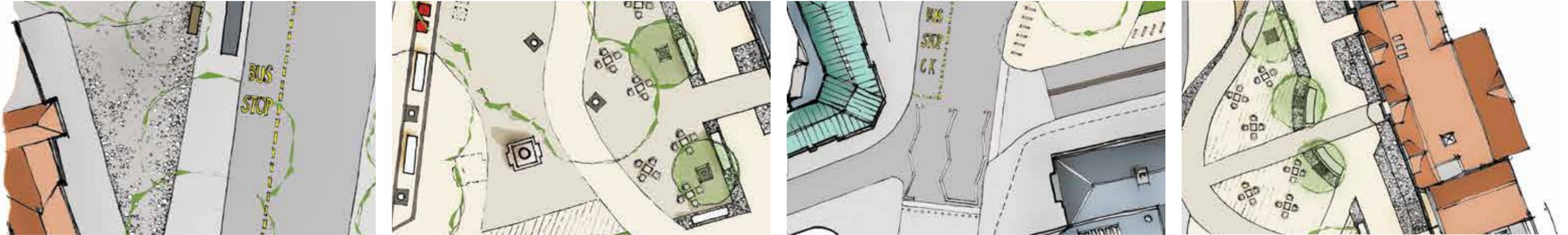


# Feasibility Study

Tombland, Norwich

Prepared by Norwich City Council on behalf of the Transport for Norwich Co-ordination Group



---

Document Reference: Feasibility Study to scope potential for improvements to public open space within Tombland, Norwich	
Prepared by	Norwich City Council
Client	Jeremy Wiggin, Transport for Norwich Co-ordination Group
Issue date	December 2018
Revision	2
Document Status	Final

# Contents

## 1.0 Introduction

*Purpose of this document*

*Location, context and objectives*

## 2.0 Analysis

### **Highways and Transportation**

- Existing arrangement
  - Pedestrian
  - Cycle
  - Public Transport
  - Vehicles
  - Parking/Loading
    - Disabled
    - P & D
    - Taxi Rank
    - Loading
- Other contextual considerations
  - Prince of Wales scheme
  - Norwich School Drop off
- Conclusion

### **Environment**

- Existing arrangement
  - Topography
  - Drainage
  - Trees
  - Street Cleansing and Waste
  - Materials
  - Street Furniture
  - Lighting
  - Air Quality

### **Historic Environment**

- Context
- Existing Knowledge
  - Conservation Area
  - Ethelbert Gate Scheduled Monument
  - Listed Buildings
  - Obelisk
  - Historic Environment Record
- Other contextual considerations
  - Potential uncertainties around breaking ground

### **Infrastructure and Utilities**

- Existing arrangement
  - Public Conveniences
  - BT Open reach and Virgin Media
  - Listed K6 Telephone Kiosks
  - Market Traders Electrical Supply
  - CCTV
- Other contextual considerations
  - Servicing to relocated / reinstated infrastructure

## 3.0 Strengths, Weaknesses, Opportunities and Constraints

*Strengths, Weaknesses, Opportunities and Constraints by Analysis Topic*

*North Tombland Lessons and adjustments*

## 4.0 Proposals

*Features in common to all proposals*

*Description of options*

*Evaluation of options*

*Preferred option*

- Design
- Initial Stakeholder Feedback
- Response to Stakeholder Feedback
- Cost Estimates
- Risks
- Programme
- Lighting Scheme Outline Brief

## 5.0 Conclusions

## 6.0 References

## 7.0 Appendices

*Appendix 1; Archaeological brief for the monitoring of works*  
*Appendix 2; Demolition Report*  
*Appendix 3; Risk Register*  
*Appendix 4; Tracking and (awaited) Stage 0 Safety Audit*

## 1.0 Introduction

### 1.1 Purpose of this document

The purpose of document is to gather together and concisely present all known information about how Tombland is currently used, identifying any shortcomings in the performance of the area as a public space, and making recommendations on a way forward to address identified issues. Analytical information has been gathered around five key topic groups, namely;

- Highways and Transportation
- Environment
- Historic Environment
- Infrastructure & Utilities
- Key User Groups / Stakeholders who rely on functionality of the space

Current features and uses, their status, and condition within and around Tombland will be considered within this document and will be evaluated in line with the identified project objectives.

### 1.2 Location, Context and Objectives

Tombland is one of the most historic public spaces within the city of Norwich, known to have been the centre of city until early medieval times, around the time of the Norman Conquest (1066 AD), when the Castle was built and the market was moved to its current location west of the castle. Tombland still lies within the city centre area today and although is no-longer a primary shopping destination, it is a centre for restaurants, serves as a key transport hub for the northern part of

the city centre, and is on the main pedestrian / cycle route between Norwich Cathedral and the present day market place.

Within the City Centre Conservation Area Tombland is surrounded by listed buildings, some of national importance, listed as Scheduled Monuments. Given the area's historical and present day importance it has become apparent that the historical triangular gyratory layout to the east, relatively unchanged since at least the 1800's, is not the most practical use of the space available nor is it suited to present day needs of the city.

Tombland can be split into three principal areas, as shown in Figure 1.2.1;

**North Tombland** – The area which has recently undergone regeneration between the Maids Head Hotel and Princes Street.

**East Tombland** – The cobbled triangular area in front of the Ethelbert Gate comprising motorcycle parking, cycle parking and redundant public convenience.

**West Tombland** – The cobbled triangular area between Princes Street and Queens Street.

This feasibility study is primarily focussed on the East area of Tombland as this has been identified to have the most problematic layout, associated uses, and is generally considered to be in poorer condition than the area to the West. Nevertheless, future scope for improvements to the West of Tombland has not been ruled out and any potential scheme arising from this study will not impede the

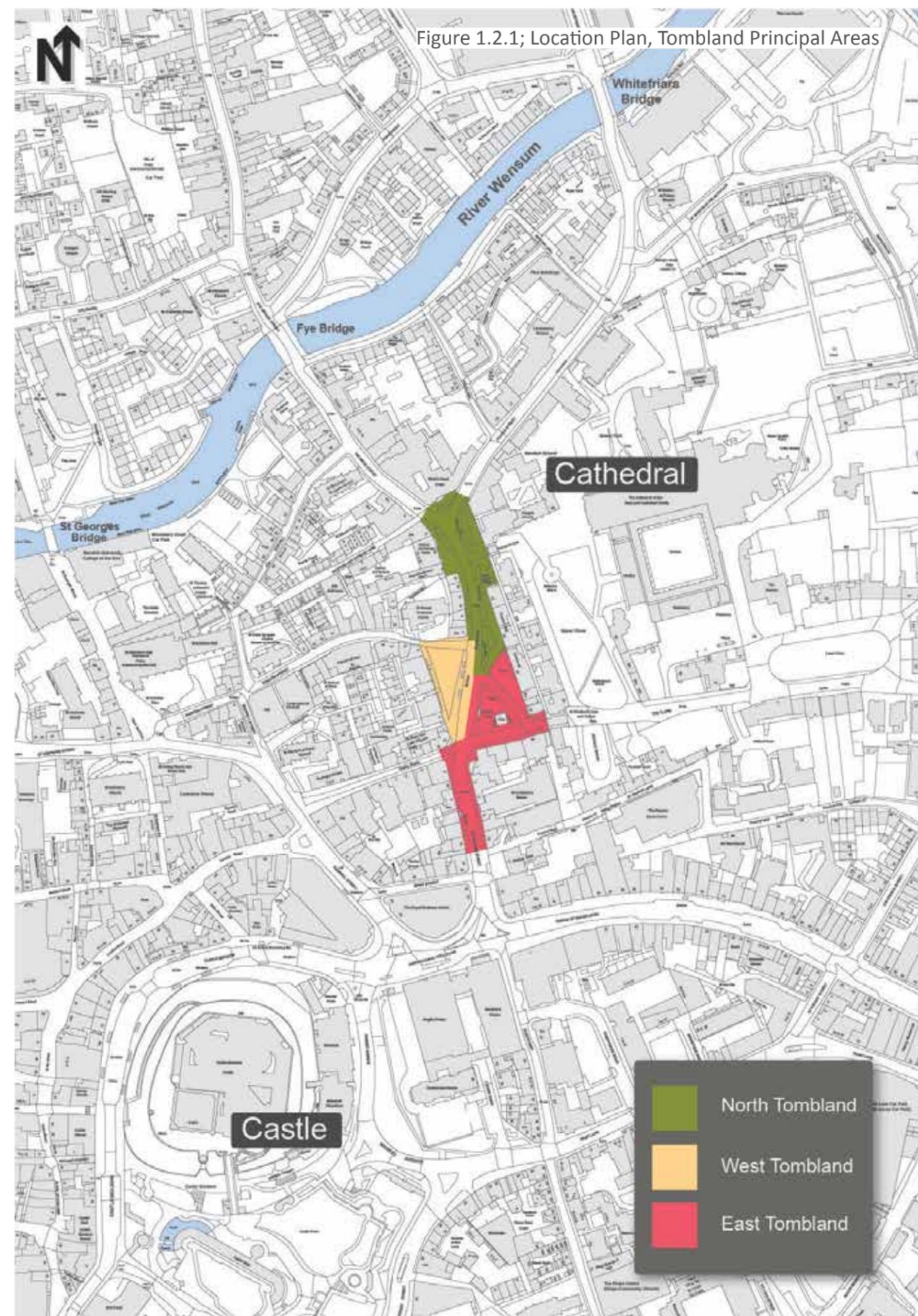


Figure 1.2.1; Location Plan, Tombland Principal Areas

---

## 1.0 Introduction

potential for a future scheme in this area.

This Feasibility Study has therefore been commissioned by the Transport for Norwich Coordination Group and undertaken by Norwich City Council with objectives to understand the current uses within and around Tombland and interpret them into a potential scheme that;

1. Provides a legible, usable and multifunctional public space that is accessible for all to enjoy
2. Rationalises the space, reducing conflict between user groups
3. Highlights Tombland as a destination and hub for public transport
4. Addresses on-going issues regarding storage of waste for businesses adjacent to the precinct wall
5. Alleviates vehicle damage to the Ethelbert Gate scheduled monument and draws on local historical features, celebrating their presence within the street scene
6. Visually and practically connects with the recently regenerated north Tombland, and allows for appropriate adaptations to ensure the two areas collectively work as one.
7. Does not impede future scope for improvements to the West triangle.

## 2.0 Analysis

### 2.1 Highways and Transportation

The analysis of the existing highway and transportation elements of the scheme has been conducted through desk study, on site surveys and observations, as well as preliminary conversations with local business stakeholders and user groups such as Norwich Access Group (NAG), Royal National Institute of Blind People (RNIB) and Norfolk and Norwich Association for the Blind (NNAB).

#### 2.1.1 Existing arrangement; Pedestrian

Whilst much of the area concerned is not carriageway, the historic surface treatment impedes the use of the space for pedestrians. The surface of these areas is primarily cobbles set in earth, with areas in front of numbers 24 to 25 (Giggling Squid and Zizzi) also having received loose gravel on top of this surface. Much of the area between these businesses and the minor NW-SE carriageway is also taken by pavement cafés, which combined with large amounts of street clutter such as pay and display parking meters, signage and redundant street furniture, leaves little ease or opportunity for pedestrian use. This section of carriageway is therefore considered to have no formal footway provision. See Fig. 2.1.1.1 showing areas of paved footways within Tombland.

The western side of east Tombland, adjacent to the main carriageway has a 2.4 metre (m) footway with a shelter facilitating inbound bus stop CP. Whilst the surface is acceptable, pinch points around the bus shelter, particularly when people are waiting for the bus prevents

wheelchair users and other pedestrians from passing easily and without using the cobbled surface. Street clutter and mature trees also hinder manoeuvring around these pinch points.

The minor road centred on the Ethelbert Gate has an average footway width of 2.8m on its south side, narrowing to 2.4m width at each end and there is no footway to the north side.

Benches within the space consist of concrete legs with timber seats. Many of these are in poor condition with seats in disrepair or missing. They also lack backs or arms, making them more difficult for people with limited strength or mobility to use.

Primary pedestrian routes through the space are between the cathedral and Queen Street via the Ethelbert Gate and Upper King Street towards the Erpingham Gate. It should however be noted that routes through the Erpingham Gate are closed at night. See Fig. 2.1.1.2 for pedestrian and cycle movement counts.

The pedestrian crossing on Upper King Street to the south-west of the study area is well used although guard railings are ineffective due to the strong east – west desire line towards Queen Street. The crossing and pavement widths also cause congestion in busy periods while pedestrians are awaiting the green man.

The area has been found to be particularly difficult to navigate for those with mobility and visual impairments due to lack of pavements, limited pavement widths, inadequate surfaces and lack of definition of use and space.



## 2.0 Analysis

### 2.1.2 Existing arrangement; Cycle

Cycle movements are generally confined to the carriageways, with the exception of the new off-carriageway cycle route to the north, which saw one of the highest numbers of cyclists over the course of the counts. There is a relatively strong desire line between the Ethelbert Gate and Queen Street during peak times, with many cyclists using the red traffic signal phase on the adjacent Upper King Street pedestrian crossing to enable them to continue their journey.

St Faiths Lane (road number 41904) is part of the Norwich pedalways network, see Fig. 2.1.2.1. The green pedalway which extends from Thorpe to Bowthorpe crosses Tombland from St Faith's Lane to Princes Street although, the proposed contraflow on Prince of Wales Road will mean the green pedalway would no longer use St Faith's lane. National Cycle route 1 (red pedalway) enters Tombland from Princes

Street and follows the main carriageway onto Upper King Street.

Six cycle stands are present within the main cobbled triangular space, which despite the surface treatment, are reasonably well used. Over the course of this feasibility study it has however been noted that there is a presence of abandoned bicycles and an acknowledgement of thefts. The location of these stands is under-utilised and natural surveillance is limited in part due to the presence of the public convenience, which obscures views from one of the main thoroughfares to the south.

Hire bike companies have operated within the Norwich urban area via the use of a mobile application. Tombland was previously the location of a recognised preferred pick up and drop off point for hire bikes. Hire bike provision should be incorporated into any forthcoming scheme in conjunction with cycle parking in the interests of potential future hire opportunities.

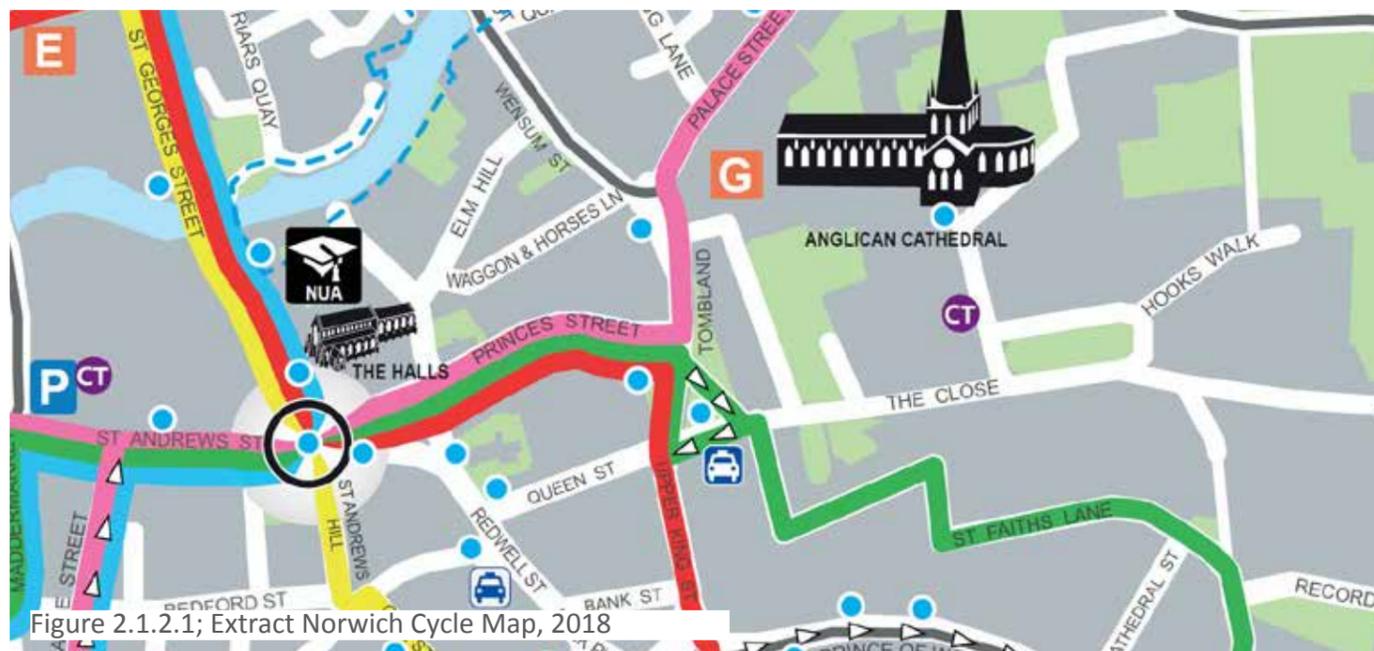


Figure 2.1.2.1; Extract Norwich Cycle Map, 2018



## 2.0 Analysis

### 2.1.3 Existing arrangement; Public transport

The study area contains one of the principal inbound bus stops for buses coming from the north and west of the city. Bus stop CP is able to facilitate boarding for two double decker buses at the same time. Currently serving 35 regular public bus services by a variety of providers, stop CP is a well used stop for passengers to disembark having travelled in to the city on the bus. Although people often wait for a bus at this stop, generally less people have been observed to board than disembark at this stop. The bus stops in Tombland are of importance for local attractions, namely the Cathedral, as well as the rail station and Norwich School.

