

Joint Committee for Transforming Cities Fund Projects

Date: 19 February 2020
Time: 2pm
Venue: Cranworth Room, County Hall, Norwich

Persons attending the meeting are requested to turn off mobile phones.

Membership:

Cllr Martin Wilby (Chairman)
Cllr Barry Stone (Vice-Chairman)

Norfolk County Council
Norfolk County Council

Cllr Lana Hempsall
Peter Joyner
Cllr Kay Mason-Billig
Cllr Steve Morphew
Cllr Mike Stonard
Cllr Ian Stutely
Cllr Brian Watkins

Broadland District Council
New Anglia Local Enterprise Partnership (LEP)
South Norfolk District Council
Norfolk County Council
Norwich City Council
Norwich City Council
Norfolk County Council

**For further details and general enquiries about this Agenda
please contact the Committee Officer:**

Hollie Adams on 01603 223029
or email committees@norfolk.gov.uk

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A g e n d a

1 To receive apologies and details of any substitute members attending

2 Minutes

(Page 4)

To confirm the minutes of the meeting held on 16 October 2019

3 Members to Declare any Interests

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
 - Exercising functions of a public nature.
 - Directed to charitable purposes; or
 - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

District Council representatives will be bound by their own District Council Code of Conduct.

4 To receive any items of business which the Chairman decides should be considered as a matter of urgency

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

(Page 11)

Report by the Executive Director of Community and Environmental Services

6 Transforming Cities – Market Avenue Bus Lane

(Page 27)

Chris Walton
Head of Democratic Services
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Martineau Lane
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NR1 2DH

Date Agenda Published: 11 February 2020



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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 Wiggan	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:	
<p>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.</p>	Noted.
<p>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.</p>	Noted.
<p>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.</p>	Noted.
<p>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.</p>	Noted.
<p>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.</p>	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.

Transforming Cities Joint Committee

Item no.5

Decision making report title:	Beryl bike share bay locations and associated experimental Traffic Regulation Order
Date of meeting:	19 February 2020
Responsible Cabinet Member:	Cllr Martin Wilby (Cabinet Member for Highways and Infrastructure)
Responsible Director:	Tom McCabe – Executive Director, Community and Environmental Services
Is this a key decision?	No

Introduction from Cabinet Member

Executive Summary

£6.1m has been awarded from the Department for Transport (DfT) for the first Tranche of the Transforming Cities Fund (TCF). The TCF funded beryl bike share scheme will introduce a publicly available bike sharing scheme across the Greater Norwich area including the implementation of around 70 dedicated bike bays. The locations of these bays have evolved since our original funding bid to the DfT and this report is to confirm this proposed network and recommend progressing with 5 bays within the carriageway where traffic regulation order (TRO) is required.

Recommendations

- 1. To note the planned beryl bike bay network.**
- 2. To approve progressing 5 bay locations by experimental traffic regulation order.**

1. Background and Purpose

- 1.1.** In 2019, Norfolk County Council (NCC), in partnership with Norwich City Council, South Norfolk District Council and Broadland District Council, was successful in bidding for Tranche 1 funding for the Department for Transport's (DfT) Transforming Cities Fund (TCF).

- 1.2. The aims of the TCF are to encourage an increase in journeys made by low carbon, sustainable modes of transport, with a significant focus on public transport, cycling and walking.
- 1.3. This report relates to the bike share scheme within this first tranche of TCF funding. The bike share scheme will offer improved access to employment, education and services and work towards the wider health and air quality objectives.
- 1.4. Following a competitive tender process, the contract was awarded to beryl bikes in August 2019. The tender includes provision of 580 bikes and 70 bay locations with a capacity for 840 bikes spaces. An effective bike share scheme needs more spaces than bikes to allow for effective hiring of bikes.

The bikes will made up of:

- 465 pedal bikes
- 115 electrically assisted pedal cycles (EAPC)

EAPCs can be used exactly as a regular bike can be. The key benefits of these bikes are being able to ride further and appealing to a wider user group. This will offer a more effective alternative to the private car and help to achieve modal shift.

2. Proposals

- 2.1. Since award of contract in August 2019, Norfolk County Council and Norwich City Council have worked closely with beryl bikes to develop an effective network of proposed bike share bay locations (Appendix 1).
- 2.2. The rationale for these locations takes various factors into consideration including:
- Proximity to centres of education, employment and services;
 - Access to high quality cycle routes and the pedalway network;
 - Proximity to residential areas;
 - Density of the beryl bay network across the area;
 - Natural surveillance and visibility of the location;
 - Areas of leisure and green spaces.
- 2.3. There are five locations (Appendix 2) which require a Traffic Regulation Order (TRO) for a beryl bay to be placed in the carriageway where existing waiting restrictions will need to be amended to allow for this. These are:
- Gloucester Street (Adjacent to Dozen bakery)
 - St Benedicts Street (Adjacent to The Bicycle Shop café)
 - Unthank Road (Adjacent to Blue Joanna café)
 - Upper St Giles Street (Adjacent to Kofra Coffee)

- Yarmouth Road (near South Avenue)

Using carriageway space in these locations enables the locating of beryl bays in areas of the city where the footway space is limited and where otherwise it would not be possible.

2.4. The experimental order will make changes to the existing waiting restriction at each location. These waiting restrictions being:

- Gloucester Street (Waiting limited to 2 hours, Mon to Sat 8am to 6.30pm)
- St Benedicts Street (Pay and Display limited to 1 hour, Mon to Sat, 8am until 6pm)
- Unthank Road (Waiting limited to 1 hour, Mon to Sat 8am to 6.30pm)
- Upper St Giles Street (Pay and Display limited to 2 hours, Mon to Sat 8am until 6pm)
- Yarmouth Road (Waiting limited to 30 minutes, 8am to 6pm)

2.5. Norwich City Council are aware of the revenue implication of the two locations that require changes to pay and display parking and support the bays at these locations.

2.6. It is proposed to proceed by experiential TRO order for these five locations as this is the most appropriate approach for these key reasons:

- It offers what is effectively an extended period of consultation (6 months) for the bike bay locations;
- It offers flexibility where we may need to move a bay after seeing how it operates in practice;
- It allows businesses and residents to see what is being provided and to try it for themselves allowing for more informed feedback;
- It is the only approach that allows delivery of these bays in time for the proposed March 2020 launch.

2.7. An experimental TRO is similar to a permanent TRO in that it is a legal document which imposes or alters traffic and parking restrictions such as road closures, controlled parking and other parking regulations

Unlike a permanent TRO, public consultation takes place once the legal order and the scheme is in place allowing the wider public to have direct experience of the proposals and they can make representations at any time during the initial six month period. If there is a need to change the location of a bay (and this could be as a result of comments received) this can be made during the first six months of the experimental period. If changes are made, the consultation period extends for six months beyond the date of the change. The

experimental TRO can stay in force for a maximum of 18 months while the effects are monitored and assessed.

Any representations received will be brought back to this committee who can then determine whether or not to continue with the changes brought in by the experimental order on a permanent basis.

