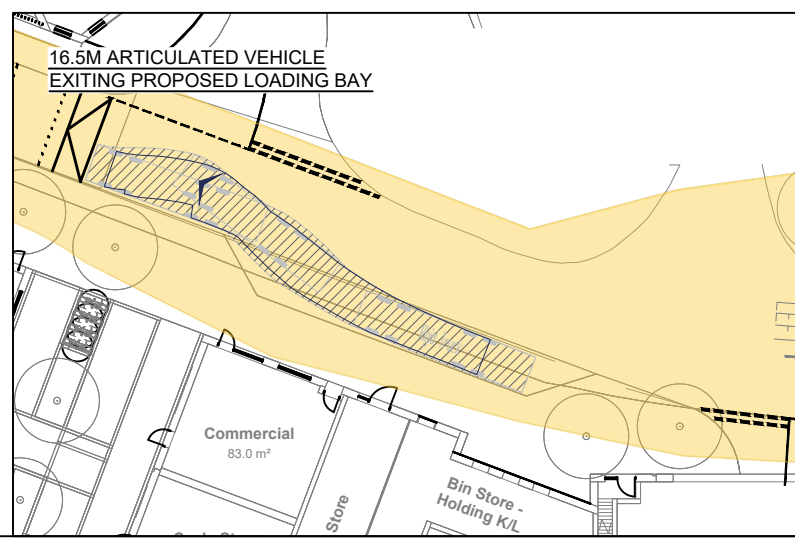
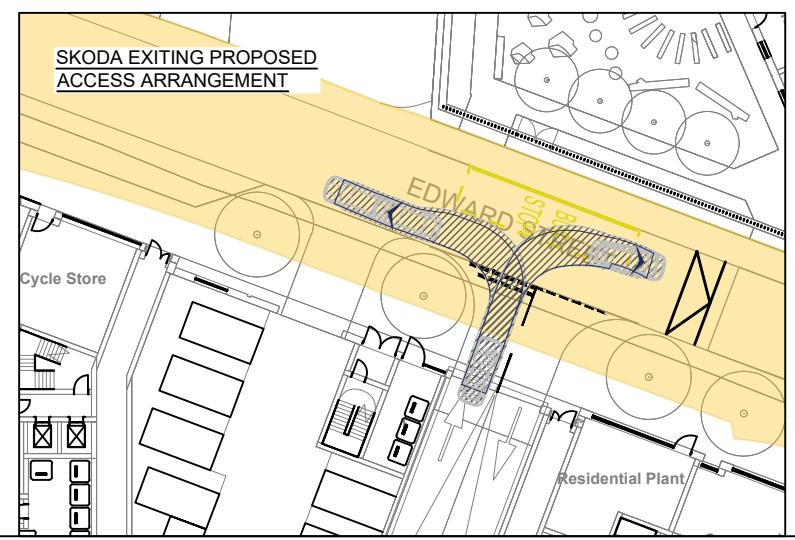
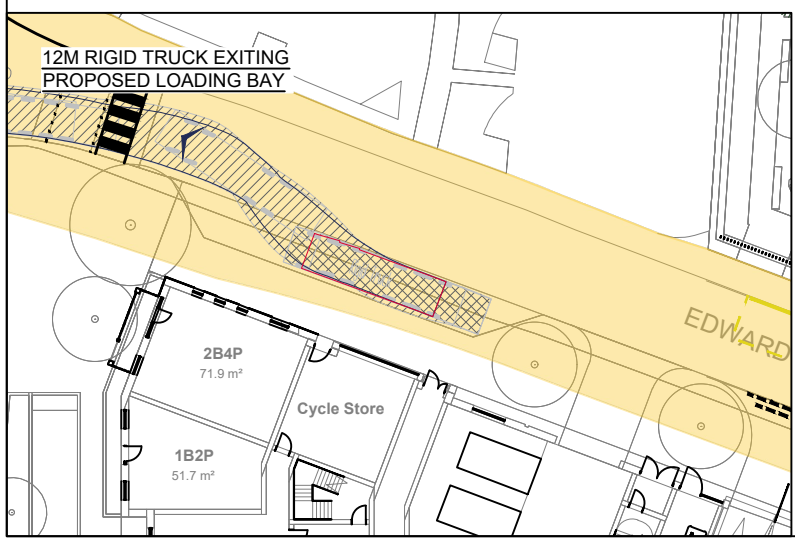
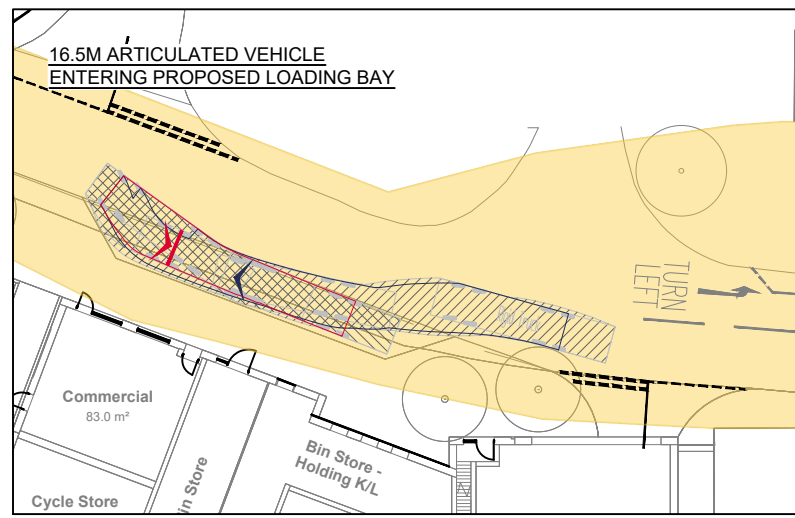
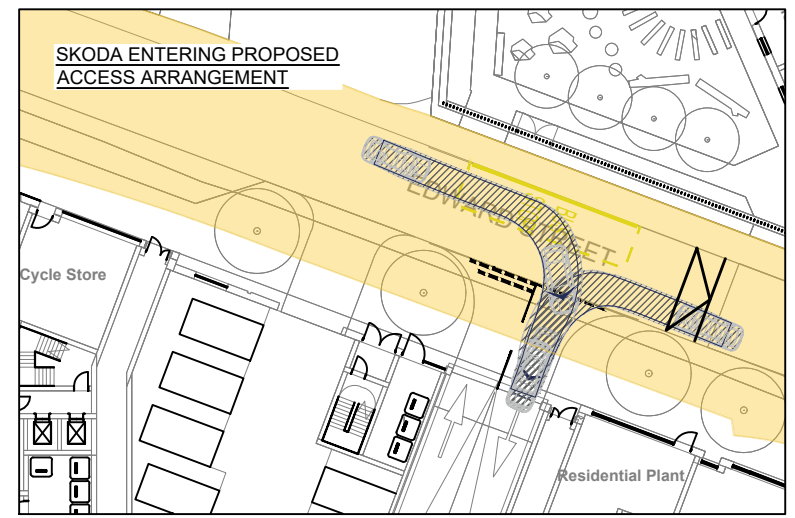
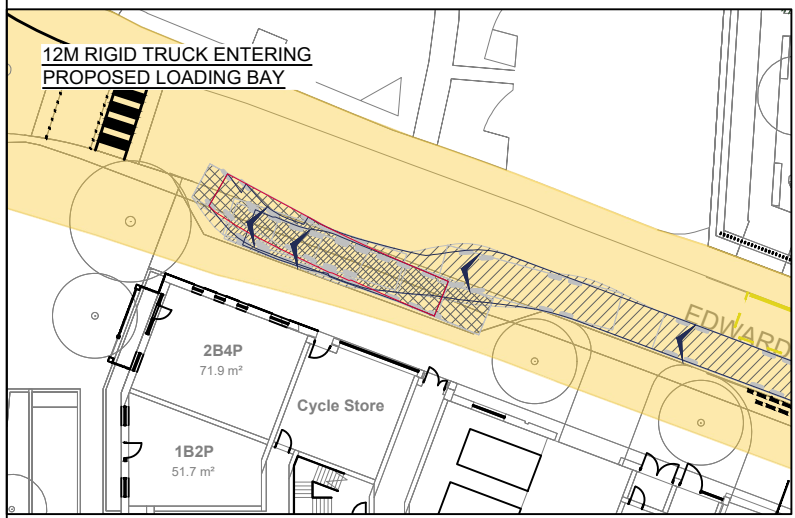
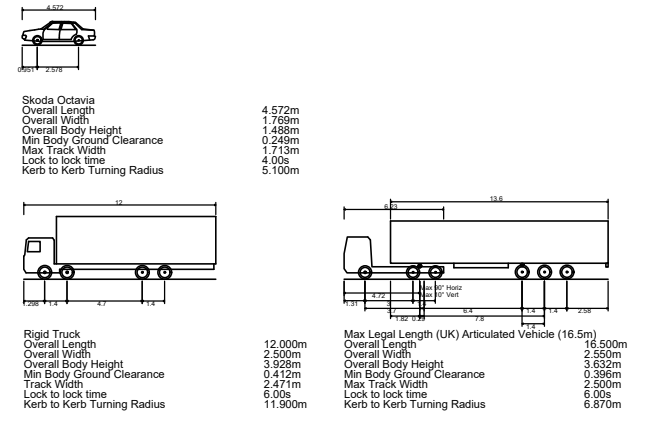
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DIMENSIONS AND NOTES