Bus stop CM and CL are opposite (West Tombland) and serve 31 outbound bus services. These stops generally cater for greater numbers of boarding passengers heading out of the city.

Bus Stop CK lies on Upper King Street serving 5 outbound bus services. Again, this stop generally caters for greater numbers of boarding passengers. Due to the presence of a bus shelter and waiting passengers, the pavement in this area can become congested. Figure 2.1.3.1 shows the locations of existing stops.

The average number of buses for each stop can be seen in Figure 2.1.3.2.

All of the above stops have at least one bus shelter displaying timetable information.



Table 2.1.3.2; Average number of buses, Tombland and Upper King Street

	Outbound				Inbound		Overall Total
	CL	CK	CM	Total	CP	Total	
Average buses per hour	12	7	16	35	14	14	49
Weekday peak hour buses	15	10	22	47	21	21	68

## 2.0 Analysis

### 2.1.4 Existing arrangement; Taxis

There is currently 68.3m of Hackney Carriage stand provision within Tombland operating at different hours of the day. The equivalent of one Hackney Carriage is available for use at any time whereas others are limited to evening and overnight hours.

Fig 2.1.4.1 shows all current Traffic Regulation Orders (TROs) around Tombland and Figure 2.1.4.2 highlights existing taxi provision.

Table 2.1.4.2; Existing taxi provision, Tombland

Length (m)	Description	Additional Details	Vehicles Catered
<i>Daytime</i>			
6	Taxi stand	Anytime	1 x Taxi
33.3	60 min short stay P&D	(Mon – Sat 07:30 – 18:30) (Taxi Stand 18.30 – 05:00 Every Day)	5 x Cars
29	Bus stop clearway (west Tombland)	Taxi stand 23:30-05:00	2-3 x Buses
<i>Night time</i>			
6	Taxi stand	Anytime	1 x Taxi
33.3	Taxi stand	(18.30 – 05:00 Every Day) (Mon – Sat 07:30 – 18:30 60 min short stay P & D)	6 x Ranked Taxis
29	Taxi stand 23:30-05:00 every day (West Tombland)	Bus stop clear way	5 x Ranked Taxis



## 2.0 Analysis

### 2.1.5 Existing arrangement; Vehicles

The primary thoroughfare for cars is via the principal route (road number C813) which passes through Tombland between Magdalen Street in the North to Upper King Street in the South. Vehicles can enter and exit on the minor road to the north-east of the space (road number 41929) but the east-west road to the south extent of Tombland (road number 41894) is one way only away from the Ethelbert Gate and towards the principal route. See Figure 2.1.5.1 (right).

St Faiths Lane (road number 41904), to the south-east corner of Tombland, allows two way traffic. This road is blocked by bollards approximately half way along and so is predominantly used as rear access for properties backing onto the lane.



## 2.0 Analysis

### 2.1.6 Existing arrangement; Parking and Loading

Fig 2.1.4.1 and Figure 2.1.6.1 give details of existing parking and loading space available within the primary study area.

Short stay parking has been observed to be abused during peak times, with many using the area as a pick up and drop off point. Otherwise, during the day the pay and display facility is reasonably well used and has generated an average annual income of £23,000 over the past three years.

The disabled parking bay is used although not to full potential. This may be due to its location, on a slope and with poor footway provision in the vicinity, in turn making its use more challenging.

11m is provided for loading to service the businesses in this area of Tombland; the loading area is also mistreated during peak times by vehicles using it as a pick up and drop off point. As a result of this, delivery vehicles have been observed to mount and park on the pavement to the north in order make deliveries during peak times.

Motorcycle parking has been accepted in the central cobbled area for a number of years, and although this parking is not formally recognised through a Traffic Regulation Order (TRO), it is apparent that a need exists for motorcycle parking in this part of the city. However, the cobbled surface is not ideal for over-running on a motorbike, or for parking.

Some conflicts between motorcycle parking and the market trader pitch have arisen in recent times and it is recognised that for these uses to co-exist, specific areas will need to be designated for these purposes.

### 2.1.7 Other contextual considerations

**Prince of Wales scheme;** in February 2018 Norfolk County Council consulted on a proposed scheme to improve traffic flows on Prince of Wales Road, King Street and Rose Lane for motorists, cyclists and pedestrians. The proposed changes seek to improve local air quality, public realm and journey time reliability for public transport. The element of particular relevance to this Tombland study is the proposed contraflow cycle lane on Bank Street and island to Upper King Street to aid crossing and joining of traffic for cyclists. Construction of the scheme's first phase, with works to King Street, commenced in October 2018.

**Norwich School Drop off;** Norwich School operates within the Cathedral precinct and peak times see an increase in the number of vehicles using Tombland and its associated loading and pay and display bays for school drop off. Norwich School have development proposals for the School, such as creating a new pedestrian access elsewhere on their site at Palace Street, which could complement a scheme in Tombland by reducing the amount of traffic servicing the school through Tombland. The city council has made contact with the Norwich School as part of this feasibility work and will continue this line of communication

Table 2.1.6.1; Existing parking and loading provision, Tombland

Length (m)	Description	Additional Details	Vehicles Catered
5	Disabled Parking	Anytime	1 x Car
33.3	60 min short stay Pay and Display Parking	Short Stay Parking Places for 60 Minutes Return Prohibited Within 120 Minutes  Mon-Sat 7.30am-6.30pm  (No Stopping except Hackney Carriages 6.30pm - 5am Every Day, No restriction at any other times.)	5 x Cars 6 x Ranked Taxis
11	Loading Bay	Anytime	
6	Taxi stand	Anytime	1 x Taxi
Area usually occupied approx. 184m <sup>2</sup> (including obstructions e.g. BT cabinets)	Informal Motorcycle Parking	No Traffic Regulation Order (TRO) therefore no legal status or defined area of parking provision.  Conflicts with market trader pitch.	Up to 20 motorcycles observed in good weather. Generally 8-12.

through the development of the Tombland scheme.

### 2.1.8 Conclusion

It is apparent that the present day condition and uses of the space have evolved incrementally over time, the cumulative effect of which has led to an area which is difficult to navigate, use and maintain. Therefore, in order to accommodate uses in a considered way which allows activities to take place with greater ease, compromises

and balances between transport and other interests will need to be made to ensure the space is resolved in the most integrated way as possible.

As part of any improvement scheme, there will likely need to be some minor changes to north Tombland to enable the two areas to work together effectively.

Overall east Tombland is difficult to navigate and generally lacks legibility for all users.

## 2.0 Analysis

### 2.2 Environment

#### 2.2.1 Existing arrangement; Topography

Ground in Tombland generally slopes downwards from a high point at the signalised crossing to Queen Street. The levels in east Tombland vary from south to north by approximately 2.5 m. The southern area of the triangle lies at 12.3m with land falling away to the north to 9.7m at the junction with Princes Street. Ground also falls away to the east towards the Precinct Wall and Ethelbert Gate, resulting in a general fall in level of 1.5m from main carriageway to eastern building frontages in the southern portion of the site, with ground falling to greater extent (to a level of 10m) on approach to the Ethelbert Gate.

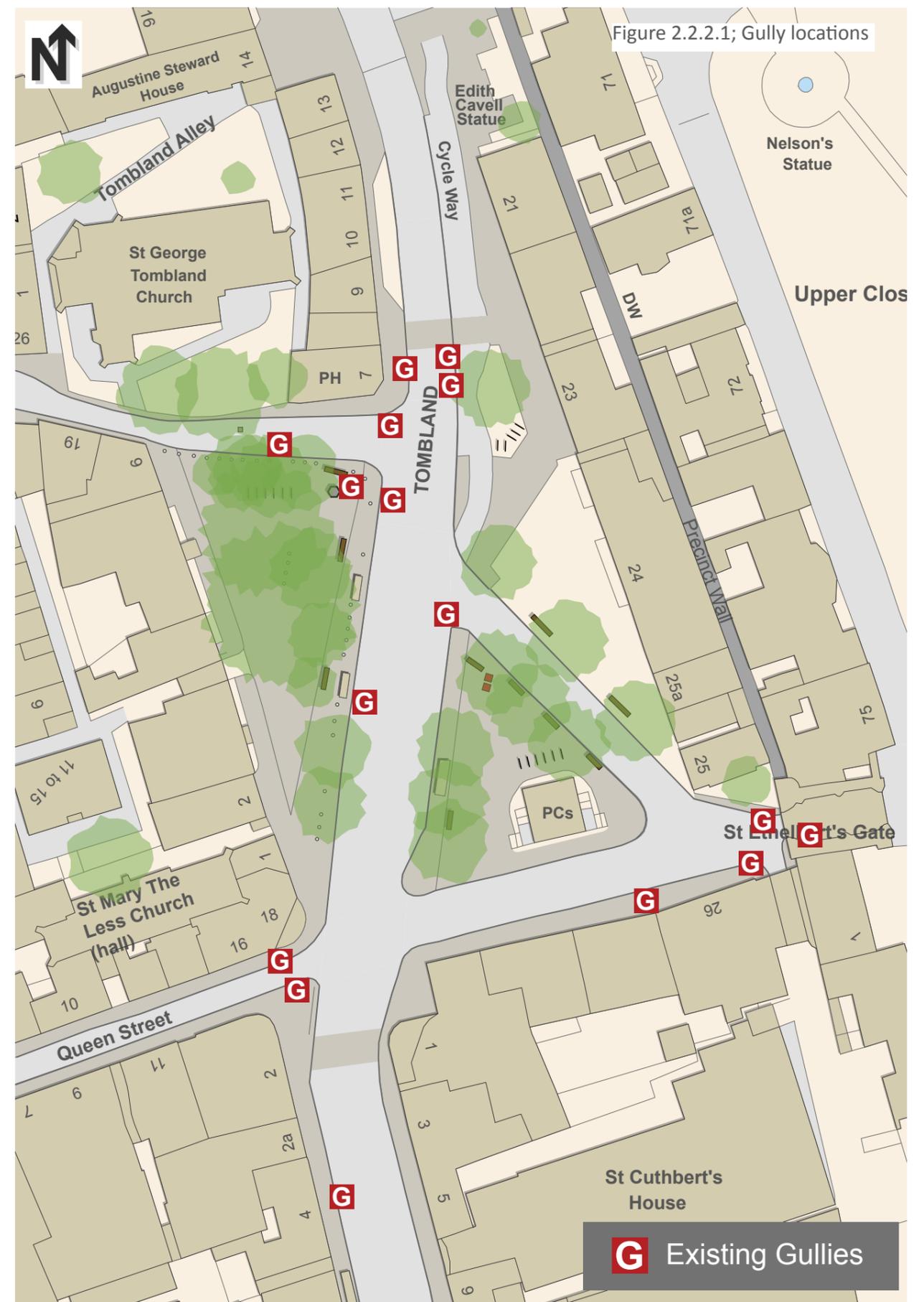
It has been noted by Norfolk Historic Environment Service that there could be a significant build up of surface treatments in some areas of Tombland due to its long history as a centre and principal route into the city. When working with utility companies some areas have been noted to have a build up of up to 600mm in layers of surfacing from different eras.

#### 2.2.2 Existing arrangement; Drainage

Existing drainage for Tombland is via a gully system discharging into Victorian combined sewer. Gullies can be found outside the Ethelbert Gate and at the junction of the 41929 and C813 as identified in figure 2.2.2.1.

Trees are present within the space; these offer some interception and evapotranspiration during and after rainfall events. Any water that is able to penetrate the surface (cobble set in earth in some locations) may also be utilised by the trees.

Any works in this area should therefore seek to treat as much surface water on site as possible to reduce the amount of water discharging into the sewer during high rainfall events; therefore reducing the risk of flooding. Any alterations to drainage should also include for interceptors to ensure contaminants such as oils and fuels are not discharged into the combined sewer system.



## 2.0 Analysis

### 2.2.3 Existing arrangement; Trees

There are 11 trees considered to fall within the east Tombland area. These are all Lime trees (*Tilia x europaea*) with the exception of a Silver Birch (*Betula pendula*) located near to the Ethelbert Gate, see figure 2.2.3.1.

All the trees within the space are considered to be of good or excellent functional value, cumulatively holding a significant economic value for the city. Table 2.2.3.2 provides additional detail.

Although these trees offer benefits to air quality, shade, and aesthetics they do cause problems. Lime trees are known for sap in the spring and can be prone to aphids. This results in a sticky residue forming on cars, street furniture and surfaces beneath them and can cause deterioration of their appearance

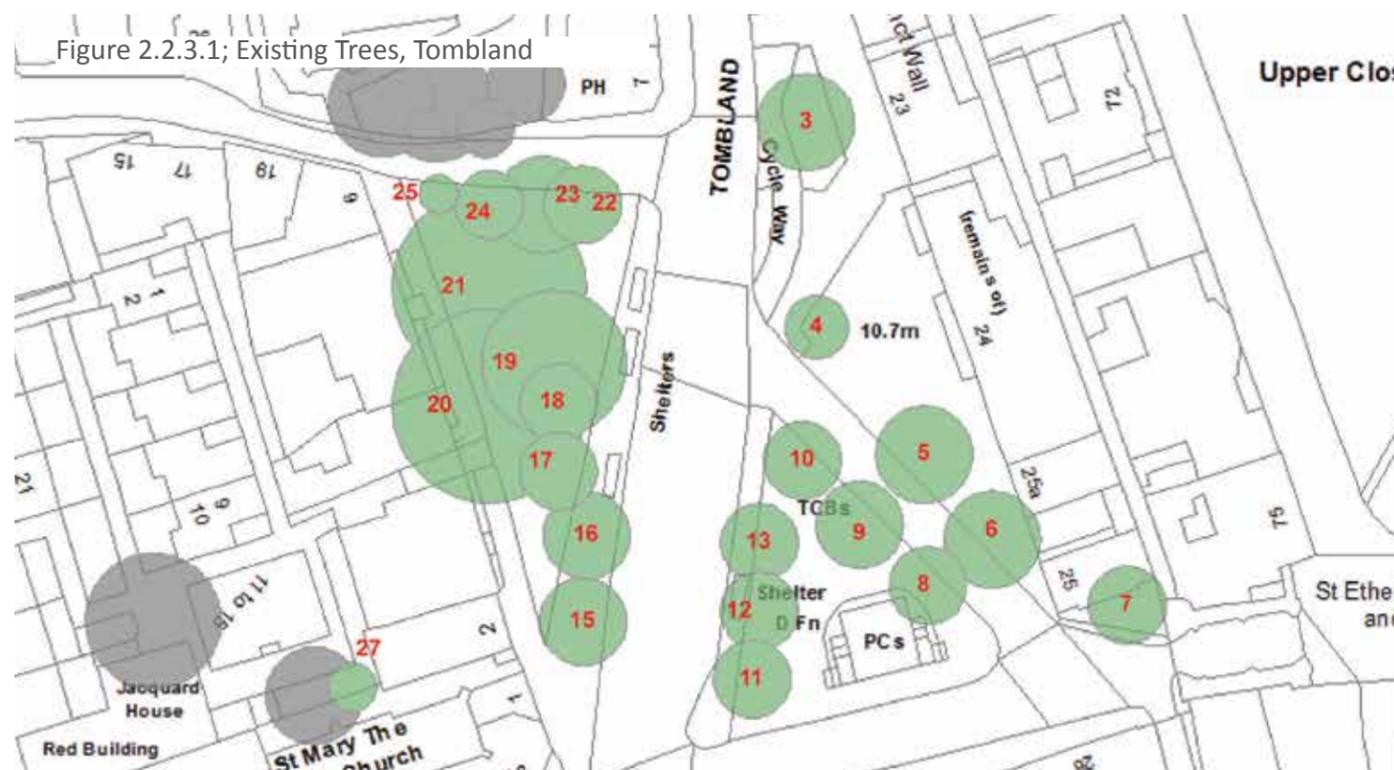
requiring greater levels of cleaning. Material, furniture and maintenance specifications will therefore need to be carefully considered in areas beneath the canopies of trees.

Trees have complex root systems which can disrupt surface treatments if not specified correctly. Due to the existence of these trees long before the complexities of urban tree planting were understood, and indeed before present day uses and utilities existed, some root disturbance is present in Tombland. As trees have grown they have outgrown their sett defined tree pits and pavements have been distorted. The cobbled areas have fared better, as the smaller elements allow for greater flexibility in the surface as tree roots grow, and due to the fact they are set in earth some air and water exchange may still be able to occur.

