



Norfolk County Council

Joint Committee for Transforming Cities Funds Minutes of the Meeting Held on 08 September 2020 at 2pm on Microsoft Teams (virtual meeting)

Present:

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

Also Present:

Hollie Adams	Committee Officer, Norfolk County Council
Jeremy Wiggin	Transport for Norwich Manager, Norfolk County Council
Stuart Payne	Associate (WSP)
Durga Goutam	Senior Engineer - Major Project Team, Norfolk County Council
Victoria Dale	Project Delivery Coordinator, Norfolk County Council
Ed Parnaby	Transport Planner, Norfolk County Council

1. Apologies for Absence

- 1.1 Cllr Mason-Billig was absent from the meeting.

2. Minutes of last meeting

- 2.1 The minutes of the meeting held on 14 July were **agreed** as an accurate record.

3. Declarations of Interest

- 3.1 Cllr Lana Hemsall declared a non-pecuniary interest related to visual impairments in Norwich as coordinator for the Norwich Guide Dog Forum.

4. Items received as urgent business

- 4.1 The Chairman agreed to allow Cllr Ian Stutely to raise issues under urgent business:
- Cllr Stutely discussed concerns which had been raised regarding the dangers of children using the staggered pedestrian crossing at South Park Avenue in Norwich, which had been completed over the summer of 2020
 - Cllr Stutely stated that he felt this was one of the busiest crossings in the County. There had been a road traffic accident here in the summer that had damaged the railings and there were plastic barriers in place which offered poor protection to children using the crossing. He asked the County Council

- to reinstall the steel barriers as a matter of urgency.
- The Transport for Norwich Manager confirmed that Norfolk County Council were aware of the incident and repairs to the barrier would be carried out as soon as possible. The collision, which involved a single vehicle, took place on 13 August 2020 just before midnight when a single vehicle struck the central island; the cause of the incident was still being investigated
- Cllr Ian Stutely also had a query regarding the remit of the Joint Committee:
 - Cllr Stutely requested clarification on the role, remit and aim of the Joint Committee and its Members and whether this had been updated in light of the amended Transforming Cities Fund (TCF) bid.
 - The Chairman agreed to send round a copy of the terms of reference to all members of the committee.
 - The Chairman felt that part of the role of Joint Committee Members was to promote the TCF to residents and other Councillors and encouraged Members of the Joint Committee to contact officers with any queries about the fund.

5. TCF (Transforming Cities Fund) St. Stephens Street

- 5.1.1 The Joint Committee received the report setting out the outline proposals for St Stephens Street developed as part of the TCF programme which Norfolk County Council was looking to proceed to public consultation on.
- 5.1.2 The Transport for Norwich Manager introduced the report to Joint Committee Members
 - The Joint Committee were asked to approve the proposal for officers to move forward with a public consultation on the outline proposals for the scheme to improve bus and pedestrian facilities in this area
 - Using the DfT's (Department for Transport) criteria the scheme was deemed high value for money
 - This was a key public transport and economic area of the city
- 5.2 Cllr Mike Stonnard arrived at 2.10pm
- 5.3 The following points were discussed and noted
 - A Member queried whether there would be room for buses to manoeuvre in and out of the proposed sawtooth bus bays on St Stephens Street. The Transport for Norwich Manager reassured the Joint Committee that the bays had been trialled; using life-size marked out bays at the First Eastern Counties Bus depot, buses had been able to manoeuvre in and out of the spaces. They were designed to require less manoeuvring and had worked well in other cities. Aligning the buses to the kerb would also make it easier for pedestrians to get on and off buses.
 - Concerns were raised about air quality on St Stephens street as there did not seem to be evidence on how this would be reduced. The Transport for Norwich Manager reported that First Eastern Counties Buses would be investing in their Norwich fleet which would consist of new and more modern diesel buses resulting in lower pollution from the vehicles.
 - Officers were asked about improvements proposed for cyclists; it was confirmed that officers were in discussion with the Norwich Cycling Campaign and that the cycle contraflow on Surrey Street, increased cycle parking and overall slowing of traffic would benefit cyclists
 - The Future Mobility Zone Application to Government which included a proposal for an electric bus fleet had not been successful, however, the bid to Government for Norwich to be an All Electric Bus Town was still being considered by Government.

