



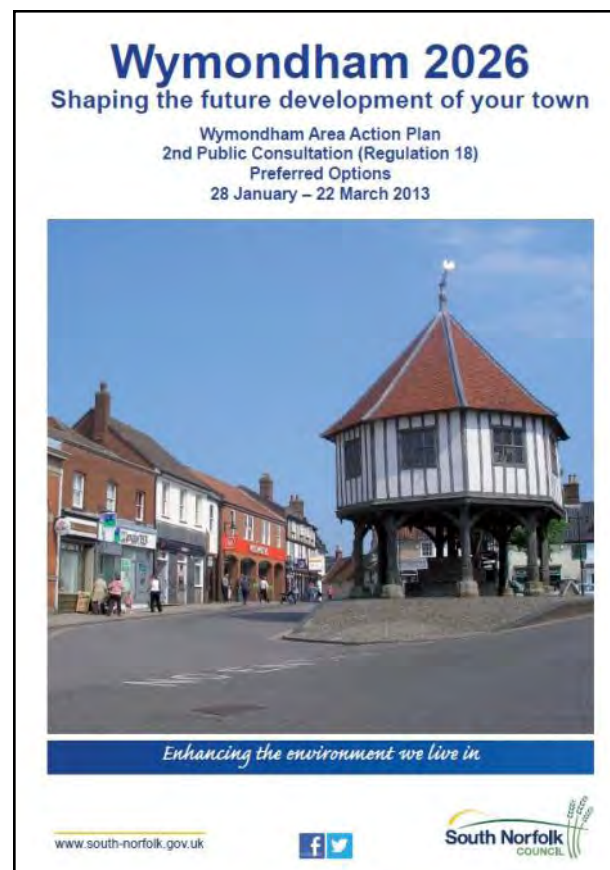
# Connecting South Wymondham

Design Framework

September 2013

## INTRODUCTION

South Norfolk Council has worked in partnership with Norfolk County Council to produce a Design Framework document entitled 'Connecting South Wymondham'. Improving access to and from South Wymondham is identified as a key element of the evolving **Wymondham Area Action Plan (WAAP)** and 'Connecting South Wymondham' is an important background evidence document for the WAAP.



The primary aim of the 'Connecting South Wymondham' document is to help demonstrate how improved connectivity from South Wymondham to the town centre (roads, pedestrians and cyclists) could be achieved and delivered, along with improved access to the rail station. The document has a focus on high quality development based on principles of sustainable development.





## Why are we preparing a Design Framework?

Historically, the area to the south of Wymondham town centre has been perceived as being disconnected from the town centre by the railway line that bounds its north side and the B1172 that runs east to west. This area has struggled to realise its full development potential, mainly due to shortcomings in access and connectivity to the town centre. This is despite the area being in close proximity to the town centre, nearby employment uses, the railway station (with frequent services to Norwich and Cambridge) and its easy accessibility to the River Tiffey valley.

Recent developments, including new housing at Right Up Lane, have been constructed as stand-alone initiatives and it is considered that a framework is now required to ensure that a well integrated plan is delivered for the remaining areas of opportunity. If the identified constraints to development can be overcome there is a real opportunity to create an outstanding mixed use environment in South Wymondham which will benefit the town and strengthen communities (both new and existing).

Land to the south of Wymondham is also currently subject to two planning applications for housing ref 2011/0505 & 2012/0371 (with other elements, such as a new primary school), which together total 1230 units. Discussions are on-going with the developers of the land to agree a highways solution that is acceptable to both South Norfolk Council and Norfolk County Council.

The 'Connecting South Wymondham' document provides a useful framework for negotiations, as well as providing an opportunity to deliver improved connectivity and accessibility to integrate existing and new development in South Wymondham and the wider town.



## AIMS AND OBJECTIVES OF THE FRAMEWORK

The broad aims of the Urban Design Framework (UDF) are:

- To connect south Wymondham with the wider town;
- To ensure high quality development of the area;
- To ensure development is based on principles of Sustainable Development.

More specific objectives of the UDF are:

- To overcome, or much reduce, the severance effects of the town by the Harts Farm Road / London Road (old A11) junction;
- To overcome, or much reduce, the severance effects of the railway line by improving pedestrian and cycleway connectivity;
- To increase highways capacity on the existing railway underpass;
- To make highway improvements to Harts Farm Road / London Road to promote its inclusive use;
- To improve pedestrian crossing / cyclist experience of Harts Farm Road / London Road;
- To help deliver much improved pedestrian and cycle connectivity and access to the town centre from the station and areas to the south of the railway line;
- To help deliver accessibility and other improvements to the railway station and its operational services;
- To make the most of opportunities for appropriate development along the B1172 to create a more urban environment;
- To enhance the public realm and streets, including along Station Road that enhances frontages and the setting to the station and Conservation Area;
- To review and improve signage where appropriate;
- To promote the amenity and recreational value of the Tiffey Valley with enhanced connectivity;
- To deliver new pedestrian/cycle friendly routes throughout the area and enhanced links to the surroundings;
- To create welcoming public spaces and gateways, as a priority to include an enhanced setting to railway station.

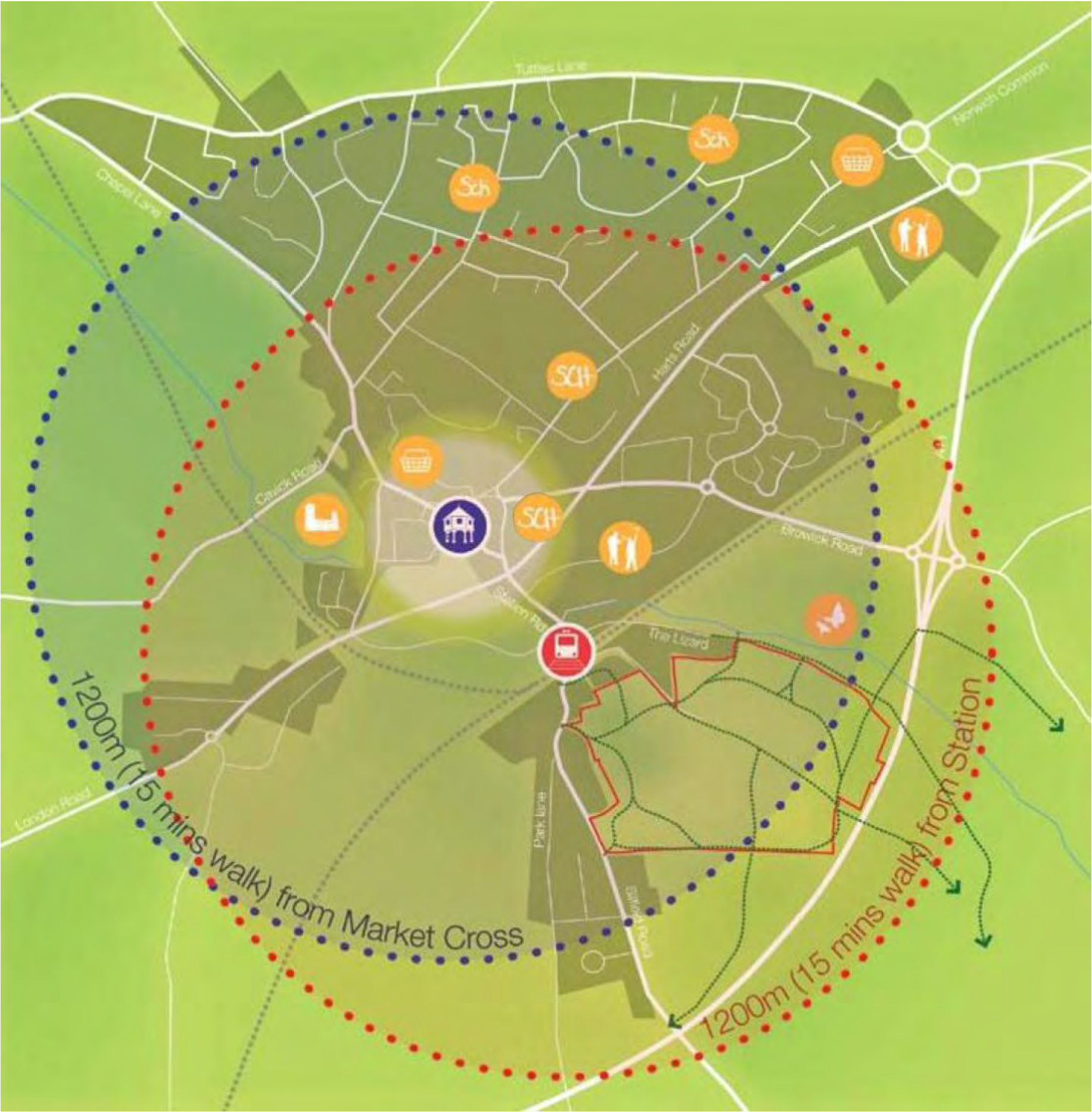
The Urban Design Framework will achieve these objectives by:

- Assessing the constraints and opportunities of the area;
- Guiding the physical form, design and uses for key sites and areas;
- Promoting sustainable movement networks to optimise the quality of life for residents and businesses;
- Highlighting the public realm, key public spaces and facilitating its enhancement.





LOCAL FACILITIES PLAN

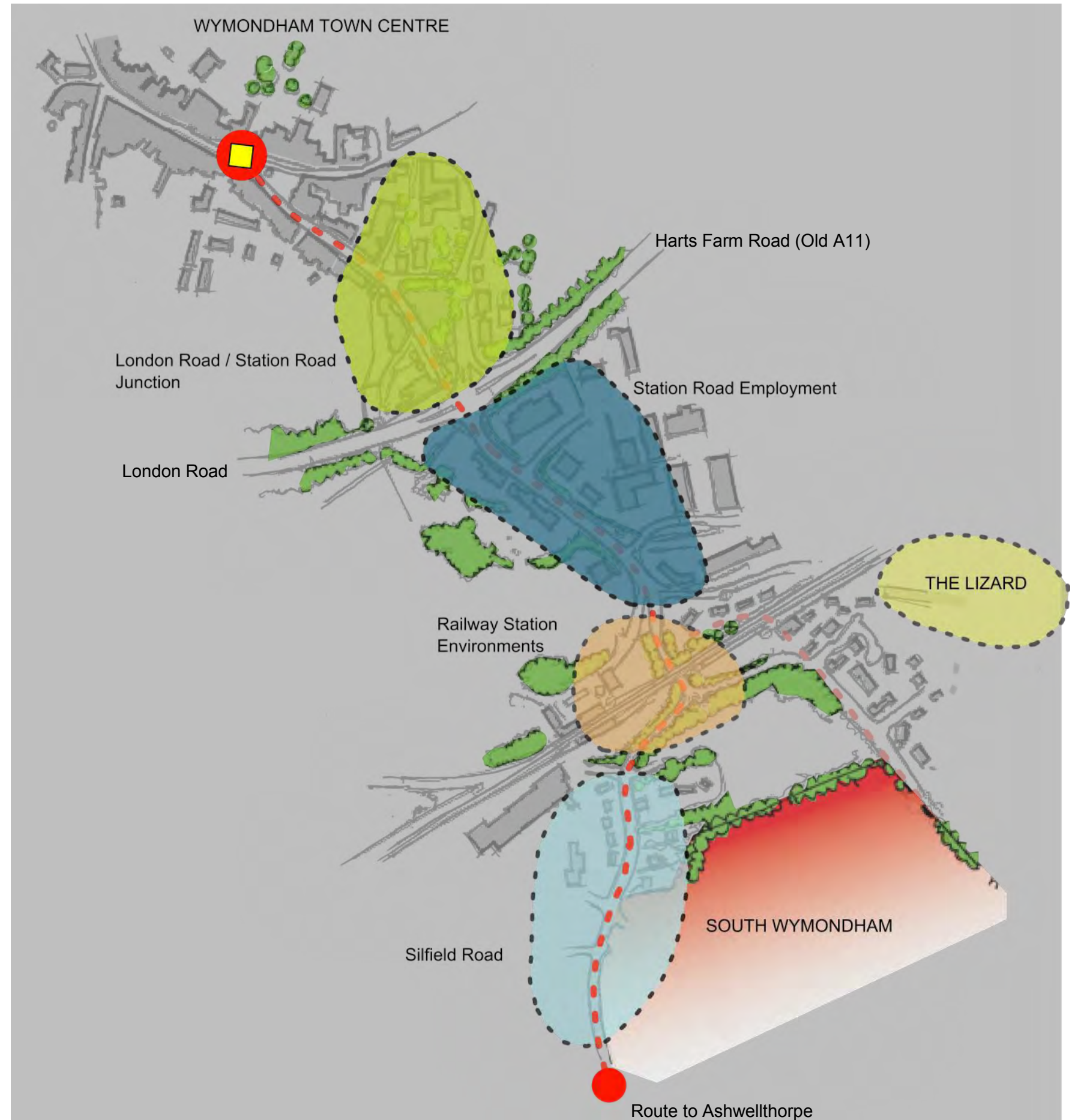


- Key**
- Wymondham town centre
  - Wymondham railway station
  - Wymondham Abbey
  - Existing employment areas
  - Existing schools
  - Existing food shopping
  - The Lizard County Wildlife Site