Any scheme coming forward for Tombland

Table 2.2.3.2; Assessment of trees in Tombland

Tree Number	Species	Common Name	Functional Value	Life Expectancy	CAVAT Value (£)
3	<i>Tilia x europaea</i>	Lime	Excellent	40-80 years	45,295
4	<i>Tilia x europaea</i>	Lime	Excellent	40-80 years	9,543
5	<i>Tilia x europaea</i>	Lime	Excellent	40-80 years	34,193
6	<i>Tilia x europaea</i>	Lime	Excellent	40-80 years	40,949
7	<i>Betula pendula</i>	Birch	Good	20-40 years	7,381
8	<i>Tilia x europaea</i>	Lime	Excellent	40-80 years	29,227
9	<i>Tilia x europaea</i>	Lime	Excellent	40-80 years	21,473
10	<i>Tilia x europaea</i>	Lime	Good	40-80 years	15,347
11	<i>Tilia x europaea</i>	Lime	Good	40-80 years	12,498
12	<i>Tilia x europaea</i>	Lime	Good	40-80 years	12,498
13	<i>Tilia x europaea</i>	Lime	Good	40-80 years	12,498
Totals					
11					240,902



will require appropriate tree protection measures and specifications to allow the future growth and maintenance of the trees. Any trees proposed to be removed will require compensatory planting within the space / local area.

### 2.2.4 Existing arrangement; Street cleansing and waste

There is currently one litter bin to serve east Tombland, located at the junction of the 41929 and C813.

Shrub maintenance is specified for the raised planting bed around the public convenience. Street cleaning is generally considered difficult due to the amount of street clutter and cobbled / gravelled surface treatments. Use of mechanical sweeper is confined to the carriageways.

Businesses which directly back onto the Precinct Wall have limited space to store their

waste externally and limitations for internal storage due to the listed building status of the properties. In some cases waste is then stored on the highway which is unsightly, attracts pests, and in the summer has an unpleasant odour. This storage has a direct conflict with the pavement café use outside restaurants and presents a highway obstruction.

The cobbled surface treatment across Tombland also presents difficulties for collections and deliveries, with no smooth surface to wheel bins or trolleys over.

Waste is not allowed to be stored on the highway and can lead to enforcement action. This activity has occurred over recent years relatively unnoticed due to its position amongst pavement cafés and away from the main thoroughfare. Businesses will however need to reconsider their waste management strategies in light of any public realm improvements to prevent recurrence of this issue and enforcement action.

## 2.0 Analysis

### 2.2.5 Existing arrangement; materials

Examples of the existing surface materials are shown below. Earth set cobbles and setts have been laid in an assortment of patterns for which the justification is not clear. Areas that have been disturbed by utilities works have been made good with concrete and tarmac, not always reinstating cobbles. The cobbles contribute to the character of the space and will need to feature within the improvement scheme for east Tombland.



Cobblestone setts and earth set cobbles overlain with loose gravel in front of Giggling Squid.



Earth set cobbles to central space.



Earth set cobbles with cobble setts to edge of carriageway overlain with Tarmac.



Granite setts to P.C. buttress.



Mixture of materials from different eras. Tree roots lift concrete paving slabs, tarmac replacement temporary solution to root disturbance.



Images clockwise; Concrete paving slabs to pavement with concrete surface to bus stop, hoggin type material around tree, stained paving below tree canopy, new surface types and arrangement to north Tombland.

## 2.0 Analysis

### 2.2.6 Existing arrangement; street furniture

In addition to the examples below, there are also a number of green utilities cabinets. The lack of co-ordinated and consistent approach across the space has resulted in important features such as the obelisk, telephone kiosks and attractive building frontages becoming lost amongst the street clutter. The poor condition of many of the items in combination with the difficult to clean surface also results in the area looking untidy.



City octagonal cast iron cycle stands.

Benches with concrete legs and timber seat. Number of benches in disrepair / with seats missing.

Images left to right; City octagonal cast iron litter bin, City octagonal cast iron bollard, concrete bollards, electrical supply, highway signage and parking meter.



Polished granite obelisk (pink mottled).

Clearchannel green bus shelter with toughened glass roof.

Pair of K6 telephone kiosks, grade 2 listed.

Lantern luminaires within listed building curtiledges.

Heritage information panel for Norwich Cathedral (left). City directional signage (right).

## 2.0 Analysis

### 2.2.7 Existing arrangement; building materials and frontages

Photos from left to right show building frontages around east Tombland from the north to the south. The disused public convenience and vehicles intercept and obscure views across the space from many points.



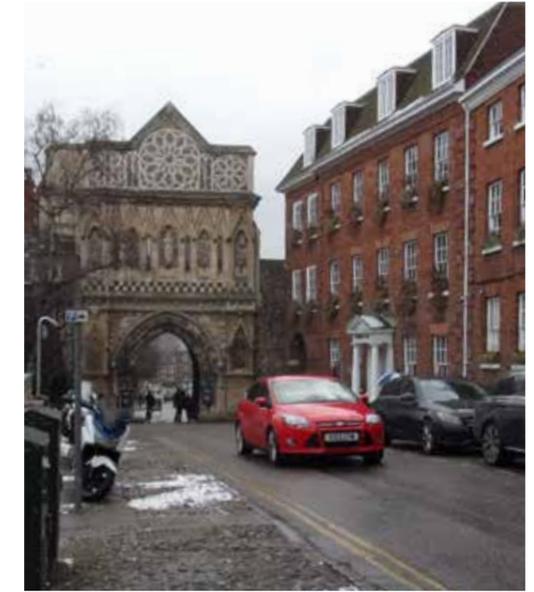
21, Erpingham House, and 23 Tombland (opposite Princes Street). Area in front improved as part of north Tombland works. Buff brick, grey brick.



24 Tombland, currently known as Giggling Squid restaurant. Red brick, render and timber frame. Area in front cobbles covered with loose gravel.



25a/25 Tombland, currently known as Zizzi restaurant. Buff brick with grey tile roof. Area in front cobbles.



Ethelbert Gate. Cobbles overlaid with tarmac. Flint and stone.



26, 27 and 28 Tombland, currently offices, Bond bar, and offices. Concrete slab pavement and tarmac carriageway to front. Red brick.



View of main body of space. Obelisk lost within the space and telephone kiosks to north positioned poorly and amongst street clutter. Movement and parking of vehicles, bus stop and public convenience dominate the space.

## 2.0 Analysis

### 2.2.8 Existing arrangement; Lighting

There are 4 street lights maintained by Norfolk County Council, one 10m column aligned on the main carriageway, two 8m luminaires wall mounted to buildings to the south (aligned on the 41894) and one 8m column aligned to the 41929.

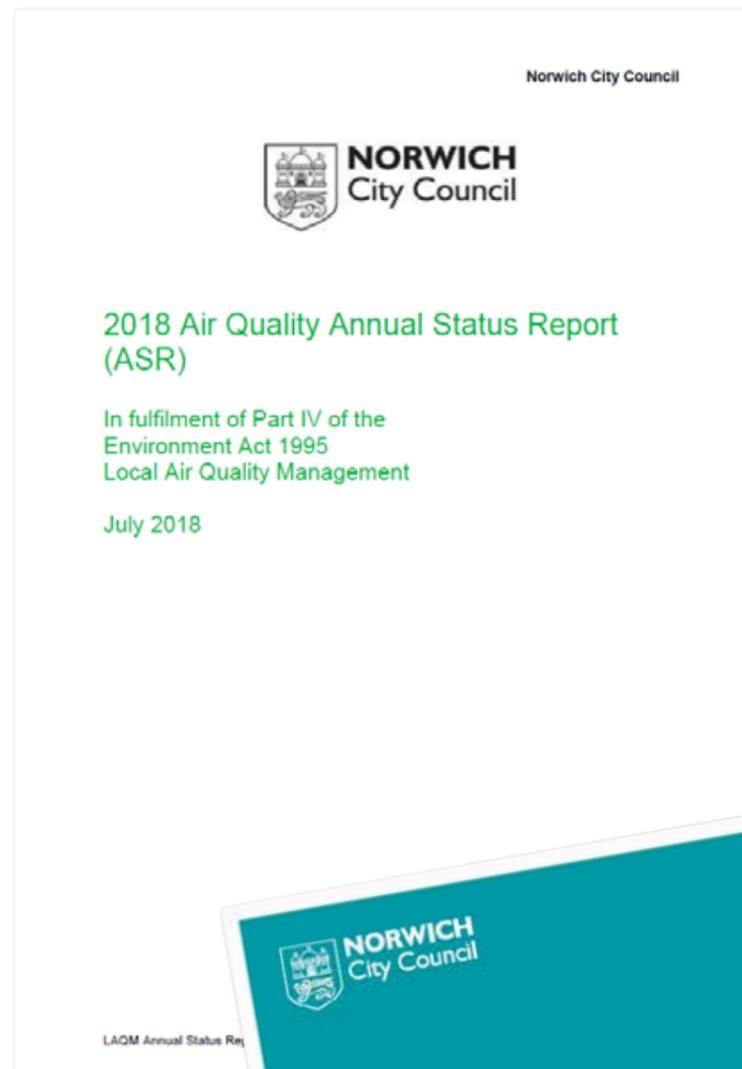
Norwich City Council maintained district lighting consists of two flood lights mounted at roof height of number 26, adjacent to St Faiths Lane. One feeder pillar at the junction of St Faiths Lane, and one feeder pillar at the junction of the 41929 and C813.

### 2.2.9 Existing arrangement; Air quality

A major pollution source within Norwich is road traffic, causing air quality to be a key issue within the city centre. The Air Quality Annual Status Report (2018) produced by Norwich City Council states oxides of nitrogen from road traffic to be the most significant source of nitrogen dioxide (NO<sub>2</sub>) and, more specifically, buses and taxis to be the main contributor<sup>1</sup>.

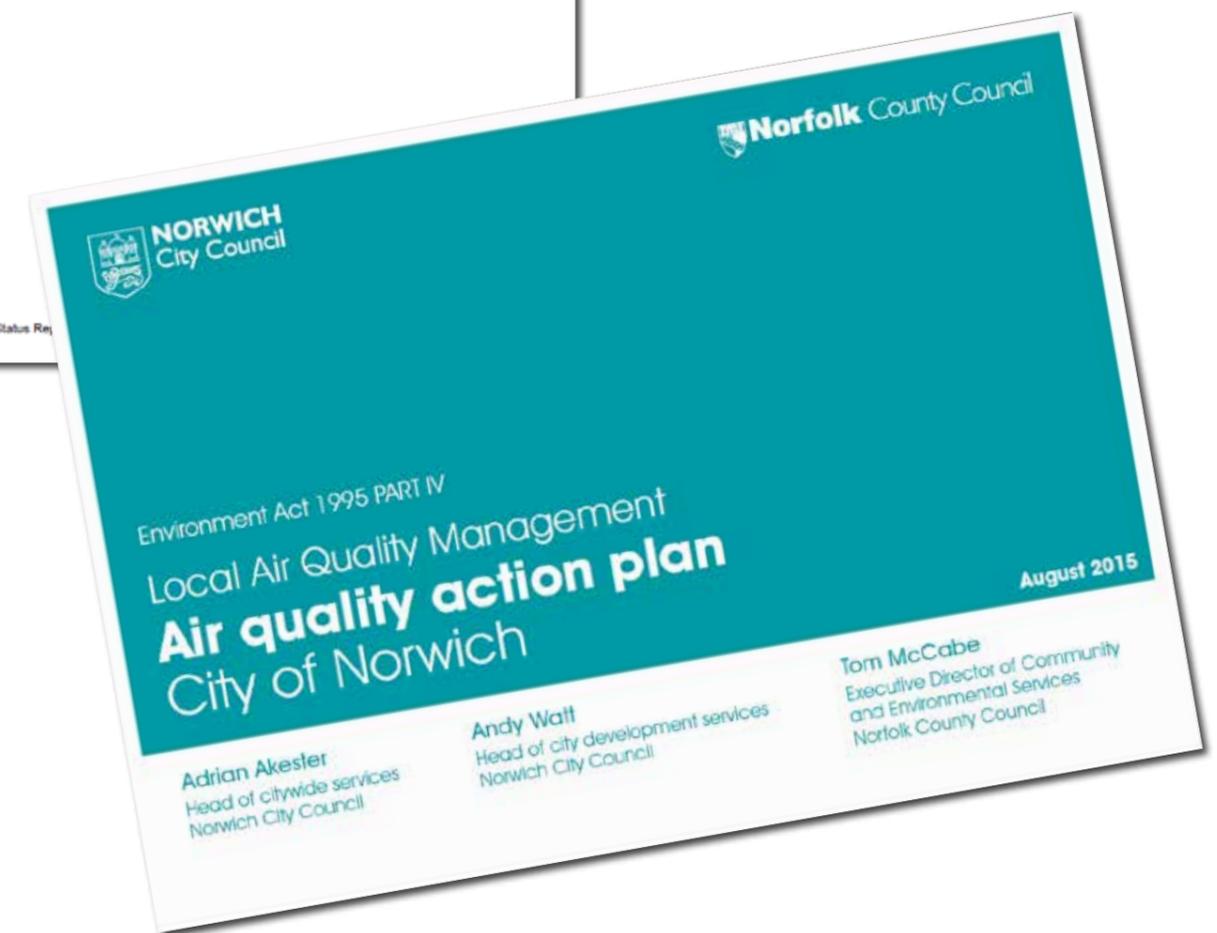
Whilst there is no specific data available for Tombland, there is a commitment from the city and Norfolk County Councils to improve air quality within Tombland. The Air Quality Action Plan (2015) outlines the long term aim to remove private vehicle traffic from Tombland<sup>2</sup>.

Whilst it is unlikely that any proposal resulting from this feasibility study will be able to directly achieve this aim, proposals should seek to improve the current situation; any proposed scheme should therefore include air quality monitoring prior and post construction.



<sup>1</sup> Norwich City Council (2018) Air Quality Annual Status Report [Online] Available at: [https://www.norwich.gov.uk/downloads/file/4715/2018\\_air\\_quality\\_annual\\_status\\_report](https://www.norwich.gov.uk/downloads/file/4715/2018_air_quality_annual_status_report) (Accessed 12.10.2018)

<sup>2</sup> Norwich City Council (2015) Air Quality Action Plan [Online] Available at: [https://www.norwich.gov.uk/downloads/file/3020/2015\\_air\\_quality\\_action\\_plan](https://www.norwich.gov.uk/downloads/file/3020/2015_air_quality_action_plan) (Accessed 17.10.2018)



## 2.0 Analysis

### 2.3 Historic Environment

#### 2.3.1 Context

Tombland is one of the most historic public spaces within the city of Norwich, known to have been at the centre of city until the time of the Norman Conquest (1066 AD). Prior to the Norman invasion, Tombland is known to have been the location of St Michael's Church, the largest in Norwich at that time, as well as the site of the palace of the Earl of East Anglia.

The name 'Tombland' is believed to be derived from two old English words meaning 'empty-ground', and it is understood that this open ground was once the main market place for Norwich.

Norwich Castle was built after the Norman Conquest, at which time it was believed the market was moved from Tombland to its present day position. The Normans also demolished St Michael's Church and the Earl's Palace to construct Norwich Cathedral and the Precinct Walls as we see them today. Tombland has since remained an open space, used for events and fairs until relatively recently.



#### 2.3.2 Existing knowledge; conservation area

Tombland lies within the Norwich City Centre Conservation Area in the character area of Elm Hill and Maddermarket, categorised as having a very high significance (Norwich City Centre Conservation Area Appraisal, 2007). The significance of the area is an indication of its sensitivity to change, its contribution to the character of the City Centre Conservation Area and its degree of uniqueness.

The appraisal notes that grand entrances are a feature to a number of properties around Tombland, describing the area as a key space. However the appraisal also highlights the shortcomings of the space, which is spoiled by the busy road and a chaotic arrangement of street furniture.

Whist generally recognised as an important and richly historic space within the conservation area, Tombland is included as an area requiring management and enhancement to improve the public realm.



Tombland Fair images, Credit Norfolk County Council

#### 2.3.3 Existing knowledge; The Ethelbert Gate

The Ethelbert Gate scheduled monument lies to the south-east corner of the study area, and was the primary gate into the cathedral. The gate seen today is believed to have been rebuilt by the townspeople of Norwich after riots in the 13th century which destroyed the former gate and church of St Ethelbert. The existing gate incorporates a chapel above as compensation for the lost church.

The view to the Ethelbert Gate from Queen Street is interrupted by traffic and the presence of the circa 1930's public convenience.

The gate is on the 'Heritage at risk register'<sup>3</sup> because high-sided vehicles scratch the sides of the arches. This is due to;

1. vehicles approaching obliquely due to the one way arrangement around the disused toilet,
2. the lack of forward visibility through the gate,
3. an exaggerated level of surfacing immediately in front of the gate,
4. poor driving, and
5. other routes into the Cathedral Close being discouraged.

