

Joint Committee for Transforming Cities Fund projects

**Minutes of the Meeting held on 16 October 2019 at 2.04pm
in the Edwards Room, County Hall, Norwich**

Present:

Cllr Martin Wilby (Chairman)	Norfolk County Council
Cllr Lana Hemsall	Broadland District Council
Peter Joyner	New Anglia Local Enterprise Partnership
Cllr Kay Mason-Billig	South Norfolk District Council
Cllr Steve Morphew	Norfolk County Council
Cllr Mike Stonard	Norwich City Council
Cllr Ian Stutely	Norwich City Council
Cllr Brian Watkins	Norfolk County Council

Officers Present:

Andrew Skiggs	Finance Business Partner Community & Environmental Services
Jeremy Wiggin	Transport for Norwich manager, Norfolk County Council

1. Apologies for Absence

- 1.1 Apologies were received from Cllr Barry Stone

2. Minutes

- 2.1 The minutes of the meeting held on 14 August 2019 were agreed as an accurate record and signed by the Chairman.

3. Declarations of Interest

- 3.1 No interests were declared.

4. Urgent Business

- 4.1 There was no urgent business.

5. TCF programme for submission to DfT (Department for Transport)

- 5.1.1 The Joint Committee received the report outlining the programme of developments proposed for submission to Government in the Norfolk TCF application for the Committee's consideration and recommendation to Cabinet.
- 5.1.2 Prior to the meeting, feedback received from stakeholders and responses to this from Officers, where appropriate, had been circulated to Members; see appendix A. The Transport for Norwich manager gave an overview to this feedback:
- DfT had reiterated that putting targets in the final business case submission would

help them understand the modal shift.

- There was an ambition to deliver clean corridors and conversations had been held with bus operators about zero carbon ambitions.
- There were good relationships with bus providers; more details on the response to the Bus Services Act 2017 would be included in the final submission to DfT.
- There were no plans to go for franchising of bus services.
- There were specific targets which transforming cities schemes had to meet, which was why there were a broad range of projects in the schemes
- The Transport for Norwich manager agreed with Sustrans that secure cycle parking was an area that should be looked at
- Park and ride services would be reviewed to look at existing and potential new sites
- The Transport for Norwich manager clarified that Norwich Airport had not supplied funding towards the park and ride project; they had highlighted the park and ride as part of their master plan for parking; it was too early to comment on this project.

5.2 The following points were discussed and noted:

- A Member queried whether the Cross-Valley Link would be able to deliver the sought benefits and noted the impact such a project would have on pedestrians and cyclists using the area, nature and wildlife. The Chairman replied that this was a high funding scenario and would be difficult to deliver in a 3-year period
- A Member suggested creating a transport hub and railway station at Thickthorn; the Chairman noted that a project like this would take many years to complete
- It was queried why the Sprowston corridor received a greater priority than Rackheath. The Transport for Norwich manager clarified that scoring gave a guide on how each corridor performed. The Sprowston corridor had some schemes which were more difficult to deliver; if not all were delivered the full benefit for the corridor would not be realised
- A discussion was held about buses on the Cross-Valley Link, with some Members suggesting that zero emission or electric buses should be used here. One Member suggested that an electric monorail could be considered; the Transport for Norwich manager reported that Officers would investigate specifics such as this when looking into controls and planning for the area; electric may need to be included as a phased input. Environmental assessments were being carried out as part of the work on this scheme.
- it was noted that there were many infrastructure challenges in the Sprowston Road area
- It was noted that there was a lot of housing growth in Wymondham and good rail links but that the area would benefit from improved bus links
- A Member expressed disappointment that the A146 was not included in the programme, noting that there had been lots of growth here in the past years
- It was noted that significant numbers of housing developments were being brought forward in North Norfolk, which would bring connectivity to Norfolk via the Sprowston Road corridor, but North Norfolk District Council were not Members of the Committee
- A Member felt there should be economic benefit to bringing the Cross-Valley Link project forward and queried whether this many vehicles should be travelling through the site. She suggested that a futuristic scheme would be needed to mitigate against the harm that the project could cause to nature and students
- it was noted that environmental impact work would be needed on the Cross-Valley Link project.
- it was also noted that the most frequently cited academic area outside of London