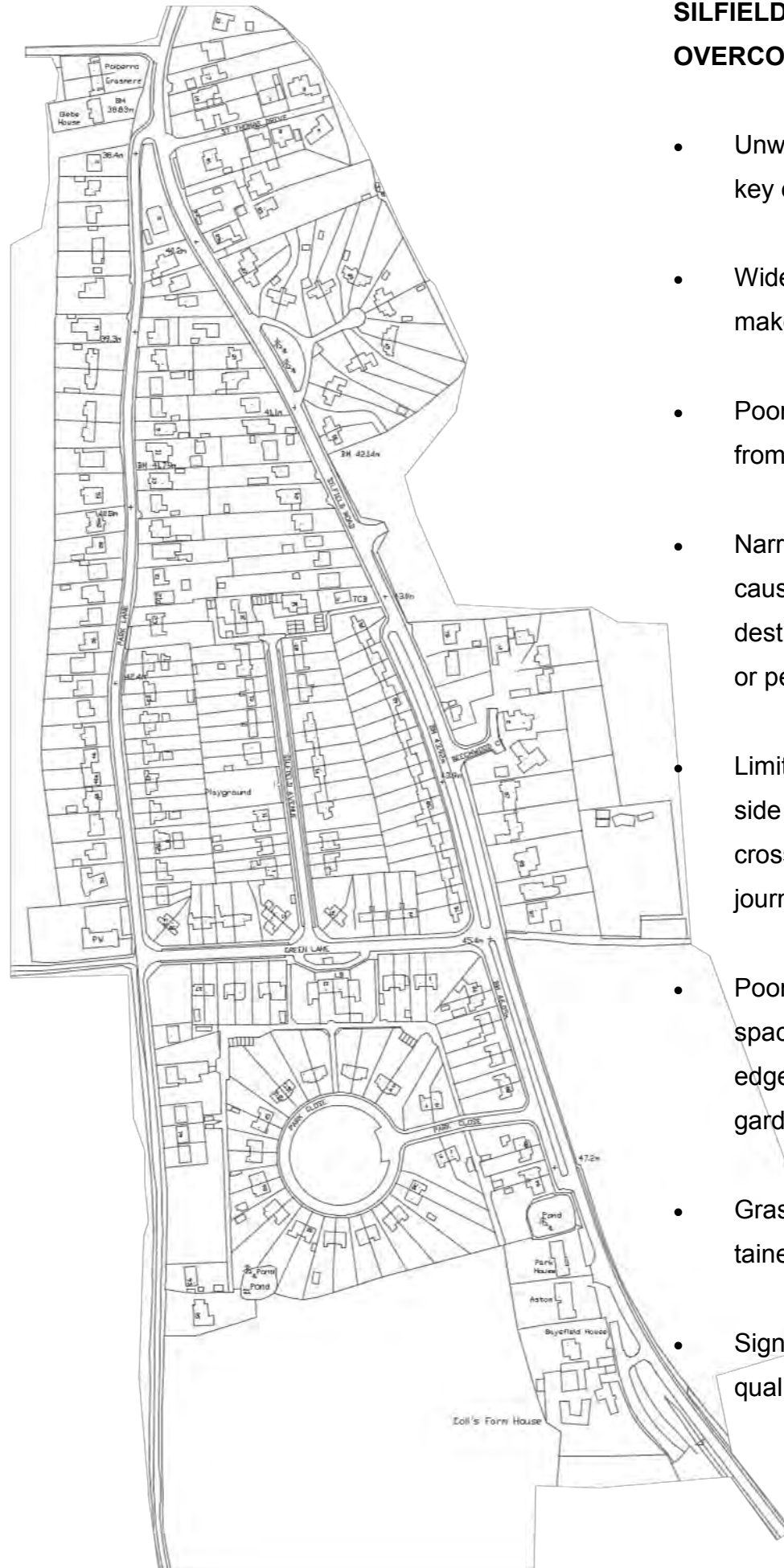


## MOVEMENT CORRIDOR

The movement corridor between South Wymondham and the town centre is characterised by a wide range of land uses. The corridor has been broken down into a number of character areas that identify the constraints and opportunities for each of those areas.







## SILFIELD ROAD : WHAT WE ARE TRYING TO OVERCOME

- Unwelcoming public realm and gateway at key entry points into Wymondham.
- Wide junctions interrupt footways and makes crossing the highway hazardous.
- Poor separation of pedestrians and cyclists from vehicles.
- Narrow footpaths and uneven surfaces causes obstruction to the movement of pedestrians, cyclists and those with disabilities or people using pushchairs.
- Limited continuity of footpaths along east side of Silfield Road forcing pedestrians to cross the road at multiple points to complete journey.
- Poor distinction between public and private spaces and boundary treatments along the edge of footways, particularly where private gardens interrupt footpaths.
- Grass verges and landscaping poorly maintained and managed.
- Signage to industrial units generally low quality and lacks continuity.







## RAILWAY STATION ENVIRONMENTS : WHAT WE ARE TRYING TO OVERCOME

- Poor gateway features at key entry points into Wymondham Railway Station.
- Restricted vehicle and pedestrian / cycle access under railway bridge, particularly for those with disabilities or people using pushchairs.
- Limited safe crossing points across the mini roundabout junctions of Silfield Road, Rightup Lane and Station Road.
- Narrow footpaths and uneven surfaces along Station Road causes obstruction to the movement of pedestrians and cyclists.
- Poor quality public realm and boundaries treatments along the edges of footways and highways, particularly Cemetery Lane and the former Sale Ground site.
- Poor signage and way finding to the railway station, town centre and key destination points.
- No level access to westbound railway platform from Station Approach / Cemetery Lane to Station Road. Pedestrians currently forced to cross the railway line over a footbridge with no provision for those with disabilities, mobility problems, people using pushchairs or bicycles.





## STATION ROAD EMPLOYMENT ENVIRONMENTS: WHAT WE ARE TRYING TO OVERCOME

- Narrow footpaths and uneven surfaces along Station Road causes obstruction to the movement of pedestrians and cyclists.
- Poor quality public realm and boundaries treatments along the edges of footways and highways, particularly along the edge of Ayton Road Industrial Estate.
- Wide junctions along east side of Station Road interrupts footways, making crossing the highway hazardous.
- Poor quality street frontage along Station Road caused by Ayton Road Industrial Estate and the former Sale Ground site.
- Poor legibility and limited direct pedestrian routes towards the town centre and the railway station.
- Streetscape dominated by highways and unattractive grass verges along edge of industrial estate with minimal public realm opportunities.







### LONDON ROAD / STATION ROAD JUNCTION : WHAT WE ARE TRYING TO OVERCOME

- Severe severance to the town centre created by the London Road (B1172) and the Harts Farm Road and Station Road signalised junction.
- Confusing and cluttered highways signage for both pedestrians and motorists.
- Poor gateway features at key entry points into Wymondham town centre along Harts Farm Road, London Road and Station Road.
- Poor townscape quality dominated by highways infrastructure and pedestrian barriers.
- Poor legibility and confusing routes across signalised junction towards the town centre, Avenue Road and east and west along Harts Farm Road / London Road.
- Low quality boundaries treatments and street frontages.
- Wide junctions dominated by traffic, making crossing the highway hazardous.
- Limited pedestrian connectivity or dedicated cycle routes across junction towards the town centre, the railway station and east-west towards Browick Park and the police HQ.





## THE LIZARD : WHAT WE ARE TRYING TO OVERCOME

- Unclear distinction between public realm and private plots.
- Uneven surfaces along main road causes obstruction to the movement of pedestrians, cyclists and vehicles.
- Poor quality public realm and boundaries treatments along the edges of highway, particularly along the informal soft edge and open space to the north of The Lizard.
- Poor vehicular access under the railway bridge, particularly for emergency vehicles, which are forced to access The Lizard via an unmade track to the east that links to Right Up Lane.
- Poor legibility or clear pedestrian routes between The Lizard and the town centre.





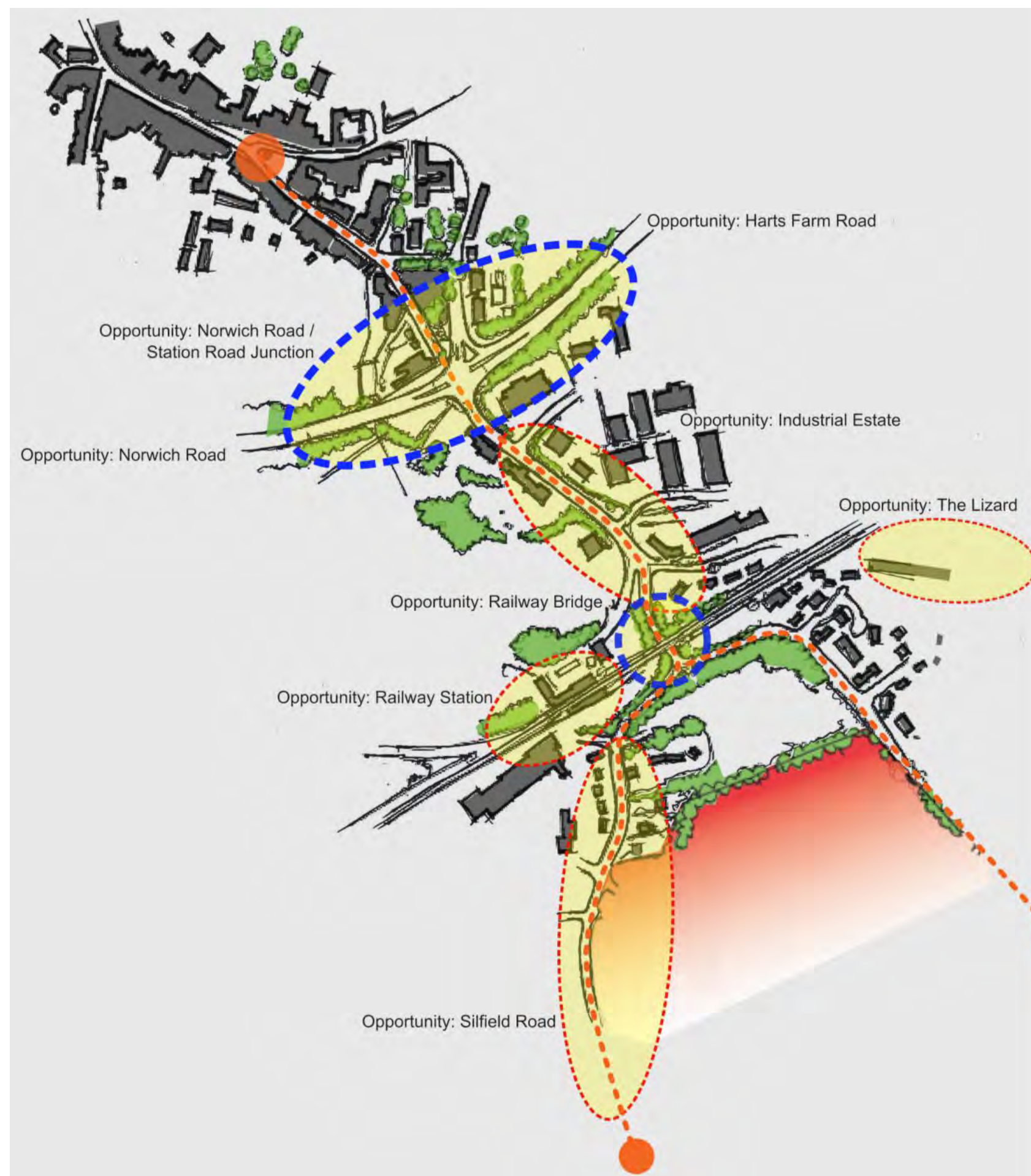
## SOUTH WYMONDHAM OPPORTUNITIES

There are widespread opportunities for the better use of land, visual enhancement and highway and access improvements throughout the area to enhance the pedestrian/cycle experience of the journeys that take place between South Wymondham, the railway station and the town centre.

To realise these opportunities a number of improvements have been suggested by the developers of the sites in South Wymondham that could be implemented in the short to medium term, which have been summarised at the beginning of this framework in the Aims and Objectives section.

Amongst these improvements are: enhancing access under the railway line, creating a footway/cycleway along the eastern side of Silfield Road, providing signalised crossings and improving the London Road / Harts Farm Road / Station Road junction.

