TRANSPORT & TRAFFIC	GT. PLUMSTEAD			LT. PLUMSTEAD			THORPE END			COMBINED		
	% YES	% NO	undecided	% YES	% NO	undecided	% YES	% NO	undecided	% YES	% NO	undecided
1. Would you like to see more safe-footpaths in your village?	80	10	10	65	23	12	84	13	3	77	16	7
2. Is there effective road-drainage in your village?	25	75		28	72		11	89		19	81	
3. In your opinion, is there a problem with speeding vehicles in your village?	95	5		88	12		88	12		89	11	
4. Do you consider there to be a problem with road–junction visibility in your village?	85	15		86	14		78	22		82	18	
5. Do you favour speed limits being extended, along the Plumstead Road from the Brick Kilns Public House to Thorpe St. Andrew?	58	32	10	55	39	6	46	45	9	51	41	8
6. If it were available within the parish, would you make regular use of a rail-link facility?	53	47		67	33		38	62		50	50	
7. Do you make use of public transport for shopping and leisure trips?	50	50		62	38		41	59		49	51	
8. Do you make use of public transport for work-related journeys?	26	74		19	81		23	77		22	78	
9. Do you make use of public transport for visits to the doctor, dentist, hospital, or similar?	10	90		18	82		11	89		13	87	
10. Are you satisfied with the public transport service provided within the parish?	42	32	26	41	22	37	63	17	20	53	20	27
11. Are you in favour of the building of a Northern Norwich Distributor Road? (NNDR)	45	35	20	43	35	22	37	50	13	40	43	17
12. Do you think the creation of the NNDR will help create an infrastructure for employment?	21	53	26	35	30	35	25	54	21	28	45	27
13. Would you like to see a cycleway, to Norwich, created along the Plumstead Road?	70	15	15	70	16	14	83	12	5	77	14	9
14. Would you like to see a safe-footpath from Thorpe End to Thorpe St. Andrew, replacing the existing trod?	72	11	17	58	4	38	92	8	0	78	7	15
15. Do you think a link road, from Broadland Business Park to Plumstead Road, Thorpe St. Andrew, should be built?	60	25	15	48	24	28	70	21	9	61	23	16
16. Do you consider the existing 'Community Speed Watch' should be on-going?	85	5	10	78	10	12	70	14	16	75	12	13

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