The Managing Director of First Eastern Counties Buses had made a commitment to keep the new fleet in Norwich and to convert the fleet of new diesel buses to electric buses if additional funding was received from Government

- A discussion was held about whether there would be an increase of buses using the bus station and the impact of this on traffic flow at the St Stephens roundabout. The Transport for Norwich Manager confirmed that there was no proposal to increase the size of the fleet but to make a better use of the existing fleet so they could move more efficiently and quickly around the city
- The width of pavements at the narrowest part of the sawtooth bays was discussed, noting the need to protect of the retail aspect of the street; the finer detail of the design of the scheme would be finalised after the consultation but pavement width would be maximised where possible.
- on pages 9-10 of the report it stated that “Surrey Street will be made one-way northbound for motorised traffic with provision for a contraflow cycle lane to enable two-way cycling to remain”; buses would be rerouted along St Stephens Street to access the bus station and concerns were raised that this would place additional pressure on St Stephens Roundabout. Officers confirmed that further work would be carried out to look into the impact on the ring road and this junction from this and other schemes.
- A discussion was held about installing items such as trees or benches with mosses installed as part of the scheme to absorb carbon from pollution. The Transport for Norwich Manager confirmed that officers were looking at ways of greening the corridor to benefit the environment and mitigate flooding. For example, bus shelters were proposed to have living roofs to absorb water and carbon. Officers would continue to look into other available technologies.
- It was noted that pavement planters, if not properly maintained, could cause problems for people with sight impairments.
- it was proposed to install bus shelters in a less dominant part of the street to improve the usability for pedestrians

- 5.4 The Joint Committee **AGREED** to proceed to public consultation on the proposals for St Stephens Street that improve facilities for pedestrians and public transport users, increase bus stop capacity and reduce bus delays by better managing existing traffic movements. Plans shown in appendices 1 and 2 of the report.

6. Transforming Cities – Thorpe Road

- 6.1.1 The Joint Committee received the report setting out proposals developed for the Thorpe Road area of Norwich with a view to securing funding from TCF for delivery of these works. Thorpe Road would form part of a city infrastructure package and it is proposed that should funding be secured, these works would be delivered as an ‘early win’ in our delivery programme.
- 6.1.2 The Transport for Norwich Manager introduced the report to the Joint Committee:
- The scheme was intended to improve the route for those wishing to cycle into the city centre and improve public transport routes into the city centre along Thorpe road
 - Ways to improve and increase public transport and dominant modes of transport were being looked at as part of the scheme
- 6.2 The following points were discussed and noted
- It was confirmed that plans for a new roundabout being built further out on

Yarmouth Road would not impact on the scheme.

- It was noted that paragraph 3.1, bullet point 1, should read Thorpe Road
- It was noted that paragraph 3.2 should state that DS1 was the option if there were bus stops along the contraflow and DS2 was the option if there were no bus stops.
- The Cycle Campaign had requested an advanced stop line at the Thorpe Road traffic lights, but on discussion with the highways team it was decided not to take this forward; other suggestions they proposed had been put into the scheme.

6.3 The Joint Committee **AGREED** to

1. **approve** the proposals for Thorpe Road as shown in the plan Appendix A of the report.
2. **commence** the statutory procedures associated with the following traffic regulation orders and notices
 - a) Extend existing double yellow on Carrow Road and along Thorpe Road.
 - b) New bus and cycle contraflow on Thorpe Road
 - c) Add a new Zebra Crossing
 - d) Implement a no waiting and no loading restriction on Thorpe Road
 - e) Relocate the inbound and outbound bus stop on Thorpe Road

The Meeting Closed at 2.43pm

**Cllr Martin Wilby, Chairman,
Joint Committee for Transforming Cities Funds**



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