

# Environment, Development and Transport Committee

<b>Report title:</b>	<b>Transforming Cities – Update on Norwich being shortlisted for major transport funding</b>
<b>Date of meeting:</b>	<b>18 January 2019</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services.</b>
<b>Strategic impact</b> In June 2018, the County Council, in partnership with Norwich City, Broadland District and South Norfolk councils, submitted a bid to the Department for Transport (DfT) for a share of the Transforming Cities Fund (TCF). The basis of the bid was the delivery of a high-quality, integrated transport network for the Greater Norwich area.  We have been shortlisted as one of 12 city areas to be eligible for a share of £1.2bn funding. We will now work closely with the DfT to develop business cases for a range of projects to take forward in the period up to 2022/23.	

## Executive summary

Following our successful shortlisting for the TCF, consideration has been given to the appropriate project governance that needs to be in place to oversee and deliver a funding package of this scale. A proposed governance arrangement is presented in this paper.

The DfT has made available an initial allocation (Tranche 1) of £60m for the delivery of transport schemes in 2019/20 that all 12 city areas can access through a competitive submission of business cases. These business cases needed to be submitted by 4 January 2019 and this paper outlines the schemes put forward to deliver the strategic objectives identified in our bid. Award of funding will be made on a scheme-by-scheme basis, with this being known in Feb/Mar 2019.

To access the main wave of funding (Tranche 2), further business cases will need to be submitted to DfT in the Summer 2019. This paper outlines the emerging schemes that are likely to be included in that submission and key issues that will need to be considered for such schemes to be taken forwards.

The Transport for Norwich (TfN) Strategy is currently under review and a strategic direction for the strategy is proposed to shape the development of schemes funded through the TCF.

### Recommendations:

Members are recommended to:

1. **Note the current position regarding Norwich being one of 12 cities shortlisted for major transport funding through the TCF**
2. **Agree to the proposed governance arrangements**
3. **Note the schemes being presented for Tranche 1 funding**
4. **Agree the issues to address through Tranche 2 funding**
5. **Agree the guiding principles and delivery themes derived from reviewing the existing transport strategy for Norwich to support the TCF**

## 1. **Proposal (or options)**

- 1.1. Applications to the TCF were sought from city areas with a workday population of more than 200,000. For this reason, the County Council application was based on a partnership between Norfolk, Norwich, Broadland District and South Norfolk councils, representing a city region with a workday population in excess of 280,000.
- 1.2. The TCF offers a significant funding opportunity for continued delivery of the Transport for Norwich (TfN) programme. The County Council is the lead authority for delivery of the TCF.
- 1.3. An initial meeting was held with representatives from DfT on 2 November 2018. This highlighted the following:
  - The Norfolk bid was considered to be very strong and one of the best submitted;
  - It was emphasised by DfT that improvements to walking and cycling should also be prioritised in our scheme delivery, in addition to the public transport proposals outlined;
  - An additional £50k has been made available to Norfolk for the purposes of preparing initial business cases and getting a team together;
  - No funding other than the £50k initial allocation has yet been secured by Norfolk. Additional funding is subject to a competitive process following submission of business cases by shortlisted cities.

### **Governance**

- 1.4. It is important to note that there will be schemes funded through the TCF that will cross multiple local authority administrative boundaries. An example of this would be a scheme to provide bus priority along a cross-city transport corridor, which will affect Broadland, Norwich and South Norfolk, where the success of the corridor as a whole will be based around works being delivered along the entire length and not just in one area. For this reason, it is important that the governance put in place acknowledges this.
- 1.5. The following key principles need to be met in terms of the governance taken forward:
  - Governance needs to be applied consistently, irrespective of whether schemes are being delivered in Norwich, Broadland or South Norfolk (within the Greater Norwich area);
  - Governance needs to cover the full range of schemes being delivered, from minor Traffic Regulation Order (TRO) requirements affecting a small area, through to major schemes affecting a wider area;
  - Governance needs to consider strategic issues regarding the high level outcomes sought from a scheme, as well as local issues that will need to be overcome to enable these outcomes to be delivered;
  - Governance needs to be transparent, with suitable opportunity for the views of the public and stakeholders to be presented and demonstrated to be considered in the decision making process.
- 1.6. The following outlines the proposed governance arrangements for the delivery of

schemes funded through the TCF.

### TfN Project Board

- 1.7. It is proposed to utilise the existing (TfN) Project Board to oversee the delivery of the Transforming Cities project. This is currently chaired by Tom McCabe and has representation from Norwich City, Broadland District and South Norfolk councils. The role of the TfN Project Board is to monitor and oversee the delivery of the TfN Programme, ensuring opportunities to develop the TfN Programme are taken in the context of the wider strategic development of the area.