#### 2.3.4 Existing knowledge; Listed Buildings

All buildings against the Precinct Wall and bordering the south of the space are grade 2 listed, with the exception of the Ethelbert Gate which is grade 1 listed and a Scheduled Monument.

Two K6 red telephone boxes are positioned to the north-west extent of the space, these are also grade 2 listed and did have planning and listed building and conservation area consent to be used as retail kiosks (class A1), which expired 22 May 2018 (references 15/00427/U and 15/00428/L).

<sup>3</sup> A list maintained by Historic England which includes buildings, places of worship, monuments, parks and gardens, conservation areas, battlefields and wreck sites that are listed and have been assessed and found to be at risk. Further information can be found via this link; <https://historicengland.org.uk/advice/heritage-at-risk/search-register/>

## 2.0 Analysis

### 2.3.5 Existing knowledge; Obelisk

The Obelisk is constructed from polished granite and is described as an early example of the material being used. Designed as a memorial and drinking fountain it is believed to replace an old well head<sup>4</sup>. However, research of the British Geological Survey<sup>5</sup> does not produce supporting evidence of this. It should however be noted that this resource does not claim to be exhaustive.

The obelisk was paid for by John Henry Gurney, of the noted banking family and later MP for Kings Lynn. A plaque on the obelisk states;

*'Between 1700 and 1850 machinery used to raise and store water for the higher parts of the city stood on this site. To commemorate this in 1860 a drinking fountain was erected by John Henry Gurney'*

It is unknown whether the plaque is an original feature, or a later addition.

The obelisk was designed by John Bell, described as a local sculptor and obelisk enthusiast. Further research into John Bell suggests he may be a more distinguished artist and writer than first appears. His commissions can be seen at the Palace of Westminster, The Crimean Memorial (Waterloo Place, London) and The Albert Memorial (Kensington Gardens, London).

Some of John Bell's works can be seen reproduced in Parian-ware (a form of porcelain) in Norwich castle. It appears that throughout his professional life he maintained productive

commercial relationships and many of his works were reproduced by W T Copeland and the Coalbrookdale Company.

Given the recent call for a reduction in waste plastics and drive for improved public drink water facilities (Evening News, 2018) options to reinstate the obelisk as a drinking fountain alongside any other refurbishment should be explored.

Although the obelisk is an impressive and important feature of the space, it is not noticed by many people because it is hidden amongst the public convenience, trees, bus shelters, street furniture and parked motorbikes, bicycles and cars.



### 2.3.6 Existing knowledge; Historic Environment Record

The historic environment record contains the items discussed above but also shows that Tombland has had a rich modern history, being the location of an air raid shelter and road block during the Second World War. The subterranean public conveniences are also older than they appear, being constructed around the 1930's. This said, the public conveniences in particular are now redundant, and detract from the space, negatively impacting on views towards the Ethelbert Gate and hindering any meaningful functionality of the space.

### 2.3.7 Conclusion

Given the historic and aesthetic qualities of the buildings and features within Tombland, it is considered that any scheme coming forward should seek to incorporate and accentuate these qualities, drawing on historical material references where appropriate.

The long established open nature of the space should be retained and traffic reduced within the space to improve the quality of environment and re-invigorate the space for events use.

Views across the space and from surrounding streets to buildings and structures with architectural and historical merit should be encouraged.

Any measures which could aid the protection

and preservation of important features such as the Ethelbert Gate and Obelisk should be explored.

The removal of the 1930's public conveniences should be explored as part of any scheme coming forward to release an otherwise impractical area for public use and improve the setting of the listed buildings and monuments within the space.

### 2.3.8 Other contextual considerations

Given the long and rich history of this part of the city, there are potential uncertainties around the breaking of ground. An archaeological brief for the monitoring of works has therefore been prepared by Norfolk County Council Historic Environment Service (Appendix 1).

The brief gives an historical background of Tombland, highlighting possibilities that could reside below ground, and what measures would be required in order to mitigate for these potential uncertainties, particularly around the demolition of the public convenience.

<sup>4</sup> Norfolk Heritage Explorer [www.heritage.norfolk.gov.uk/record-details?MNF38039-The-Tombland-Obelisk&Index=2&RecordCount=1&SessionID=c6255ee8-98ac-4d6e-92d2-13a270327c03](http://www.heritage.norfolk.gov.uk/record-details?MNF38039-The-Tombland-Obelisk&Index=2&RecordCount=1&SessionID=c6255ee8-98ac-4d6e-92d2-13a270327c03)

<sup>5</sup> British Geological Survey <http://mapapps2.bgs.ac.uk/geoindex/home.html>

## 2.0 Analysis

### 2.4 Infrastructure and utilities

#### 2.4.1 Existing arrangement; public conveniences

The subterranean public conveniences, believed to have been constructed in the 1930's, contain separate male and female facilities which can be accessed via steps to the east and west of the structure. Despite the construction being sunken into the ground, the building has prominence in the street scene and dominates the space with a bunker like appearance clad with granite setts forming a raised planter around the building. The structure is therefore incompatible with the historic and architectural significance of the space and surrounding buildings.

Closed since 2013 due to the financial pressures of keeping the toilets open and in good state of repair, the structure has now become redundant. The toilets are not easily accessible and were generally unwelcoming when they were open to the public, at times attracting antisocial behaviour.

A number of other public conveniences are available locally;

1. Rose Lane multi-storey car park (open until 21:00)
2. Rose Lane night time unisex toilets, to exterior of multi-storey carpark (18:00 08:00)
3. Prince of Wales Road, men's standing urinal
4. Castle Mall (during opening hours)
5. Norwich Cathedral (during opening hours)

It should also be noted that the nature of the business around Tombland, mainly restaurants and offices, have their own toilet facilities for staff and customers.

Some references have been made to converting the structure for another use, such as a bar, as can be seen in other cities around the country.

However due to the positioning of the building and concerns around commercial waste it was felt that this option would fail to address and could exacerbate existing issues with the public space.

The structure's prominence and negative effect on the street scene, in combination with the maintenance liability of the structure and availability of other, modern and better equipped public convenience facilities within the vicinity justifies the removal of the redundant structure in Tombland. The benefits of removing the structure to the street scene would greatly outweigh any dis-benefits, offering opportunity to better accommodate other existing uses and improve the overall aesthetic of the space.

#### 2.4.2 Existing arrangement; BT Open reach and Virgin Media

Tombland contains a number of green utilities cabinets, mainly concentrated along the alignment of the 41894 to the south of the space. These consist of from west to east;

- 2 Openreach broadband cabinets
- 1 Openreach copper cabinet, within curtilage of public convenience
- 1 Virgin Media cabinet, within curtilage of public convenience
- 1 Openreach cabinet

This infrastructure is costly to move, with current estimates to move the two Openreach Broadband cabinets approximately 5 metres totalling £130,000. It should however be noted that due to this project being only at feasibility stage, this figure is based on an indicative scenario with limited information supplied to Openreach. Other recent similar scenarios have been found to cost around £25,000 per cabinet.

Any potential design coming forward should therefore seek to retain these cabinets in their current positions and if required, relocate as few cabinets as possible.



## 2.0 Analysis

### 2.4.3 Existing Arrangement; Listed K6 Telephone Boxes

There are a pair of grade 2 listed<sup>6</sup> K6 red telephone boxes located to the north of the triangle. The telephone equipment has been removed and it is believed that they are currently on a long lease from British Telecom to an individual or company.

In 2015 planning permission for a change of use (15/00427/U) and listed building consent (15/00428/L) were granted by Norwich City Council for the boxes to be converted for use as retail kiosks (A1). These permissions expired on 22 May 2018.

As part of this feasibility exercise, contact has attempted to be made with the applicant to understand why these proposals have been unable to come forward; unfortunately contact has not been successful.

Given that these telephone boxes are listed, they will be required to be retained within the space. However their current positioning is not ideal, and they may require relocation in order to make the most of these assets to the street scene.



### 2.4.4 Existing Arrangement; Market Traders Pitch and Electrical Supply

The electrical supply for the market trader's pitch is located to the western side of the public conveniences. This area is also often used for motorcycle parking, as there are no physical markings to delineate space for different uses, which causes user conflict.

The current trader operates from a horse box type trailer which is towed into the space between a tree and Openreach cabinet. Space is tight and the car and trailer pass close to the Obelisk Fountain, trees and utilities infrastructure.

Any forthcoming scheme should seek to retain the trader's pitch and electrical supply within Tombland. Tombland has a history as a market place and location of fairs, for which it would be regrettable to omit this facility. Existing conflicts and risks to site features and infrastructure should be addressed within any scheme.



### 2.4.5 Existing Arrangement; Closed Circuit Surveillance System (CCTV)

Norwich City Council operates a CCTV system across the city in the interests of public safety, monitoring and control of events. There is a camera present in Tombland near to the Ethelbert Gate.

Any forthcoming scheme should take sight lines for this camera into consideration, consulting with relevant officers when necessary.

<sup>6</sup> under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for their special architectural or historic interest. List entry 1372542, listed 13 August 1990.

## 3.0 Strengths, Weaknesses, Opportunities and Constraints

### 3.1 Strengths, Weaknesses, Opportunities and Constraints by Analysis Topic

Topic	Strengths	Weaknesses	Opportunities	Constraints
Highways and Transportation	Tombland is a main thoroughfare and is close to other destinations.	Vehicular movements through the space restrict usability and create a hostile environment for pedestrians, particularly due to lack of suitable pavements	Improve pavement layout, widths and surface treatments to benefit pedestrians, disabled access, pavement cafés, deliveries, motorcycles and bicycles	Retaining all carriageways restricts available space for footways (location of trees etc.) and retains the 'island' form
	Good access to public transport and taxis. Transport node.	Loading and pay and display parking areas abused at peak times	Provide formal motorcycle parking on suitable surface	Cobbles have historic and contextual value so should not be removed entirely from space (see historic environment)
		Area dominated by vehicles	Provide additional and potentially safer bicycle parking	Many uses operating with unsatisfactory compromise within a concentrated area; unlikely all can be accommodated.
		Uneven surface difficult for deliveries and collections from businesses	Improve the existing Upper King Street signalised crossing for pedestrians and cyclists	
Environment	Established mature trees.	Sap and root lift from existing trees.	Improve street scene through material selection and street furniture that is easy to maintain	Trees will require protection throughout construction period.
	District and County lighting supplies exist within space. Improvement to lighting without new supplies	Street cleaning currently difficult, opportunity to improve. Cobbled surface however part of Tombland character and should be retained in some capacity.	Provide local improvements to drainage and air quality.	Tree roots will require protection, limitations for digging / raising ground levels.
		Limited existing infrastructure to take surface water. Surface water management will need to be considered.		
Historic Environment	Strong character with interesting building façades, monuments and materials palette.	Degraded environment, impacted on by traffic and presence of modern additions e.g. public conveniences.	Obelisk marks an important part of Norwich's history as well as being a work by a successful local sculptor. Opportunity to refurbish and potentially reinstate water fountain.	Breaking ground could present budget constraints due to unknown archaeological remains.
Infrastructure & Utilities	Tombland is well served by electrical and water supplies as well as waste water drainage (lighting, supply columns, toilets).	Existing infrastructure has been added ad-hoc as new technology has developed. Services not necessarily in best location.	To improve surface water drainage in city centre location.	Cost to move / divert utilities such as telephone and broadband costly.
	Features such as K6 telephone boxes can be used to enhance street scene. Listed building consent and planning permission may be required.		To improve street scene through reduction of clutter and better integration of utilities into space.	CCTV sightlines will need to be maintained / enhanced. This could limit locations for new tree planting / furniture.

---

## 3.0 Strengths, Weaknesses, Opportunities and Constraints

### 3.2 North Tombland; Lessons and adjustments

Through this feasibility process user groups such as Norwich Access Group (NAG), Norfolk and Norwich Association for the Blind (NNAB) and the Royal National Institute of the Blind (RNIB) have been invited to discuss their experiences of Tombland as a whole. Local businesses and other key user groups have also been approached to understand what they require from the space in order to function effectively. Throughout the study both spaces have also been observed, and how people use the spaces analysed.

As the regeneration of Tombland's public space has not been able to be addressed as a whole, some adjustments may need to be made, particularly where the two areas converge.

Adjustments and / or lessons identified to date which should be considered include;

1. Provision of clear definitive surface, kerb or building lines for cane users to follow, positioning street furniture / features with this in mind.

2. Installation of bollards or other street furniture to prevent vehicular over-running and parking on the cycleway.

3. Addressing the 'left over' space outside number 23 Tombland (termination point of north Tombland improvements), adjusting or removing cycleway in this area as many cyclists re-join the carriageway at the signalised crossing with Princes Street.

4. Ensure seating and carriageways are clearly identifiable for all users.

5. Ensuring any new / revised pavement café areas have appropriate barriers around them.

6. Improving the crossing of Upper King Street to Queen Street for pedestrians and cyclists.

## 4.0 Proposals

### 4.1 Features in common to all proposals

#### 4.1.1 Highways and transportation

All three layouts propose the removal of the carriageway (41929) from the space to create an area free from vehicular traffic, in turn opening the approach to the Ethelbert Gate (41894) to two-way traffic. This will form the basis for not only highway but also environmental improvements by;

1. unifying the space,
2. providing a safe pedestrian environment for all users,
3. creating a more legible space,
4. improving the setting of the historic buildings and pavement cafés,
5. reducing likelihood of vehicle strikes to the Ethelbert Gate as vehicles will approach straight on,
6. reducing the number of vehicle, cycle and pedestrian conflicts using the Ethelbert Gate through improved lines of sight.

In removal of this carriageway (41929) it is also proposed to remove the pay and display parking facility from Tombland. Alternative parking is readily available in the local area including Rose Lane Multi-Storey Carpark, Bishopgate Pay and Display and Monastery Court Pay and Display.

Disabled parking, cycle parking, motorcycle

parking, taxi ranks, loading, the market trading pitch and pavement cafés are facilitated in all three layouts to some extent, the detail of which is considered in section 4.3, evaluation of options.

All three layouts propose the relocation of inbound buses to Upper King Street with associated kerb line adjustments. Throughout the study it has been found that these stops generate fewer boarding passengers than departing, less space is therefore required for waiting passengers. In addition, the regular pick up and drop off of buses creates noise and fumes, which undermine the quality of space and its multifunctional ability to for example, hold small scale events and performances.

As the 41929 would be removed under each scenario, the space that the bus bay currently occupies in Tombland would be needed to accommodate other parking that needs to be relocated from the carriageway (41929).

A coach stop is currently located on Upper King Street. All layouts propose to move this to Tombland where there would be the space to facilitate large numbers of people disembarking, waiting and boarding. Relocation of the coach stop to Tombland would also provide an improved sense of arrival to Norwich.

All options propose wide footways to the frontages of buildings enhancing their visibility, responding to desire lines and distributing movement throughout the space.

The widening of the pavements on Upper King Street would ensure that there is more space than currently available to buses for pick up and drop off passengers.

#### 4.1.2 Environment

All three options would require the demolition and removal of the redundant public conveniences.

Commercial waste storage has been identified as a key detractor within Tombland. All proposals will require businesses to consider their waste management strategy in line with changes to the public realm.

Tree(s) would be required to be removed to facilitate any of the three proposals; for any trees proposed to be removed replacement planting would be provided either within Tombland or the locality.

All three layouts would incorporate cobbles into their surface treatments, although these would mainly be used as pedestrian / cycle / vehicle deterrents or decorative areas of paving outside of the main thoroughfares. This will enable better street cleansing and improve the usability of the space for pedestrians and wheelchair users.

Each option includes the removal of pay and display parking and the one way turning feature within Tombland, removing the majority of private vehicle uses from the space. The restriction of private vehicle movements

/ uses and relocation of the public bus stops from the east side of Tombland marks a step towards the eventual removal of non-access private vehicle traffic and overall air quality improvement.

#### 4.1.3 Historic Environment

The Obelisk will be retained, refurbished and potentially reinstated as a drinking fountain in all scenarios.

All layouts respond to the forms and proportions of the listed buildings surrounding the space, seeking to frame the buildings within the space and overall improve their setting.