3. Impact of the Proposal

- 3.1. The bike share scheme will ensure access to safe and easy to use bikes helping to achieve improved access to employment, education and services whilst offering active and zero emission transport.
- 3.2. The proposed network of 70 bays will enable an effective density of locations where a beryl bike can be hired or off-hired. One of the key strengths of a successful bike share scheme is to minimise walking distances between bay locations and destinations.
- 3.3. The five locations being made by experimental order will offer seating and planters in addition to capacity for beryl bikes. These features will offer enhanced streetscape and will be available to use by all.
- 3.4. Beryl have already undertaken local stakeholder engagement to identify support and potential objections. This has been carried out face to face and by written correspondence. As support for bike bays tends to vary by business type, the five locations were initially selected based on this aspect in addition to the factors mentioned in section 2 of this report.

4. Evidence and Reasons for Decision

- 4.1. Beryl is an experienced provider of bay based bike share schemes and have undertaken local stakeholder engagement working closely with Norfolk County Council and Norwich City Council to identify the most suitable locations.

5. Alternative Options

- 5.1. If it is not possible to provide on-carriageway bays in these five locations where footway space is highly limited, we will be unable to provide enough bays in these areas which would impact the usability of the bike scheme severely. There is capacity to review the bay network and make changes as per the experimental order process outlined earlier in this report.

6. Financial Implications

- 6.1. The project is entirely funded by the DfT through the TCF programme. £800,000 has been allocated for this project.

7. Resource Implications

- 7.1. **Staff:** Not applicable.
- 7.2. **Property:** Not applicable.

7.3. **IT:** Not applicable.

8. Other Implications

8.1. **Legal Implications:** Not applicable.

8.2. **Human Rights implications :** Not applicable.

8.3. **Equality Impact Assessment (EqIA) :** The EqIA carried out prior to award of tender has been updated.

8.4. **Health and Safety implications :** Road safety team have been consulted on the locations within the carriageway.

8.5. **Sustainability implications :** The objectives of this scheme is specifically targeted at improving the impact transport has on carbon emissions, air quality and public health. Improving facilities for pedestrians and cyclists to encourage sustainable travel.

8.6. **Any other implications :** Not applicable.

9. Risk Implications/Assessment

9.1. A risk with proceeding by experimental order for the five bays is that there is potential for local businesses and residents to first hear about the beryl bays when they are installed.

9.2. The primary mitigation of this risk is careful and ongoing engagement by beryl before and after implementation along with a six month period for objections to be lodged. Utilising a permanent TRO would not offer this flexibility.

10. Select Committee comments

10.1. Not applicable.

11. Recommendations

- 11.1.
1. To note the planned beryl bike bay network.
 2. To approve progressing 5 bay locations by experimental traffic regulation order.

12. Background Papers

12.1. For additional background information on the details of the beryl bays refer to Appendix 3.

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

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Officer name: Stuart Payne (Norfolk County Council) **Tel No.:** 01603 224398

Email address: stuart.payne@norfolk.gov.uk



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Norwich - Appendix 1 - Beryl Bays

Beryl will be installing approximately 70 'Beryl Bays' across Norwich. 'Beryl Bays' are designated areas for users to park their bikes. The maps on the next two pages show where the Beryl Bays will be located across Norwich. There will be three tier's of Beryl Bay across Norwich, these will range in functionality as explained in Appendix 3.

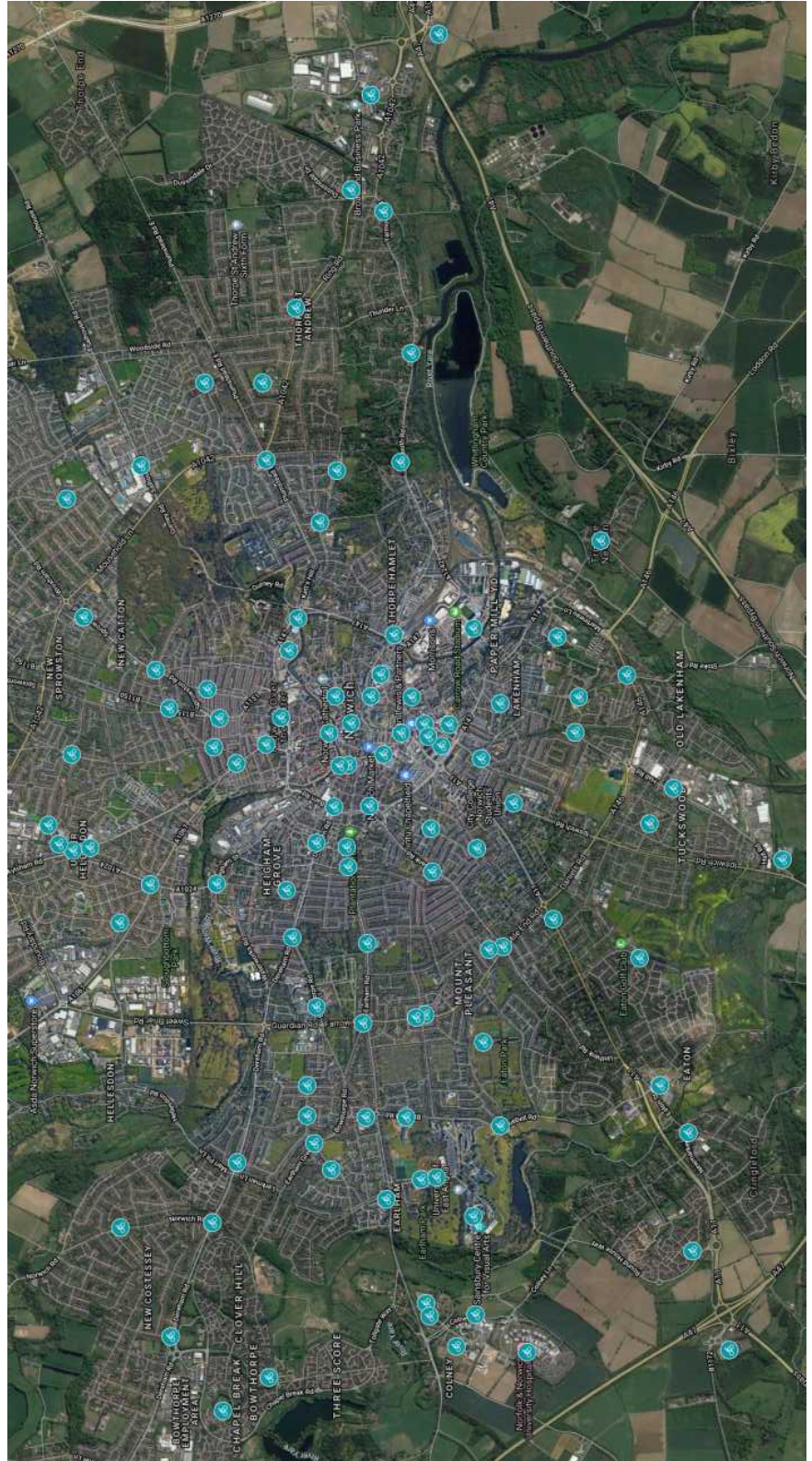


Image 1 - Beryl Bays Norwich (South and Central Region)



Norwich - Appendix 1 - Beryl Bays



Image 2 - Beryl Bays (North Region)

Appendix 2-
Locations where experimental traffic order
proposed.