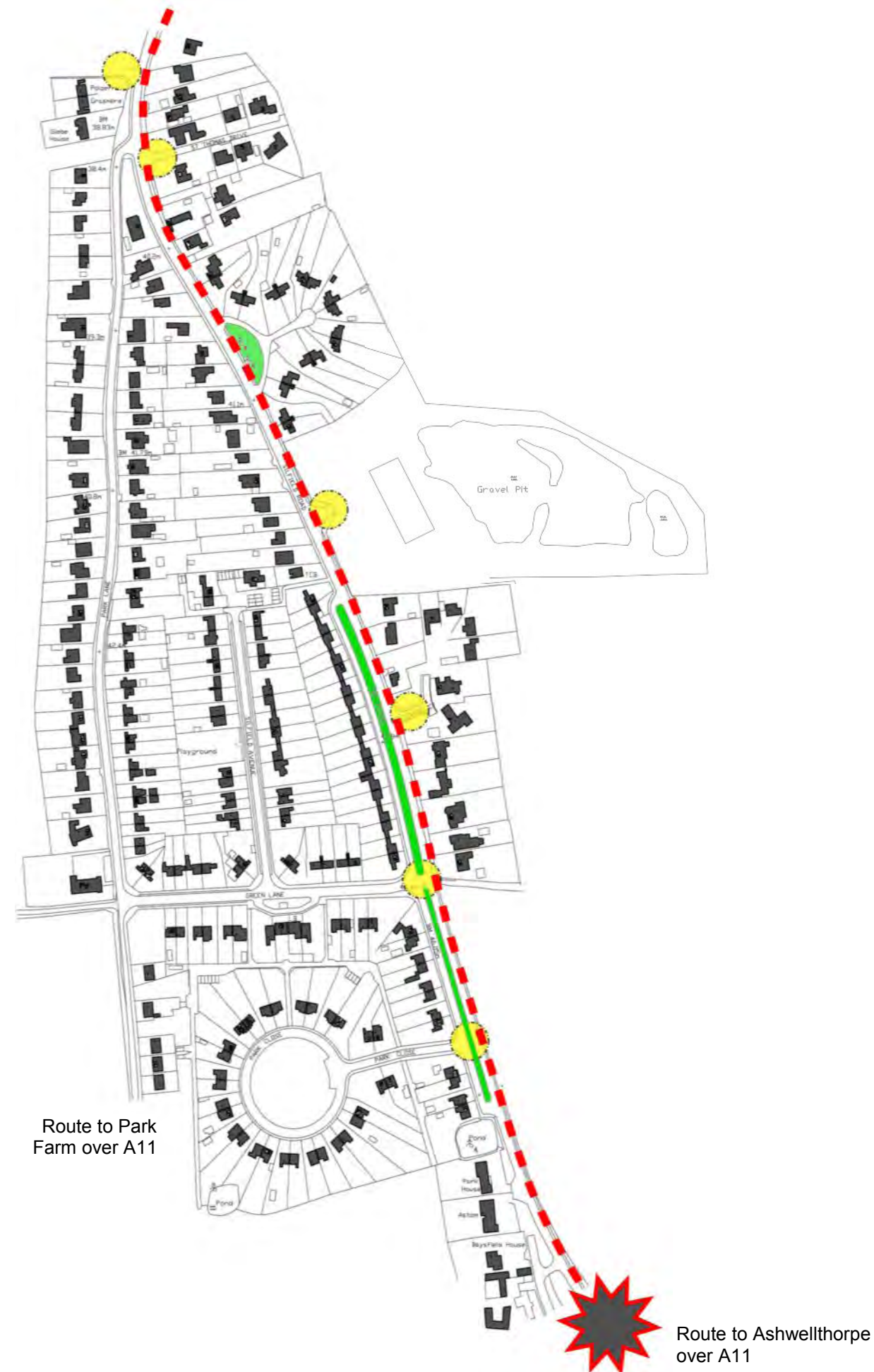
In addition to these, South Norfolk Council, working in partnership with Norfolk County Highways, have identified opportunities to ensure that a well integrated plan can be delivered for the remaining areas of opportunity to maximise connectivity between South Wymondham and the town centre. Amongst these improvements promoted by South Norfolk and Norfolk County Council Highways include visual enhancements, better use of development opportunities, new gateways at entry points into Wymondham and improved pedestrian and cycle access to overcome the severance effects of the railway line and London Road / Harts Farm Road.





## SILFIELD ROAD : WHAT WE WOULD LIKE TO ACHIEVE

- Create a new gateway at the entry point into Wymondham, travelling north along Silfield Road after the A11 bridge crossing and introduce measures to slow traffic down entering South Wymondham.
- Introduce pedestrian and cycle crossings over existing road junctions, which currently interrupt footways and makes crossing the highway hazardous.
- Create a dedicated pedestrian and cycle route along the entire east side of Silfield Road to minimise the number of crossing points to the opposite side of the road to complete journeys.
- Widen footpaths and make good uneven surfaces to enable better movement of pedestrians, cyclists and those with disabilities or people using pushchairs.
- Enhance boundary treatments along edges of footpaths and the highway by introducing planting, walls, railings and different surface treatments to enable better distinction between public and private spaces.
- Introduce additional tree planting and vegetation along grass verges and agree a landscaping management plan in order to address the wearing of the grass verges between narrow service roads and Silfield Road caused by cars and parking.





## SILFIELD ROAD : IMPROVEMENTS PROMOTED BY SOUTH NORFOLK COUNCIL

1. Introduce additional tree planting and vegetation along grass verges to reinforce 'boulevard' concept and ensure a landscaping management plan is in place.

Expected delivery: Short Term (1—2 years)



2. Enhance boundary treatments along edges of footpaths and the highway by introducing planting, walls, railings and different surface treatments to enable better distinction between public and private spaces.

Expected delivery : Medium Term (2—5 years)



3. Introduce pedestrian and cycle crossings over road junctions, which currently interrupt footways and makes crossing the highway hazardous.

Expected delivery: Short to Medium Term (1—5 years)

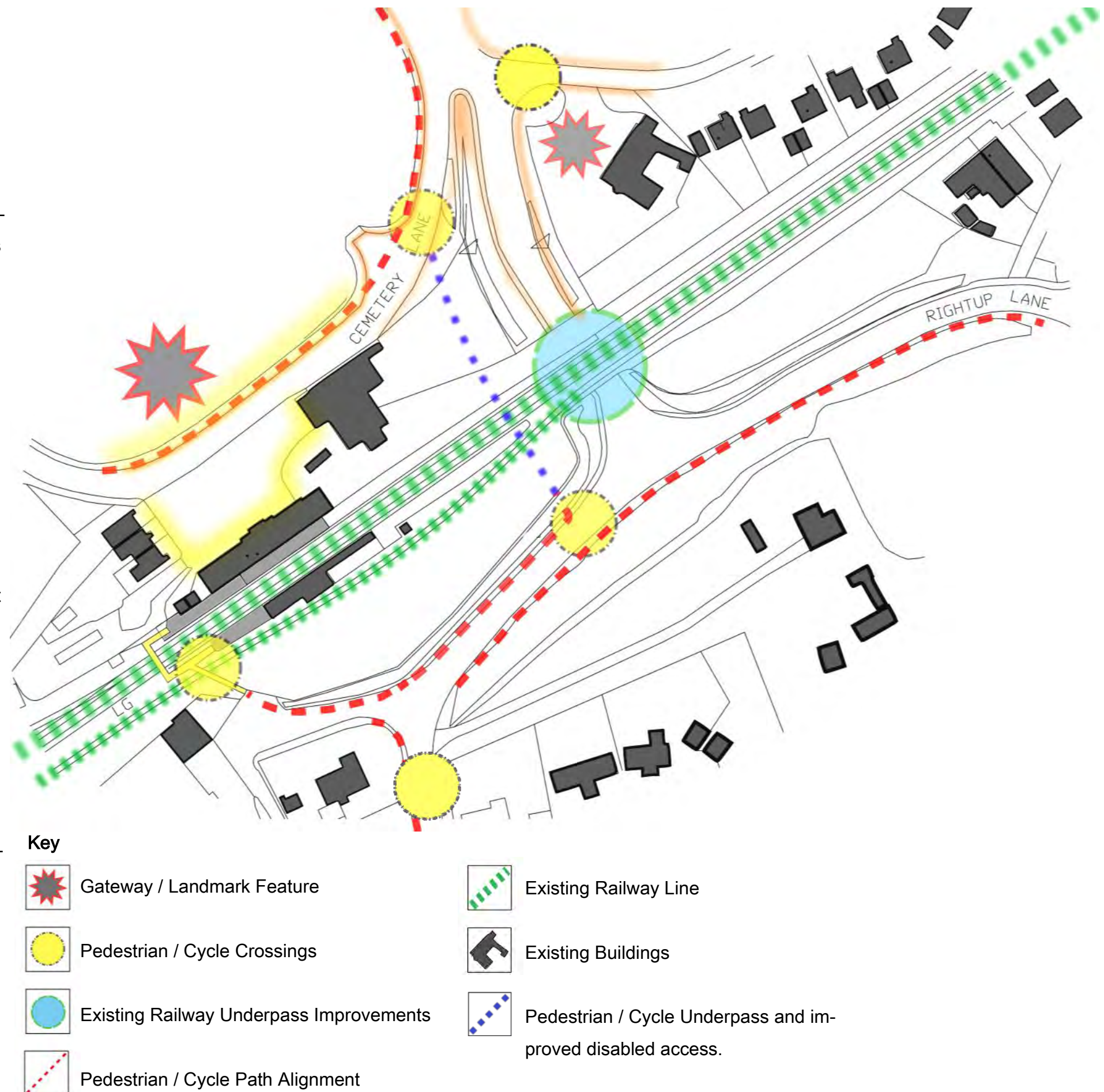




## RAILWAY STATION ENVIRONMENTS : WHAT WE WOULD LIKE TO ACHIEVE

- Introduce gateway features at Wymondham Railway Station and key entry points into Wymondham.
- Establish opportunities for providing an 'at grade' pedestrian and cycle access, particularly for those with disabilities and people using pushchairs, to the westbound railway platform from Station Road.
- Potential to increase highways capacity on the existing railway underpass by the provision of new separate pedestrian and cycle underpass.
- Improve pedestrian and cycle access under the railway, particularly for those with disabilities and people using pushchairs, through the provision of an underpass linked to the station approach, which is well lit and safe to use at night.
- Improve surface water drainage under railway bridge to minimise risk of flooding and severance of the highway.
- Enhance connectivity of pedestrian and cycle routes between the town centre, Cemetery Lane and the railway station by improving footpaths and creating clear and legible routes.
- Widen footpaths and make good uneven surfaces along east side of Station Road and Cemetery Lane to enable improved movement of pedestrians and cyclists.

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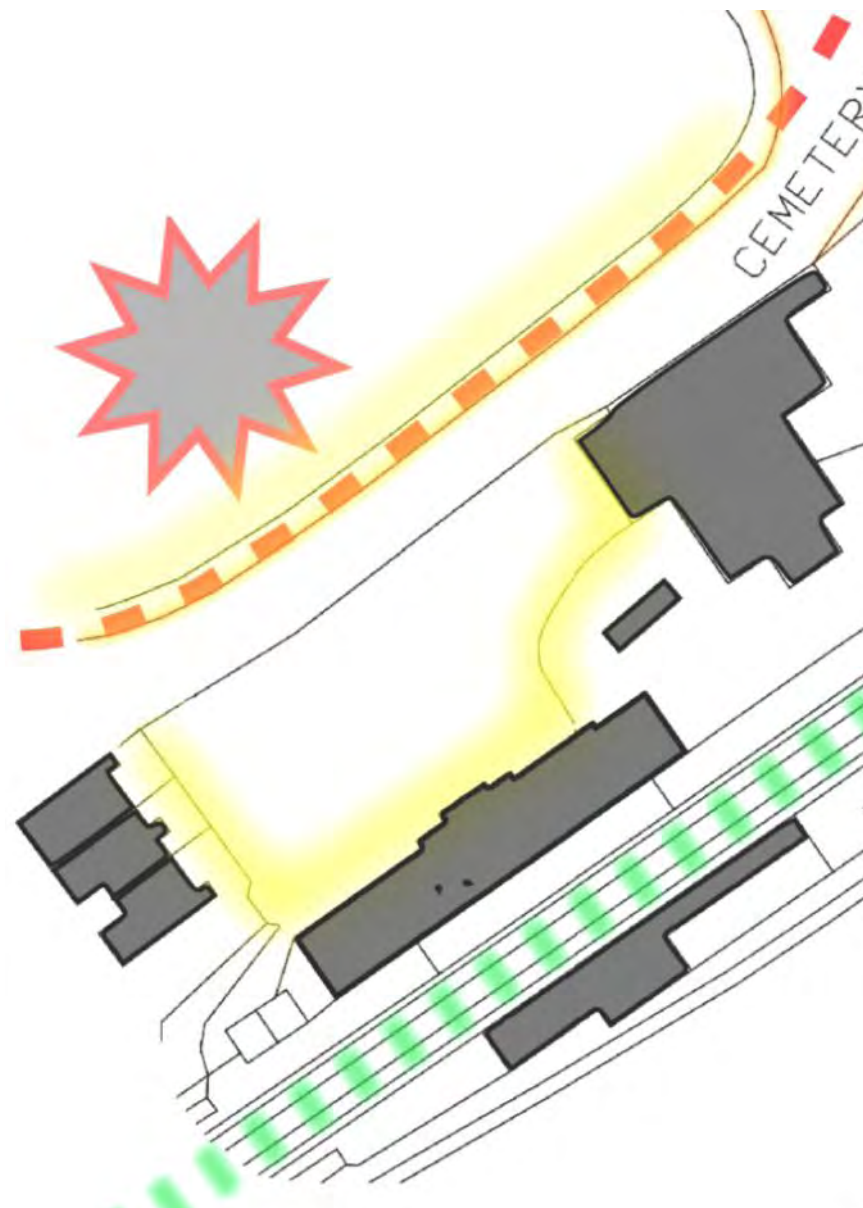
## RAILWAY STATION ENVIRONMENTS : WHAT WE WOULD LIKE TO ACHIEVE (CONTINUED FROM PREVIOUS PAGE)

- Provide a safe and convenient pedestrian/cycle crossing point between Silfield Road and Station Road to enable improved access to the Railway Station.
- Rationalise and improve signage and way finding to the Railway Station, town centre and key destination points.