- in the UK was the UEA, and therefore the importance of investing in travel here
- A Member felt that putting parking restrictions in place on Sprowston Road beyond Denmark road would be prohibitive.
 - A Member suggested that schemes that were more likely to be successful, and therefore be viewed as stronger schemes by the DfT, should be submitted as they would be more likely to achieve funding
 - The Finance Business Partner Community and Environmental Services confirmed that conversations were being held with funding sources for match funding; match funding would be confirmed at time of the submission, at the end of November 2019.
 - Cllr Stutely asked how many buses travelled through Norwich as a whole per day; the Transport for Norwich manager **agreed** to find out and circulate to Cllr Stutely
 - A Member raised a concern that in the peak times in the morning and afternoon, 85-90% of car journeys involved only one person, which he felt was unsustainable, and queried how Officers were working with partners to develop car share initiatives and cycle hire use. The Transport for Norwich manager reported that revenue funding bids were being sought to sit alongside the capital funding work of Transforming Cities; a behaviour change programme bid had been applied and the Pushing Ahead programme had been funded by government through their Access Fund. A Better Points App had been launched which gave rewards for walking and cycling activity to be redeemed against money off in shops.
 - Officers clarified that the business case would be submitted on 28 November 2019 and feedback on whether this had been successful would be received by March 2020. The three-year delivery period started from March 2020. It was understood that schemes should be completed and in operation by this time, or at least substantially completed. It was possible that some of the works would be underway in the last financial year of the three-year period and may take slightly longer. The Finance Business Partner Community and Environmental Services reported that as part of the submission to DfT, a detailed plan of delivery would need to be included to show the Council were well prepared for delivery

5.3 The Committee:

- a) **CONSIDERED** the programme outlined in this report
- b) **RECOMMENDED** to the County Council Cabinet on 4 November that the programme outlined in this report is submitted to government on 28 November as the Norfolk TCF application

The meeting ended at 14:45

Cllr Martin Wilby, Chairman
Joint Committee for Transforming Cities Fund Projects



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Transforming Cities Fund (TCF) Joint Committee
Summary of Feedback to Proposals

This note summaries feedback that has been received from stakeholders and others to the Transforming Cities proposals being made public. Where appropriate, an officer response has been provided.

Green Party

Feedback	Officer Response
Propose setting of targets for modal shift to bus, walking and cycling.	Targets will be presented in the final business case submission to the Department for Transport in November.
Zero emissions buses (electric or hydrogen) on radial corridors selected for bus priority improvements.	We are in discussions with bus operators regarding zero emission and low emission buses being operated in Norwich, through both the TCF and Future Mobility Zone. This includes consideration of the required charging infrastructure that would be needed.
Use of powers, notably franchising, in the Bus Services Act 2017 for achieving a step change in services on bus priority corridors that include zero emissions buses, frequent services, affordable fares and certainty for passengers.	The Norwich Bus Charter remains in place across Greater Norwich, which is a Voluntary Quality Partnership (VQP) between the County Council, City Council and bus operators aimed at improving the delivery of public transport. Consideration is being given to the opportunities presented by the 2017 Buses Act, but this is unlikely to extend to franchising. Further details on this will be included in our TCF application at the end of November 2019.
A further programme of pedestrian and cycling crossings at major junctions and roads. A high priority is the Riverside Road/ Foundry Bridge/Thorpe Road junction by Thorpe Station. Department for Transport guidance encourages improvements to National Rail stations in Transforming Cities applications.	Our TCF application includes a significant programme of proposed investment in walking and cycling facilities at major junctions and roads. Included in this is access to the rail stations at Norwich and Wymondham. Suggestions have been made for improvements at specific locations and these will be considered as our programme is developed.
20mph speed limit on most roads inside the outer ring road to reduce road danger and encourage walking and cycling.	There has been an extensive roll out of 20mph limits across Norwich over recent years and further roll outs of this will be considered where appropriate to support walking and cycling initiatives.