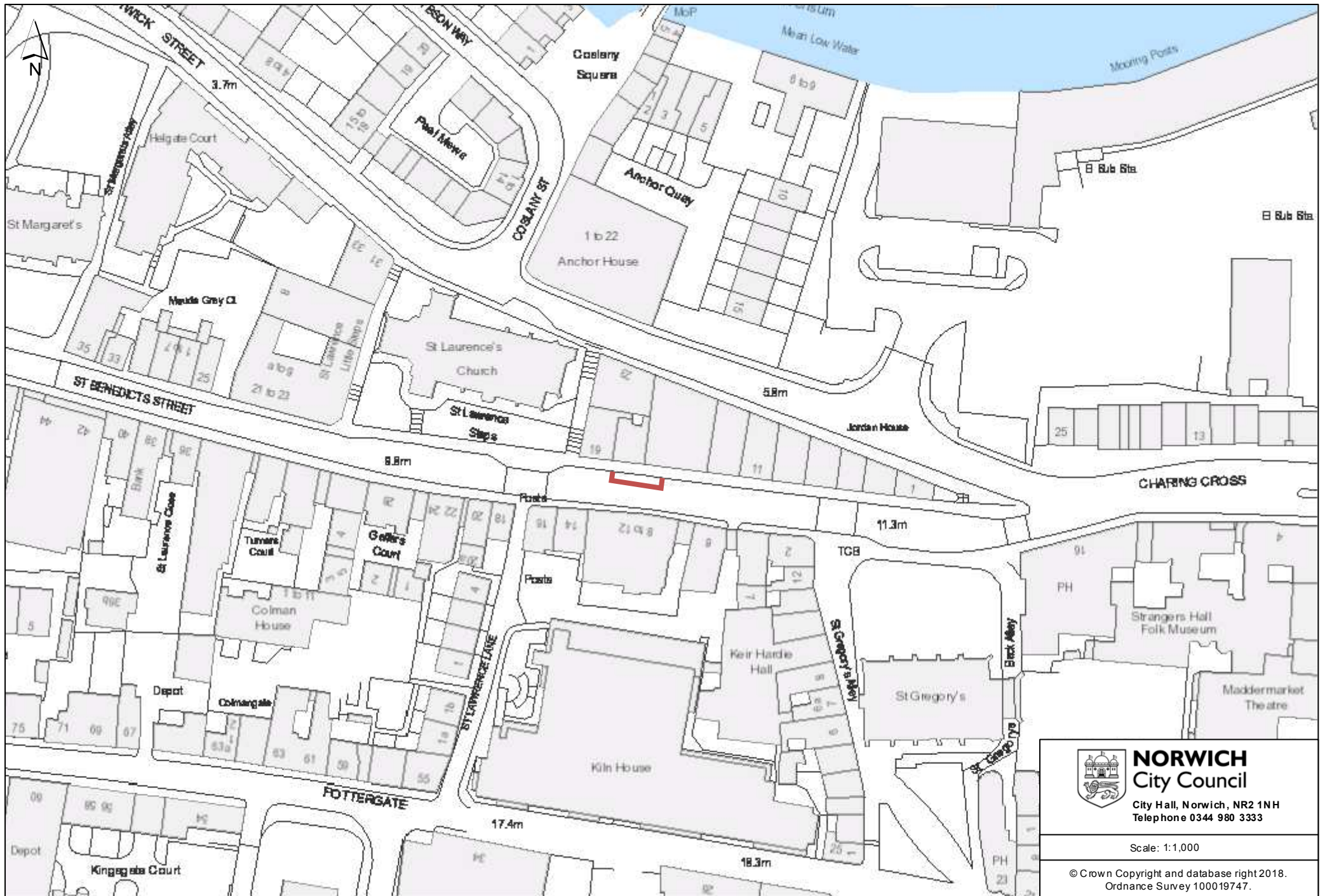


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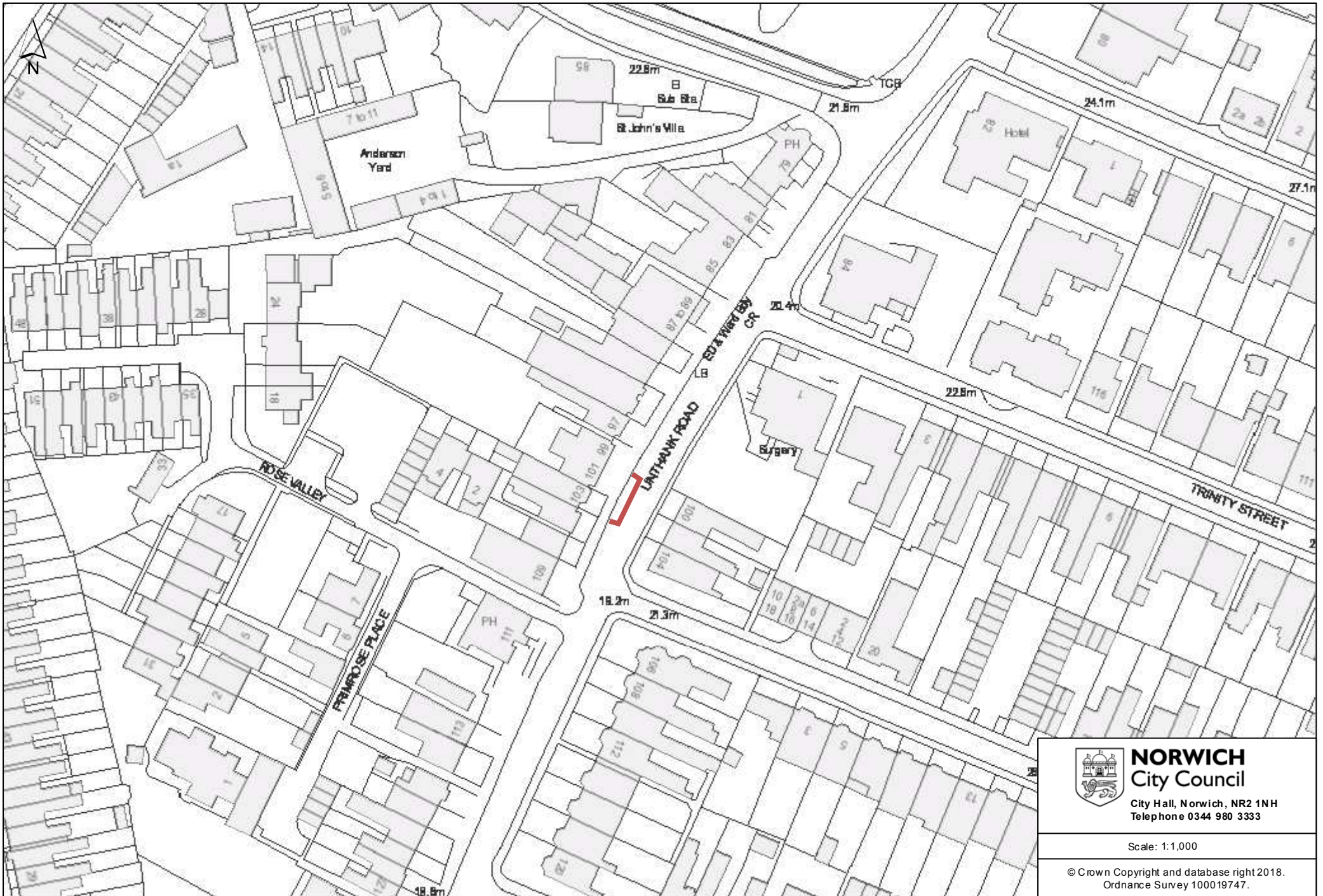