## RAILWAY STATION ENVIRONMENTS : IMPROVEMENTS PROMOTED BY SOUTH NORFOLK COUNCIL

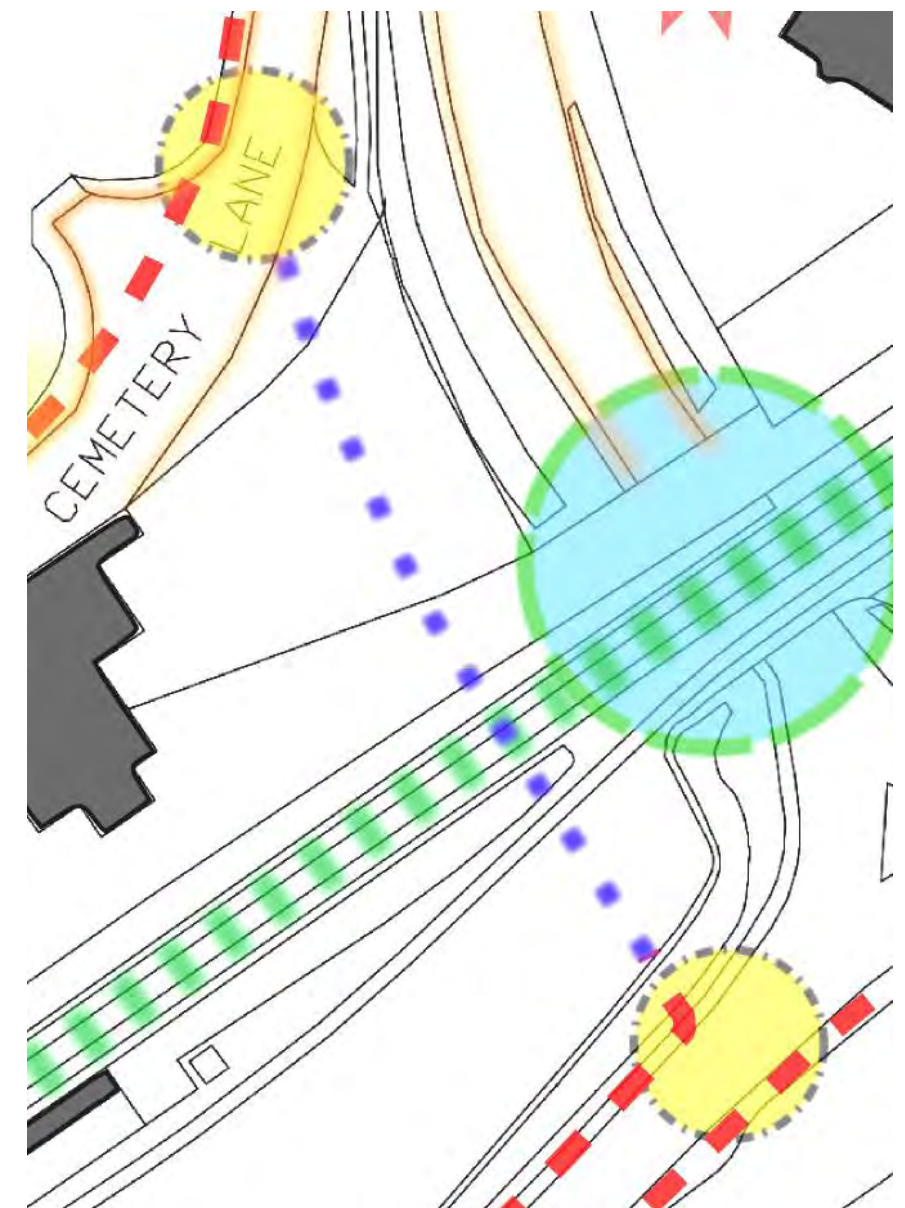
1. Create a gateway feature adjacent to Wymondham Railway Station by ensuring that any future development proposals opposite the station are capable of delivering high quality development that enhances the setting of the listed railway station buildings and act as a landmark.

Expected delivery: Medium to Long Term (2—5+ years)



2. Provide a dedicated pedestrian/ cycle subway under the railway, particularly for those with disabilities and people using pushchairs, which connects into the wider movement network between South Wymondham and the town centre. Ensure that the new subway is safe and well lit with clear sight lines through the underpass.

Expected delivery : Medium to Long Term (2—5+ years)

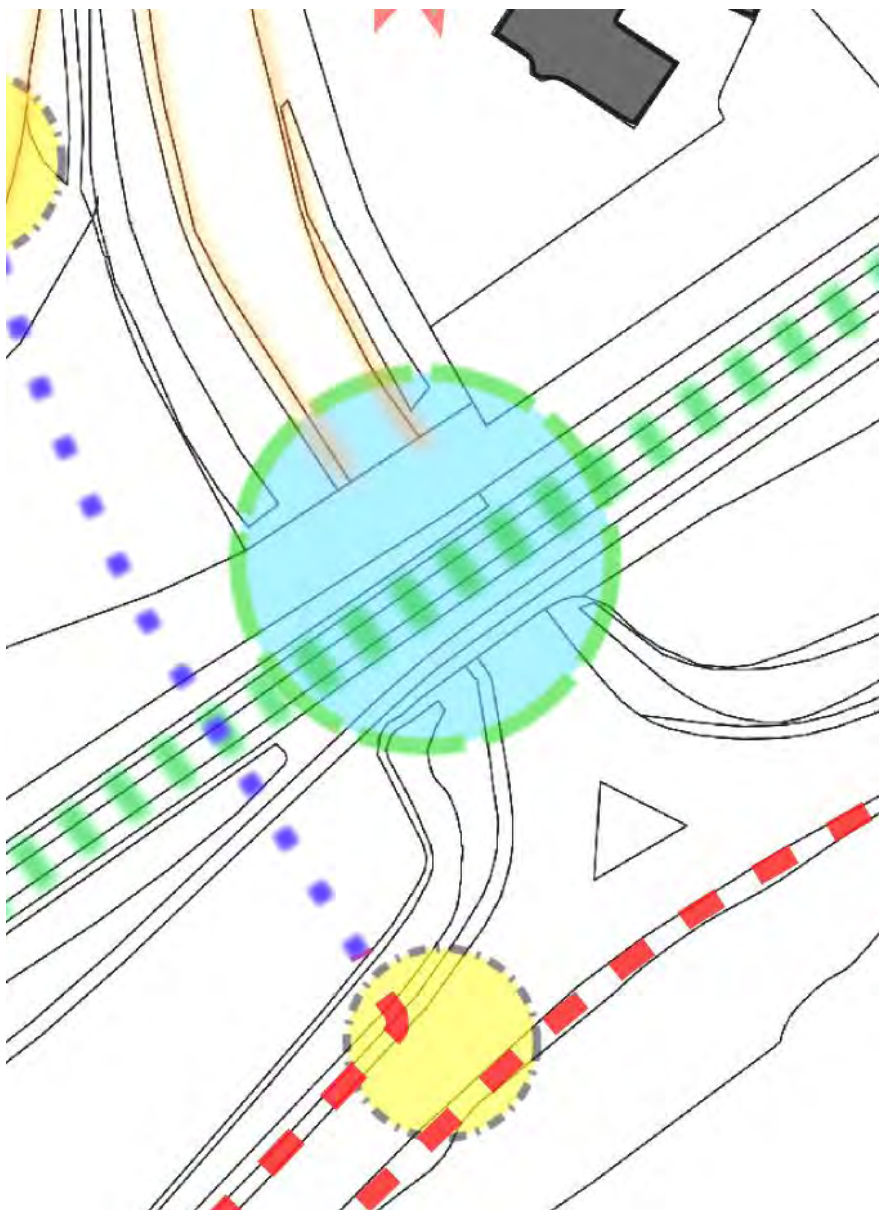




RAILWAY STATION ENVIRONMENTS : IMPROVEMENTS  
PROMOTED BY SOUTH NORFOLK COUNCIL

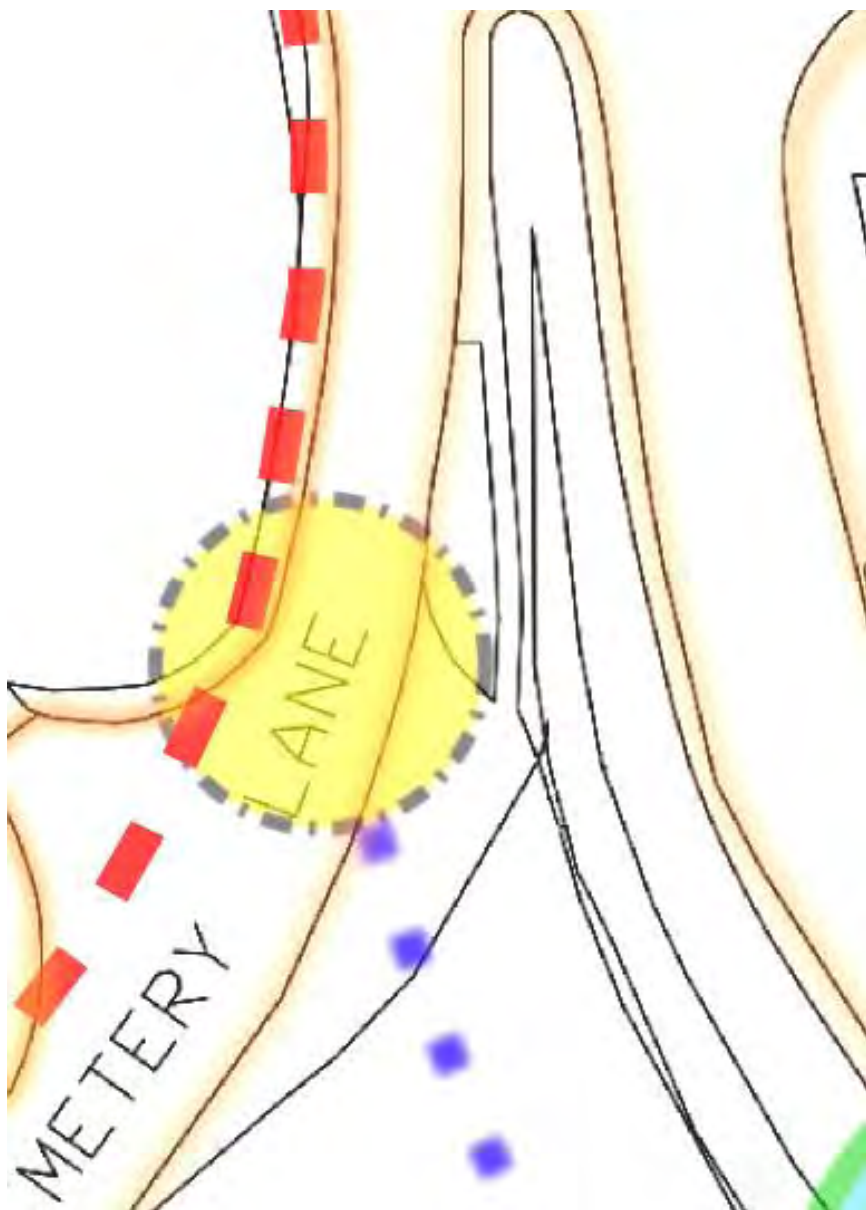
3. Explore opportunities for removing existing refuge under the railway bridge to enable the carriageway to be widened and to accommodate improved vehicle movement and highway capacity.

Expected delivery : Medium to Long Term (2—5+ years)



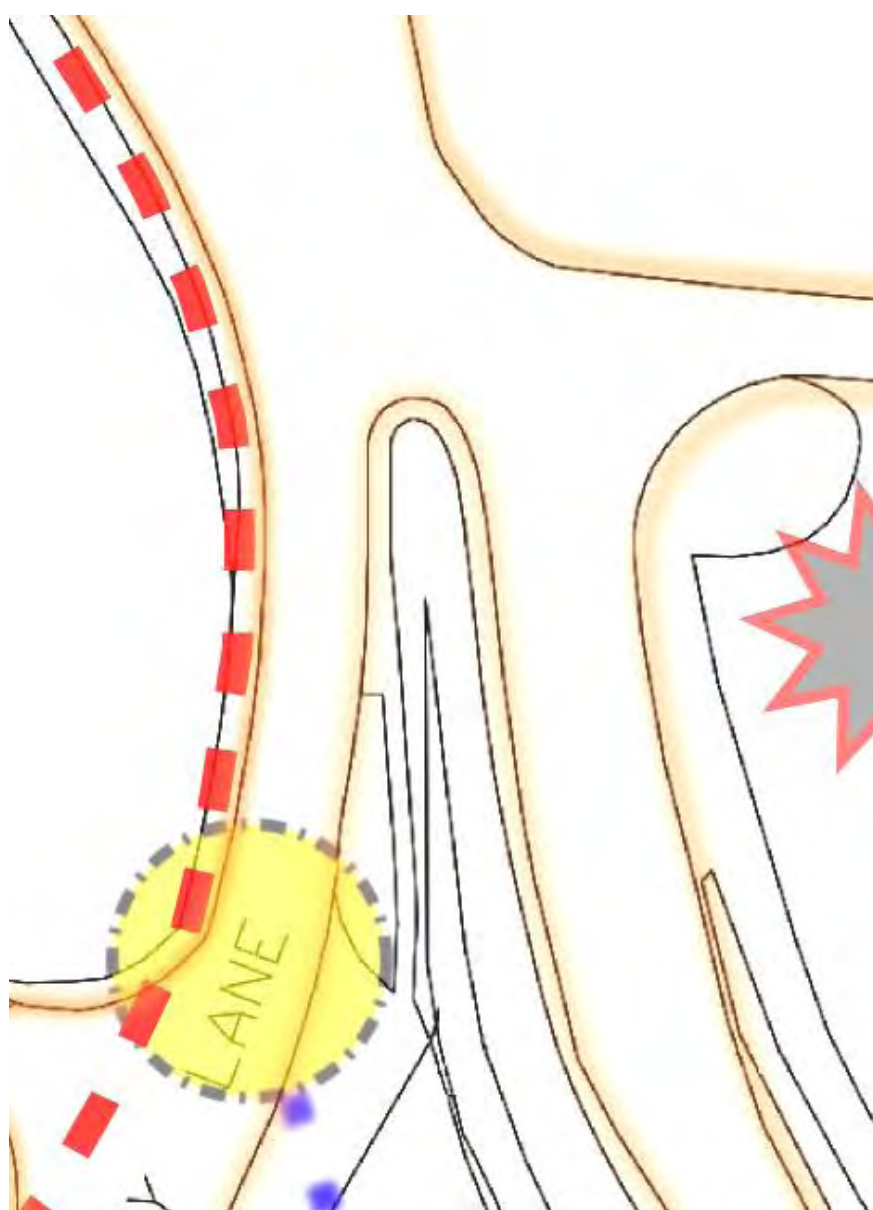
4. Introduce safe and attractive pedestrian and cycle crossings across road junctions at Station Road and Cemetery Lane, which currently interrupt footways and makes crossing the highway hazardous.