### TfN Member Group

- 1.8. It is proposed that a new TfN Member Group is established with representation from all three District Councils and the County Council to provide a detailed oversight to the delivery of TCF schemes. Membership of the TfN Member Group would be (3 County / 1 City / 1 Broadland / 1 South Norfolk) – Chair and casting vote being with the County.
- 1.9. The TfN Member Group would report recommendations on scheme delivery to the EDT Committee, where decisions would be made. Meetings of the TfN Member Group would be held to a timetable that aligns with the EDT Committee and successor Cabinet arrangements. Urgent decisions that cannot wait for the EDT Committee cycle will be made via agreed urgency arrangements.
- 1.10. Terms of Reference would be agreed at the inaugural meeting of the TfN Member Group.

### Stakeholder Group

- 1.11. It is proposed that a Stakeholder Group is set up with membership that would include, but would not be limited to, the following: Norwich Business Improvement District (BID), New Anglia Local Enterprise Partnership (LEP), Chamber of Commerce, University of East Anglia, Norwich Research Park, Norfolk and Norwich University Hospital, City College, transport providers, Norwich International Airport, Norwich Cycle Campaign, Norfolk Car Club, Liftshare, and emergency services representation.
- 1.12. Terms of Reference would be agreed at the inaugural meeting of this Group.

### Officer Working Group

- 1.13. There is a TfN Officer Working Group already established and it is proposed that this remains in place and is used to oversee the delivery of schemes funded through the Transforming Cities Fund.

### **Tranche 1 Funded Schemes**

- 1.14. Consideration was given to the most appropriate schemes to be included as 'early win' schemes eligible to apply for Tranche 1 funding that could be delivered within 2019/20. This application was made to DfT by 4 January 2019.

1.15. A summary of the schemes is outlined in **Table 1** below.

**Table 1:** Tranche 1 applications

<b>Scheme Name</b>	<b>Description</b>	<b>Scheme Cost (£m)</b>	<b>Funding Sought (£m)</b>
Prince of Wales Road	Pedestrian, cycle and highway improvement works on Prince of Wales Road, London Street and Bank Plain	3.330	2.324
Blue pedalway – Hethersett section	Provision of an additional section of off-highway cycle path in Hethersett, as well as junction improvement works	1.135	0.977
Green pedalway – St Williams Way / Ring Road section	Cycle, pedestrian and highway improvements	0.900	0.839
Broadland Growth Triangle – Plumstead Road roundabout	New roundabout junction on Plumstead Road to deliver growth	1.500	1.100
Norwich Bike Share	Provision of a new cycle share scheme in Norwich	0.800	0.715
Share SMART initiative	Delivery of a car-sharing campaign to increase the number of people sharing car journeys	0.207	0.157
Norwich Bus Station improvements	Improvements to Norwich Bus Station and how travel information is made available to passengers	0.995	0.808
Dereham Road pedestrian access improvements	Heigham Street / Mile Cross Road and Dereham Road / Bowthorpe Road 20mph zone	0.500	0.460

## **Tranche 2 Funded Schemes**

- 1.16. Guidance for the submission of Tranche 2 funded schemes has not yet been released but it is envisaged that business case submissions will need to be made during Summer 2019. Based on the guidance for Tranche 1, we would expect there to be a requirement for a local funding commitment to support the schemes.
- 1.17. At the current time, and in the absence of further guidance, it is not possible to confirm the exact schemes that will form the Tranche 2 business cases. However, the following key deliverables were outlined in our application:
- Improvements along three principal transport corridors; Airport to Broadland Business Park, Wymondham to Sprowston and Easton to Rackheath
  - Quicker journeys by cleaner vehicles serving the Norwich Research Park, University of East Anglia and the hospital, making use of a route crossing the River Yare
  - More frequent bus services that are better co-ordinated between operators, with more evening services
  - Improvements to public transport ticketing
  - Improvements to walking and cycling networks to support the delivery of enhanced public transport
  - Improvements to public transport, walking, cycling and general highway capacity in the Longwater area
  - More direct and quicker public transport routes from the Broadland Growth Triangle, the UK's largest urban extension
  - Providing much needed additional bus stop capacity in the city centre, better connecting the train and bus stations and providing extra inner ring road junction capacity
  - Providing fully accessible hubs that provide a range of facilities, which could include seating, lighting, real time and disruption travel information, wifi and mobile phone charging, cycle parking, electric vehicle charging, retail opportunities and car club vehicles
- 1.18. Work is ongoing to develop the schemes required to deliver the outcomes above. Consideration will need to be given the following:
- Prioritisation of modes in specific locations, particularly buses
  - Interactions between different transport networks
  - Impacts on-street parking can have on the efficient operation of the transport network in certain locations
  - Opportunities presented in the Bus Services Act 2017, particularly regarding new partnership arrangements between local authorities and bus operators
  - Role of Park & Ride
  - Impact of new technologies
  - Requirement to maintain new infrastructure / technologies into the future

## **TfN Strategy Review**

- 1.19. The Transport for Norwich (TfN) Strategy is currently under review to shape the

development of schemes funded through the TCF.