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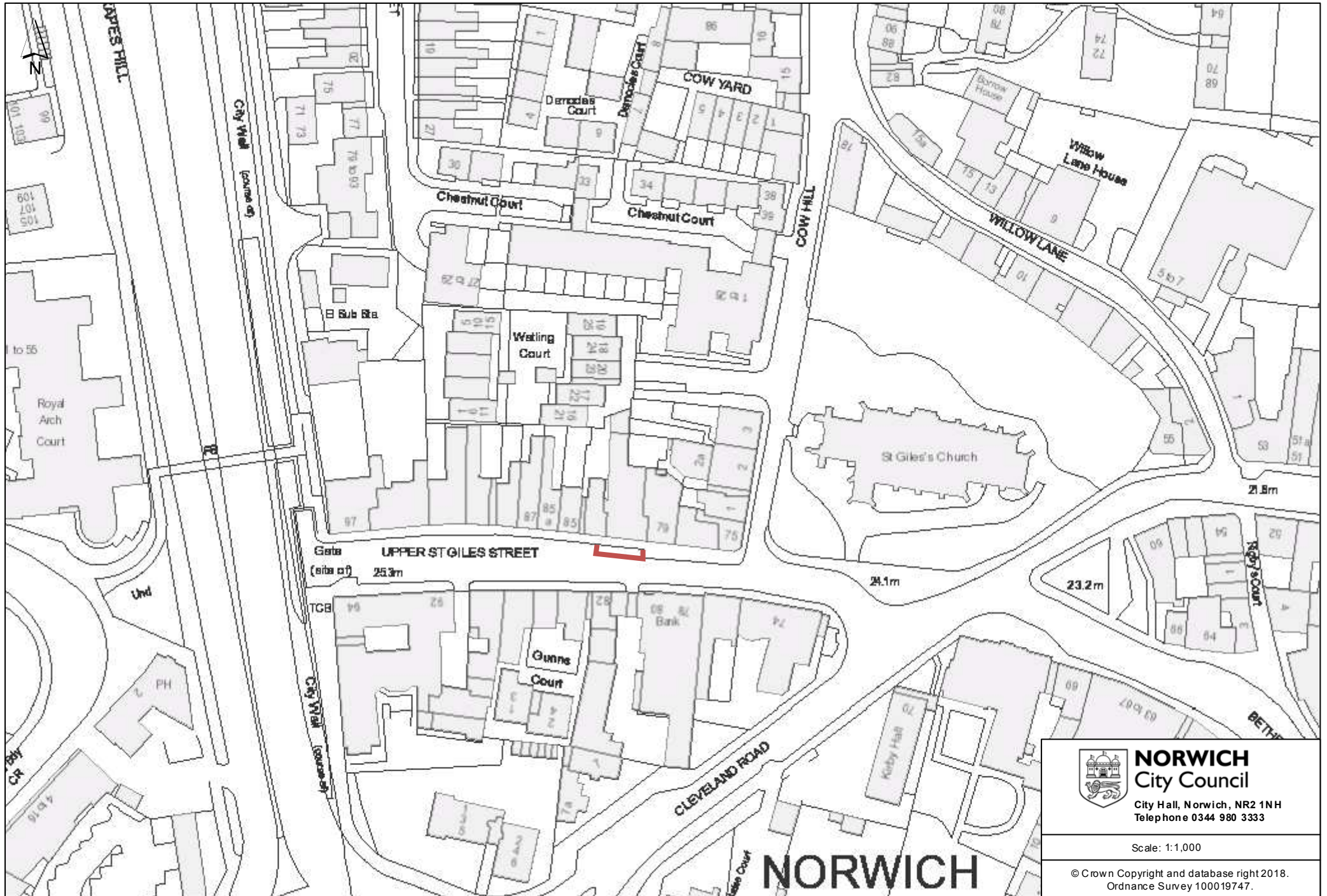


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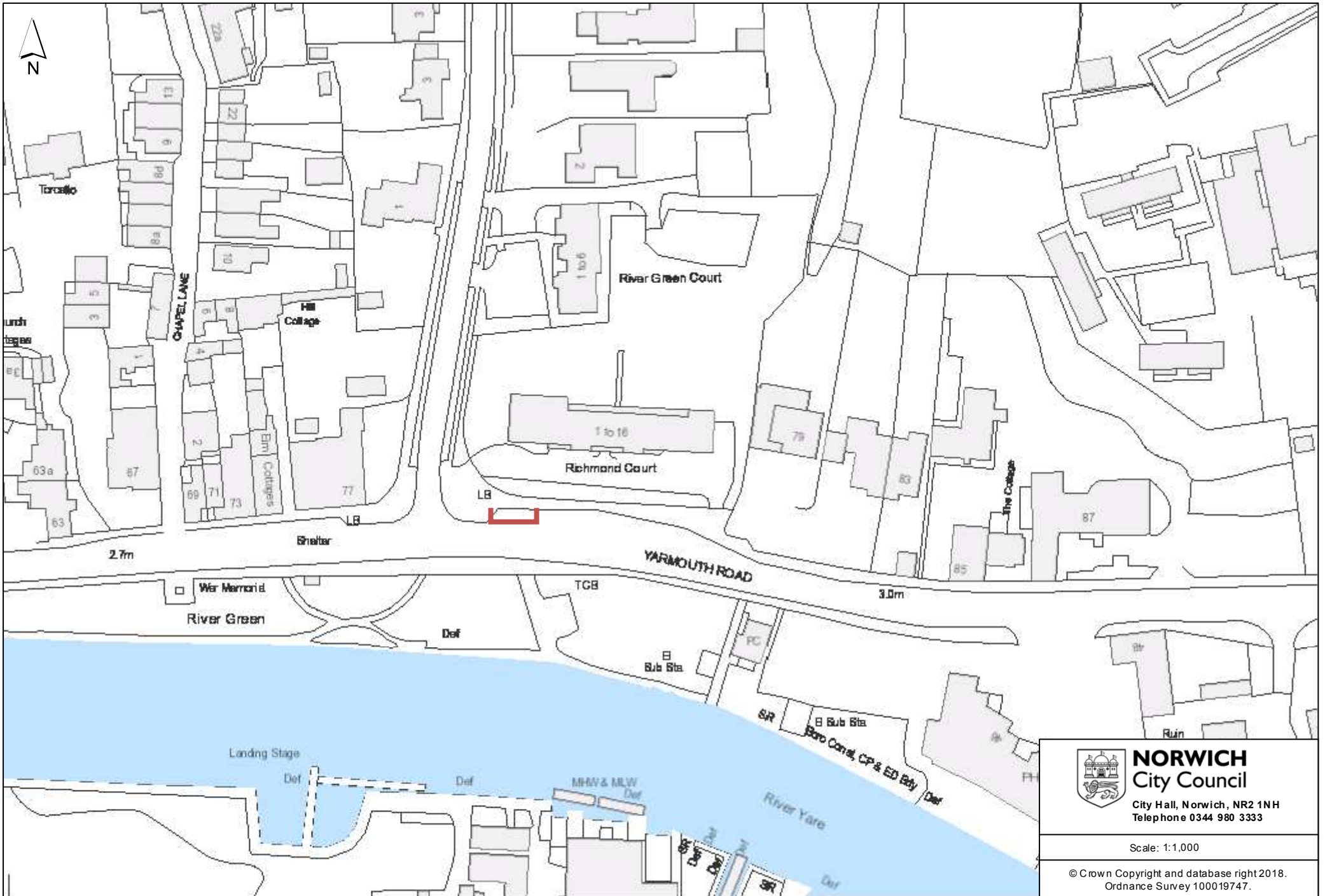