Expected delivery: Short to Medium Term (1—5 years)



5. Enhance boundary treatments along edges of footpaths and the highway boundaries by introducing landscaping, walls, railings and different surface treatments to enable better distinction between public and private spaces.

Expected delivery: Short to Medium Term (1—5 years)





# RAILWAY STATION ENVIRONMENTS : IMPROVEMENTS PROMOTED BY SOUTH NORFOLK COUNCIL

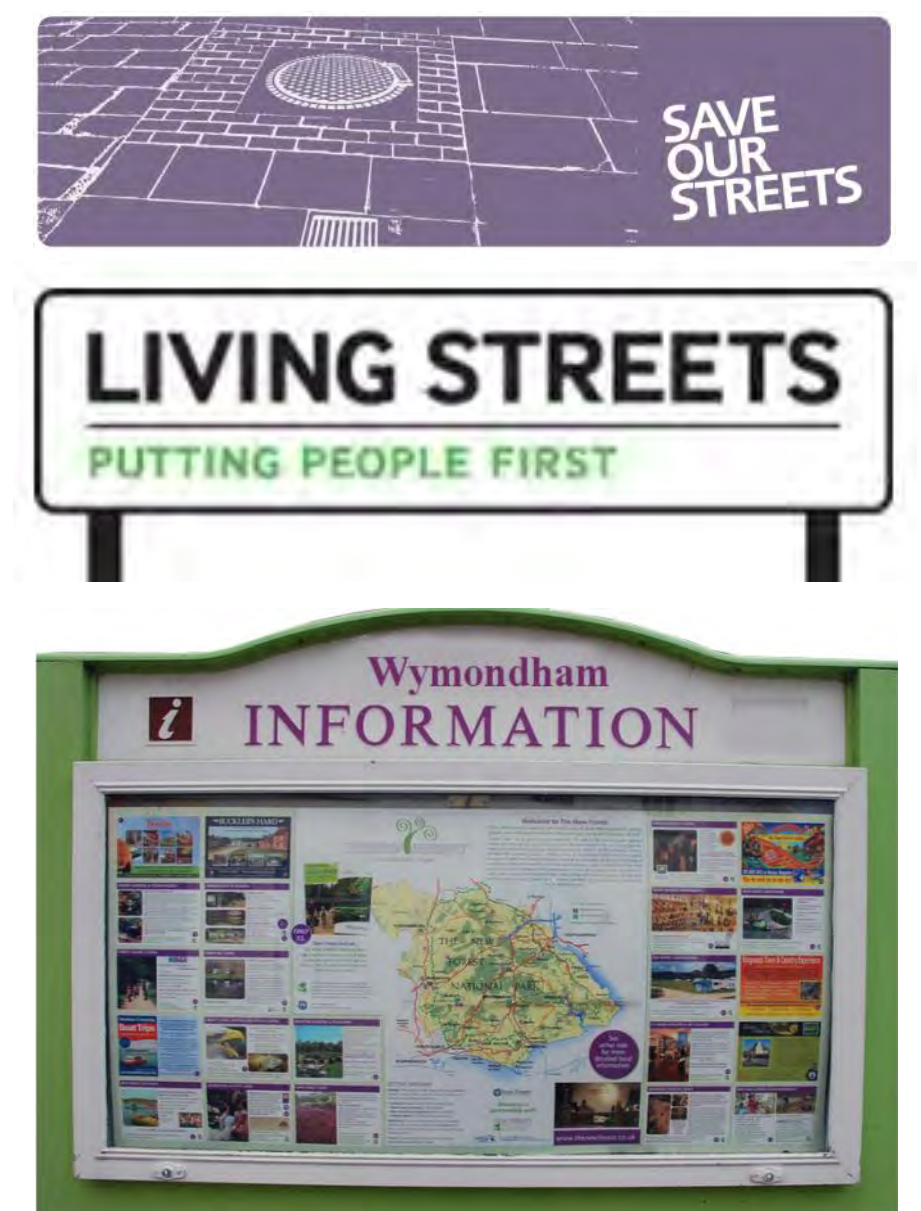
6. Establish opportunities for providing an 'at grade' or ramped pedestrian and cycle access to the westbound railway platform from Station Road. Explore removal of unused railway siding between goods yard and platform.

Expected delivery: Medium to Long Term (2—5+ years)



7. Carryout a signage and street clutter audit utilising volunteers from the local community to rationalise and improve signage and highways infrastructure in accordance with Norfolk County Highways advice. Include way finding signage and information boards at the railway station that identify key destination points.

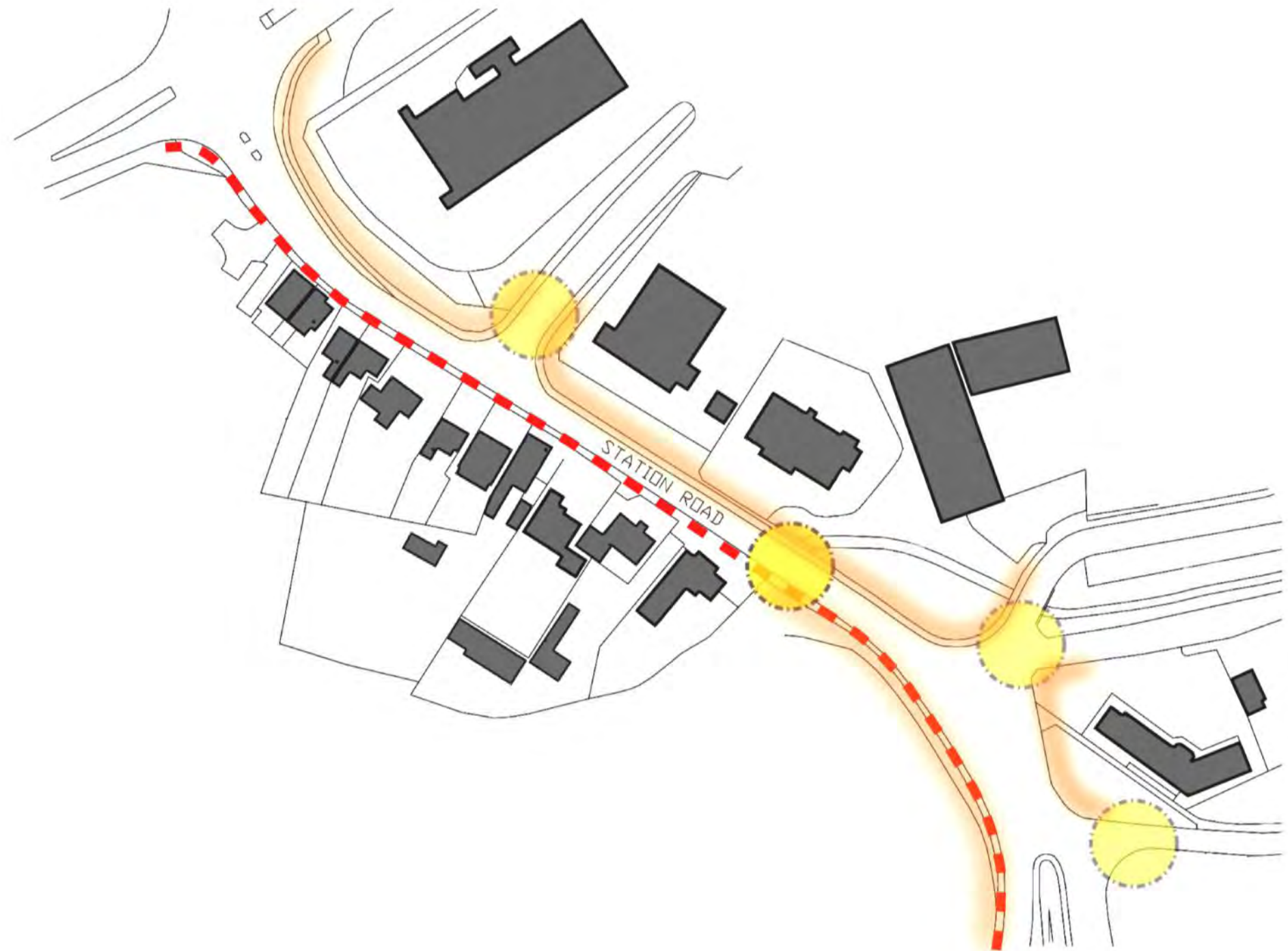
Expected delivery: Short Term (1—2 years)








## EMPLOYMENT ENVIRONMENTS : WHAT WE WOULD LIKE TO ACHIEVE

- Widen footpath and create cycle route along south side of Station Road to enable improved movement of pedestrians and cyclists between the town centre and South Wyndham.
- Enhance boundary treatments along edges of footpaths and the highway adjacent to Ayton Road Industrial Estate by introducing additional landscaping, walls and railings to enable better separation of public and private spaces.
- Reduce width of junctions along north side of Station Road where footways are interrupted by highways and introduce safe crossing points to mitigate highway hazards.
- Explore development opportunities for enhancing the quality of the street frontages along Station Road and the former Sale Ground site by introducing active frontages onto the highway (i.e. shops and businesses to create pedestrian activity along the street).
- Rationalise and improve signage and way finding to the Industrial Estate, railway station, town centre and key destination points.



### Key

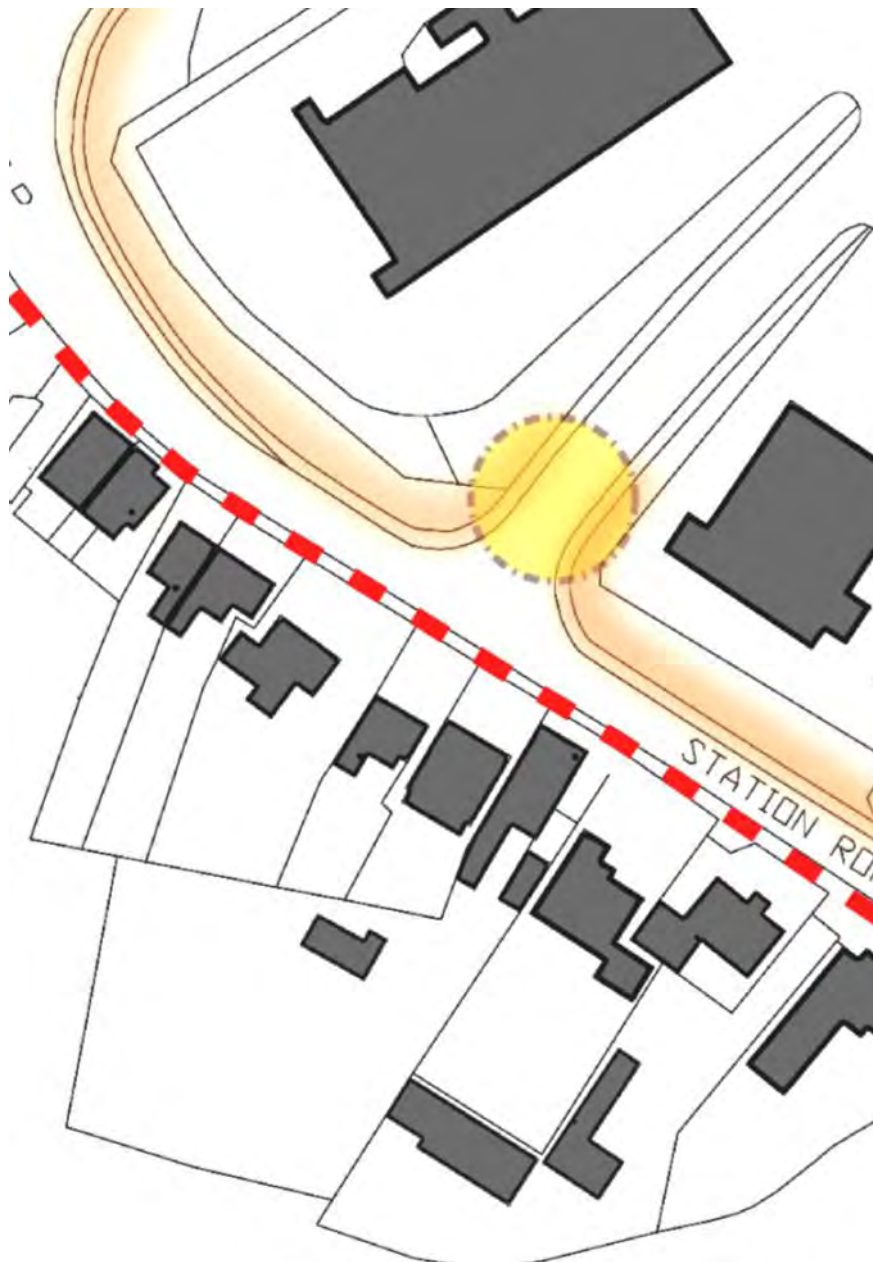
-  Pedestrian / Cycle Crossings
-  Pedestrian / Cycle Path Alignment
-  Existing Buildings



