**Transport for Attleborough**

**Summary of consultation feedback**

Following the successful award of £4.5m funding to support growth within Attleborough, a public consultation took place during July and August to seek views on a set of potential schemes that could be delivered as part of the Transport for Attleborough project.

It was acknowledged that the funding would not stretch to deliver all of the potential schemes presented and therefore comments were being sought to help prioritise the improvements.

We received 111 number of responses to our consultation. The responses were analysed and the key consultation feedback is given below.

**Q1, 2, 3 - Surrogate Street**

Three questions were presented which all related to the proposals on Surrogate Street. The first question asked how strongly the respondent agreed with proposals and they were asked to rate it from, strongly agree, agree, neither agree nor disagree, disagree, strongly disagree, or don’t know.

71% of respondents strongly agreed or agreed that **Surrogate Street** should be made two way to help improve traffic flows within the town centre.

The second and third questions were free text entry and asked why the respondent said that, and if we could make any other improvements.

In general it was felt that removing vehicles from the gyratory system would greatly benefit Attleborough town centre, although there were some reservation about the installation of additional traffic signals at the junction of Church Street.

Several responses mentioned that the southern link road was a critical requirement to help reduce traffic in the town centre, however this is outside of the scope of the Transport for Attleborough project.

**Q4 – Type of improvement**

The survey presented four types of scheme for potential improvements; car parking, cycling, pedestrian and motorists. The survey asked for these to be rated as, very important, fairly important, important, slightly important, not at all important, or no opinion.

76% of respondents stated that improvements to **car parking** was very important or fairly important.

Whereas 72% of respondents said that improvements for **pedestrians** and improvements for **motorists** were rated as very important or fairly important.

Only 28% of respondents stated that improvements to the **cycling** infrastructure was very important or fairly important, with 15% stating that cycling improvements were not at all important.

**Q5 - Car parking**

The survey asked for the consultee to rate improvements to three car park proposals as one of the following, essential, high priority, neutral, low priority or not a priority.

86% of the responses stated that creating additional spaces with **Queens Square car park** was either essential or a high priority.

And 81% thought that improvements to the layout of the **railway station car park** was either essential or a high priority.

Whereas only 50% of respondents stated that creating additional spaces within the **library car park** was either essential or a high priority, with 19% stating that this improvement was either a low priority or not a priority.

**Q6 - Cycling**

The survey asked for the respondent to rate improvements to six potential cycling improvements as, essential, high priority, neutral, low priority or not a priority.

46% of respondents stated that they felt that cycling improvement to **London Road** were either essential or a high priority.

Whereas 41% rated cycling improvements to **Norwich Road** as either essential or high priority.

37% of respondents felt that cycling improvements to **Queen Road** was either essential or high priority.

There was little support for improvements to **Queens Road**, **Buckenham Road** or **Thieves Lane / Besthrope Road**, these were rated as either essential or high priority by 34%, 32% or 29% of respondents respectively.

**Q7 - Pedestrians**

The survey listed seven potential pedestrian improvements within Attleborough and asked that these were rated as one of the following, essential, high priority, neutral, low priority or not a priority.

64% of respondents stated that improvements to the area immediately to the front of the town hall, **Queens Square**, as either essential or high priority.

55% of respondents rated the **one-way system link path** as either essential or a high priority, however 19% rated this proposal as either a low priority or not a priority.

51% of replies stated that **London Road, by Breckland Lodge** as either an essential or a high priority improvement, but 18% stated that this was a low priority or not a priority.

49% of respondents stated that improvements to the footpath between **Queens Road and the sports hall** is essential or a high priority, while 4% rated this improvement as not a priority.

47% of replies stated that improvement to **Norwich Road** or the **pedestrian railway bridge (Leys Lane)** was either essential or a high priority.

Finally, 36% of respondents said that improvements to **Maurice Gayner Avenue** were either essential or a high priority.

**Q8 – Motorists**

The survey presented four possible junctions where improvements could be made to the existing layout, and / or operation, to reduce congestion and improve pedestrian safety.

69% of respondents rated improvements at **Queens Road / Church Street** junction as either essential or a high priority.

65% of respondents felt that improvements to the junction of **High Street / Exchange Street** were either essential or a high priority.

And, 56% said that improvements at the **A11 / Queens Road** junction is essential or a high priority.

Whereas only 39% of respondents rated improvements at **White Horse Lane** junction as essential or a high priority, with 23% of respondents rating this junction as either a low priority or not a priority.

**You said, we did….**

The conversion of **Surrogate Street** to two way, and the pedestrian improvements at the junctions of Church Street and Connaught Road, are well supported and will therefore be delivered as part of the improvement works within Attleborough.

Car parking, or the lack of car parking, is a big issue for many who responded to the survey. Improvements to **Queens Square car park** and the **railway station car park** were both strongly supported. Therefore we will work closely with the district council and Greater Anglia to improve capacity at both car parks.

Overall there was little support for cycling improvements within Attleborough. The proposals on **London Road** was the most supported. We feel that this route will greatly benefit the new development on London Road allowing for a continuous off-carriageway facility into the town centre. Therefore we plan to progress this cycling proposal.

Generally respondents wanted to see improvements to pedestrian facilities to allow them to move around the town more easily. Improvements to **Queens Square** was the most supported and hence will form part of the Transport for Attleborough project.

Improvements to the footway between **Queens Road and the sports hall** was rated towards the middle of the most supported pedestrian schemes. However this scheme creates an improved link between two other proposed schemes, one on Queens Road and the other at Queens Square car park and will therefore be included as part of the improvement scheme.

The pedestrian bridge at Leys Lane had little support although several responses mentioned that a new bridge should be provided on Station Road at the existing level crossing. Whilst delivery of this proposal is likely beyond the scope of the Transport for Attleborough project, a feasibility study will be undertaken.

Significant support for improvements that benefited motorists and pedestrians at the junctions of **Queens Road / Church Street**, **High Street / Exchange Street** and **A11 / Queens Road** was received.

**Queens Road / Church Street** and **High Street / Exchange Street** form part of the gyratory system and will be delivery as part of the Transport for Attleborough programme of works. Whereas a feasibility study will be carried out on the junction of **A11 / Queens Road** to determine what improvements can be made to benefit motorist joining and exiting the A11.

Overall we feel we have a set of measures that are supported by residents of Attleborough, and will show real benefits for motorist, pedestrians and cyclists.

Thank you to everyone who fed back their views