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VEHICLE PROFILE:



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.03.2022	REVISED LAYOUT	AP	RJ	CB
C	24.03.2022	UPDATED SITE LAYOUT	AP	RJ	CB
B	14.03.2022	REVISED LAYOUT AND MINOR AMENDMENTS	AP	RJ	CB
A	18.01.2022	MINOR AMENDMENTS	AP	RJ	CB

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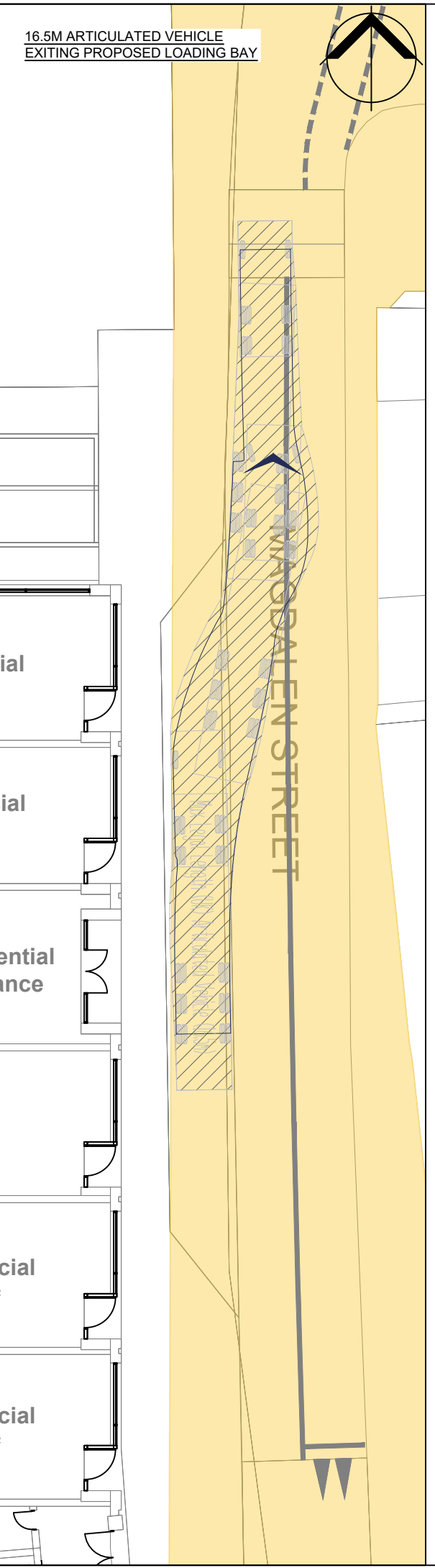
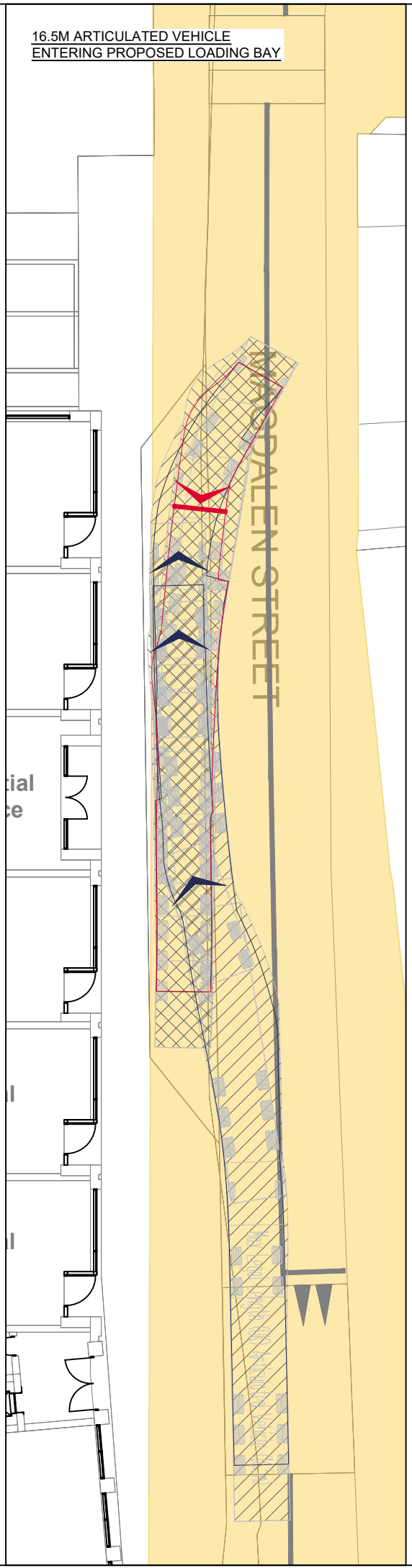
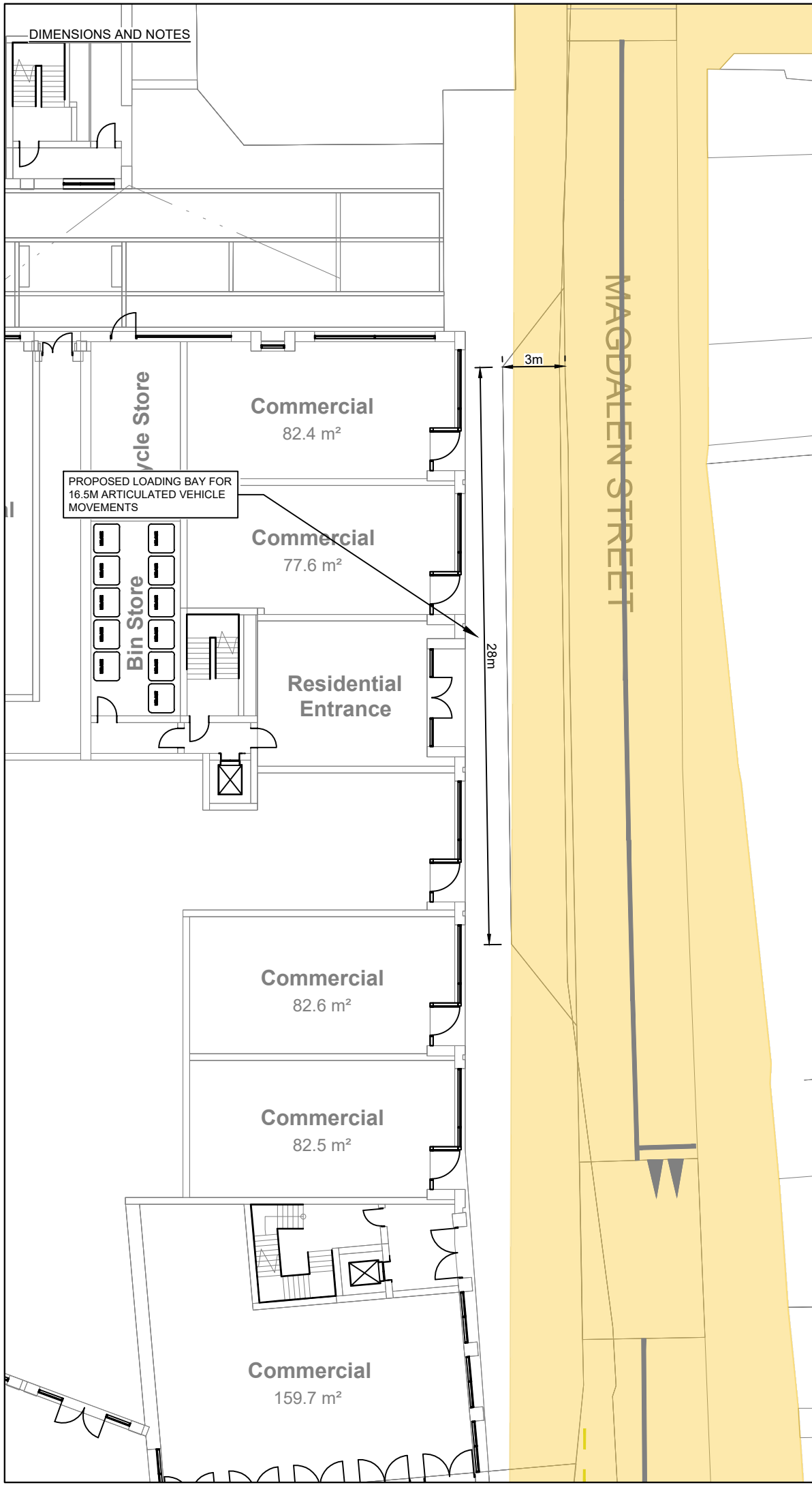
TITLE
 INITIAL HIGHWAYS WORKS

DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
	17.12.2021	17.12.2021

SCALE @ A3 1 : 500	DATE 17.12.2021
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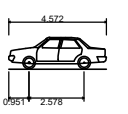
PROJECT NO. 21-T123	DRAWING NO. 14 (SHEET 4 OF 5)	REV. D
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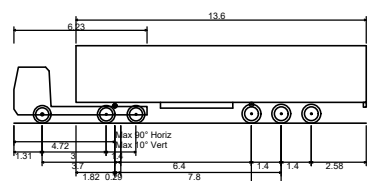


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VEHICLE PROFILE:



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.483m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.632m
 Min Body Ground Clearance 0.396m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.870m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP
D	29.03.2022	REVISED LAYOUT	AP	RJ	CB
C	24.03.2022	UPDATED SITE LAYOUT	AP	RJ	CB
B	14.03.2022	REVISED LAYOUT AND MINOR AMENDMENTS	AP	RJ	CB
A	18.01.2022	MINOR AMENDMENTS	AP	RJ	CB

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TITLE
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DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
	17.12.2021	17.12.2021

SCALE @ A3 1 : 250	DATE 17.12.2021
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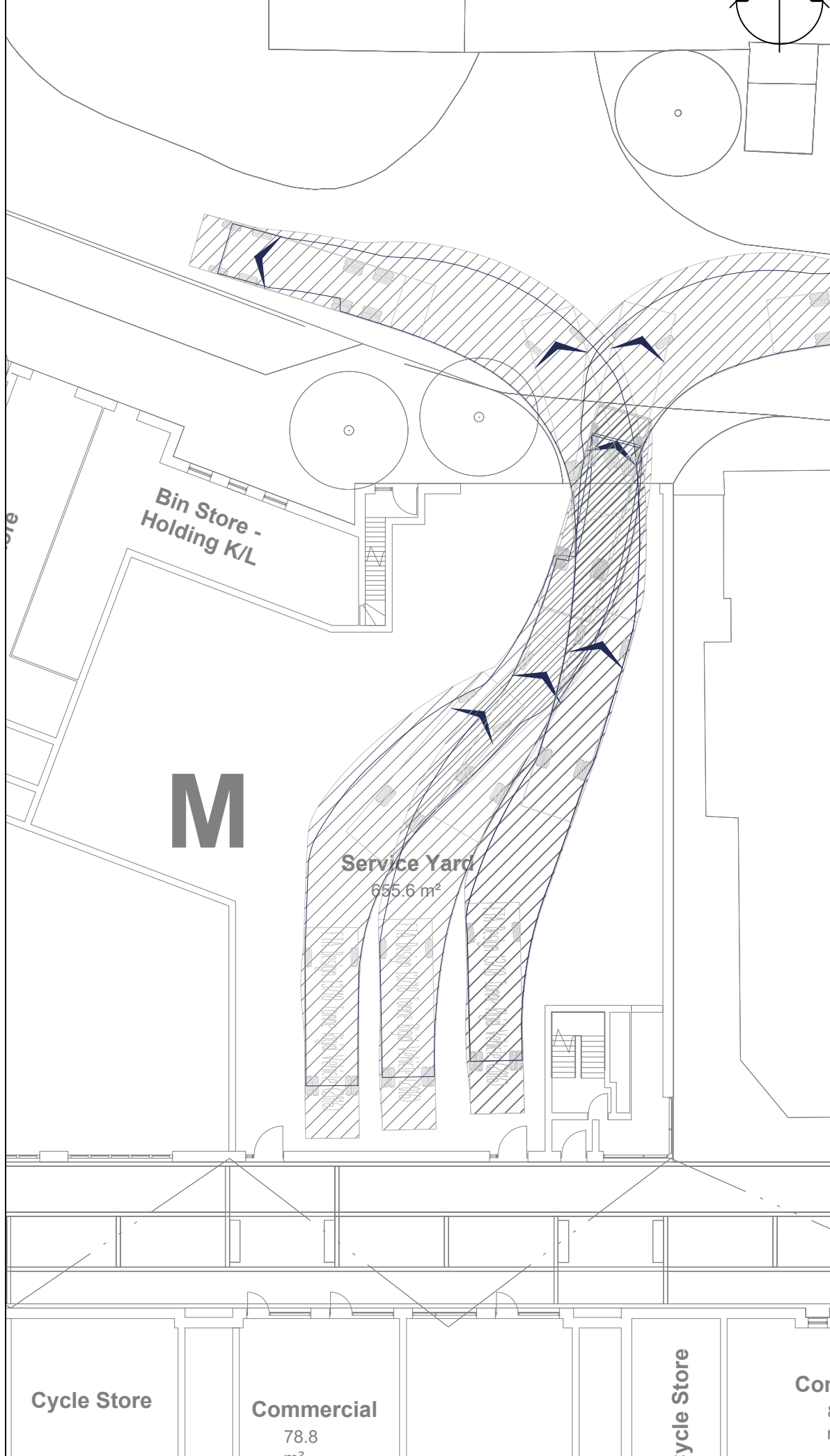
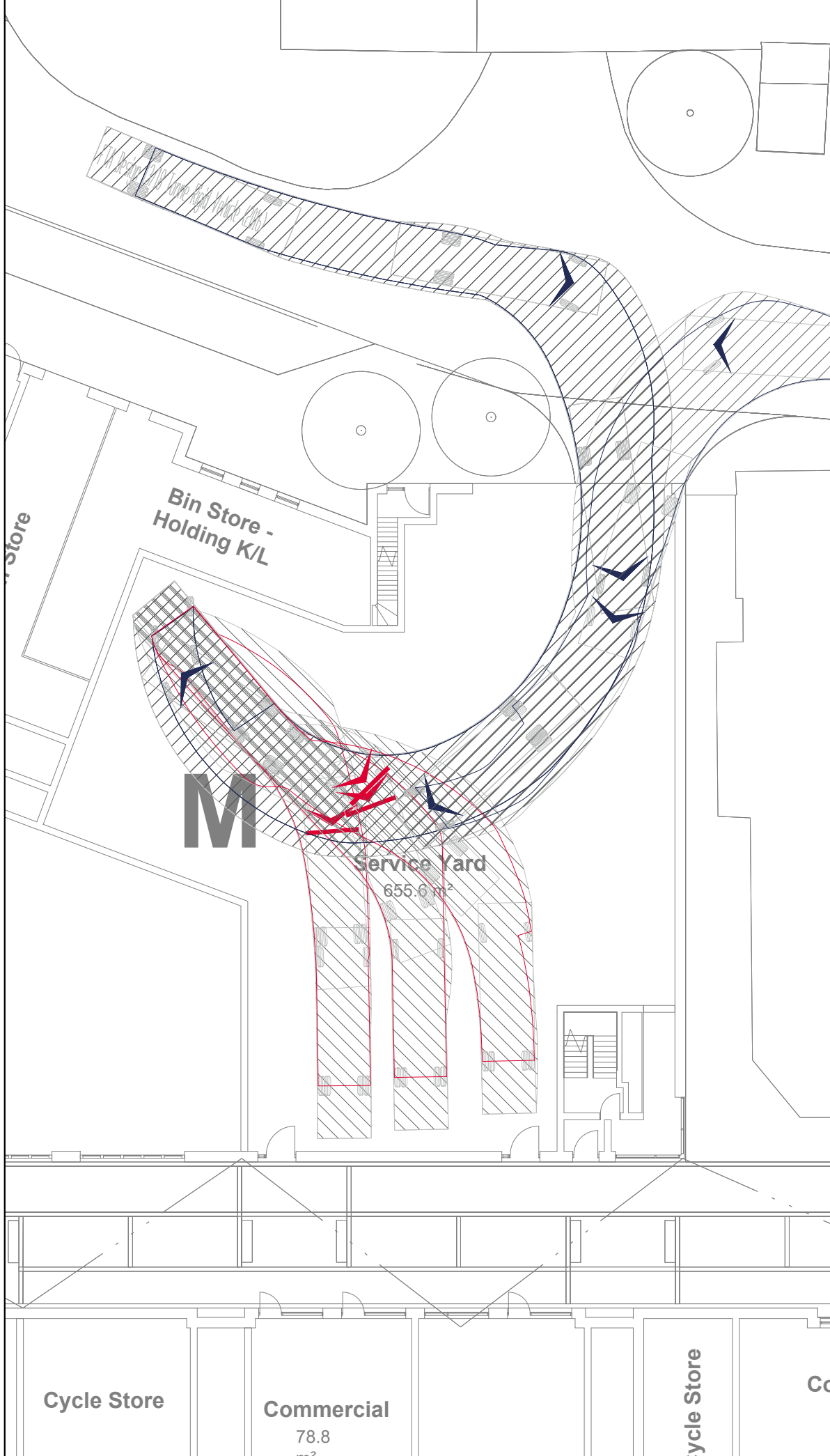
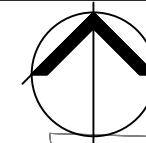
PROJECT NO. 21-T123	DRAWING NO. 14 (SHEET 5 OF 5)	REV. D
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A14. SWEPT PATH ANALYSIS – PROPOSED SERVICING YARD