EMPLOYMENT ENVIRONMENTS : IMPROVEMENTS  
PROMOTED BY SOUTH NORFOLK COUNCIL

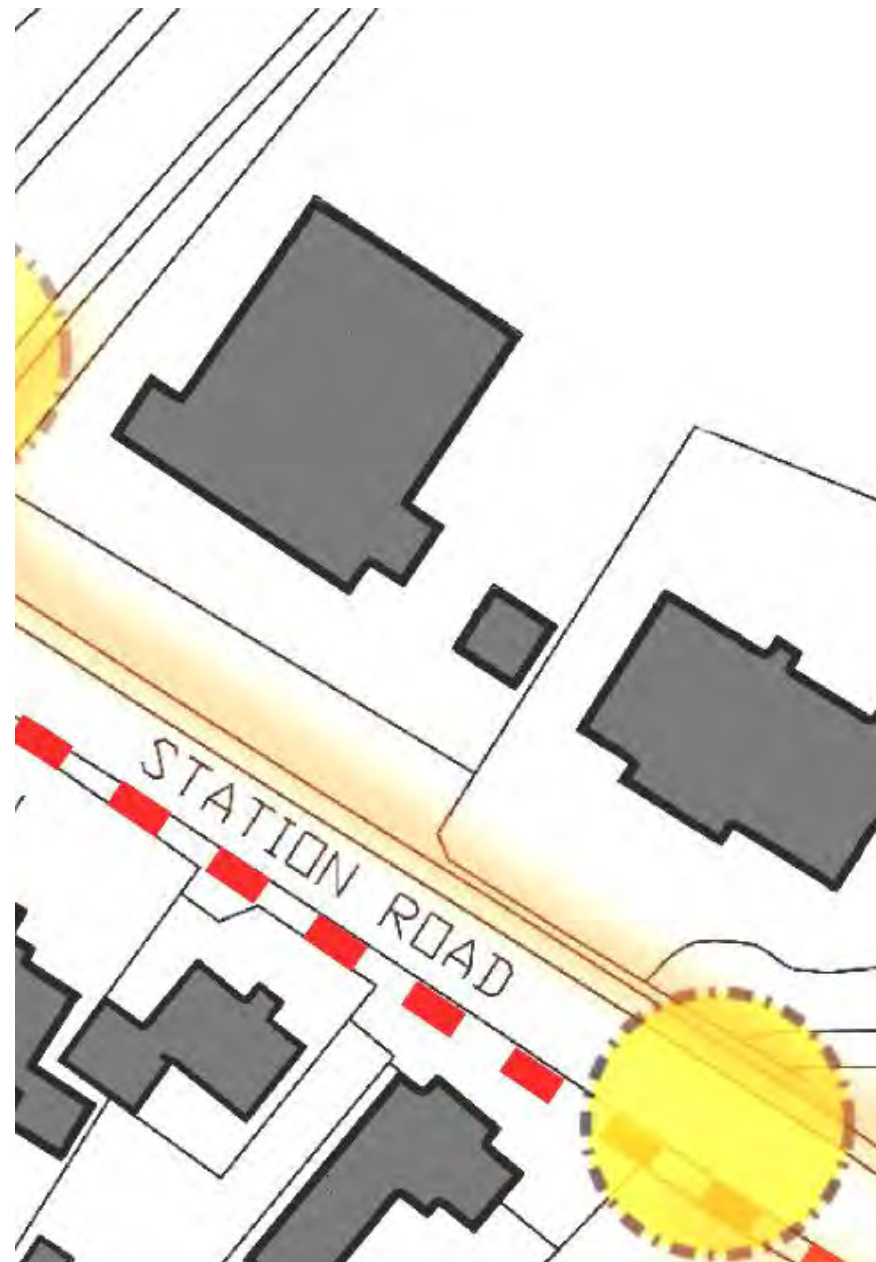
1. Widen footpath and create cycle route along south side of Station Road to enable improved movement of pedestrians and cyclists between the town centre and South Wymondham.

Expected delivery: Short to Medium Term (1—5 years)



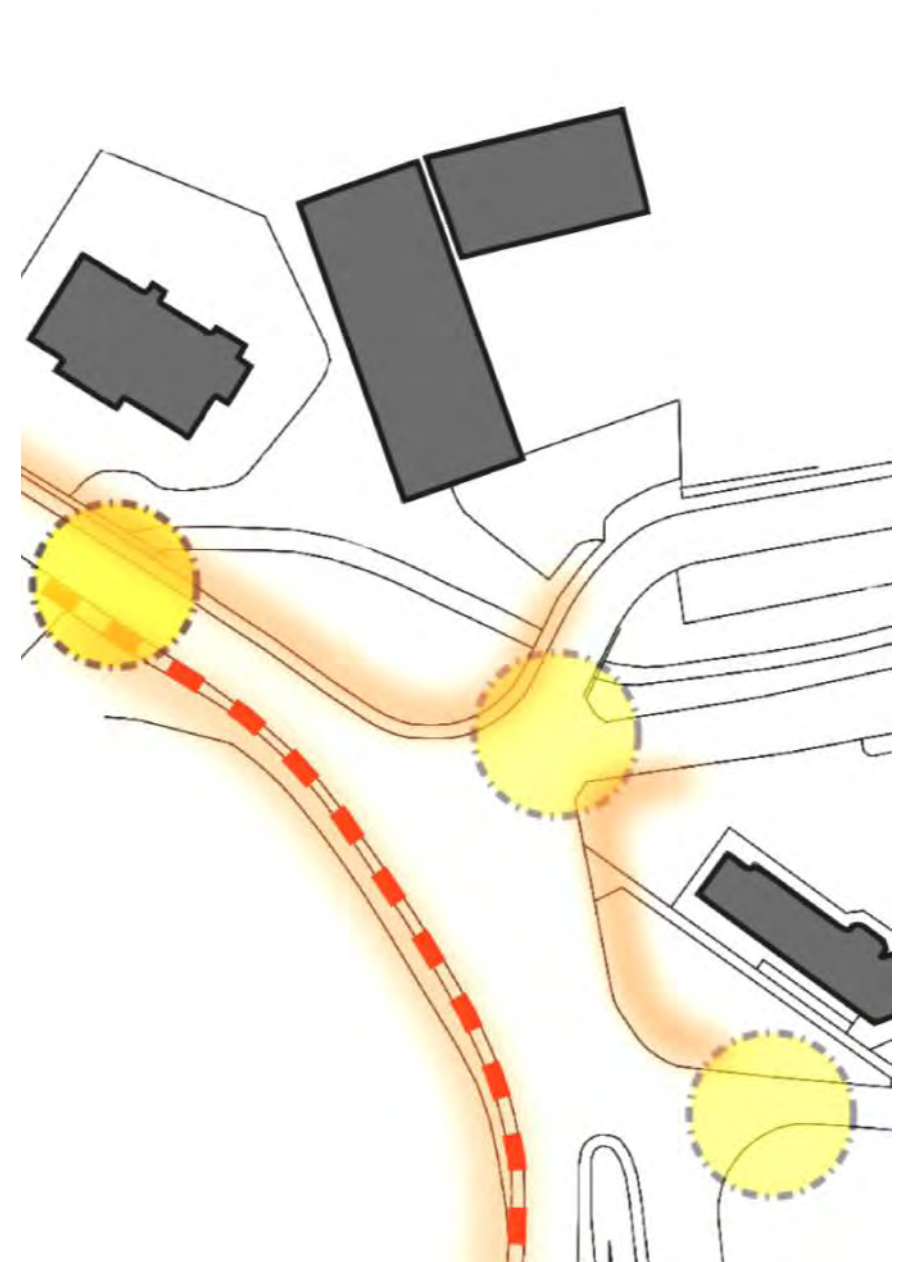
2. Enhance boundary treatments along edges of footpaths and the highway adjacent to Ayton Road Industrial Estate by introducing additional landscaping, walls and railings to enable better separation of public and private spaces.

Expected delivery : Medium Term (2—5 years)



3. Reduce width of junctions along the north side of Station Road and introduce pedestrian and cycle crossings by providing safe and attractive pedestrian routes from Ayton Road Industrial Estate onto the south side of Station Road.

Expected delivery: Medium to Long Term (2—5+ years)

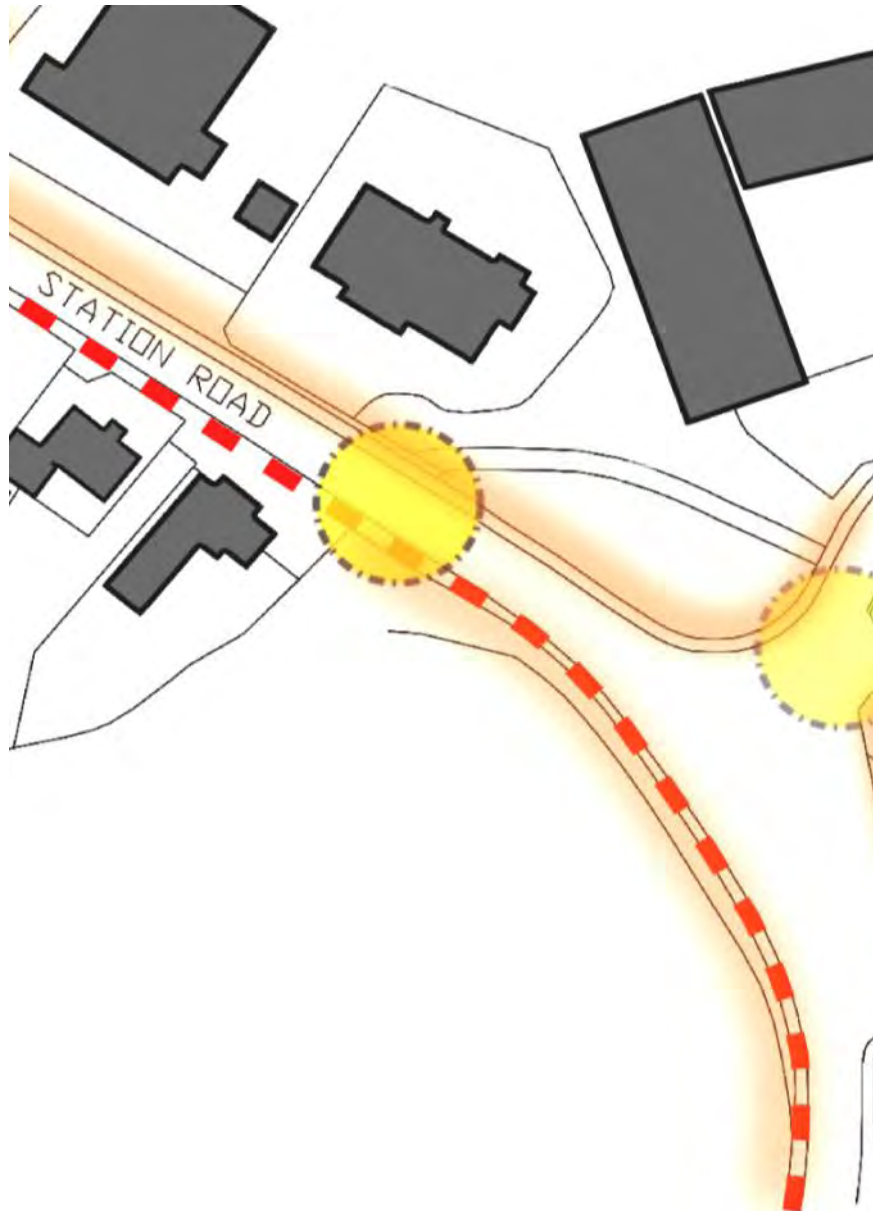




EMPLOYMENT ENVIRONMENTS : IMPROVEMENTS  
PROMOTED BY SOUTH NORFOLK COUNCIL

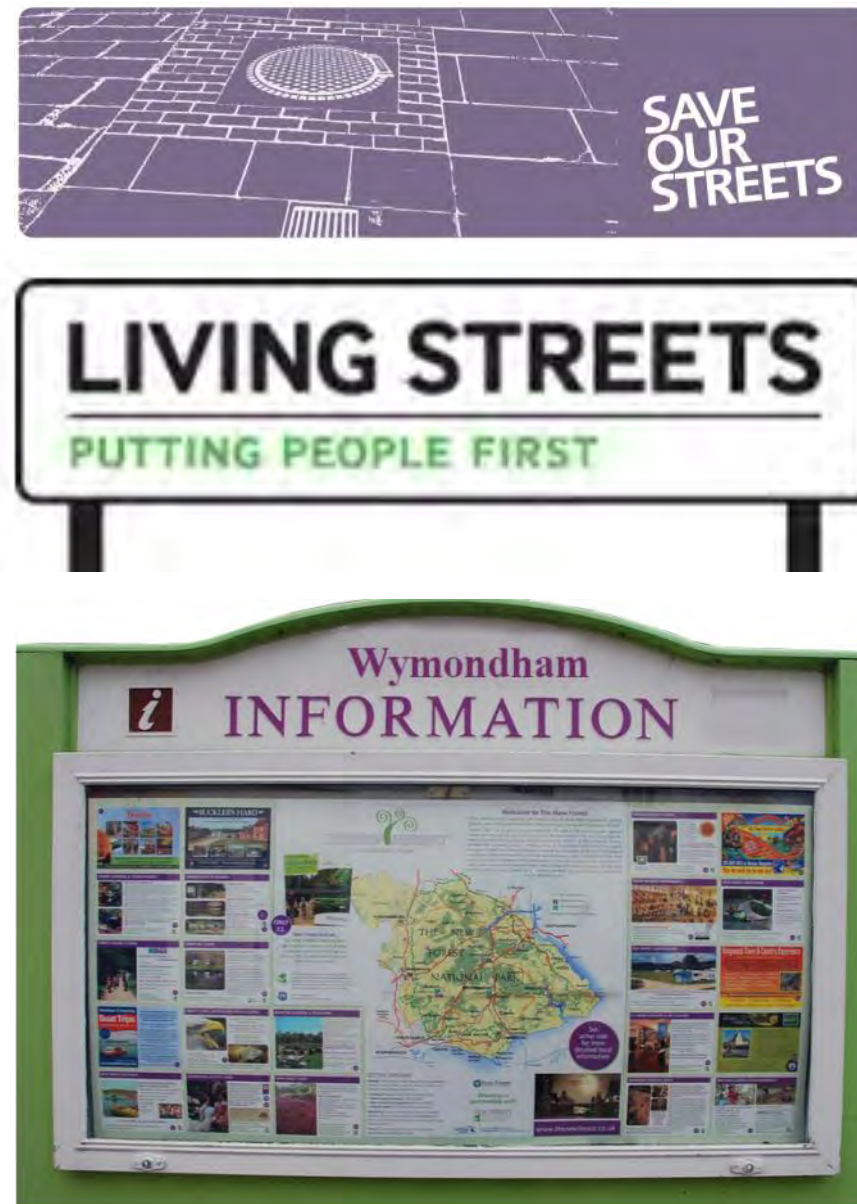
4. Explore development opportunities for enhancing the quality of the street frontages along Station Road and the former Sale Ground site by introducing active frontages onto the highway.