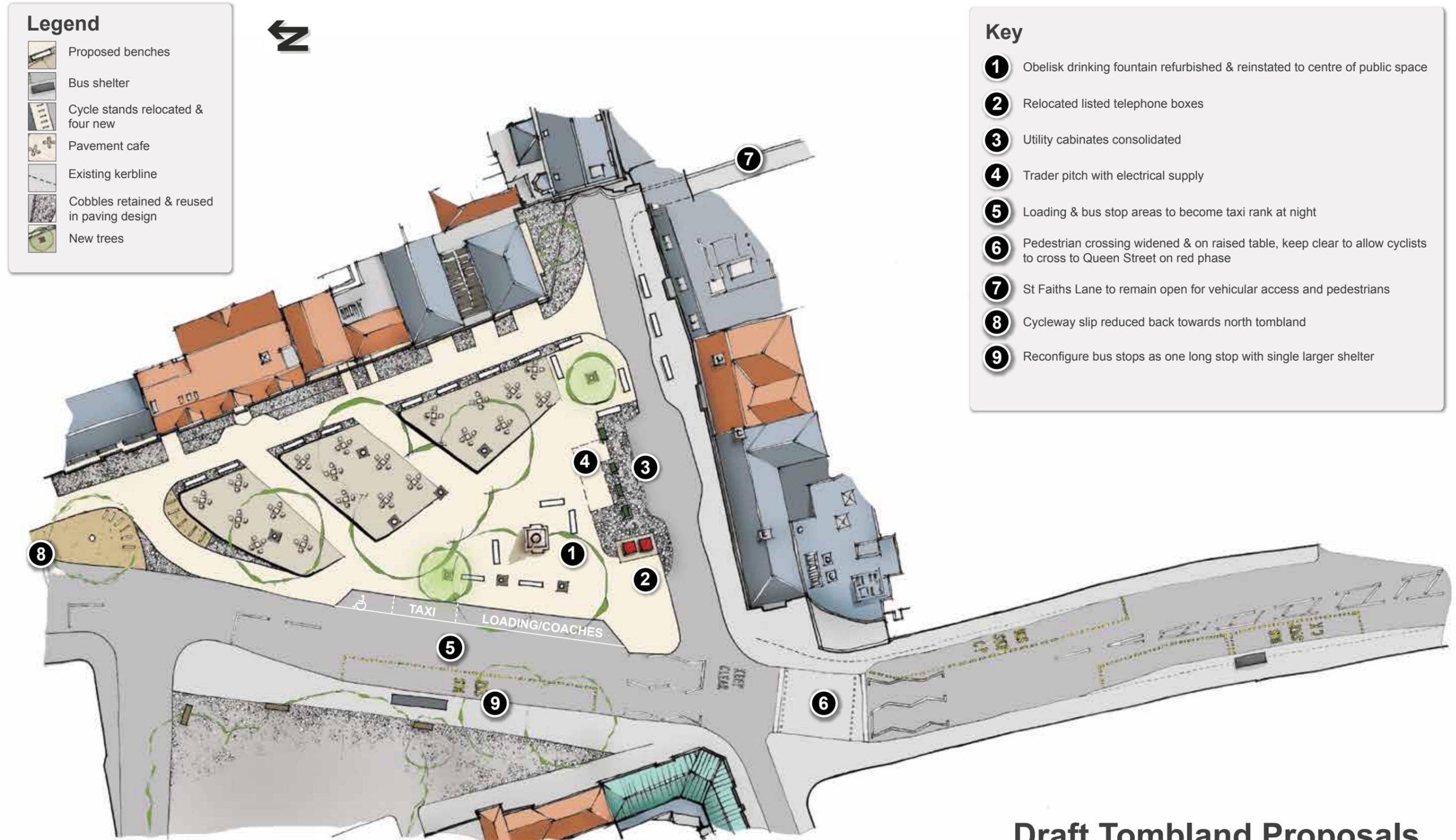
#### 4.1.4 Infrastructure and Utilities

All three layout options seek to improve the setting of the conservation area and the features within it. As part of this some utilities apparatus will require relocation and / or visually concealing within the space; all three options propose movement of infrastructure, including the grade 2 listed K6 telephone boxes and market trader's electricity supply to coincide with changes in layout.

## 4.0 Proposals

### 4.2 Description of options

#### 4.2.1 Option 1



## Draft Tombland Proposals

16/08/2018

**Option 1**

---

## 4.0 Proposals

### 4.2.1 Option 1

Option 1 seeks to use levels across the space to create plinths for activities such as pavement cafés, each having their own level access to the top side of the slope.

The obelisk would form the new centre piece for the plain, with informal seating around. The market trader stand would be moved to front onto this central space, with utilities cabinets within a cobbled area behind. Relocated K6 telephone kiosks would be relocated to reduce visibility of utilities cabinets when approaching the Ethelbert Gate from the west and south.

Cycleway would merge onto carriageway as existing. Given requirement for loading / buses within Tombland and presence of mature trees, space is not considered sufficient enough to accommodate a cycleway without significantly encroaching into the public realm.

The road leading up to the Ethelbert Gate would accommodate two-way traffic although the carriageway would be narrow at 4.8m wide with pinch points to slow traffic and give pedestrians a priority.

#### 4.2.1.1 Shortcomings

Loss of four trees to facilitate this option with only two replacement trees proposed.

No motorcycle parking is provided, and presence of poor / left over spaces could result in the recurrence of informal parking; this is an opportunity to formalise motorcycle parking

provision in Tombland and should be facilitated within the space.

Level changes reduce flexibility of space and increase cost, pavement cafés should be considered as a licensed temporary use to ensure the permanent layout of the space is not compromised should café use cease.

### 4.2.2 Option 2

Similarly to option 1, this option uses triangles to delineate the space although over a level plane. Due to the retention of existing levels, a larger number of trees are able to be retained, with this option resulting in the loss of 2 trees with 2 no. replacements.

A timber and cable structure with climbing plants over, similar to that which has been constructed in north Tombland could offer a sense of enclosure within the space. This structure could be positioned within a pavement cafe area or an area for public seating.

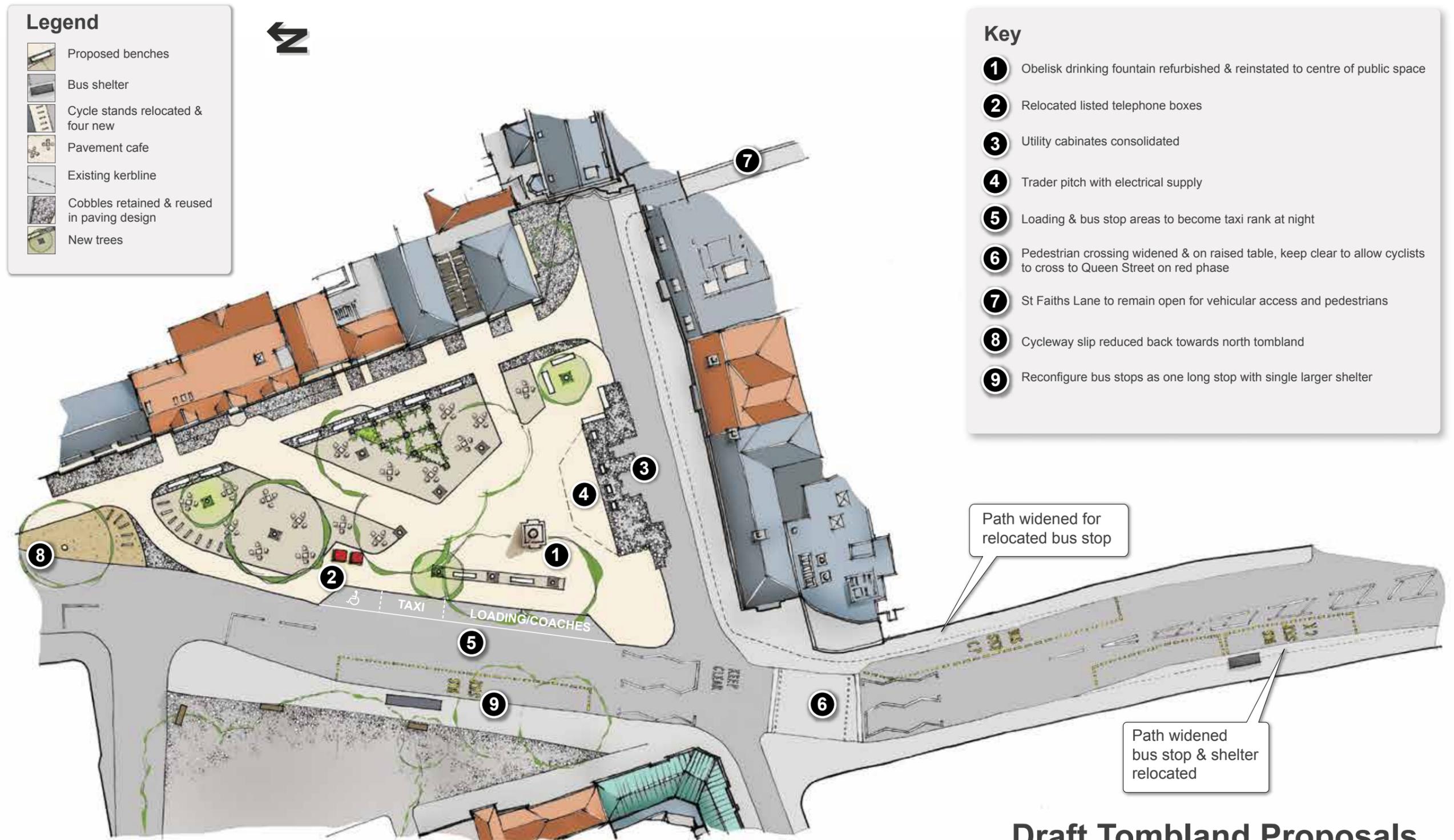
Again, the obelisk would be the centrepiece although this time to an open plain. Seating would be located alongside a new footway created to the front of the eastern building elevations.

#### 4.2.2.1 Shortcomings

Motorcycle parking could be facilitated opposite Princes Street although accessing across the cycleway could be problematic. The approach to this space from Princes Street also appears unresolved, failing to respond to 23 Tombland set behind.

Edge of space, particularly to the south is poorly defined.

## 4.0 Proposals



**Draft Tombland Proposals**  
16/08/2018

**Option 2**

---

## 4.0 Proposals

### 4.2.3 Option 3

Option 3 has developed out of numerous sketches which include options 1 and 2, seeking to address their shortcomings.

This layout seeks to respond to the design of each building to the eastern edge of Tombland engaging their frontages and emphasising architectural symmetry of the buildings within the space.

The buildings to the south would also gain prominence in the street scene with the removal of on-street parking and narrowing of the carriageway to 4.8m.

The obelisk would be repositioned to the centre of the space.

A market trader's pitch / performance/ exhibition space will front onto the central plain.

An area of soft landscape would be positioned as a backdrop to the market trader pitch/ performance area. The soft landscape would also encapsulate the utilities cabinets which line the edge of the carriageway to the south, and provide a backdrop to a formalised motorcycle parking area, reducing their prominence in the street scene.

This soft landscape area would likely be a raised planter at approximately 0.5m height to have dual function as a seat. In terms of planting, a hedgerow maintained to approximately 1.1 metres in height on the southern edge would offer screening between

the open space and carriageway, with low level planting facing the open space.

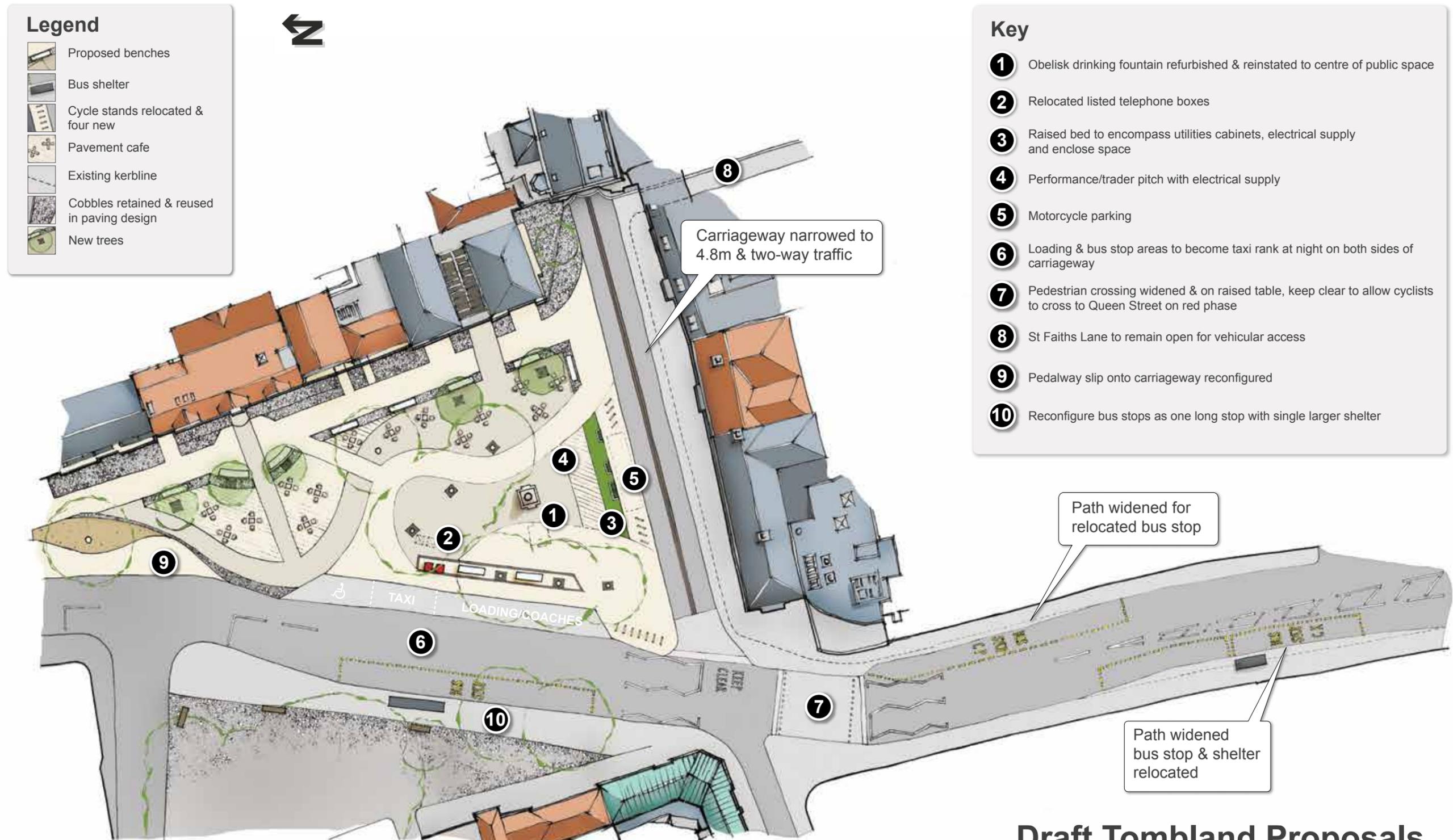
As the carriageway to the south would be narrowed, the landscape bed would appear set back from the view to the gate and there would be opportunity for cycle parking on this approach.

The cycle path to the north would be reduced to re-join the carriageway just after the Prince Street traffic lights, allowing paving to be altered to better reflect the symmetry of buildings.

Two to three trees would require removal to facilitate this option, although provision for 5 replacement trees is considered to be possible within this layout. By removing selected trees and replanting along the alignment of the new footway, the 'framing' of the former carriageway would be removed and new emphasise placed on a footway that is parallel to the eastern buildings. These buildings also have attractive lamp columns within their curtilage which would be emphasised with this layout.

The K6 telephone boxes would be repositioned to align with the main carriageway, increasing their prominence in the street scene.

## 4.0 Proposals



**Draft Tombland Proposals**  
16/08/2018

**Option 3 - Preferred option**

## 4.0 Proposals

The table below summarises how the preferred option was chosen. The table gives a brief explanation of the current scenario for each analysis function / feature, highlighting the potential changes under each scheme option, then identifies a preferred option. For a more detailed account of the existing situation please refer back to relevant sections of the document.