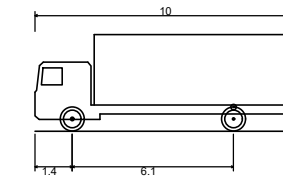
10M RIGID TRUCK ENTERING SERVICE YARD AREA

10M RIGID TRUCK EXITING SERVICE YARD AREA



- NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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VEHICLE PROFILE:



FTA Design 13/18 Tonne Rigid Vehicle (2016)	10.000m
Overall Length	2.550m
Overall Width	3.645m
Overall Body Height	0.440m
Min Body Ground Clearance	2.470m
Track Width	3.00s
Lock to lock time	11.000m
Kerb to Kerb Turning Radius	

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TITLE _____

SITE LAYOUT REVIEW
 (BLOCK M SERVICE YARD)

DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
	29.03.2022	29.03.2022

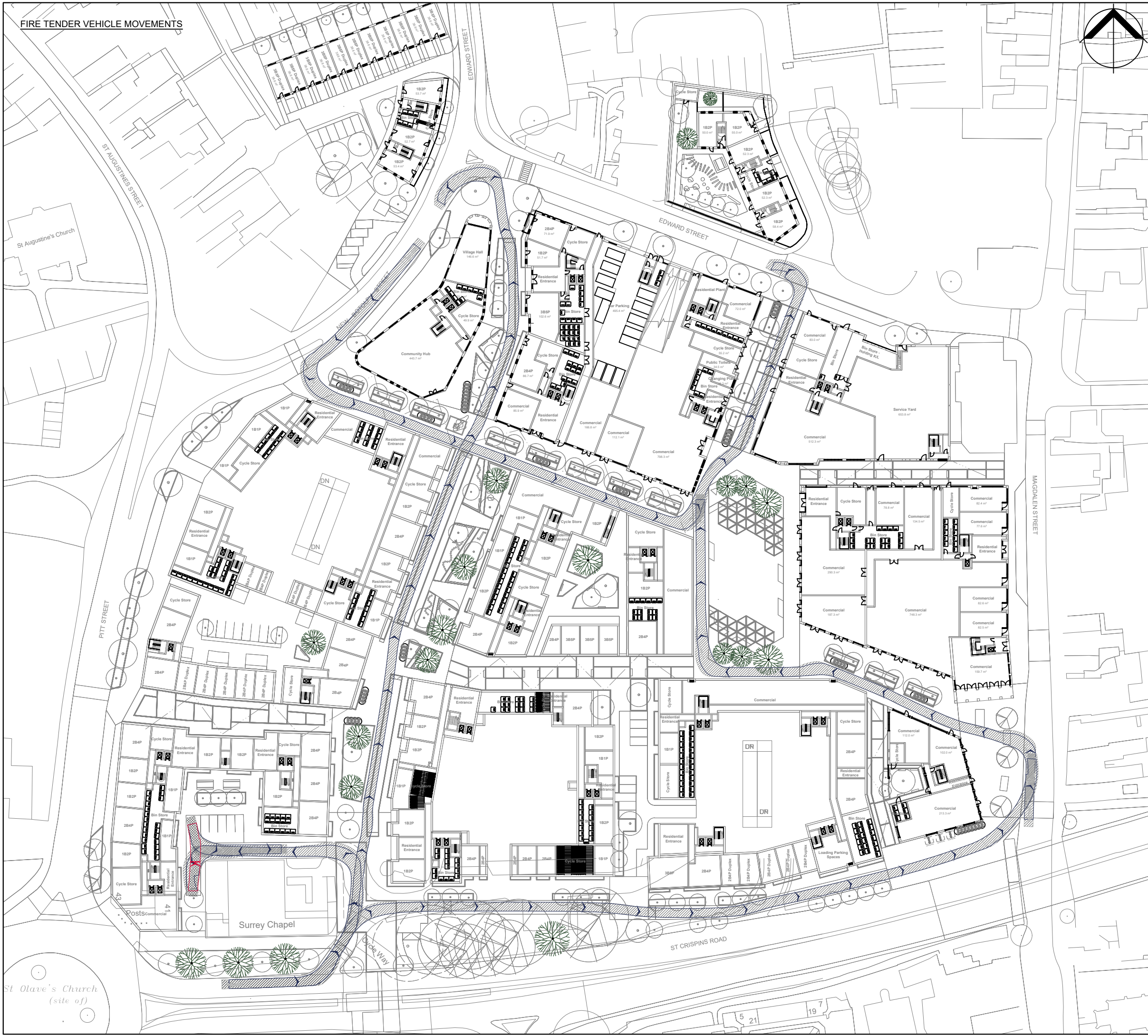
SCALE @ A3 1 : 250	DATE 29.03.2022
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PROJECT NO. 21-T123	DRAWING NO. 34	REV. -
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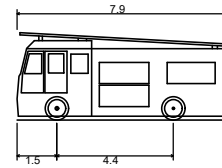
A15. SWEEP PATH ANALYSIS – EMERGENCY VEHICLE

FIRE TENDER VEHICLE MOVEMENTS



NOTES:
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VEHICLE PROFILE:



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

A	29.03.2022	REVISED LAYOUT	AP	RJ	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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TITLE
 SITE LAYOUT REVIEW - LANDSCAPING
 (FIRE TENDER)

DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
	14.03.2022	14.03.2022

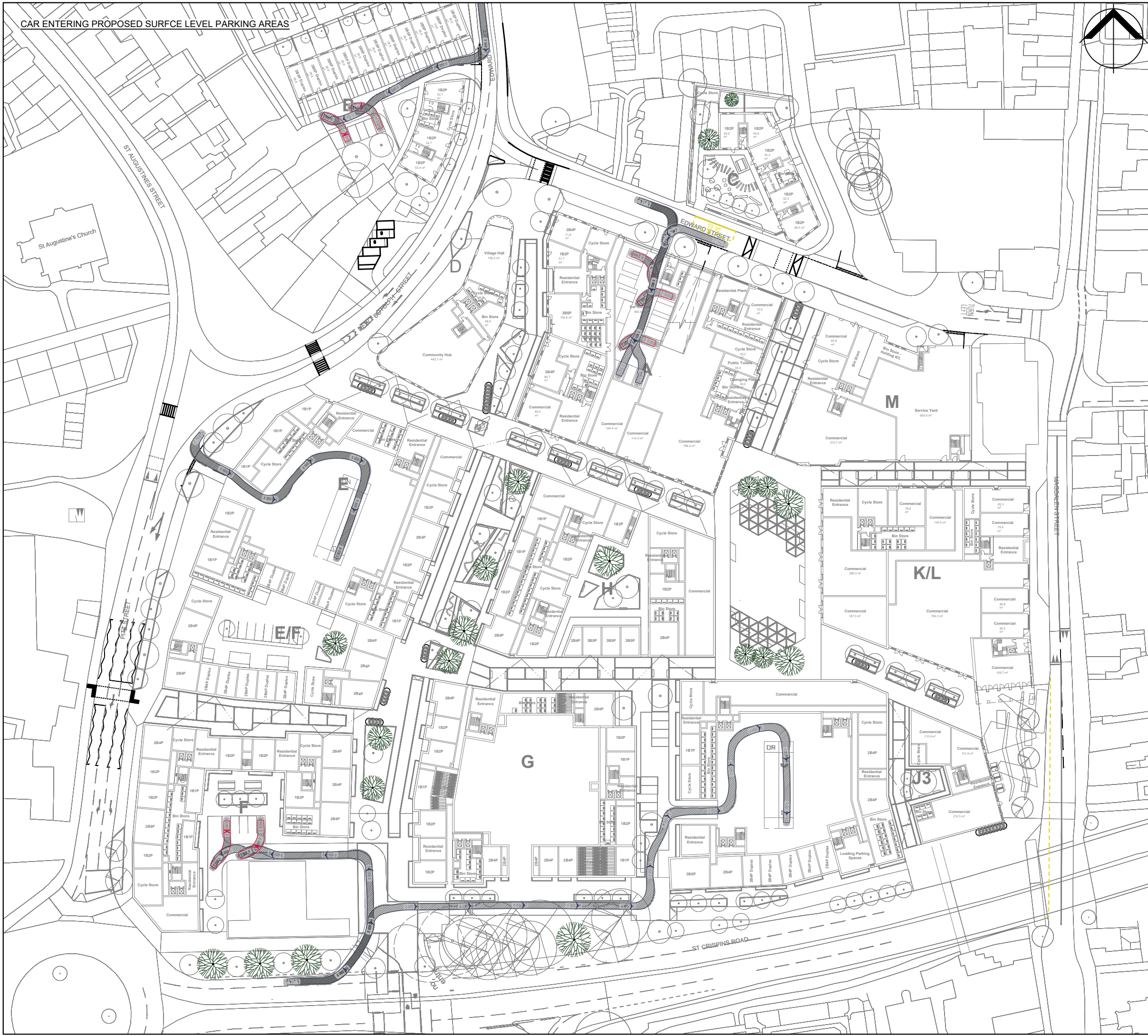
SCALE @ A3 1:1,000	DATE 14.03.2022
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PROJECT NO. 21-T123	DRAWING NO. 32	REV. A
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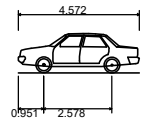
A16. SWEEP PATH ANALYSIS – PROPOSED CAR PARKING

CAR ENTERING PROPOSED SURFACE LEVEL PARKING AREAS



- NOTES:
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VEHICLE PROFILE:



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

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TITLE _____

SITE LAYOUT REVIEW

(CAR IN)

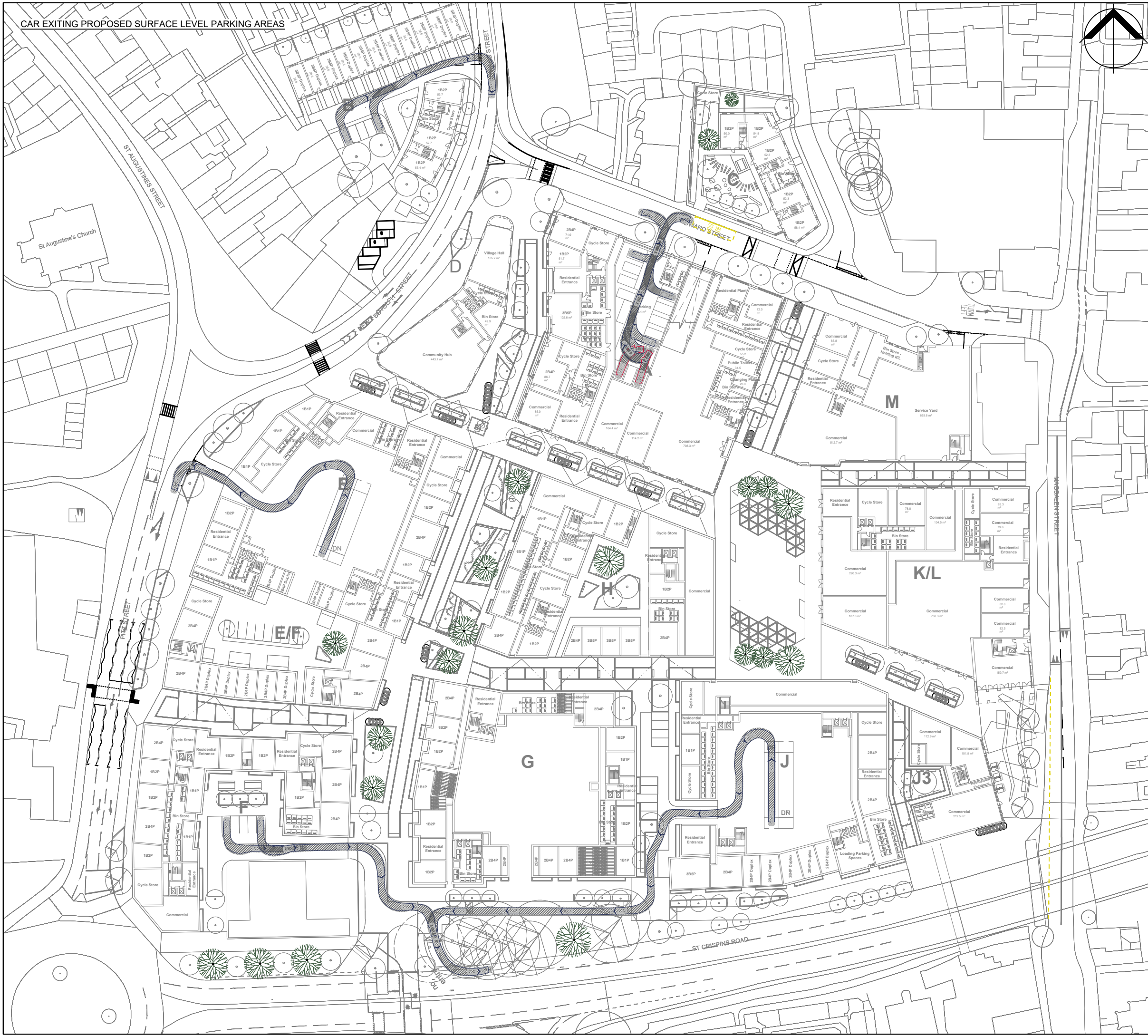
DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
	29.03.2022	29.03.2022