Expected delivery: Short to Medium Term (1—5 years)



5. Carry out a signage and street clutter audit utilising volunteers from the local community to rationalise and improve signage and highways infrastructure in accordance with Norfolk County Highways advice. Rationalise and improve signage and way finding to the industrial estate, railway station, town centre and key destination points.

Expected delivery: Short Term (1—2 years)









## LONDON ROAD / STATION ROAD JUNCTION : WHAT WE WOULD LIKE TO ACHIEVE

- Reduce pedestrian severance to the town centre created by the London Road (B1172) / Harts Farm Road and Station Road signalised junction by exploring alternative junction designs that will give priority to pedestrian movement across the junction and increase highways capacity.
- Rationalise and improve signage and way finding to the town centre, the railway station and key destination points.
- Introduce gateway features at key entry points into Wymondham town centre along Harts Farm Road, London Road and Station Road, which aid in reducing speed of traffic.
- Enhance townscape quality by reducing highways infrastructure and removing pedestrian barriers where it is safe to do so.
- Provide clear and legible pedestrian and cycle routes towards the town centre, from Station Road and east and west along Harts Farm Road / London Road.
- Introduce dedicated cycle routes across the London Road junction towards the town centre, the railway station and east-west towards Browick Park and the police HQ .
- Enhance boundary treatments along edges of footpaths and the highway by introducing landscaping, and high quality public realm treatments to enable better distinction between public and private spaces.



- Explore development opportunities for enhancing the townscape quality along London Road and Harts Farm Road by introducing new uses.

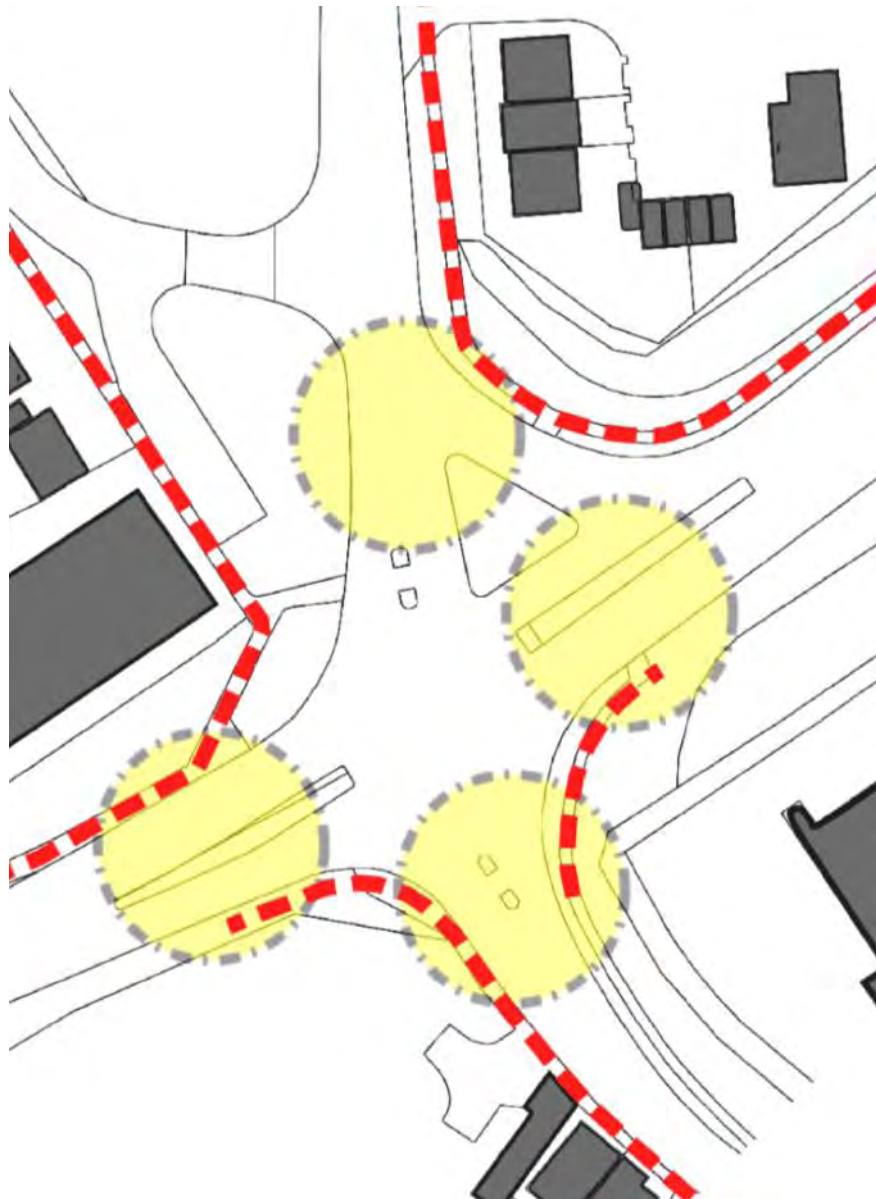
### Key

-  Wymondham Gateway Features
-  Potential Pedestrian / Cycle Crossings
-  Pedestrian / Cycle Path Re-alignment
-  Existing Buildings

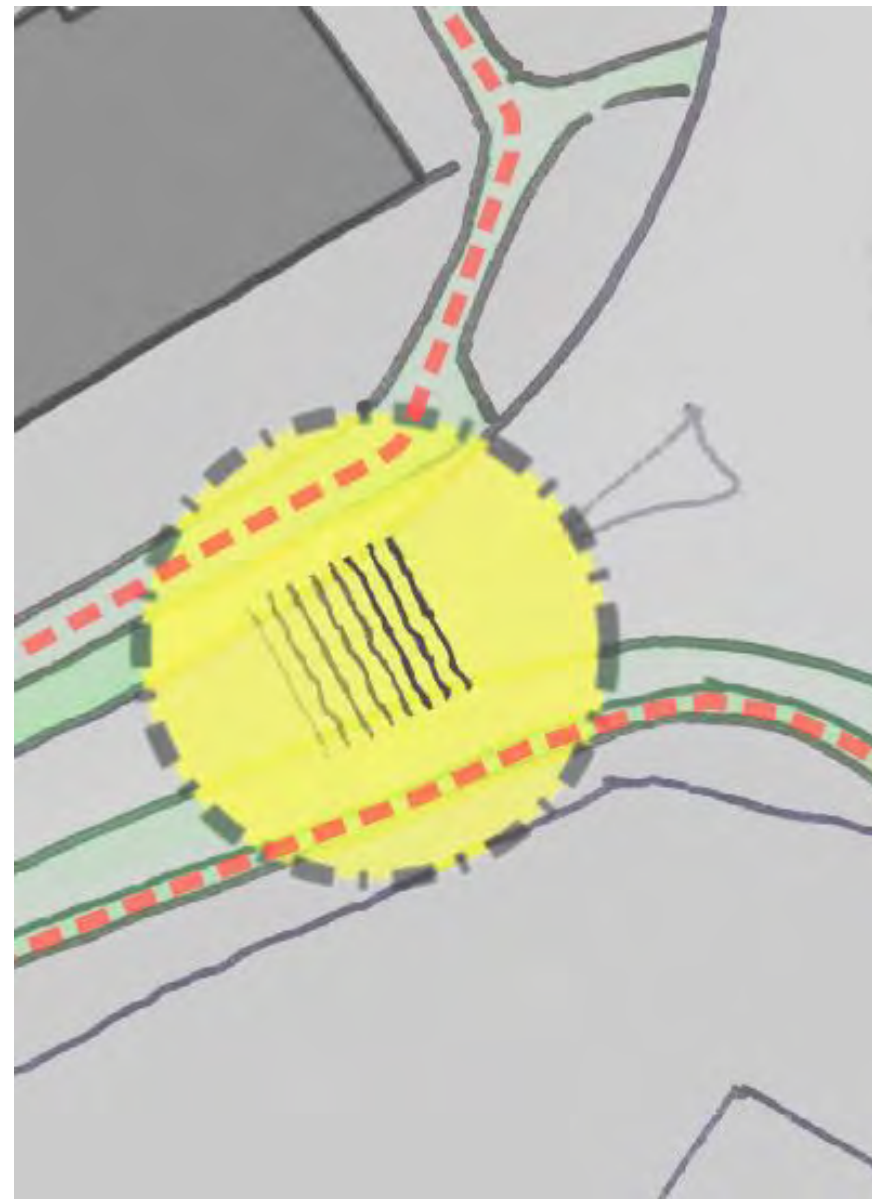


LONDON ROAD / STATION ROAD JUNCTION :  
IMPROVEMENTS PROMOTED BY SOUTH NORFOLK  
COUNCIL

1. Explore alternative junction designs, including a signalised scheme and a roundabout scheme, that will give priority to pedestrian and cycle movement across the existing London Road (B1172) / Harts Farm Road and Station Road signalised junctions, as well as increasing highways capacity.

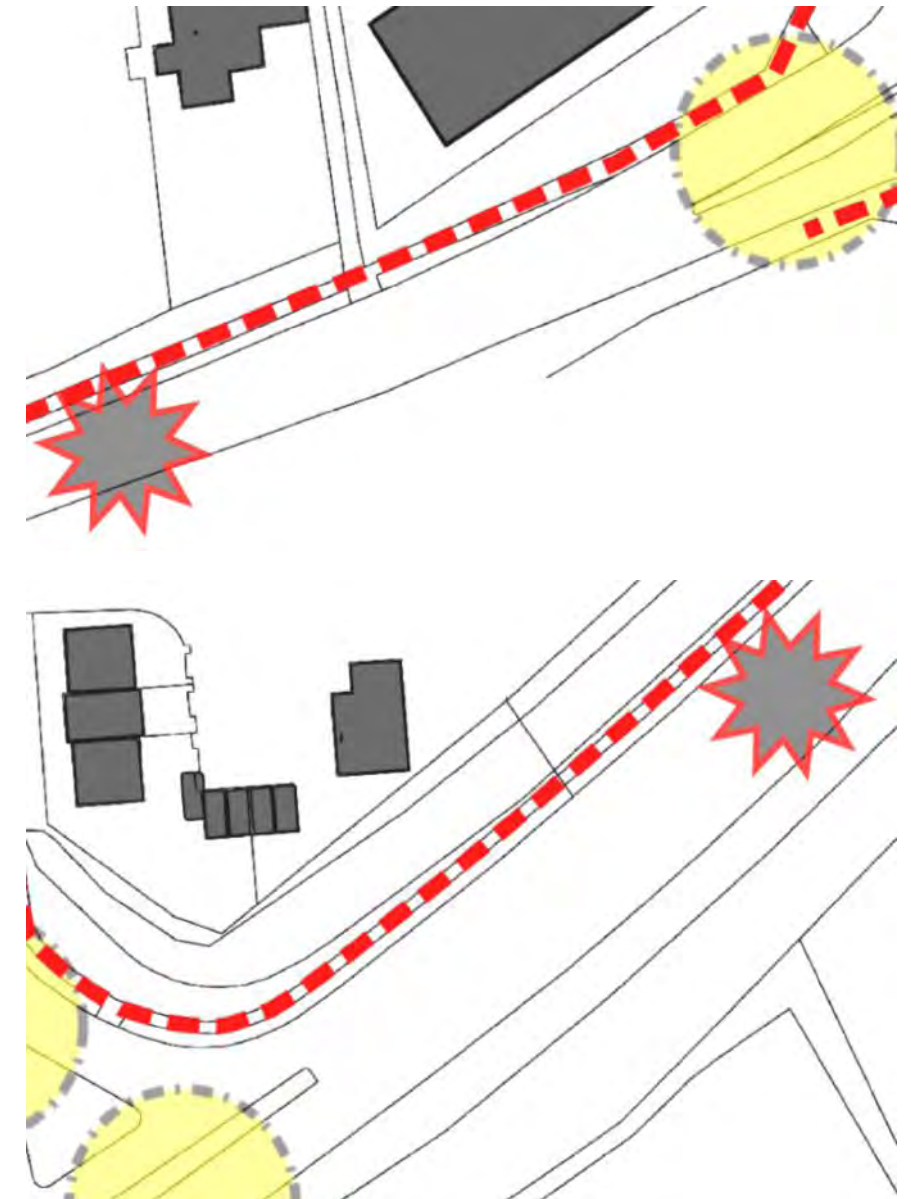


2. Reduce the need for signals and pedestrian barriers, where safe to do so, to improve pedestrian/cycle access across the junction and movement to the town centre, railway station and key destination points. Minimise the time it takes for pedestrians/cycles to cross the junction.



