

## **Joint Committee for Transforming Cities Fund projects**

**Minutes of the Meeting held on 19 February 2020 at 2.05pm  
in the Edwards Room, County Hall, Norwich**

### **Present:**

|                                  |   |
|----------------------------------|---|
| Cllr Martin Wilby (Chairman)     | Norfolk County Council                  |
| Cllr Barry Stone (Vice-Chairman) | Norfolk County Council                  |
| Cllr Lana Hempsall               | Broadland District Council              |
| Peter Joyner                     | New Anglia Local Enterprise Partnership |
| Cllr Mike Stonard                | Norwich City Council                    |
| Cllr Ian Stutely                 | Norwich City Council                    |
| Cllr Brian Watkins               | Norfolk County Council                  |

### **Substitute Members Present**

Cllr Danny Douglas for Cllr Steve Morphew

### **Officers Present:**

|               |   |
|---------------|---|
| Jeremy Wiggin | Transport for Norwich Manager, Norfolk County Council                             |
| Ed Parnaby    | Transport Planner, Norwich City Council   |
| David Wardale | Project Engineer, Community and Environmental Services,<br>Norfolk County Council |
| Stuart Payne  | Associate (WSP), Norfolk County Council   |

## **1. Apologies for Absence**

- 1.1 Apologies were received from Cllr Mason-Billig and Cllr Steve Morphew (Cllr Danny Douglas substituting). Also absent was Cllr Stuart Clancy.

## **2. Minutes**

- 2.1 The minutes of the meeting held on 16 October were agreed as an accurate record and signed by the Chairman
- 2.2 The Transforming Cities funding application had been submitted on the 28 November 2020; Officers were waiting for feedback from Government

## **3. Declarations of Interest**

- 3.1 No interests were declared.

## **4. Urgent Business**

- 4.1 There was no urgent business.

## **5. Beryl bike share bay locations and associated experimental Traffic Regulation Order**

- 5.1.1 The Joint Committee received the report outlining the Beryl bike share scheme funded through the Transforming Cities Fund to introduce a publicly available bike sharing scheme across the Greater Norwich area including the implementation of around 70 dedicated bike bays.
- 5.1.2 The Transport Planner, Norwich City Council introduced the report
- Officers had worked with Beryl to look at locations for bays along pedalways, areas with access to education and high access networks
  - Considerations had been made such as ensuring locations had mobile phone, 3G or WiFi access
  - Approval was being sought for temporary Traffic Regulation Orders (TROs) on 5 bays which would be based on the highway and include planting and areas to rest. The temporary TROs would allow delivery to begin in March 2020 and allow a 6-month period for objections post installation; Beryl had carried out stakeholder engagement about the sites. Approval on making the TROs permanent or to propose changing the locations would be brought back to Committee at a later date
- 5.2 The following points were discussed and noted:
- Members spoke in support of the scheme
  - Comparisons were made between the Beryl scheme and Ofo Scheme which had run in Norwich in 2017-18; it was felt that having bays would be beneficial for users and consultation with local authorities was noted as positive
  - It was commented that the number of bike bays would help encourage Norwich residents to be more active and reduce the carbon footprint of the City
  - It was noted that use of experimental TROs would allow Beryl to evaluate the sites of the bays before permanent installation
  - A geofence was set for each bay so bikes could be set outside the bay if it was full. If a bike was left far away from a bay the user would receive a warning on the app to allow them time to move the bike to a bay to avoid receiving a £5 fine.
  - The 5 main bays were proposed for quiet streets with high levels of business such as areas with cafes or bakeries and ensuring the network was covered
  - There were plans for a bay on York street however this would not align with the timescale of the project outlined in the report
  - The Transport Planner, Norwich City Council, informed members that factory closures in China due to coronavirus had delayed delivery of the motors for the e-bikes. The first 25 e-bikes were expected in April 2020 and the remaining 90 in July 2020. All expected pedal bikes would be available by launch.
  - A Member queried ongoing revenue costs for the Council; Officers confirmed that there was no revenue input from Norfolk County Council however the Council would cover some processes such as the TRO process. All revenue from the scheme would go to the provider, Beryl, to maintain the scheme, make improvements and carry out repairs.
  - A Member asked whether the contract could be changed or reviewed moving forward; Officers confirmed there was a 5-year contract between the Council and Beryl with conditions to allow for a 2-year extension if both parties agreed. The scheme would be reviewed on a 6-monthly basis to allow for developments
  - The consideration given to other types of cycles such as cargo bikes and three-wheelers was queried; Officers replied that work would be needed to look into

the Government fund for e-cargo bikes and could be something to consider for future; three-wheelers had not been integrated as part of the scheme