SCALE @ A3 1 : 1,000	DATE 29.03.2022
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PROJECT NO. 21-T123	DRAWING NO. 35.1	REV. -
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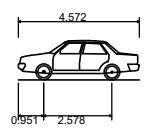
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CAR EXITING PROPOSED SURFACE LEVEL PARKING AREAS



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 2. THIS DRAWING IS BASED UPON DRAWING NUMBER ANG-PLA-XX-XX-DR-L-1001-LANDSCAPE MASTERPLAN SUPPLIED BY PLANTIT AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VEHICLE PROFILE:



Skoda Octavia
 Overall Length 4.572m
 Overall Width 1.769m
 Overall Body Height 1.488m
 Min Body Ground Clearance 0.249m
 Max Track Width 1.713m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m

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TITLE

SITE LAYOUT REVIEW
 (CAR OUT)

DRAWN BY AP	CHECKED BY RJ	APPROVED BY CB
	29.03.2022	29.03.2022

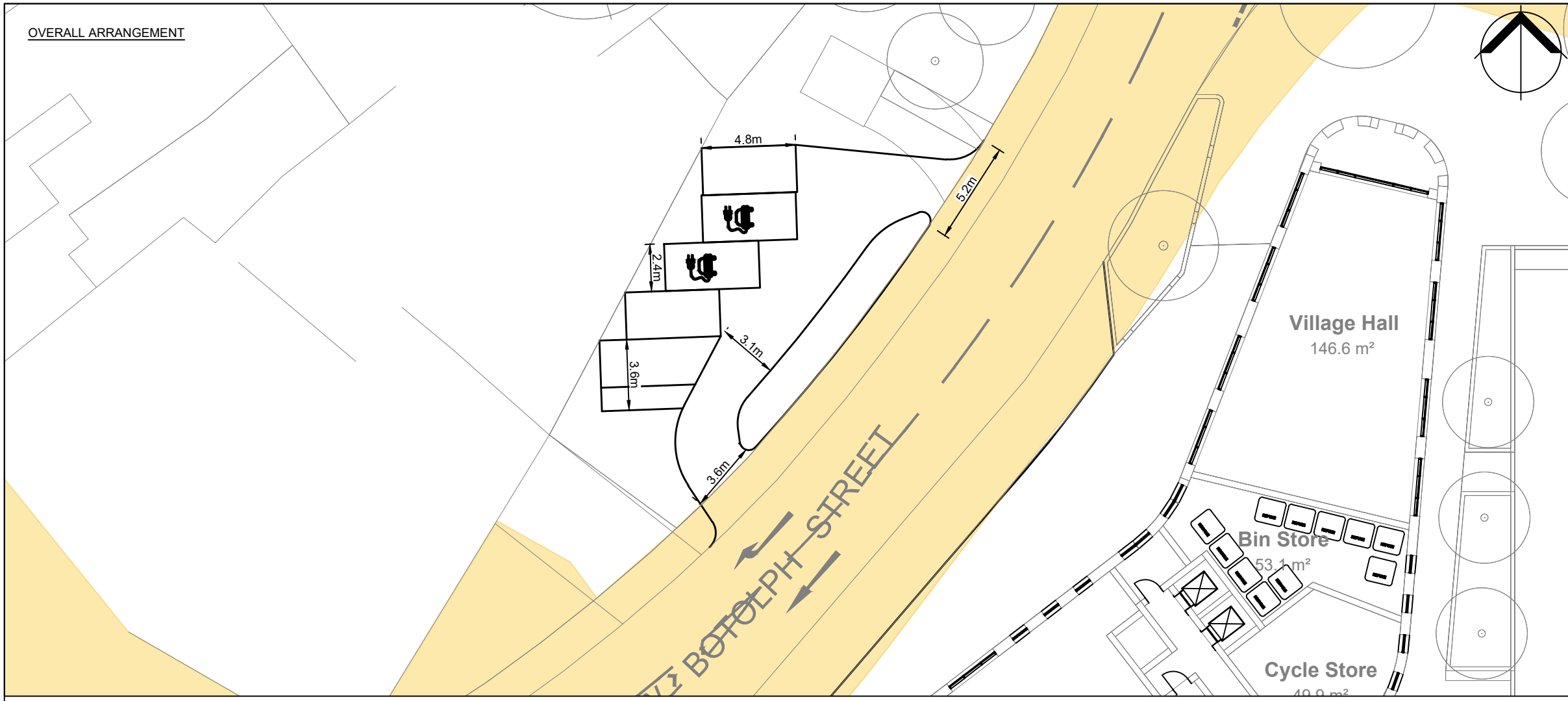
SCALE @ A3 1 : 1,000	DATE 29.03.2022
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PROJECT NO. 21-T123	DRAWING NO. 35.2	REV. -
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A17. SWEEP PATH ANALYSIS – PROPOSED CAR CLUB HUB

OVERALL ARRANGEMENT



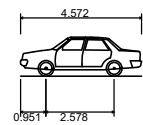
- NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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 3. HIGHWAY BOUNDARY INFORMATION HAS BEEN PROVIDED BY NORFOLK COUNTY COUNCIL ON 04/02/2022 AND HAS BEEN TRANSCRIBED BY ICENI PROJECTS LTD ONTO AN ORDNANCE SURVEY. ICENI PROJECTS LTD ACCEPTS NO LIABILITY FOR THE ACCURACY OF THE DATA PROVIDED AND THE HIGHWAY BOUNDARY INFORMATION SHOWN IS SUBJECT TO CHECKS BY A LICENSED CONVEYANCER.