### 4.3 Evaluation of options

Topic	Feature / Function	Existing Scenario	Option 1	Option 2	Option 3	Preferred Option	Comments
Highways and Transportation	Pedestrian, cycle & Vehicle movement	41929 accommodates one way traffic entering from the north. 41894 accommodates one way traffic out to the west.	Removal of 41929 creates a space free from vehicular traffic. Open 41894 to two-way traffic. Improvements to Upper King Street Crossing.	Removal of 41929 creates a space free from vehicular traffic. Open 41894 to two-way traffic. Improvements to Upper King Street Crossing.	Removal of 41929 creates a space free from vehicular traffic. Open 41894 to two-way traffic. Improvements to Upper King Street Crossing.	-	
	Public Transport	Bus stop CP stops in Tombland. 26m length.	Relocated to Upper King Street.	Relocated to Upper King Street.	Relocated to Upper King Street.	-	
	Traffic Regulation Orders	East Tombland Taxi Rank daytime; 6m (1 taxi) East Tombland Taxi Rank night time; 33.3m (6 taxis) West Tombland Taxi Rank night time; 29m (5 ranked taxis)	Daytime; 1 taxi Night time; 5 taxis east Tombland, potential for additional on Upper King Street (bus stop CP).	Daytime; 1 taxi Night time; 5 taxis east Tombland, potential for additional on Upper King Street (bus stop CP).	Daytime; 1 taxi Night time; 5 taxis east Tombland, potential for additional on Upper King Street (bus stop CP).	-	Loss 1 no. 18:30-05:00 taxi rank. Taxis able to rank more effectively if all retained within Tombland. Based on 5m per taxi ranked. Requires further consideration.
		Loading Bay; 11m. Short area of loading permitted on northbound carriageway.	22m shared with coaches throughout the day. Removal of short loading area on northbound carriageway to accommodate additional bus stop.	22m shared with coaches throughout the day. Removal of short loading area on northbound carriageway to accommodate additional bus stop.	18m shared with coaches throughout the day. Loss of loading bay to taxi rank 18:30-05:00. Removal of short loading area on northbound carriageway to accommodate additional bus stop.	3	Loading for west Tombland to take place off Queen Street or designated bay.
		Pay & Display daytime; 33.3m	Removed.	Removed.	Removed.	-	Potential loss of average £23,000 income per annum, likely that some of parking will relocate to other paid locations.
		Disabled Parking Bay; 5m	Disabled parking bay; Princes Street.	Disabled parking bay; Princes Street.	Disabled parking bay; adjacent to main carriageway.	3	Princes Street on cobbles and slope. Not ideal. Trees limit scope for change.
		Motorbike Parking; Informal across space	None.	Could be accommodated although access not ideal.	Formal motorcycle parking potentially with bar to lock to for up to 11 bikes.	3	

## 4.0 Proposals

Topic	Feature / Function	Existing Scenario	Option 1	Option 2	Option 3	Preferred Option	Comments
Environment	Topography	High point to the south of the space. Ground slopes away to the north and east.	Use of plinths to make use of levels and delineate spaces.	Limited change.	Limited change.	2 or 3	Option 1 sterilises spaces and limits their use due to level changes.
	Drainage	limited number gullies for space.	No scheme yet. Limited new tree planting.	No scheme yet. Limited new tree planting.	No scheme yet but consider use of tree pits to store, treat and discharge water.	3	Hesitant to break ground due to potential archaeology
	Trees	Total 11 no. trees totalling £240,902	Loss of 4 trees. Totalling £102,987. Planting of 2 replacements.	Loss of 2 trees. Totalling £53,447. Planting of 2 replacements.	Loss 2 trees. Totalling £50,492. Planting of 5 new trees.	3	
	Street Cleansing , Waste and Air Quality	Cobbled surface inhibits use of mechanical sweeper. Commercial waste stored on highway.	Level changes could cause access issues.	New surfaces with cobbles confined to perimeter to enable use of mechanical sweeper.	New surfaces with cobbles confined to perimeter to enable use of mechanical sweeper.	-	All anticipated to result in same air quality improvement.
	Street Furniture & Materials	Cobbled surface difficult for all users, street furniture short lived and in poor repair. Trees sap / aphids.	Installation of low maintenance, washable, street furniture. Primary surfaces to be smooth with cobble accents to borders of space.	Installation of low maintenance, washable, street furniture. Primary surfaces to be smooth with cobble accents to borders of space.	Installation of low maintenance, washable, street furniture. Primary surfaces to be smooth with cobble accents to borders of space.	-	
	Lighting	Standard highway columns 8-10m.	Installation of low level lighting to accent paving/ cobbled areas and emphasise listed lamp columns to east.	Installation of low level lighting to accent paving/ cobbles areas and emphasise listed lamp columns to east.	Installation of low level lighting to accent paving / cobbled areas and emphasise listed lamp columns to east.	-	

## 4.0 Proposals

### 4.3 Evaluation of options continued...

Topic	Feature / Function	Existing Scenario	Option 1	Option 2	Option 3	Preferred Option	Comments
Historic Environment	Conservation Area & Listed Buildings	Space responds to ad-hoc requirements over time and is dominated by vehicles and the redundant public convenience.	Level routes correspond with anticipated desire lines. Some routes focus on less attractive building frontages.	Timber posts with wires for climbing plants. Attempts to repurpose the alignment of the trees to frame new walkways.	Layout takes reference from symmetry of buildings and frames buildings within the space. New tree planting creates a new emphasis on the pedestrian route.	3	Option 3 offers the most resolved design that has evolved from previous iterations, including option 1 and 2.
	Ethelbert Gate	Public convenience dominates view towards gate. Condition of gate compromised by vehicles approaching at an angle. User frustration due to blind approach.	Public Convenience removed. 41894 open to two-way traffic. Approach to gate improved through narrowing of carriageway and removal of on-street parking.	Public Convenience removed. 41894 open to two-way traffic. Approach to gate improved through narrowing of carriageway and removal of on-street parking.	Public Convenience removed. 41894 open to two-way traffic. Approach to gate improved through concealment of utilities cabinets, narrowing of carriageway and removal of on-street parking.	3	Option 3 offers the most resolved design that has evolved from previous iterations, including option 1 and 2.
	Obelisk	Currently lost within the clutter of the space, not within a prominent position.	Refurbish and reinstate as drinking water fountain if possible.	Refurbish and reinstate as drinking water fountain if possible.	Reposition obelisk to central position within new plain. Refurbish and reinstate as drinking water fountain if possible.	3	Option 3 offers the most resolved design that has evolved from previous iterations, including option 1 and 2.

## 4.0 Proposals

Topic	Feature / Function	Existing Scenario	Option 1	Option 2	Option 3	Preferred Option	Comments
Infrastructure & Utilities	Public Conveniences & Supplies / Waste Connections	Public conveniences currently dominate the space. Facility has been closed since 2013.	Demolish public conveniences.	Demolish public conveniences.	Demolish public conveniences.	-	
	Openreach / Virgin Media	Cabinets currently scattered along the approach to the Ethelbert Gate. Some embedded within the curtilage of the public conveniences.	Relocate 1-2 Openreach Broadband cabinets to be in closer proximity to other existing cabinets.	Relocate 1-2 Openreach Broadband cabinets to be in closer proximity to other existing cabinets.	Relocate 1-2 Openreach Broadband cabinets to be in closer proximity to other existing cabinets. Cabinets can then be visually incorporated into soft landscape area.	3	Option 3 offers the most resolved design that has evolved from previous iterations, including option 1 and 2.
	K6 Telephone Kiosks	Currently positioned to the north point of the existing triangle 'island' close to a tree.	Relocate telephone boxes to Ethelbert Gate approach to help screen utilities cabinets from the south and west.	Relocate telephone boxes in line with main carriageway and offset of the loading bay.	Bring telephone boxes in line with existing tree planting along the main carriageway, giving them their own prominent position and improving their setting.	3	
	Market Trader Electricity Supply	Currently located between the Openreach broadband cabinets, public conveniences and obelisk.	Relocate for use with relocated market trader pitch.	Relocate for use with relocated market trader pitch.	Relocate for use with relocated market trader pitch / events	3	
	CCTV	Located to the corner of number 25 Tombland.	Removal of large number trees could open up lines of sight across the space. New tree planting could obstruct views. Creation of footway against buildings and reduction of street clutter could improve legibility of space when viewed. Removal of public convenience to create open space.	Removal of some trees could open up lines of sight across the space. New tree planting could obstruct views. Creation of footway against buildings and reduction of street clutter could improve legibility of space when viewed. Removal of public convenience to create open space.	Removal of some trees could open up lines of sight across the space. New tree planting could obstruct views. Creation of footway against buildings and reduction of street clutter could improve legibility of space when viewed. Removal of public convenience to create open space. Improved lighting.	1	Tree removals to open up views would not necessarily improve the quality or safety of space.

## 4.0 Proposals

### 4.4 Preferred option (3)

#### 4.4.1 Design

The preferred scheme has developed from options 1 and 2, each taking on the elements felt to best respond to the uses and needs of the space.

The design includes a 3m wide footway to the frontages of the eastern buildings bordered with cobbles reclaimed from the existing surface and relaid in similar formations to existing. The area of cobbles to the west of the path would contain benches at intervals along the path's length and act as a buffer between the pavement café areas and the main path. Gaps in this cobbled strip, combined with a change in paving colour/pattern would accentuate the symmetry of buildings and frame them within the space. By pulling the pavement cafés away from buildings towards the central space the public realm will become more animated with a continental feel, creating atmosphere and enabling the setting of Tombland to be better observed and appreciated by all.

Whilst 2 trees are proposed to be removed under this option, 5 trees are proposed to be planted on the alignment of the new footway. This approach to planting seeks to de-engineer the appearance of the section of the removed carriageway, which would otherwise be more apparent within the renewed space. If retained, the trees proposed for removal would be within areas of proposed linear paving or frustrate pedestrian desire lines. One tree in particular is uncomfortably close to a listed

building, where its removal would also improve the quality of the space both out and inside the building. Considering the mature size of Lime trees, these specimens are planted relatively close together, which has resulted in some of them having narrow canopies when compared to mature relatives in more open locations.

Due to the presence of the Lime trees, ground level conditions are not ideal for street furniture as sap falls discolour paving and spoils street furniture, particularly items made of degradable natural materials such as timber. The change in paving will aid street cleansing, enabling mechanical sweepers to move around the space. Street furniture will also need to be renewed; the specification of the city standard bench, with timber seat and back rest is however likely to deteriorate quickly and may not be the most appropriate solution for the space. A more simplistic and easier to maintain design is therefore proposed in stone, taking material reference from the Obelisk and drawing the different components of the space together.

The obelisk is an important monument within the space, formerly serving as a drinking fountain in commemoration of machinery used to raise drinking water for the higher reaches of the city between 1700 and 1850. Due to the condition of the obelisk, and current issues around single use plastics and availability of tap water it is proposed to refurbish and reinstate it as a drinking fountain as part of this scheme. It is also proposed to reposition it so it becomes the central feature within the regenerated space, giving the monument greater presence and reflecting the important

historical infrastructure provision it represents.

Over time the Ethelbert Gate scheduled monument has been damaged by vehicles approaching from the north striking the gate. Through removal of carriageway 41929 and enabling two-way traffic on the perpendicular 41894 approach to the Ethelbert Gate the likelihood of vehicle strikes to this ancient monument will be reduced and the line of sight for vehicles, pedestrians and cyclists through the gate improved. The levels approaching the gate have been raised incrementally over the years with the application of new surface treatments, creating a 'hump'. This is believed to be an additional contributing factor to the damage being caused by high sided vehicles. By removing some of the surface layers and providing a consistent surface treatment across the area, likelihood of damage to the gate will be further reduced. The appearance and character of this street is proposed to present a character more akin to the Norwich Lanes area, with drainage gully to the centre and lesser vehicle dominance. Access to St Faiths Lane would be the same as the currently, accessing off the reconfigured two-way 41984 carriageway.

The public toilets are proposed to be demolished to allow greater utilisation of the space. A new soft landscape bed is proposed to provide consolidation of utilities apparatus as well as decrease the prominence of the motorcycle parking and retained carriageway from within the central space. This area of soft landscape will also serve as a backdrop to a performance area / market traders pitch.

The pedestrian crossing will be reconfigured, widening the pavement to the east and raising the crossing area to form a table. This will act as a calming feature for traffic, increasing prominence of the pedestrian route whilst decreasing the crossing distance for pedestrians. The crossing position will also be set out to allow cyclists to cross more easily from Queen Street towards the Ethelbert Gate and vice versa on the red traffic light phase by ensuring the stop gap between vehicles lines up with this desire line. The increase in prominence of the crossing and enablement of two-way cycle traffic towards the Ethelbert Gate will make for a wider and safer crossing area which responds pedestrian and cycle desire lines.

Listed K6 telephone boxes are to be repositioned to align with the main carriageway, increasing their prominence in the street scene. Seating would be positioned between the carriageway fronting trees and telephone boxes to create an informal barrier between the carriageway and open space.

Whilst the layout plan shows coloured/patterned areas of paving, no decision has been made as to the specification of paving; the layout plan is for illustrative purposes only to show where changes in surface / pavement direction or colour may occur. Areas shown as cobbled denote the minimum area proposed to receive this treatment; cobbles may be used elsewhere as pedestrian / vehicle deterrent paving or in areas less trafficked.

Although not shown on the plan, a Norwich HEART powered interpretation board is

---

## 4.0 Proposals

currently located near to the relocated telephone boxes. This board could remain in its current position within the remit of this scheme, or brought into alignment with the telephone boxes and other street furniture to the carriageway frontage. Alternatively the board could be removed and electricity supply retained in situ for use in the future.

Highway signage for pedestrians and vehicles will also be required and will be suitably sited at detailed design stage.

Overall this option is considered to offer the most comprehensive solution to address the identified shortcomings of the space and reinvigorate Tombland as one of Norwich's important public spaces.

### *4.4.1.1 Alteration to design of North Tombland*

- Introduction of bollards or other vehicular deterrent between main carriageway and cycle track
- Reconfiguration of cycleway slip onto carriageway opposite Princes Street as part of revised layout for East Tombland.

## 4.0 Proposals

### 4.4.1.2 Outline Traffic Regulation orders

#### 31 metre bay in East Tombland

- Remove all P & D
- Relocation of disabled parking bay to principal route
- Relocation 2 x bus stops to Upper King Street (CP)
- Relocation of coach stop from Upper King Street to Tombland
- Conversion of loading bay between 18:30-05:00 to taxi stands. (Loss of 1 no. 18:30-05:00 taxi stand compared to current situation)

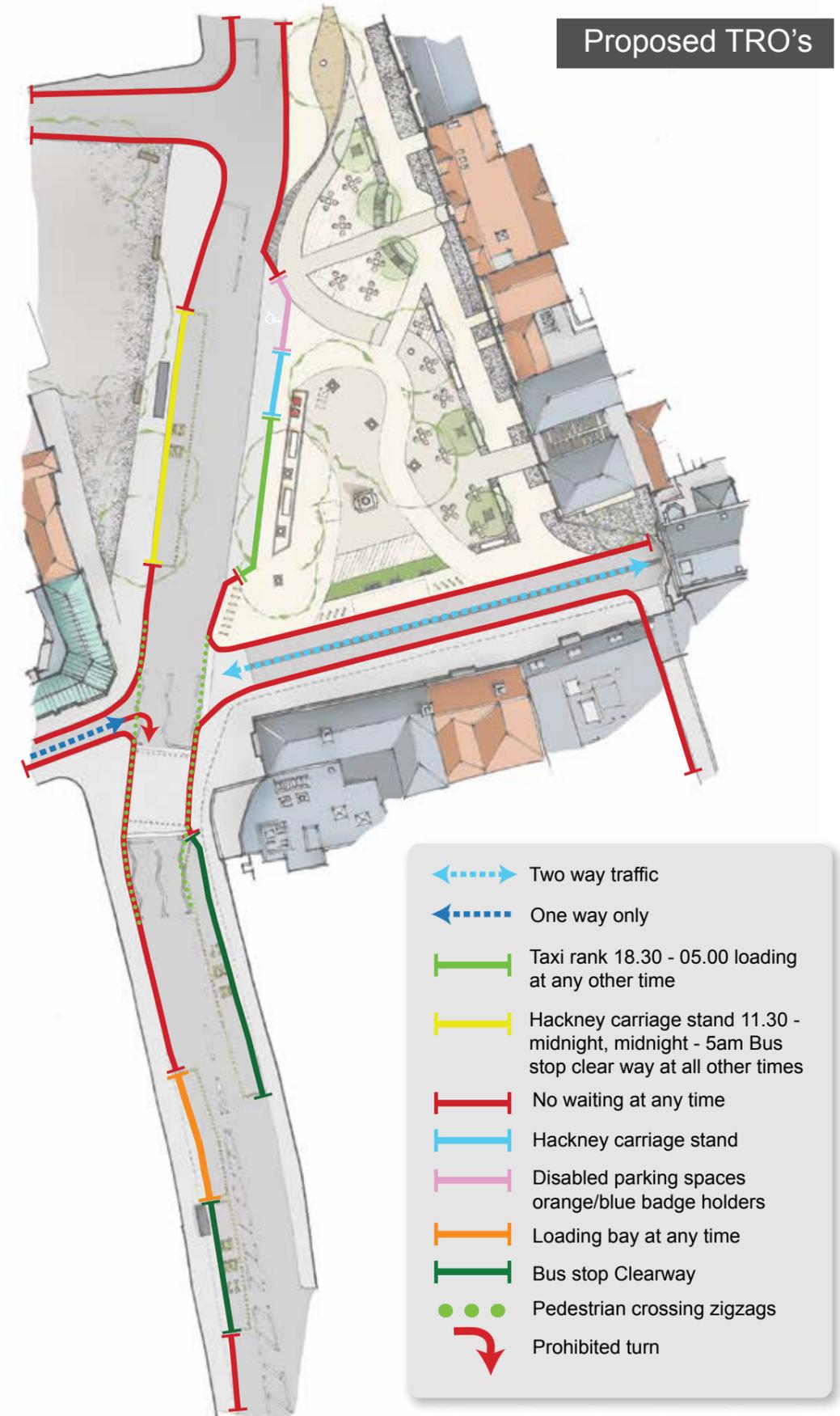
#### Overall daytime capacities

- 1 x taxi anytime
- 1 x disabled space
- 18m loading / coaches. 15 mins only.
- motorcycle parking 11 spaces
- 15 cycle stands (11 currently provided)

#### Overall night time capacities

- 1 x disabled space
- 1 x taxi anytime
- 25m taxi (5 ranked taxis) after 18:30 – 05:00 every day
- West Tombland bus stops CM and CL become ranks after 23:30 – 05:00 every day (30m = 6 taxis)
- motorcycle parking 11 spaces
- 15 cycle stands (11 currently provided)

Double yellow lines and loading ban on revised 2-way approach to Ethelbert Gate.