3. Create gateway features on London Road and Harts Farm Road that help to create a sense of arrival into Wymondham town centre and slow traffic down towards the junction. Explore features such as public art, street trees, surface treatments and development opportunities along the edges of the highway.

Expected delivery: Medium to Long Term (2—5+ years)





LONDON ROAD / STATION ROAD JUNCTION :  
IMPROVEMENTS PROMOTED BY SOUTH NORFOLK  
COUNCIL

4. Provide clear and legible pedestrian and cycle routes and signage towards the town centre, the railway station and east-west towards Browick Park and the police HQ.

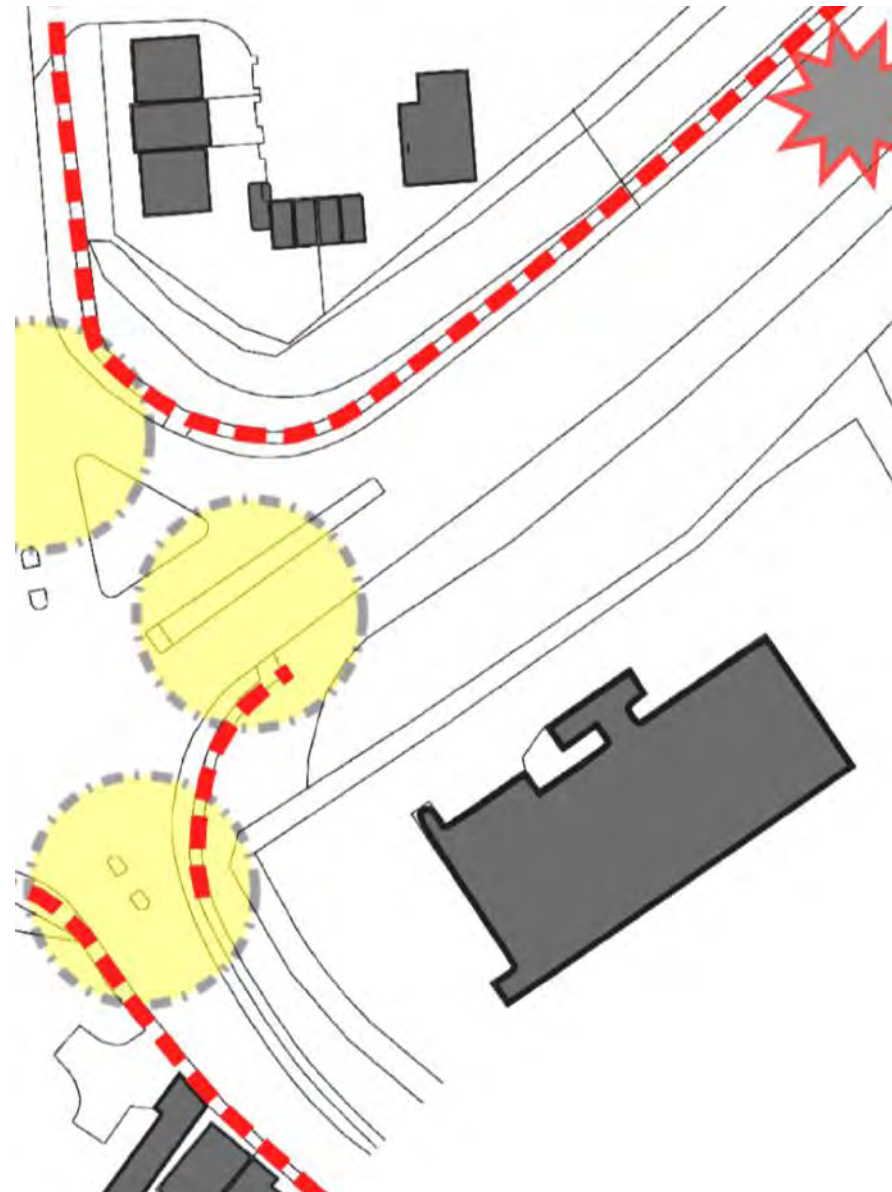
Expected delivery: Medium Term (2—5 years)



Figure 1: Example of a legible cycle and pedestrian route.

5. Enhance boundary treatments along edges of footpaths and the highway by introducing new landscaping and high quality public realm, to enable better distinction between public spaces and traffic.

Expected delivery : Medium Term (2—5 years)



6. Carryout a signage and street clutter audit utilising volunteers from the local community to rationalise and improve signage and highways infrastructure in accordance with Norfolk County Highways advice. Rationalise and improve signage and way finding to the town centre for both pedestrians/cyclists and motorists.

Expected delivery: Short Term (1—2 years)





## THE LIZARD : WHAT WE WOULD LIKE TO ACHIEVE

- Realise and agree enhancement opportunities in partnership with the Lizard Residents Association, local residents of The Lizard and other interested stakeholders.
- Explore upgrade of existing surface treatments along the main road to enable improved access for vehicles, cycles and pedestrians.
- Provide better distinction between car parking areas and the open space to the north of The Lizard, as well as looking at ways of accommodating parked cars more sympathetically.
- Provide an emergency access road to the east of The Lizard by maintaining a permanent 'emergency vehicles only' link to Right Up Lane. Ensure adequate measures are put in place to prevent access for private vehicles .
- Improve signage and pedestrian/cycle routes between The Lizard Pastures and the town centre, which promotes access into the countryside along dedicated routes.



### Key



Access to Countryside ( The Lizard Pastures)



Existing Access Under Railway Bridge



Pedestrian / Cycle Path Alignment



Existing Railway Line



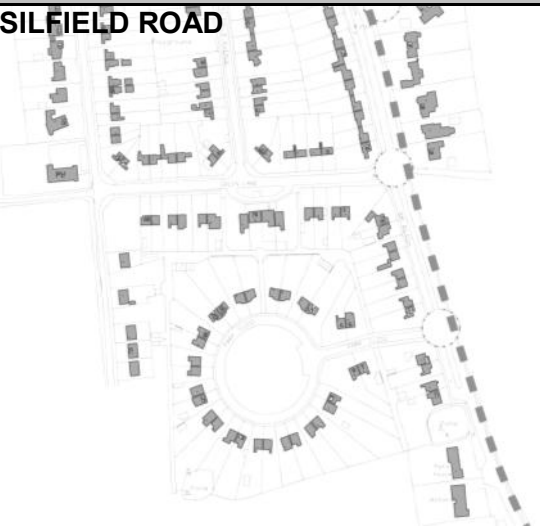


Existing Buildings

Expected delivery : Short to Medium Term (1—5 years)

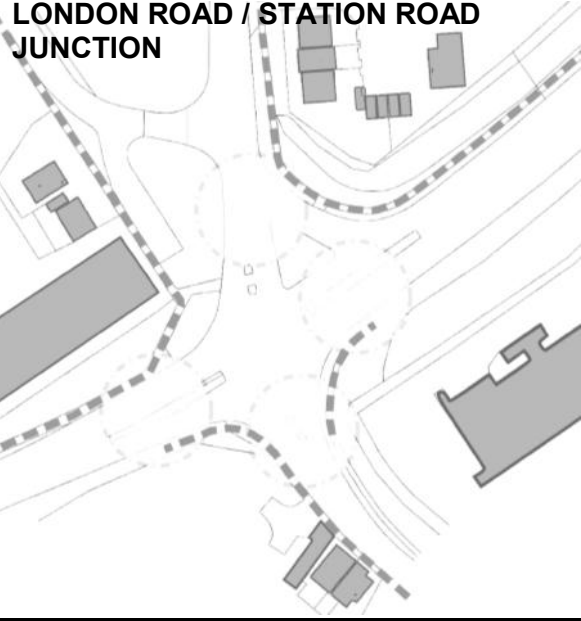
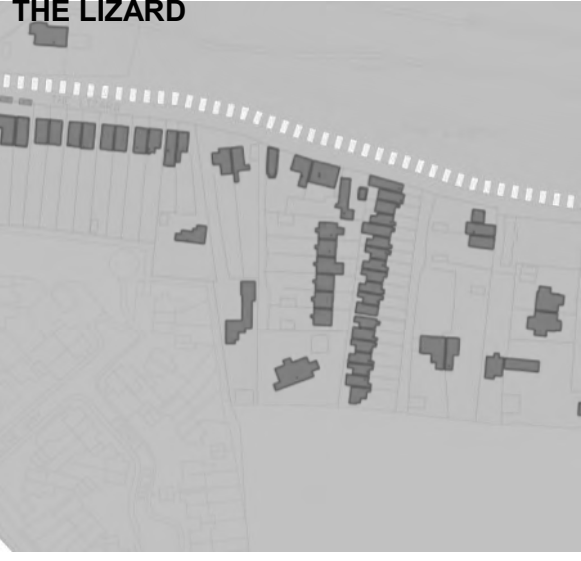


## IMPLEMENTATION PLAN

The implementation plan sets out the activities defined by the opportunities in the 'Connecting South Wymondham' document and is provided as an indicative guide only. Further details about the delivery of key infrastructure can be found in the next section of this document - 'Improvements Promoted by the Developers'.

Opportunity	Activities	Likely lead	Timescale
<b>SILFIELD ROAD</b> 	Gateway feature after A11 bridge crossing.	Developers.	2 – 5 years
	Pedestrian/cycle crossings over existing road junctions.	Norfolk County Highways in partnership with developers and South Norfolk Council.	1 – 5 years
	Pedestrian/cycle route along east side of Silfield Road.	Developers.	1 – 5 years
	Enhanced boundary treatments along Silfield Road.	Norfolk County Highways in partnership with South Norfolk Council and Wymondham Town Council.	2 – 5 years
	Tree planting and landscaping within existing grass verges.	Norfolk County Highways in partnership with South Norfolk Council and Wymondham Town Council.	1 – 5 years
<b>RAILWAY STATION ENVIRONMENTS</b> 	Gateway feature at railway station.	Developers in partnership with Norfolk County Highways and South Norfolk Council.	2 – 5+ years
	Dedicated pedestrian/cycle tunnel under railway line.	Developers in partnership with Network Rail, Greater Anglia, Norfolk County Highways and South Norfolk Council.	2 – 5+ years
	Pedestrian crossing at the junction of Silfield Road with Station Road and Right Up Lane.	Developers.	1 – 5 years
	Enhanced boundary treatments along Cemetery Lane.	Norfolk County Council Highways in partnership with South Norfolk Council and Wymondham Town Council.	2 – 5 years
	Provision of an 'at grade' or ramped access to the east railway platform from Station Road.	Developers in partnership with Network Rail, Greater Anglia, Norfolk County Highways and South Norfolk Council.	2 – 5+ years
	Improved signage and way finding, including street clutter and signage audit.	Norfolk County Highways in partnership with South Norfolk Council and Wymondham Town Council.	1 – 2 years
<b>EMPLOYMENT ENVIRONMENTS</b> 	Widen pedestrian/cycle route along south side of Station Road.	Developers in partnership with Norfolk County Highways and South Norfolk Council.	1 – 5 years
	Development opportunities along Station Road and former Sale Ground site identified.	South Norfolk Council.	1 – 5 years
	Enhanced boundary treatments along Station Road.	Norfolk County Highways in partnership with South Norfolk Council and Wymondham Town Council.	2 – 5 years
	Improved signage and way-finding, including street clutter and signage audit.	Norfolk County Highways in partnership with South Norfolk Council and Wymondham Town Council.	1 – 2 years



Opportunity	Activities	Likely lead	Timescale
<b>LONDON ROAD / STATION ROAD JUNCTION</b> 	New junction at London Road / Station Road.	Developers in partnership with Norfolk County Highways and South Norfolk Council.	2 – 5 years
	Improved pedestrian/cycle crossings over Norwich Road / Station Road junction.	Developers in partnership with Norfolk County Highways and South Norfolk Council.	2 – 5 years
	Gateway features on London Road and Harts Farm Road.	Norfolk County Highways in partnership with South Norfolk Council.	2 – 5+ years
	Clear and legible pedestrian/cycle routes between the town centre, the railway station and west toward Browick Park and police HQ.	Norfolk County Council Highways in partnership with South Norfolk Council.	2 – 5 years
	Enhanced boundary treatments and development opportunities along London Road and Harts Farm Lane.	Norfolk County Highways in partnership with Wymondham Town Council and South Norfolk Council.	2 – 5 years
	Improved signage and way finding, including street clutter and signage audit.	Norfolk County Highways in partnership with Wymondham Town Council and South Norfolk Council.	1 - 2 years
<b>THE LIZARD</b> 	Upgraded surface treatments along main road for vehicles and pedestrians/cycles.	Developers.	1 – 5 years
	Enhanced boundary treatments along the main road and front of terraces.	Norfolk County Highways in partnership with Wymondham Town Council and South Norfolk Council.	2 – 5 years
	Sympathetic car parking along the 'soft edge' of the open space along to the north of The Lizard.	Developers in partnership with Norfolk County Highways.	2 – 5 years
	Permanent emergency access between the Lizard and Right Up Lane.	Developers	1 – 5 years
	Improved signage and pedestrian/cycle routes between The Lizard and the town centre.	Norfolk County Highways in partnership with Wymondham Town Council and South Norfolk Council.	2 – 5 years