KEY



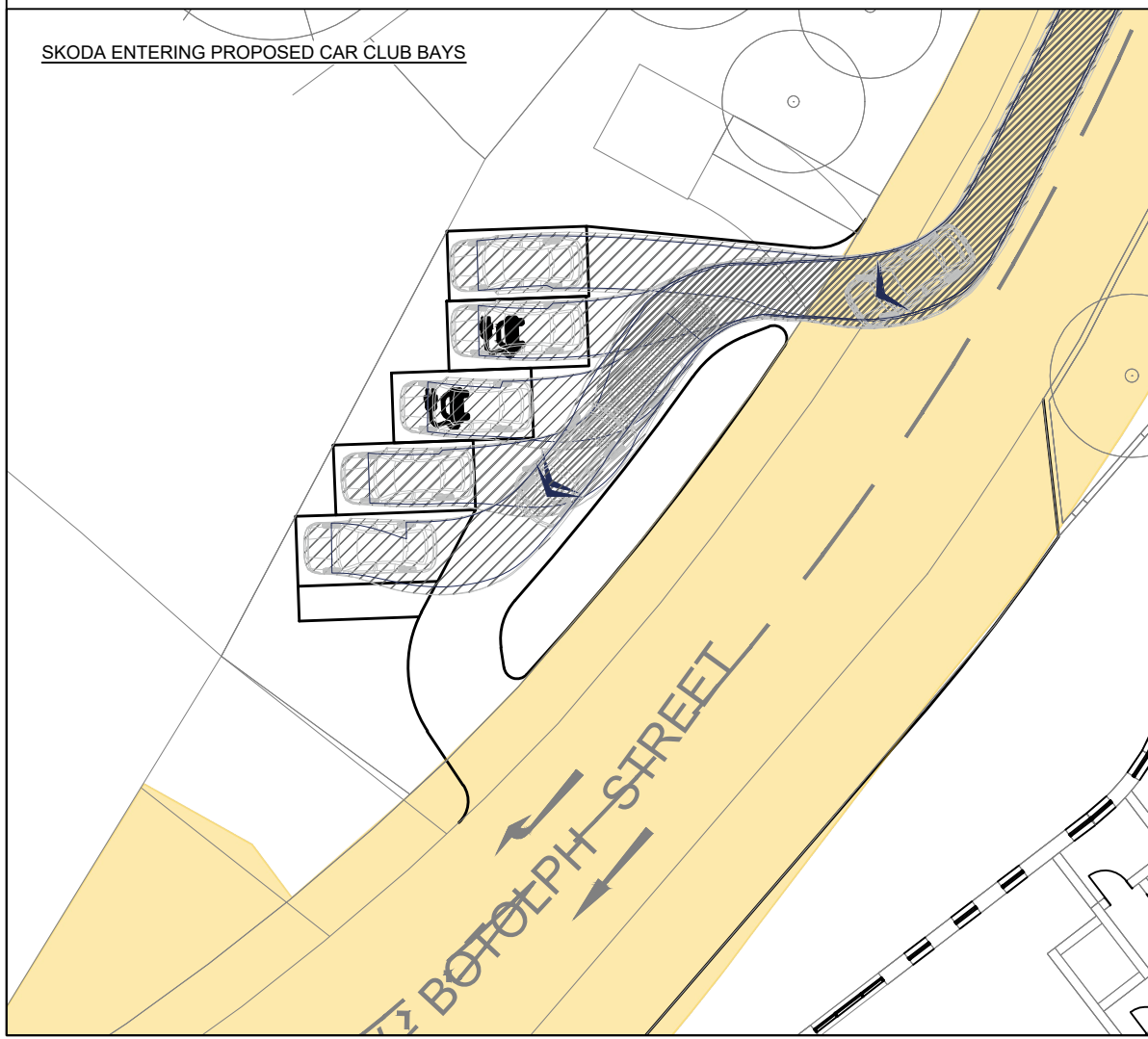
HIGHWAY BOUNDARY INFORMATION

VEHICLE PROFILE:

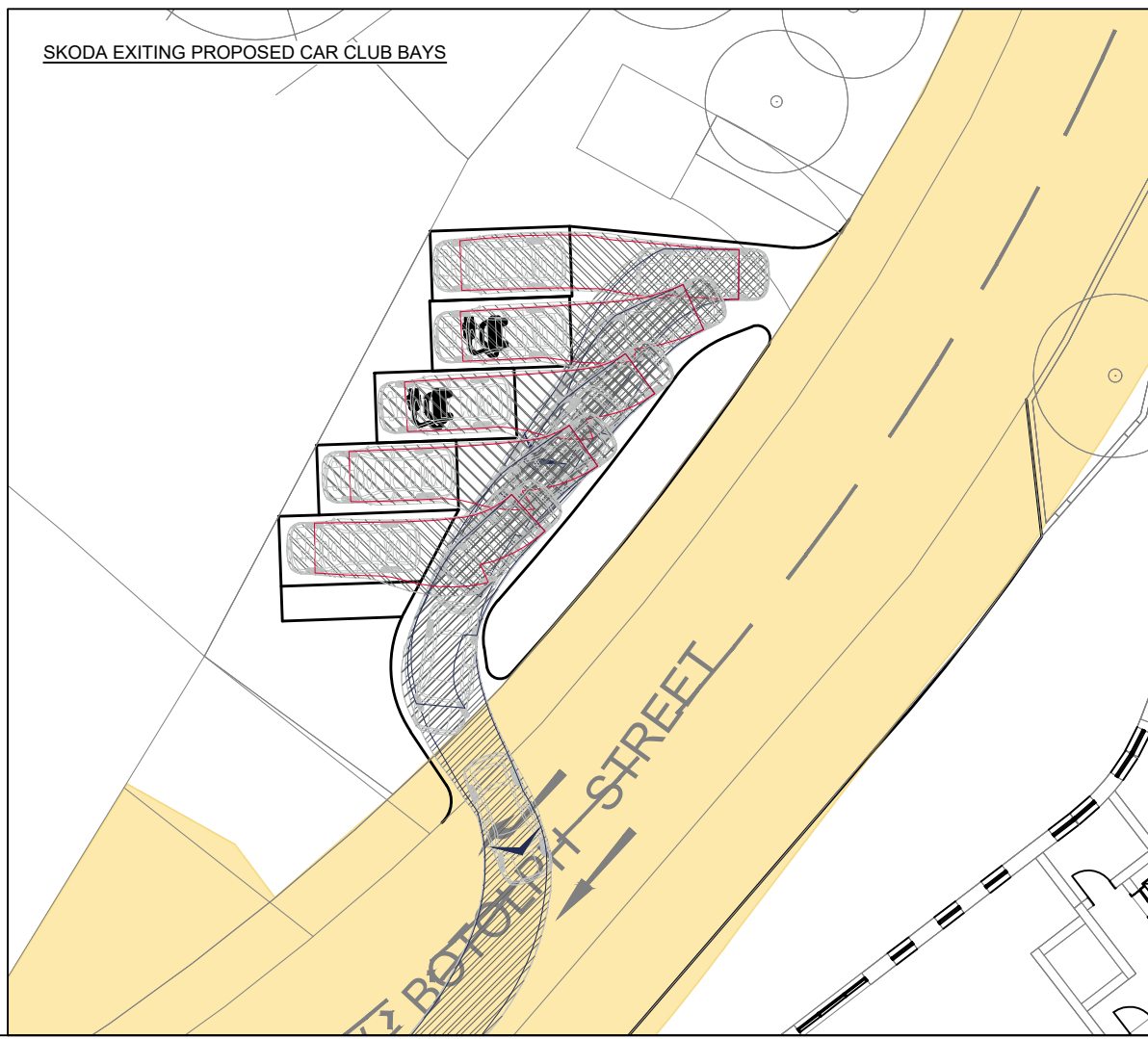


Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

SKODA ENTERING PROPOSED CAR CLUB BAYS



SKODA EXITING PROPOSED CAR CLUB BAYS



A	29.03.2022	REVISED LAYOUT	AP	RJ	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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PROPOSED CAR CLUB BAYS

DRAWN BY	CHECKED BY	APPROVED BY
AP	RJ	CB
	10.03.2022	01.03.2022

SCALE @ A3	DATE
1 : 250	10.03.2022

PROJECT NO.	DRAWING NO.	REV.
21-T123	31	A

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A18. TRICS DATA SHEETS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	HO HOUNSLOW	1 days
	IS ISLINGTON	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 150 to 194 (units:)
 Range Selected by User: 100 to 493 (units:)

Parking Spaces Range: Selected: 30 to 300 Actual: 2 to 550

Parking Spaces per Dwelling Range: Selected: 0.2 to 0.8 Actual: 0.07 to 4.38

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 30/06/21

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	3
Edge of Town Centre	2

Selected Location Sub Categories:

Development Zone	2
Built-Up Zone	3

Secondary Filtering selection:

Use Class:

C3	5 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	3 days
50,001 to 100,000	1 days
100,001 or More	1 days

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Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More 5 days

Car ownership within 5 miles:

0.5 or Less 2 days

0.6 to 1.0 3 days

Travel Plan:

Yes 3 days

No 2 days

PTAL Rating:

No PTAL Present 1 days

2 Poor 1 days

5 Very Good 1 days

6a Excellent 1 days

6b (High) Excellent 1 days

LIST OF SITES relevant to selection parameters

1	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>12/11/18</i>	<i>Survey Type: MANUAL</i>
2	GM-03-C-02 WHITWORTH STREET W. MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total No of Dwellings:		154	
	<i>Survey date: THURSDAY</i>		<i>13/10/11</i>	<i>Survey Type: MANUAL</i>
3	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:		194	
	<i>Survey date: TUESDAY</i>		<i>30/04/19</i>	<i>Survey Type: MANUAL</i>
4	HO-03-C-03 COMMERCE ROAD BRENTFORD	BLOCKS OF FLATS		HOUNSLOW
	Edge of Town Centre Development Zone Total No of Dwellings:		150	
	<i>Survey date: FRIDAY</i>		<i>18/11/16</i>	<i>Survey Type: MANUAL</i>
5	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		185	
	<i>Survey date: THURSDAY</i>		<i>06/06/19</i>	<i>Survey Type: MANUAL</i>