## 4.0 Proposals

### 4.4.2 Initial stakeholder feedback

As a part of the feasibility process, a number of stakeholders have been informally approached to understand the existing shortcomings and issues with the space, the potential needs of each stakeholder, and their initial opinions on draft proposals. Stakeholders included;

- Businesses; Zizzi, Giggling Squid
- Bus operators; Konect Bus, First, Sanders Coaches
- Local members; Thorpe Hamlet
- Norwich Cathedral
- Norwich School
- Norwich BID
- Norwich Cycling Campaign
- Norwich Access Group
- Norfolk and Norwich Association for the Blind
- Royal National Institute of the Blind
- The Norwich Society

Feedback was overall positive, with all agreeing that improvements are required to enable full functionality of Tombland as a public space. All agreed that pavements were substandard in width and the cobbled surface was problematic, seriously impeding usability. The

introduction of smooth surface was therefore welcomed, with detailed considerations of importance highlighted as;

- Kerbs to delineate vehicular and pedestrian areas
- Appropriate blister paving/studs at crossing points
- Tonal contrast between materials to segregate uses where required
- Management of pedestrian / cycle uses through design
- Opportunity for left turns from Upper King Street into Queen Street for cyclists.

Alteration of the approach to the Ethelbert Gate was welcomed by all, reducing risk to the gate as a nationally important monument and improving visibility and safety for vehicles, pedestrians and cyclists approaching the gate. Detailed considerations of importance were highlighted as;

- Location of signage to warn vehicles of the height and width restrictions to St Faiths Land and the Ethelbert Gate
- Drainage towards the gate
- Reduction of 'hump' in surface on approach to the gate.

Provision of space and infrastructure for public events / installations was welcomed. Additional infrastructure and improvements suggested also included;

- electric charging points for taxis
- lighting design to complement the space
- use of telephone kiosks for art installations / retail outlets
- 'head out not home' BID initiative event location.

The reconfiguration of bus stops was generally supported as many recognised the improvements this would make to the public space. Bus operators had concerns over the pavement and road width of Upper King Street to accommodate the relocation of stop CP as well as the outbound stop CK. A potential option to relocate stop CK into Tombland was discussed and generally supported by bus operators. However, there were reservations from some user groups about a larger bus stop within Tombland for outbound buses, particularly concerning legibility and usability for senior and disabled citizens.

The removal of the one way gyratory system and pay and display was considered by all to primarily affect pick up and drop off of Norwich School pupils during peak times. Consideration of alternative locations was identified as essential to avoid potential misuse of loading

bays and bus stops.

There was disappointment among a few stakeholders that the cycleway was not proposed to be continued and the public toilet provision revisited.

## 4.0 Proposals

### 4.4.3 Response to stakeholder feedback

Since seeking initial views from key stakeholders, Option 3 has been revised to respond to key discussions. The revised plan can be seen at Figure 4.4.3.1.1 and items of interest discussed below.

#### 4.4.3.1 Bus stops

The relocation of bus stops between Tombland and Upper King Street is an essential element of the scheme which will improve the environment of Tombland. Since consulting key stakeholders, we have looked at the repositioning of stops in more detail to rationalise the proposal, ensure deliverability and address concerns, see Fig 4.4.3.1.2.

Through relocating stop CK into Tombland and providing more subtle kerb tapering on the southbound carriageway into Upper King Street it would be possible to widen the eastern footway in Upper King Street from an average of 1.9 to 3 metres. This would facilitate the installation of a bus shelter and greater flat surface pavement width than that currently found in east Tombland (1.8 metres), enabling pedestrians and wheelchair users to pass.

There are fixed features within Tombland, most notably the trees, which provide a natural separation between the carriageway and the public space. To expand the serviceable bus stop area beyond this line would be to detriment of the public space and trees, encroaching on focal points of the space (obelisk), impeding use and movement. Through relocation of stop CP to Upper King

Street, pavement width can be increased beyond that which is feasibly and functionally possible within Tombland.

The removal of stop CK from Upper King Street will give a minimum 9 metres carriageway width which would allow two-way traffic to pass stationary buses at the relocated stop CP. Examples of larger bus stop configurations will be reviewed for the purposes of detailed design of the outbound stops (existing stop and relocated CK) within Tombland to ensure they are easy to use.

#### 4.4.3.2 Parking in peak times – Norwich School

The proposal to remove pay and display parking and gyratory is generally supported by the school and alternative areas for student drop-off and pick-up have been discussed. One option under discussion is the use of a token system for other Pay and Display parking areas near to the school, particularly near to Bishop's Gate and Cathedral Street. Token systems have been used at other city based schools and are administrated by the school with prior approval from the city council. Any further development of the Tombland scheme will therefore continue this discussion and assess any other opportunities as they may arise.

#### 4.4.3.3 Cycleway

The extension of the cycleway southward was discussed early on in the feasibility process however it was decided that due to the space available, the progression of the Prince of Wales Road cycle improvement scheme and subsequent potential for the re-routing of the

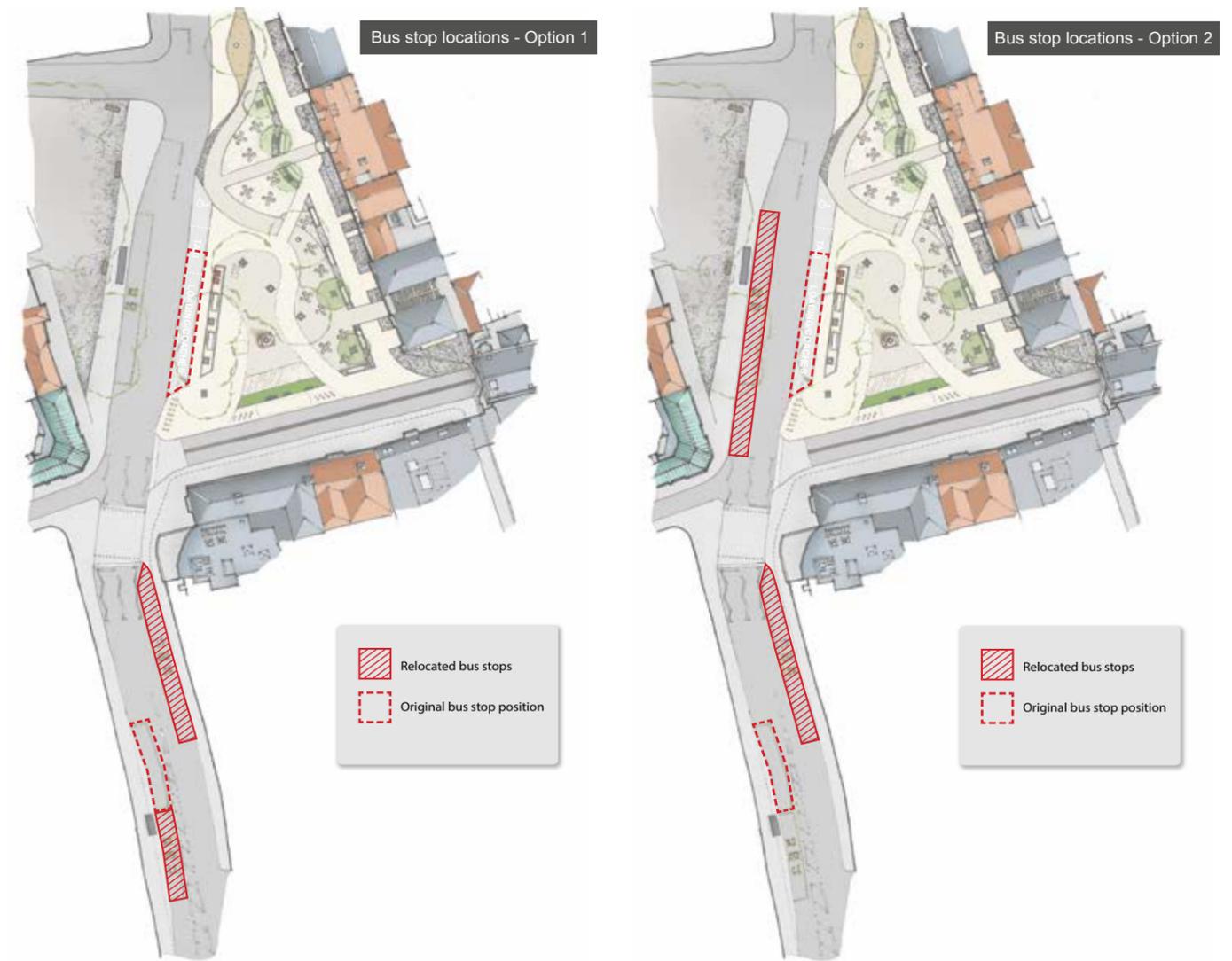


Figure 4.4.3.1.2 Options for relocation of bus stops in Tombland and Upper King Street

green pedal way, not to pursue this extension.

There are also a number of fixed features within Tombland, most notably the trees and the requirement for a vehicular bay. Whilst dimensionally a cycleway could be accommodated within the space available, this would greatly reduce the flexibility and usability of the public space to other stakeholder groups. As such it was considered that any scheme proposal for the space should maximise the potential for different activities and uses of the area.

The proposed north-south pavement adjacent

to the buildings on the east edge of Tombland is generous at 3 metres width. Whilst the area will be predominantly pedestrian, it is noted that a few cyclists may cross from Princes Street and cycle along the path to the Ethelbert Gate or St Faith's Lane rather than use the carriageway in Tombland. The path would be of sufficient width to accommodate this shared use although would be designed with details to encourage considerate use. Cycling in pedestrian areas has become more commonly permitted and accepted within Norwich in recent years, and a cycling and pedestrian zone could be applied to this area to allow the less frequent movements to be accommodated.

## 4.0 Proposals

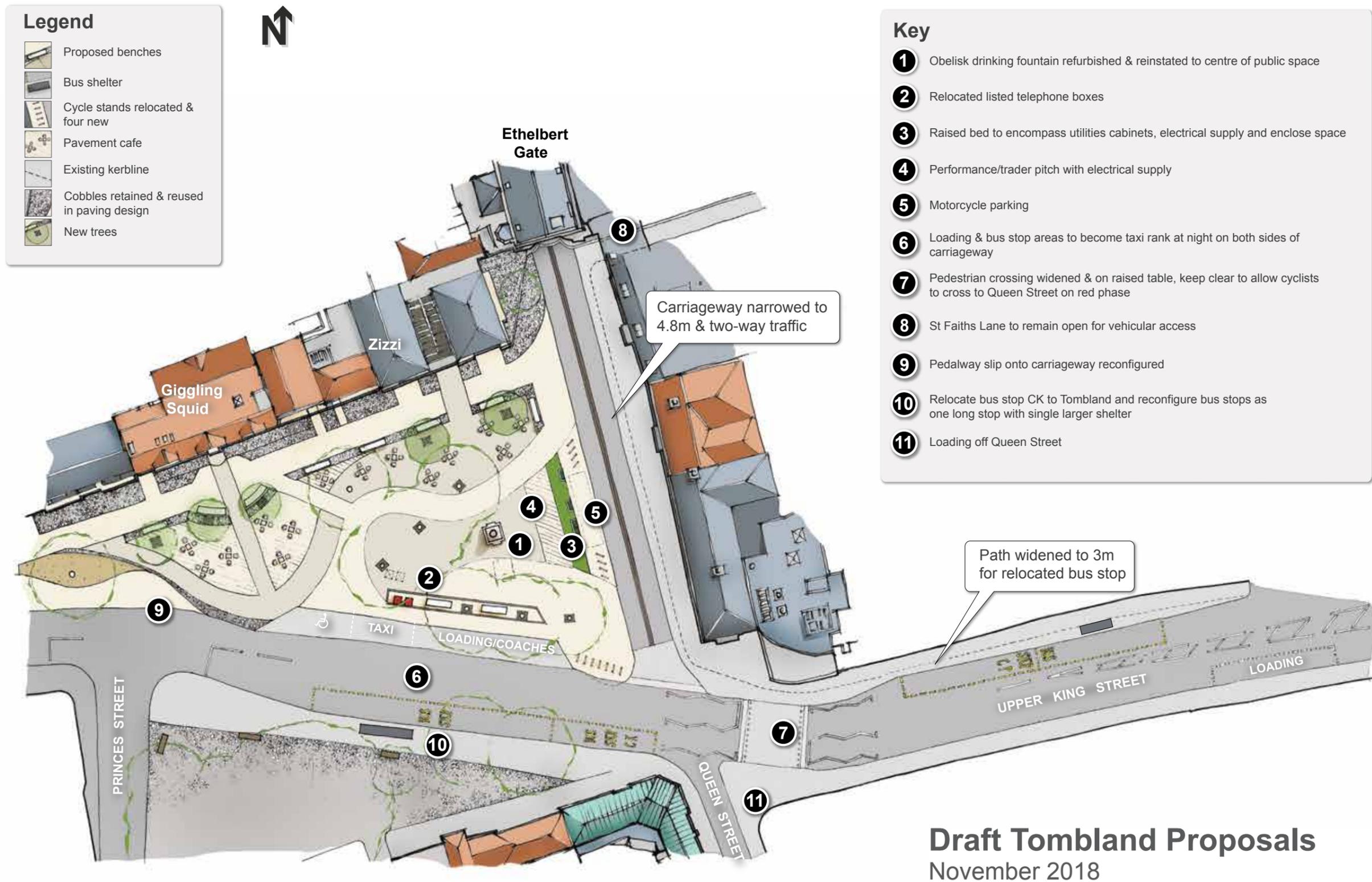


Figure 4.4.3.1.1 Revised Tombland proposal in response to stakeholder feedback

## 4.0 Proposals

### 4.4.3.4 Outline Traffic Regulation orders

#### 31 metre bay in East Tombland

- Remove all P & D
- Relocation of disabled parking bay to principal route
- Relocation 2 x bus stops to Upper King Street (CP)
- Relocation of coach stop from Upper King Street to Tombland
- Conversion of loading bay between 18:30-05:00 to taxi stands. (Loss of 1 no. 18:30-05:00 taxi stand compared to current situation)

#### Overall daytime capacities

- 1 x taxi anytime
- 1 x disabled space
- 18m loading / coaches. 15 mins only.
- motorcycle parking 11 spaces
- 15 cycle stands (11 currently provided)
- Loss of loading to west of carriageway for relocated bus stop CK. Vehicles to load from Queen Street.

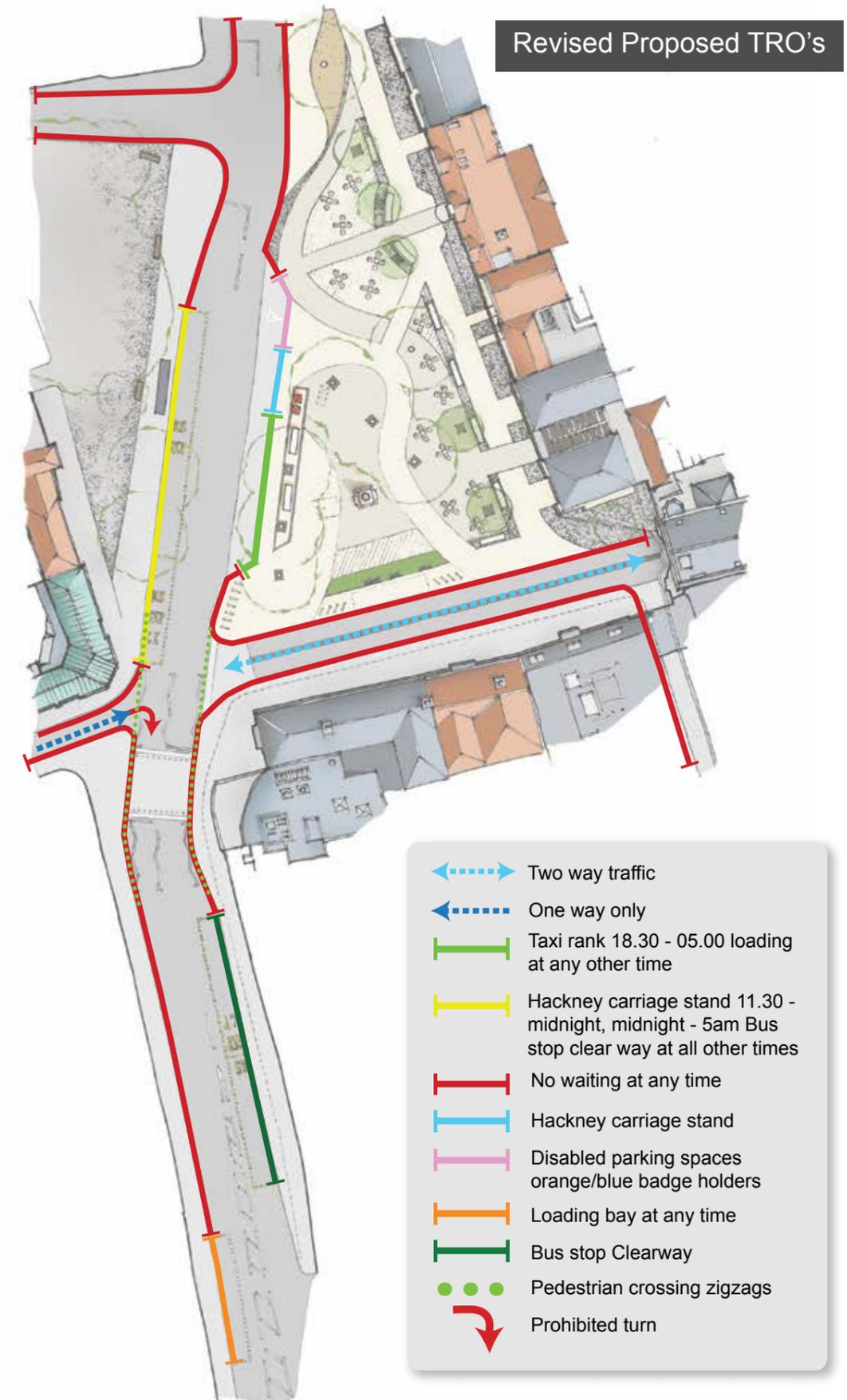
#### Overall night time capacities

- 1 x disabled space
- 1 x taxi anytime
- 25m taxi (5 taxis) after 18:30 – 05:00 every day
- West Tombland bus stops CM, CL and relocated CK become ranks after 23:30 – 05:00 every day (43.5m = 8 taxis)
- motorcycle parking 11 spaces
- 15 cycle stands (11 currently provided)
- Loss of loading to west of carriageway for relocated bus stop CK. Vehicles to load from Queen Street.