- Discussions held with police about crime to and through use of the bikes was queried; the Transport Planner, Norwich City Council, reported that meetings had been held between Beryl and Norfolk Police to look at ways to reduce crime on the scheme. A reporting process was in place between Beryl and Norfolk Police
- Bikes had trackers in an undisclosed point, substantially strengthened locks, and were tethered to stand when docked to mitigate against theft and “privatisation”
- Cllr Brian Watkins arrived at 2.24pm
- A Member suggested linking in with new key green infrastructure being developed in and around Norwich; the Chairman agreed that it would be beneficial to investigate opportunities to install new bays when new developments were brought forward
- The Transport Planner, Norwich City Council, **agreed** to share with Members information on whether Beryl had committed to information sharing with Norfolk Police to assist in crime reduction
- A launch activity and promotional material was being worked on by Beryl; for example, flyers were given out at the Love Light Festival, and they were tying in with Pushing Ahead to distribute promotional bundles
- The target audience was anyone over 16, with locations based around leisure and employment areas, however the key audience was students. Therefore, there was work with the University of East Anglia and City College to have bays on their campuses
- Some bays were integrated with shared and public transport locations such as car club bays or bus stops; work was being done with Greater Anglia to develop a bay in Norwich train station
- Expansion of bike hire schemes was included in the future funding mobility scheme as Government funding would be required to expand this further

5.3 The Joint Committee **RESOLVED** to:

1. **NOTE** the planned beryl bike bay network.
2. **APPROVE** progressing 5 bay locations by experimental Traffic Regulation Order.

## **6. Transforming Cities – Market Avenue Bus Lane**

6.1.1 The Joint Committee received the report outlining the proposal for a modification to the Market Avenue Bus Lane Traffic Regulation Order which was implemented during the Rose Lane phase of works and includes dedicated car park lanes to help access the Castle Quarter car park.

6.1.2 The Project Engineer, Community and Environmental Services, introduced the report:

- The layout of lanes and the bus lane was being reviewed as part of road resurfacing works which were due to be carried out
- Modelling of the proposals to identify the impact of a bus lane the whole length of Market Avenue showed a neutral impact on buses but a high impact on traffic
- Modelling on the proposals to identify the impact of a bus lane half the length of Market Avenue showed a neutral impact both for traffic and for buses; it was therefore proposed to put this forward for the TRO

- Further traffic modelling on the impact along Rose Lane carried out at the request of Norfolk Police had shown there to be a neutral effect on traffic; therefore, they had no objections to the half-length bus lane proposal
- Castle Quarter had no objections to the proposal

6.2 The following points were discussed and noted:

- The aim of the scheme was to keep traffic moving at a steady speed
- A Member felt that more extensive traffic modelling should have been carried out to identify impacts further down the traffic network; Officers reported that comprehensive modelling had been carried out using the most up to date traffic information. The wider transport flow around the city was subject to further work and wider proposals would come to the Joint Committee at a later date; review of the local transport plan and transport policy would look at traffic flow in the city and further work needed to mitigate traffic flow
- A concern was raised that the proposal in the report would allow more cars to queue and increase carbon emissions, and prioritised cars over buses due to the shorter bus lane; the Transport for Norwich Manager pointed out that modelling had identified that the impact on buses was neutral with both a full or half-length bus lane, however, having a full length bus lane had a high impact on traffic. Therefore, the proposal for a half-length bus lane would keep traffic moving as much as possible in the area

6.3 The Committee **RESOLVED** to:

1. **AGREE** the proposal as shown on the 'Market Avenue Bus Lane Option 2 - Reduced Length' plan contained in Appendix C of the report, that will:
  - a. Revise the bus lane arrangement along Market Avenue
  - b. Introduce dedicated car park lanes on the approaches to Castle Quarter car park from Cattle Market Street and Rose Lane / Market Avenue
2. **AGREE** commencement of the statutory procedures associated with the Traffic Regulation Orders to implement this proposal.

## 7. Any Other Business

- 7.1 Cllr Danny Douglas discussed the Government's announcement for funding for extra buses, including the possibility of an extra £901,000 for the return of some routes that were previously cut, and the rural mobility fund. He asked the Joint Committee to consider the secondary bus network in Norwich which was subsidised by the Council. He suggested making these routes high frequency to reduce the need to subsidise them and use of the rural mobility fund to provide bike buses along the Marriott's way.
- 7.2 The Chairman noted that the £901,000 funding had criteria attached to it and was for developments across the County; he felt this topic came under the remit of the Infrastructure and Development Committee and referred it to Cllr Barry Stone, the Committee's Chairman, for consideration

The meeting ended at 15.09

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



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