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.006	5	169	0.006	5	169	0.012
08:00 - 09:00	5	169	0.007	5	169	0.007	5	169	0.014
09:00 - 10:00	5	169	0.012	5	169	0.014	5	169	0.026
10:00 - 11:00	5	169	0.008	5	169	0.008	5	169	0.016
11:00 - 12:00	5	169	0.006	5	169	0.006	5	169	0.012
12:00 - 13:00	5	169	0.007	5	169	0.007	5	169	0.014
13:00 - 14:00	5	169	0.006	5	169	0.006	5	169	0.012
14:00 - 15:00	5	169	0.001	5	169	0.001	5	169	0.002
15:00 - 16:00	5	169	0.006	5	169	0.005	5	169	0.011
16:00 - 17:00	5	169	0.006	5	169	0.007	5	169	0.013
17:00 - 18:00	5	169	0.009	5	169	0.007	5	169	0.016
18:00 - 19:00	5	169	0.023	5	169	0.023	5	169	0.046
19:00 - 20:00	4	172	0.013	4	172	0.015	4	172	0.028
20:00 - 21:00	4	172	0.009	4	172	0.007	4	172	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.119			0.238

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Licence No: 751001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.004	5	169	0.007	5	169	0.011
08:00 - 09:00	5	169	0.001	5	169	0.014	5	169	0.015
09:00 - 10:00	5	169	0.001	5	169	0.004	5	169	0.005
10:00 - 11:00	5	169	0.001	5	169	0.009	5	169	0.010
11:00 - 12:00	5	169	0.001	5	169	0.001	5	169	0.002
12:00 - 13:00	5	169	0.000	5	169	0.001	5	169	0.001
13:00 - 14:00	5	169	0.002	5	169	0.000	5	169	0.002
14:00 - 15:00	5	169	0.005	5	169	0.002	5	169	0.007
15:00 - 16:00	5	169	0.001	5	169	0.001	5	169	0.002
16:00 - 17:00	5	169	0.002	5	169	0.000	5	169	0.002
17:00 - 18:00	5	169	0.005	5	169	0.002	5	169	0.007
18:00 - 19:00	5	169	0.005	5	169	0.002	5	169	0.007
19:00 - 20:00	4	172	0.015	4	172	0.004	4	172	0.019
20:00 - 21:00	4	172	0.007	4	172	0.001	4	172	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.048			0.098

Iceni Projects 114-116 Charing Cross Road London

Licence No: 751001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.015	5	169	0.059	5	169	0.074
08:00 - 09:00	5	169	0.046	5	169	0.167	5	169	0.213
09:00 - 10:00	5	169	0.036	5	169	0.106	5	169	0.142
10:00 - 11:00	5	169	0.045	5	169	0.045	5	169	0.090
11:00 - 12:00	5	169	0.063	5	169	0.051	5	169	0.114
12:00 - 13:00	5	169	0.076	5	169	0.072	5	169	0.148
13:00 - 14:00	5	169	0.081	5	169	0.065	5	169	0.146
14:00 - 15:00	5	169	0.062	5	169	0.075	5	169	0.137
15:00 - 16:00	5	169	0.082	5	169	0.082	5	169	0.164
16:00 - 17:00	5	169	0.121	5	169	0.104	5	169	0.225
17:00 - 18:00	5	169	0.127	5	169	0.069	5	169	0.196
18:00 - 19:00	5	169	0.122	5	169	0.070	5	169	0.192
19:00 - 20:00	4	172	0.086	4	172	0.046	4	172	0.132
20:00 - 21:00	4	172	0.064	4	172	0.049	4	172	0.113
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.026			1.060			2.086

Iceni Projects 114-116 Charing Cross Road London

Licence No: 751001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.004	5	169	0.046	5	169	0.050
08:00 - 09:00	5	169	0.012	5	169	0.079	5	169	0.091
09:00 - 10:00	5	169	0.012	5	169	0.031	5	169	0.043
10:00 - 11:00	5	169	0.007	5	169	0.025	5	169	0.032
11:00 - 12:00	5	169	0.008	5	169	0.013	5	169	0.021
12:00 - 13:00	5	169	0.014	5	169	0.019	5	169	0.033
13:00 - 14:00	5	169	0.015	5	169	0.020	5	169	0.035
14:00 - 15:00	5	169	0.015	5	169	0.007	5	169	0.022
15:00 - 16:00	5	169	0.027	5	169	0.023	5	169	0.050
16:00 - 17:00	5	169	0.031	5	169	0.020	5	169	0.051
17:00 - 18:00	5	169	0.043	5	169	0.011	5	169	0.054
18:00 - 19:00	5	169	0.043	5	169	0.013	5	169	0.056
19:00 - 20:00	4	172	0.035	4	172	0.007	4	172	0.042
20:00 - 21:00	4	172	0.006	4	172	0.012	4	172	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.272			0.326			0.598

Iceni Projects 114-116 Charing Cross Road London

Licence No: 751001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.014	5	169	0.123	5	169	0.137
08:00 - 09:00	5	169	0.011	5	169	0.151	5	169	0.162
09:00 - 10:00	5	169	0.024	5	169	0.039	5	169	0.063
10:00 - 11:00	5	169	0.014	5	169	0.021	5	169	0.035
11:00 - 12:00	5	169	0.009	5	169	0.018	5	169	0.027
12:00 - 13:00	5	169	0.017	5	169	0.027	5	169	0.044
13:00 - 14:00	5	169	0.018	5	169	0.017	5	169	0.035
14:00 - 15:00	5	169	0.017	5	169	0.017	5	169	0.034
15:00 - 16:00	5	169	0.013	5	169	0.011	5	169	0.024
16:00 - 17:00	5	169	0.013	5	169	0.026	5	169	0.039
17:00 - 18:00	5	169	0.074	5	169	0.013	5	169	0.087
18:00 - 19:00	5	169	0.101	5	169	0.015	5	169	0.116
19:00 - 20:00	4	172	0.090	4	172	0.004	4	172	0.094
20:00 - 21:00	4	172	0.042	4	172	0.009	4	172	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.457			0.491			0.948

Iceni Projects 114-116 Charing Cross Road London

Licence No: 751001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.018	5	169	0.170	5	169	0.188
08:00 - 09:00	5	169	0.023	5	169	0.230	5	169	0.253
09:00 - 10:00	5	169	0.036	5	169	0.070	5	169	0.106
10:00 - 11:00	5	169	0.021	5	169	0.046	5	169	0.067
11:00 - 12:00	5	169	0.018	5	169	0.031	5	169	0.049
12:00 - 13:00	5	169	0.031	5	169	0.046	5	169	0.077
13:00 - 14:00	5	169	0.033	5	169	0.037	5	169	0.070
14:00 - 15:00	5	169	0.032	5	169	0.024	5	169	0.056
15:00 - 16:00	5	169	0.040	5	169	0.033	5	169	0.073
16:00 - 17:00	5	169	0.044	5	169	0.046	5	169	0.090
17:00 - 18:00	5	169	0.116	5	169	0.024	5	169	0.140
18:00 - 19:00	5	169	0.144	5	169	0.028	5	169	0.172
19:00 - 20:00	4	172	0.125	4	172	0.012	4	172	0.137
20:00 - 21:00	4	172	0.048	4	172	0.020	4	172	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.729			0.817			1.546

Iceni Projects 114-116 Charing Cross Road London

Licence No: 751001

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.17

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	169	0.058	5	169	0.300	5	169	0.358
08:00 - 09:00	5	169	0.096	5	169	0.486	5	169	0.582
09:00 - 10:00	5	169	0.108	5	169	0.231	5	169	0.339
10:00 - 11:00	5	169	0.109	5	169	0.147	5	169	0.256
11:00 - 12:00	5	169	0.119	5	169	0.134	5	169	0.253
12:00 - 13:00	5	169	0.153	5	169	0.167	5	169	0.320
13:00 - 14:00	5	169	0.157	5	169	0.151	5	169	0.308
14:00 - 15:00	5	169	0.117	5	169	0.120	5	169	0.237
15:00 - 16:00	5	169	0.189	5	169	0.160	5	169	0.349
16:00 - 17:00	5	169	0.238	5	169	0.200	5	169	0.438
17:00 - 18:00	5	169	0.330	5	169	0.141	5	169	0.471
18:00 - 19:00	5	169	0.400	5	169	0.153	5	169	0.553
19:00 - 20:00	4	172	0.295	4	172	0.147	4	172	0.442
20:00 - 21:00	4	172	0.161	4	172	0.100	4	172	0.261
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.530			2.637			5.167