Double yellow lines and loading ban on revised 2-way approach to Ethelbert Gate.

To summarise, this revised arrangement results in a net gain of taxi rank positions from 6 to 8 between 23:30-05:00 in West Tombland, and a loss of 1 no. taxi rank position between 18:30-05:00 in East Tombland.

With this revised scenario, taxis will be able to stay within Tombland, ranking more effectively with a clear head of queue.



## 4.0 Proposals

### 4.4.4 Cost Estimates

A costing exercise has taken place using figures from recent similar schemes, advice from technical specialists and SPONS external works and landscape price book (2018). It should be noted that the following indicative costs shown in Table 4.4.4.1 are to be used as a guide only as detailed specification for many aspects of the works are yet to be confirmed. Figures rounded to nearest £250.

Item	Estimated Cost (£)	Source
Planning and consents	10,000	Previous schemes and in consultation with local planning authority
Preliminaries (site compound, traffic management etc.)	62,000	Tombland phase 1
Demolition of public conveniences including allowance of £5000 for noise monitoring by NorwichCC	65,000	NPS
Hard landscape works	453,500	Spons / previous schemes
Soft landscape works incl. commuted sum for 5 no. new trees	14,500	Spons / Highways
Street furniture	25,500	Market quotes / Spons
Relocation of 2 number BT utilities cabinets, 2 x Listed telephone kiosks, 2 x bus shelters	146,000	Openreach
Reconfigure signalised crossing of Upper King Street	20,000	Tombland phase 1
Obelisk; Refurbish for use as drinking fountain, move to new position.	50,000	Market advice and quotes
Lighting Design and installation	50,000	Estimate
Archaeological watching briefs, reporting etc.	13,500	Quote based estimate on some finds, not significant.
Phase 1 adaptations	9,750	Spons
Resurfacing of main carriageway	Awaiting Figure	Norfolk County Council
Scheme design and project management	156,250	Based on % of scheme value
<b>Total</b>	<b>1,076,250</b>	
<b>Contingency @ 20%</b>	<b>215,250</b>	
<b>Estimated cost</b>	<b>1,291,500</b>	

Table 4.4.4.1 Cost Estimates

## 4.0 Proposals

### 4.4.5 Risks

There are a number of uncertainties for this project, particularly around the breaking of ground within an area of high archaeological potential. Areas around the subterranean public convenience are likely to be disturbed due to utilities and the construction of the conveniences themselves, but other areas where, for example trees are proposed to be planted would disturb new areas.

The following sections give background to some of the other potential risks to the project and what has been, or should be done to mitigate these risks. The matrix table at Appendix 3 compiles the wider project risks identified to date and offers control measures moving forward.

Structure/Feature	Details	Consent Required?
Demolition of public conveniences	The demolition of the existing public conveniences will require the benefit of planning permission. Conservation Area demolition has been replaced by the need for planning permission, and it is not believed that the demolition would fall under Permitted Development (PART 11 Heritage and demolition of the GPDO 2015).	Yes. Planning permission required
Felling / works to existing trees	As Tombland is within a conservation area, 6 weeks' notice will need to be given to Norwich City Council prior to felling or undertaking any works to the trees within Tombland.	No. Although 6 Weeks' Notice Required
Relocation of K6 telephone kiosks	Listed building consent will be required for any works to or movement of the two K6 telephone kiosks. Likely to be an amendment to the location within the listing.	Yes. Listed Building Consent
Works in vicinity of listed building / scheduled monument	Listed building consent may be required for working within/close to the curtilage of listed buildings. Listed building consent was required for working in the vicinity of the Edith Cavell statue and precinct wall in North Tombland. It is unlikely that scheduled monument consent will be required however discussions with Historic England are ongoing at time of writing.	Maybe.
Wider works	The wider works to Tombland will be within the highway and will not require any planning consent.	No. Highway

#### 4.4.5.1 Consents

Advice has been sought from the local planning authority, Norwich City Council, as to whether planning permission or other planning consents will be required for all or any parts of the draft proposals for Tombland. Table 4.4.5.1.1 (right) details what planning consents are likely to be required.

#### 4.4.5.2 Vehicle Tracking

Option 3 has been subject to a tracking exercise to confirm whether the proposed changes in layout are able to cater for necessary vehicle movements. Refinements have then been made to the draft proposal to respond to the outcomes of the tracking exercise and as a result of stakeholder feedback. These

Table 4.4.5.1.1 Planning Consents

refinements are included in the revised option 3 shown at Figure 4.4.3.1.1.

The vehicular elements of the preferred layout have been subject to a tracking exercise, the results of which can be seen at Appendix 4.

A Stage 0 safety audit is currently underway, results of which will be made available at earliest opportunity for scrutiny and detailed design considerations.

It should be noted that some amendments

to the layout may still be required to address tracking and safety matters highlighted within these assessments, these are not considered detrimental / of high risk to the overall scheme and will be reviewed at detailed design stage.

## 4.0 Proposals

### 4.4.6 Outline Programme

It is in the public interest to bring about an improvement scheme for this area of public space as soon as possible. Table 4.4.6.1 sets out an outline programme for works subject to political approval and securing of funding.

Some items within the table may be subject to change as a result of local and national variables, these could include;

- changes in planning legislation
- changes in public procurement rules
- changes in existing contractual arrangements i.e. Framework agreements
- Inability to raise funds
- Changes in political will/priorities
- Brexit
- Prince of Wales Road phase 3

These variables have been included within the project risk matrix at appendix 3.

Action	Target Date (Financial Year)	Notes
Prepare business case for Department of Transport Transforming Cities Fund	December 2018	
Await funding Decision	Feb 2019	
Prepare material for public consultation, planning application and statutory Traffic Regulation Order consultation for Norwich Highway Authority Committee	March 2019	Committee date 21st March 2019.
Submit planning application	22nd March 2019	Allow 8 weeks for determination. Decision likely at the end of May 2019.
Public consultation for 3 weeks to overlap statutory planning and TRO consultation period.	Mid April 2019	
Public consultation ends	Mid May 2019	
Scheme presented to Norwich Highway Authority Committee for approval	June 2019	
Tender demolition contract	June 2019	Street works permit applications to be made in tandem.
Stand still period and appoint demolition contractor	July 2019	
Demolition of public convenience	August 2019	Instate services and utilities in new positions to accommodate; Obelisk water fountain - water supply and drainage. Market trader / performance pitch - electrical supply.
Detailed scheme design	July - October 2019	
Tender for main contractor	October 2019	Aim to appoint in February 2020. Worst case 4-6 months (OJEU Regulations)
Construction	January - July 2020	Phasing of works needs to be considered for minimal disruption to businesses and to ensure planting undertaken between November and March.
Practical completion	August 2020	
Final completion	August 2021	12 month defect liability period.

Table 4.4.6.1 Outline Scheme Programme

## 4.0 Proposals

### 4.4.7 Lighting scheme outline brief

Lighting will be an essential and key element of the Tombland scheme. The precedent images and captions below and opposite illustrate the types of lighting that should be considered and could be used to inform a brief for a lighting designer. The objectives of the lighting scheme should address the issues that have emerged from this feasibility study and the vision statement at the top of the page opposite.



Images 1 & 2; seating with down lighting could be used to accentuate the paving, illuminate the footway or give the impression that seating is floating. Integrated lighting could reduce street clutter and improve lighting levels below trees.

Image 3; lighting could cut across a space to illuminate a route, highlight features within the space or accentuate the surface.



Images 4 & 5; use of shorter columns to illuminate environment below the tree canopies. Columns should respect the existing listed columns within the space and not dominate.

Image 6; up-lighting of trees could be used in combination with shorter columns.

Vision Statement; Tombland will be a vibrant and welcoming multifunctional space which celebrates the historic environment whilst embracing change. The lighting scheme should respect existing lighting within the curtilage of the listed buildings whilst enhancing the ambiance of the space, offering a durable and flexible design solution that responds to its context.



Image 7; Ground level up-lighters could be used to celebrate features within the space and create atmosphere and ambiance.

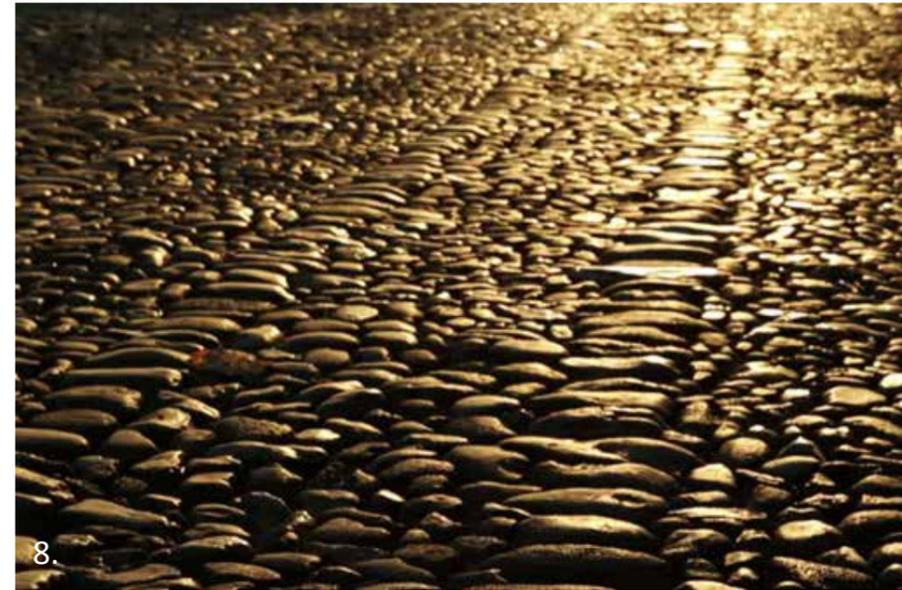


Image 8 & 9; Cobbles are a long established feature of the Tombland area and should be celebrated wherever possible. Any lighting design should emphasise and make a feature of the historic surface.



Image 10; use of lighting to emphasise boulevard style path and planting.



Image 11; combination of high and low level lighting. Consideration of temporary lighting in the trees for events e.g. Norwich Christmas lights.



Image 12; removal of shadowy spaces with use of subtle light fixtures. flexible lighting scheme where colours could be easily changed for events.

---

## 5.0 Conclusions

### 5.1

The proposed outline scheme is considered to offer the most comprehensive approach to addressing the identified issues within the south-eastern area of Tombland.

The scheme is designed with the future in mind as not to compromise any potential improvements to the south-western area of Tombland, whilst making the necessary improvements to this important civic space.

Flexibility is a key component of the draft layout, to allow the space to be used in different ways at different times of the day, improving the quality of the public space and the overall setting of the conservation area. By building in flexibility, and allowing space for certain activities to take place, improvements can be made to the condition and setting of important features of the space whilst reducing risks to them going forward.

Whilst initial stakeholder feedback has largely been positive, and refinements made to the design as a result; it will be vital to establish what the wider public reaction is to the proposals before finalising the design.

The original heart of the city and with a layout that has remained unchanged for a number of years, it is recognised that Tombland needs to adapt to respond to the economic, demographic and modal changes in time. Some significant interventions and enhancements are required to reinvigorate the space and regain the area as a valuable and functional piece of city centre public open space.

Overall the principles set out by the outline proposal at 4.4.3.1.1 are considered to positively address the barriers to enabling Tombland to thrive as an accessible and multifunctional public space once more, whilst carefully balancing the needs of the various stakeholders, reinvigorating Tombland as a must visit destination and city centre hub.

## 6.0 References

### Text References

Norwich City Council (2018) Air Quality Annual Status Report [Online] Available at: [https://www.norwich.gov.uk/downloads/file/4715/2018\\_air\\_quality\\_annual\\_status\\_report](https://www.norwich.gov.uk/downloads/file/4715/2018_air_quality_annual_status_report) (Accessed 12.10.2018)

Norwich City Council (2015) Air Quality Annual Action Plan [Online] Available at: [https://www.norwich.gov.uk/downloads/file/3020/2015\\_air\\_quality\\_action\\_plan](https://www.norwich.gov.uk/downloads/file/3020/2015_air_quality_action_plan) (Accessed 17.10.2018)

Hannant, D. (2018) Could drinking fountains be set to return to Norwich city centre? Published by Archant, Norwich Evening News [Online] Available at: <https://www.eveningnews24.co.uk/news/drinking-fountains-return-1-5432146> (Accessed 30.10.2018)

### Image References

#### Section 2.3.1

Two images of Tombland Fair courtesy of Norfolk County Council

#### Section 2.3.5

Image compiled from article displayed on Evening News website; Hannant, D. (2018) Could drinking fountains be set to return to Norwich city centre? Published by Archant, Norwich Evening News [Online] Available at: <https://www.eveningnews24.co.uk/news/drinking-fountains-return-1-5432146> (Accessed 30.10.2018)

#### Section 4.4.7

1. URBASTYLE (2018) Bench LED-Line [Online] Available at: <https://www.urbastyle.com/en/products/bench-led-line> (Accessed 16.11.2018)
2. External Works (2018) Street furniture for Stockport's Redrock leisure scheme [Online] Available at: <https://www.externalworksindex.co.uk/entry/139508/Artform-Urban-Furniture/Street-furniture-for-Stockports-Redrock-leisure-scheme/> (Accessed 16.11.2018)
3. Bonanni, L. (2007) Free Light [Online] Available at: <http://www.hyperexperience.com/?p=291> (Accessed 16.08.2018)

4. DSA (2018) Lighting from Landscape Forms [Online] Available at: <http://www.dsa-lighting.com/2017/02/20/lighting-from-landscape-forms/> (Accessed 16.08.2018)
5. Schreder (2018) Shuffle [Online] Available at: <https://www.schreder.com/products/shuffle> (Accessed 16.08.2018)
6. Schneider Electric (2018) Don't Get Zapped – How (and Why) to Protect LED Lighting Systems [Online] Available at: <https://blog.schneider-electric.com/energy-management-energy-efficiency/2016/12/07/dont-get-zapped-protect-led-lighting-systems/> (Accessed 16.08.2018)
7. Lighting Manufacturer (2018) Lutec Seattle Low Voltage High Power LED Inground Spotlights [Online] Available at: <https://www.manufacturer.lighting/products/512/> (Accessed 16.08.2018)
8. Framepool (2018) Amatitan Royalty Free Stock Footage [Online] Available at: <http://footage.framepool.com/en/shot/903439664-amatitan-cobblestone-road-surface-structure-texture-gold-color> (Accessed 16.08.2018)
9. Depositphotos (2018) Illuminated stone wall at night– stock image [Online] Available at: <https://depositphotos.com/100659736/stock-photo-illuminated-stone-wall-at-night.html> (Accessed 16.08.2018)
10. Festenstein, G. (2018) Lighting Design [Online] Available at: <https://design-light.co.uk/clients.htm> (Accessed 16.08.2018)
11. First lighting (2018) Creative ways to light your garden [Online] Available at: <https://www.firstlighting.co.uk/creative-garden-lighting-ideas/> (Accessed 16.08.2018)
12. The Journal of the American Institute of Architects (2018) Zuccotti Park, Lower Broadway New York, USA. 2008. [Online] Available at: <https://www.architectmagazine.com/project-gallery/zuccotti-park> (Accessed 16.08.2018)



If you need this document in large print, audio, Braille, alternative format or in a different language please contact Norwich City Council on 0344 980 3333, 9am to 4pm, Monday to Friday.

---