Feedback	Officer Response
Demand responsive transport for connecting the suburban and rural parts of Greater Norwich with essential services such as the N and NU Hospital. The government has established a £20million fund for trialling on-demand services in rural and suburban areas	Consideration of different approaches to delivering transport, such as through more demand responsive operations, fits well with our Future Mobility Zone application. We are aware that a new £20m fund was referred to in the recent 'A better deal for bus users' announcement from the DfT but we do not know the specific details around this. We need to be mindful that demand responsive transport usually requires significant on-going revenue funding, as is evidenced by the demand responsive that we already run in the county.

First Bus

The following feedback was received from First Bus:

Feedback	Officer Response
First are in support of the vast majority of the schemes mentioned, but we are concerned that the public transport interventions we had indicated were needed along Yarmouth Road, do not appear in the low bid. We would like to see those interventions identified between the city and Pound Lane, included in the low bid.	This will be discussed at the Committee meeting.
In addition to Yarmouth Road, we were extremely surprised to see that there were no interventions included at all, in the low and medium bids along Sprowston Road. This would mean that there would be no opportunity to make improvements to our Pink Line services, the cities main link to the N&N hospital. The vast majority of the costs associated with the Sprowston Road corridor are linked with the inclusion of the NE P&R supersite, we would suggest that all the bus interventions are included in both low and medium bids, with the P&R site remaining in high.	This will be discussed at the Committee meeting.
This may well mean that some other elements may need to be re-categorised, but improvements to the public transport network, must be at the heart of this bid schemes such as LED street lighting, amongst others, should not take precedence.	This will be discussed at the Committee meeting.

Sustrans

The following feedback was received from Sustrans:

Feedback	Officer Response
Sustrans very much supports all the work that Norfolk CC and Norwich City Council have put in, to developing the Tranche 2 bid to the DfT Transforming Cities Fund. We particularly support:	
Looking at the six corridors as a 'whole corridor' approach. To achieve multi modal shift, from vehicle to bus and/or active travel, it is important that improvements along the whole corridor are delivered. A piecemeal approach will not be successful.	Noted.
The city centre is the core of the project. The city centre is the priority, as that is where all the corridors coalesce. Public realm improvements, which put people first, not motor vehicles, will further encourage more walking and cycling trips.	Noted.
Extend existing Pedalways beyond the NDR To link communities like Horsford, Horsham St Faith, Spixworth and Rackheath to support active travel, from the existing villages and new developments. With the increasing sales of electric bikes this will make these communities within 7-10miles viable cycling corridors to the city.	Noted.
Secure cycle parking In the city centre/redundant shops, at the railway station, bus station and park and ride sites. It could be a way of monetising cycle parking, with payment for a fob. This already happens successfully at Chelmsford Station. Park and Ride sites, being in the ownership and management of the County Council should also encourage 'Park and Cycle' alongside 'Park and Ride', as happens successfully at the Cambridge sites.	Noted.
Waymarking Pedalways in a bold single colour background Not only for guidance to cyclists, but to build awareness of the routes with drivers. To encourage modal shift from vehicles to active travel.	Noted.

Norwich Airport

Norwich Airport has identified that as part of their emerging Masterplan, the current Airport Park & Ride site is integral to the future growth of the Airport and therefore the airport would welcome any opportunity that brings forward the potential for the Airport to acquire the Airport P&R site subject to fair market value and support the NE P&R supersite being on the Medium category rather than the High category.

Norfolk & Norwich University Hospital

The following feedback has been received from the Norfolk & Norwich University Hospital.

Cross valley Link aside when it comes to the Wymondham – NRP Enterprise Zone – City Centre Corridor it is fantastic to see the schemes directly benefiting the hospital appearing in the low funding schemes. Speaking on behalf of the hospital we are extremely grateful to the Transforming Cities Team for this inclusion, the schemes will be a massive benefit to patients and staff alike. We are fully aware that if the bid is successful the schemes need to be fully on-line within 3 years of funding being announced. The hospital is willing to work with Norfolk County Council and its partners in achieving this timescale.

Norwich Theatre Royal

The Theatre Royal is broadly supportive, and subject to more detailed information, can see a number of positive outcomes resulting from a scheme that utilises Chapel Field East for exiting the city in this area, especially for those heading south bound, and the removal of the traffic controls at the roundabout. The Theatre would welcome an opportunity to discuss further the traffic patterns and challenges in this locality, especially around deliveries, coaches and buses, and customers dropping off and accessing car parks.