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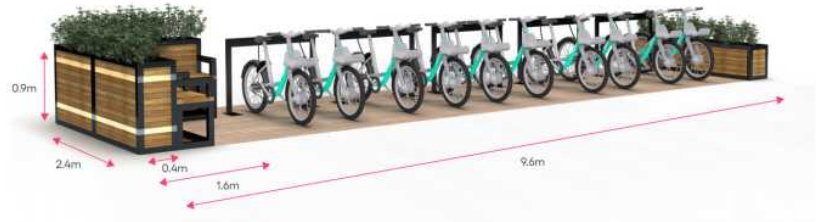
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Norwich - Appendix 3 - Beryl Bays



Indicative only
Subject to change during manufacturing and assembly process

Tier 1 - There will be 5 Tier 1 bays in Norwich. As well as providing bike parking, Tier 1 bays provide space for people to interact, to rest, greenery, and potentially other commercial and community uses. Unlike traditional docking stations these bring significant benefits to the urban realm and importantly benefit other users, as well as bike share users.

To encourage a shift from car to bicycle these Tier 1 bays will use existing on-street car parking. They will replace 2 car parking spaces in each location in Norwich, occupying a space of 10m x 2.4m and will require a TRO. A raised deck means that the Tier 1 bays will be at grade with the pavement.



Indicative only
Subject to change during manufacturing and assembly process

Tier 2 - A scaled back version of the Tier 1 bay. This bay will incorporate cycle parking, planting and potentially a small amount of seating. These can replace car parking or be placed on the footway. There will be approximately 15-20 Tier 2 bays.



Indicative only
Subject to change during manufacturing and assembly process

Tier 3 - The Beryl Base is a steel cycle parking stand that can park multiples of 2 bikes (minimum 6).

Report to Transforming Cities Joint Committee

Item No. 6

Report title:	Transforming Cities – Market Avenue Bus Lane
Date of meeting:	19 February 2020
Responsible Cabinet Member:	Martin Wilby – Cabinet Member for Highways, Infrastructure and Transport
Responsible Director:	Tom McCabe – Executive Director, Community and Environmental Services
Is this a key decision?	No

Executive Summary/Introduction from Cabinet Member

£6.1m was obtained from the Transforming Cities Fund (the first tranche of funding that has been made available as part of the Transforming Cities bid), and £2.3 million of this was allocated to the Prince of Wales Road / Rose Lane Area Improvement scheme currently under construction. This proposal is 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.

Following Member Approval, the Traffic Regulation Order for the bus lane has been advertised between Friday 10 January 2020 and 4 February 2020.

Recommendations

- 1. Agree the proposal as shown on the ‘Market Avenue Bus Lane Option 2 - Reduced Length’ plan contained in Appendix C, 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. Commence the statutory procedures associated with the Traffic Regulation Orders to implement this proposal.**

Actions required

Approve the recommendations.

1 Background and Purpose

- 1.1. The traffic management scheme for the Rose Lane / Prince of Wales Road area, which was approved in June 2018, is largely complete. The final section around the one-way system is now under construction along Agricultural Hall Plain. Resurfacing of the carriageway is programmed for March 2020, and along with Agricultural Hall Plain will also include Market Avenue and Bank Plain. This provides an opportunity to make some modifications to the arrangement of the traffic lanes in this area following analysis of how they have performed.
- 1.2. Since the original changes were made to Rose Lane and Market Avenue, drivers have been observed illegally using the bus lane to access the Castle

Quarter car park. This is in part historical as this lane was always used in the past to access the car park, being directly in line with the entrance. When the car park is full, some drivers also favour waiting in the bus lane until a space becomes available, negating any benefits for buses which often then use the outside 'general traffic' lane. This can result in hurried manoeuvres to leave the bus lane and the risk of sideswipe collisions with other traffic. The current layout is shown in Appendix A.

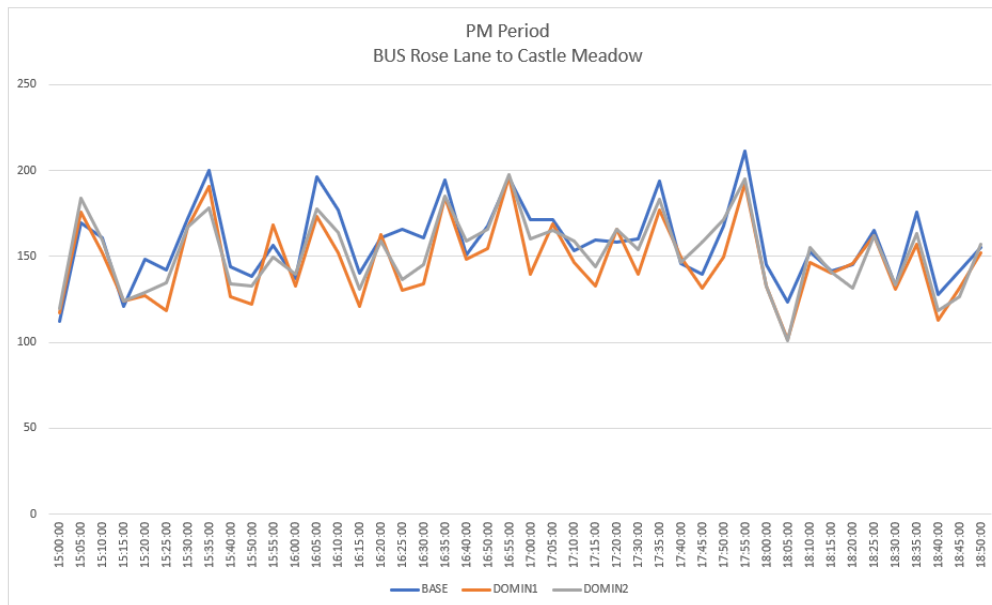
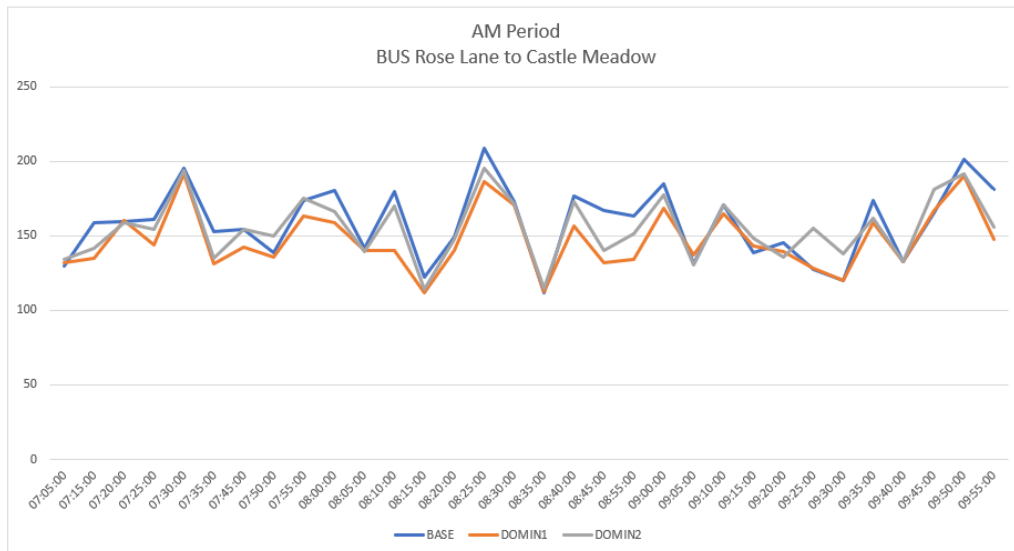
- 1.3. The current short section of bus lane at the top of Rose Lane was introduced to provide an opportunity for buses to gain an advantage when approaching Castle Meadow from Rose Lane over general traffic, especially as Rose Lane was reduced from three lanes to two with the removal of the original bus lane on Rose Lane. In practice, since the changes have been made, traffic now flows freely along Rose Lane. From discussions with the bus companies, the area where they now encounter most delay is immediately before entering Castle Meadow. Consequently, they would like to see the bus lane moved from its current location to the stretch of Market Avenue from the junction with Cattle Market Street through to Castle Meadow. This would then allow the current bus lane to be changed to a car park lane.