- 1.20. From the outcomes of public consultation earlier in 2018, as well as a review of existing background evidence, problems and issues, three Guiding Principles and three Delivery Themes have been identified. These define what the strategy is trying to do, its areas of emphasis and provides a direction to the ongoing development of the strategy, its policies and implementation plan.
- 1.21. The emerging Guiding Principles and Delivery Themes are outlined below.

### **Guiding Principles**

#### **Strengthening Norwich as the regional capital**

- Enhancing the health and vitality of the city.

#### **Access for all**

- A transport system that gets people where they need to go.

#### **Keeping people on the move**

- Reducing congestion and making journeys reliable.

### **Delivery Themes**

#### **Balancing the needs of the city and its users**

- Identify priority areas for different users to inform network improvements.
- Take account of the competing travel needs of residents, businesses and others.

#### **Collaborating to provide cost-effective and efficient transport**

- Build strong partnerships with transport service providers.
- Develop opportunities for private sector investment.
- Share responsibility for positive change.

#### **Embracing new technology**

- Encourage and trial new means of travel.
- Inform people's travel choices.
- Optimise and evolve our existing network.

## **2. Evidence**

- 2.1. The governance arrangements proposed in this paper reflect existing arrangements and lessons learnt from delivering other major projects, such as the Broadland Northway, 3<sup>rd</sup> River Crossing and Norwich Western Link.
- 2.2. The Tranche 1 schemes that have been submitted are those that add value to existing or recent improvement works, have already been subject to appropriate design and consideration and meet the requirement to be deliverable within a short timeframe (19/20).
- 2.3. The Tranche 2 schemes are not yet defined. These will be worked up into appropriate business case submissions for Summer 2019 following the governance arrangements presented in this paper.
- 2.4. The TfN Strategy Review was already underway prior to the TCF opportunity coming along. The key transport priorities that public consultation highlighted were investment in public transport, measures to tackle congestion, maintenance of existing infrastructure and reducing the impact transport has on air quality.

These priorities are being incorporated into the TfN Strategy Review and are consistent with the outcomes sought from the TCF.

### **3. Financial Implications**

- 3.1. Initially, an allocation of £840m was set aside for the ten shortlisted city regions. Following the Autumn Budget in October, an additional £440m was added to the competitive fund, an additional two cities were added and the timescales for delivery were extended into a fifth year to include 2022/23. In addition, the Autumn Budget announced a £90m Future of Mobility fund that is only open to shortlisted city regions.
- 3.2. An initial allocation of £50k has been made available to each shortlisted city. We are using this to set up a project team and undertake initial business case preparation.
- 3.3. As recommended elsewhere on this agenda, an allocation of £700k from the LTP Integrated Transport Fund has been made to enable the development of appropriate feasibility studies, scheme development and delivery and business case preparation for Tranche 2 bidding.
- 3.4. An initial fund of £60m is being set aside by DfT for 18/19 to deliver transport schemes that are at an advanced stage of development and are essentially 'ready to go' for delivery in 19/20. Access to this fund will be through a competitive process following submission of business cases by shortlisted cities.
- 3.5. The TCF guidance for Tranche 1 sets out that the DfT wishes to see local commitment to the proposed scheme, therefore all proposals must include a local funding contribution towards the overall scheme costs of the measures put forward. In developing the proposed schemes, we have looked to identify available match funding.
- 3.6. We would expect the requirement for a local funding contribution to also be reflected in the Tranche 2 funding guidance released early 2019.
- 3.7. Project costs and programme updates will be provided to the Member Working Group and the Project Board.

### **4. Issues, risks and innovation**

- 4.1. Robust risk management arrangements are in place for this project. Foreseeable significant risks have been recorded and assessed for their potential impacts and how they can be mitigated. This is an ongoing process as the scheme develops whereby any new risks are considered and evolution and mitigation of existing risks is managed and reported to the Project Board and the Member Working Group.

### **5. Background**

- 5.1. The application made to the Transforming Cities Fund can be found on the following [link](#).

### **Officer Contact**

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

**Officer name :** Jeremy Wiggin

**Tel No. :** 01603 223117

**Email address :** [jeremy.wiggin@norfolk.gov.uk](mailto:jeremy.wiggin@norfolk.gov.uk)



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.