2 Proposals

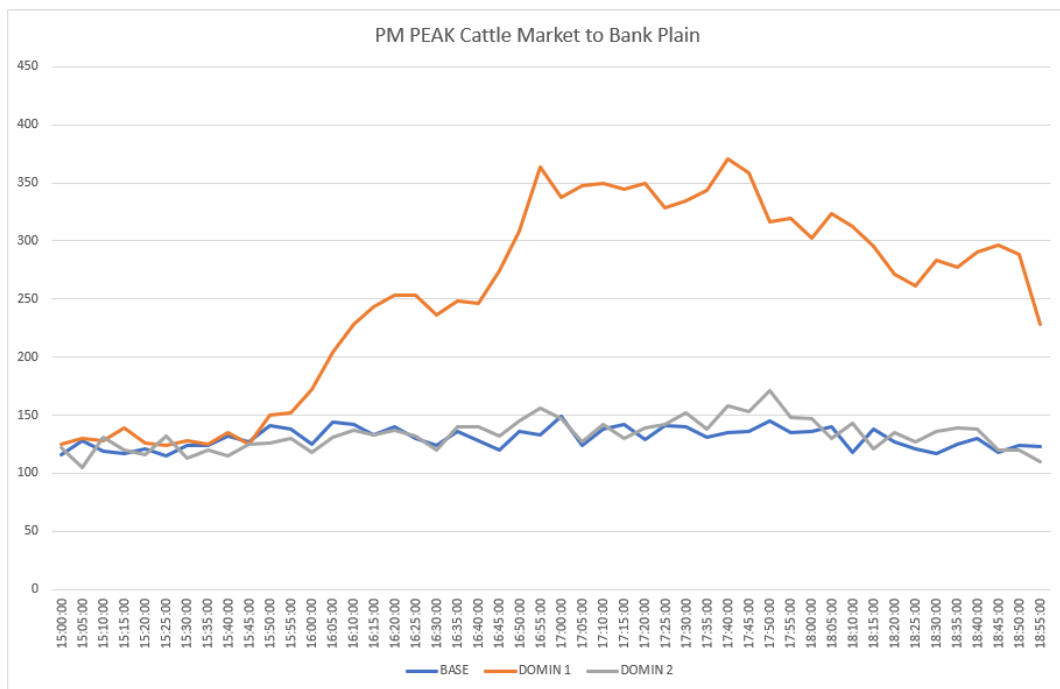
- 2.1. The proposal consulted on is shown in Appendix B (Market Avenue Bus Lane Option 1- Full Length) makes it much clearer which lane to take. The proposed bus lane covers the length of Market Avenue from the junction with Cattle Market Street through to Castle Meadow. This does however mean there would only be two lanes for general traffic on the approach to Agricultural Hall Plain, as opposed the current three lanes. Concern was expressed to the bus companies that this was likely to have an adverse impact on general traffic, and that the length of the bus lane might need to be shortened to still allow three lanes on the approach to the Agricultural Hall Plain signals.
- 2.2. Since the TRO has been advertised, traffic modelling has been carried out to test the impact of a bus lane for the full length of Market Avenue compared to the existing layout. A second option was also tested that limited the length of the bus lane to 50 metres past the exit from the Castle Quarter car park entrance, with the remaining length of Market Avenue reverting to three lanes as existing. This option is shown in Appendix C (Market Avenue Bus Lane Option 2 – Reduced Length). The traffic modelling compared queue and journey time impacts for general traffic and buses for each option. This showed that whilst there would be a slight reduction in bus journey times for each of the bus lane options compared to the current layout, the introduction of a bus lane for the full length of Market Avenue (Option 1) would more than double journey times for general traffic in the PM peak travelling from Cattle Market Street to Bank Plain.
- 2.3. The following graphs show the morning (AM) and evening (PM) peak modelled journey times for buses from Rose Lane to Castle Meadow. The blue base line is the existing layout, the red (Domin 1) is the full length bus lane (Option 1), and the grey (domin 2) is the shorter length of bus lane (Option 2):

BUS Journey Times - Average maximum time (seconds)

3. From Rose Lane to Castle Meadow



The following graph shows the evening (PM) peak modelled journey times for general traffic from Cattle Market Street to Bank Plain. The blue base line is the existing layout, the red (Domin 1) is the full length bus lane (Option 1), and the grey (domin 2) is the shorter length of bus lane (Option 2). This shows that for the Option 1 full length of bus lane along Market Avenue the general traffic journey times increase significantly, whilst a shorter bus lane (Option 2) results in journey times similar to the current layout:



3. Impact of the Proposal

3.1. Consultation Responses

Along with statutory consultees, individual consultations were undertaken with bus operators and the General Manager for the Castle Quarter. The proposals were advertised between the 10th January and the 4th February 2020.

3.2. The bus operators are supportive of a bus lane along Market Avenue as this is an area where they experience hold ups. Their preference would be for the bus lane to extend for the full length of Market Avenue but from discussions it was agreed that the two options would be tested, and the results fed back to this Committee.

3.3. A meeting was also held with the General Manager for the Castle Quarter, and who had expressed concerns in the past with the current access arrangement to their car park. The General Manager was fully supportive of the proposed dedicated car park lanes and agreed that carrying out this work during the March carriageway resurfacing works would be an opportune time for this to be done.

3.4 Any representations received after this report was finalised will be presented verbally to the committee.

4. Evidence and Reasons for Decision

4.1. The traffic modelling demonstrates that a full-length bus lane (Option 1) will severely impact general traffic journey times, whilst offering only limited bus journey time savings. The shorter bus lane (Option 2) also provides some journey time savings for buses whilst at the same time keeps general traffic journey times broadly the same. Consequently, it is recommended that this is taken forward. Longer term, the bus lane could be extended for the full length of Market Avenue as shown on Option 1 if other interventions are introduced on the wider network to reduce the level of traffic exiting Market Avenue and allow the reduction to two lanes.

5. Alternative Options

- 5.1. Retain the current layout with the disadvantages it offers for both buses and access to the car park.

6. Financial Implications

- 6.1. The overall project is funded by the DfT through the TCF programme and £2.3 million has been allocated to the Prince of Wales Road project from this fund. In addition, a £40k maintenance surfacing contribution has been allocated for Market Avenue to ensure the whole length of the one-way gyratory will have been resurfaced upon completion of the project. As this area is being resurfaced and relined, the only additional costs associated with the bus lane and car park entrance changes if carried out at the same time would be some signage modifications.

7. Resource Implications

- 7.1. **Staff:**
Not applicable.
- 7.2. **Property:**
Not applicable.
- 7.3. **IT:**
Not applicable.

8. Other Implications

- 8.1. **Legal Implications:**
Not applicable.
- 8.2. **Human Rights implications**
Not applicable.
- 8.3. **Equality Impact Assessment (EqIA)**
An Equality Impact Assessment has been carried out as part of the development of the wider scheme.
- 8.4. **Health and Safety implications**
Not applicable.
- 8.5. **Sustainability implications**
The objectives of the business case are specifically targeted at improving the impact transport has on carbon emissions, air quality and public health.
- 8.6. **Any other implications**
Not applicable.

9. Risk Implications/Assessment

- 9.1. A risk register is maintained as part of the technical design and construction delivery processes.

10. Select Committee comments

- 10.1 Not applicable.

11. Recommendation

- 11.1 **1. Agree the proposal as shown on the 'Market Avenue Bus Lane**

Option 2 - Reduced Length' plan contained in Appendix C, 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. Commence the statutory procedures associated with the Traffic Regulation Orders to implement this proposal.**

12. Background Papers

12.1 None

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

Officer name: David Wardale (Norfolk County Council) **Tel No.:** 01603 223259

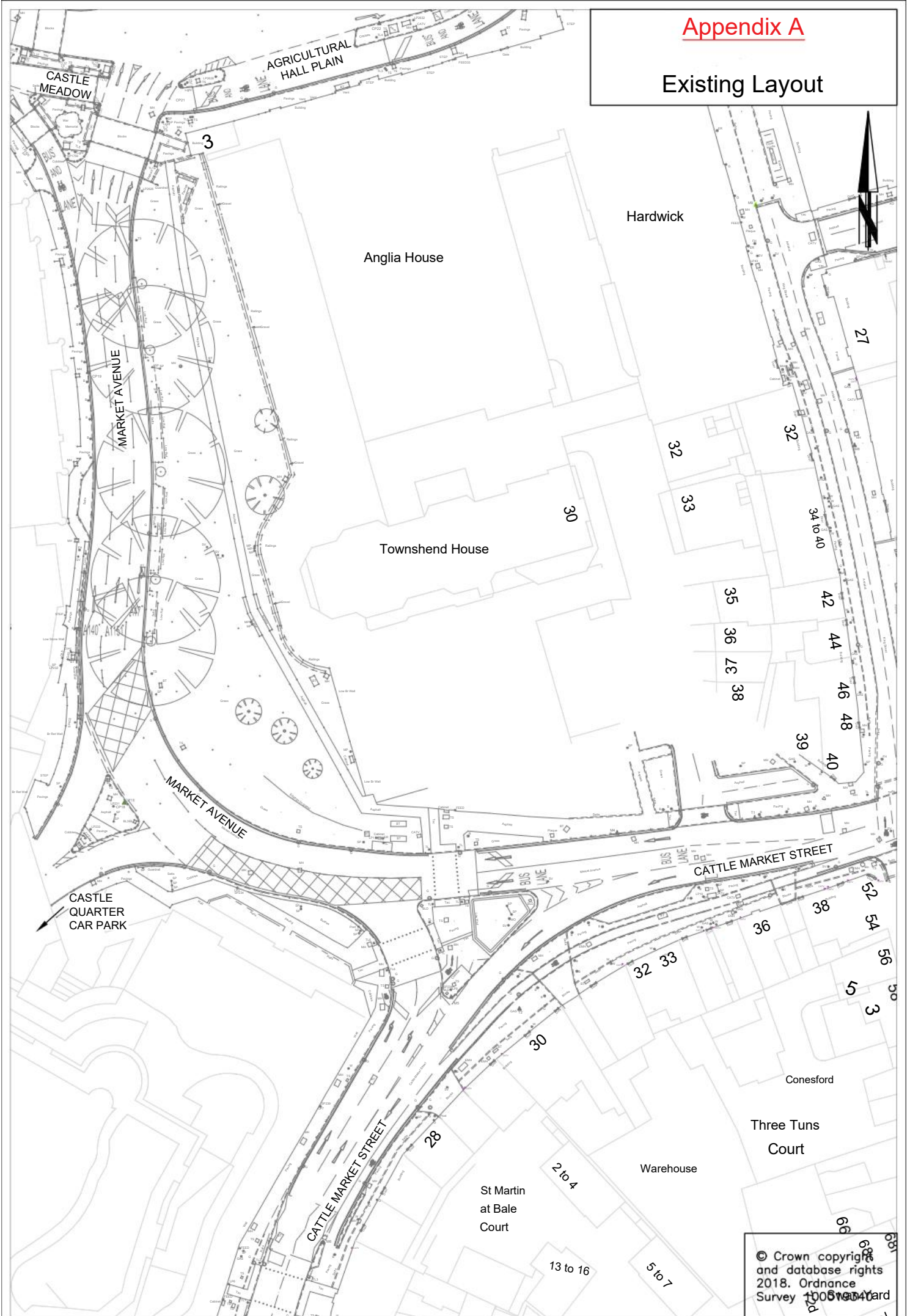
Email address: david.wardale@norfolk.gov.uk



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Appendix A



Existing Layout

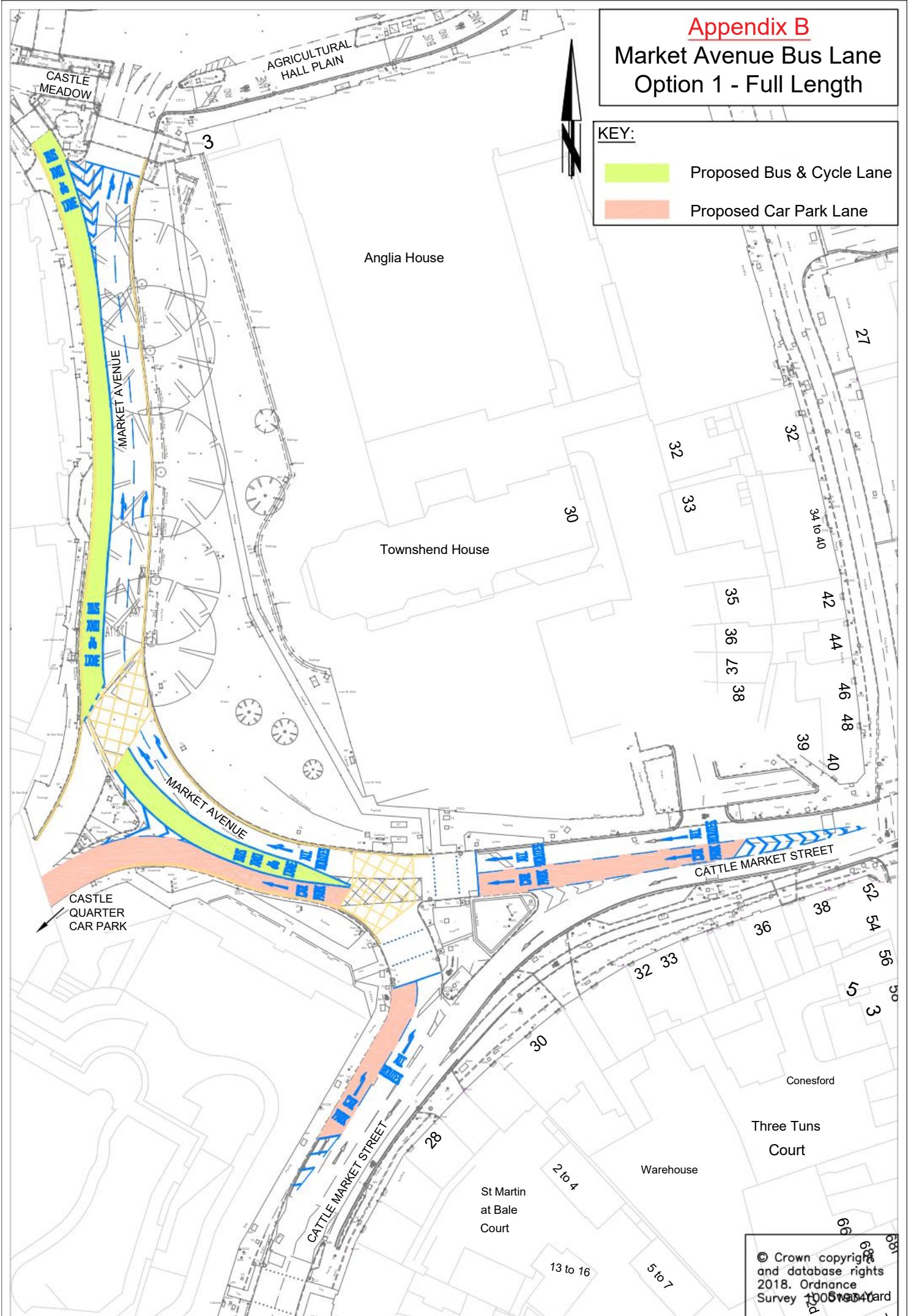


Appendix B

**Market Avenue Bus Lane
Option 1 - Full Length**

KEY:

-  Proposed Bus & Cycle Lane
-  Proposed Car Park Lane

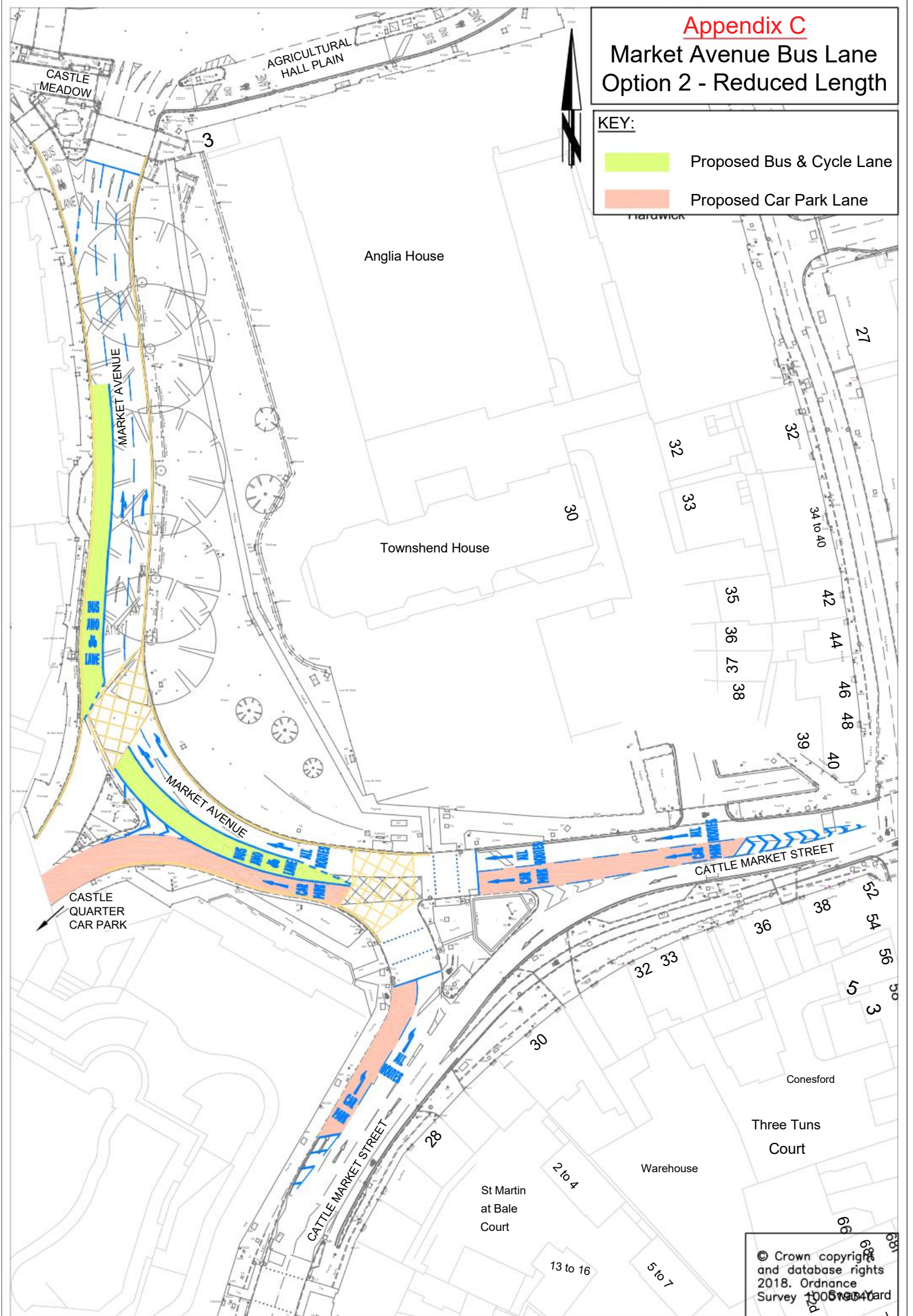


Appendix C

Market Avenue Bus Lane Option 2 - Reduced Length

KEY:

- Proposed Bus & Cycle Lane
- Proposed Car Park Lane



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