

Report to	Norwich highways agency committee	Item
	19 September 2013	
Report of	Director of environment, transport and development, Norfolk County Council	9
Subject	NATS Implementation Plan	

Summary

The implementation plan for the Norwich Area Transportation Strategy was agreed by the County Council's Cabinet in April 2010. The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. Good progress has been made delivering the plan. The Plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery given progress with implementation and that the growth plans for the area are clear.

The update is not a new plan. Rather, it takes account of progress with scheme delivery, outlines the relationship between NATS schemes and the wider growth and development agenda, and takes account of the implications of emerging funding opportunities including the Community Infrastructure Levy. The major difference between the NATSIP adopted in 2010 and the update is in the phasing of delivery of the schemes. For example, the recent government awards of funding for better Bus Area and Cycle City Ambition has allowed significant acceleration of delivery on schemes.

The key features of the Implementation Plan are:

- City centre improvements
- A bus rapid transit (BRT) network
- A core bus network, integrated ticketing and information
- A package of cycling and walking improvements
- Specific rail service improvements
- Smarter Choices initiatives, like travel planning
- The highway network
- The Northern Distributor Road.

The updated Implementation Plan is included as the Appendix. The County Council's Cabinet will be asked to adopt this update in October. The Plan will set out the overall basis for scheme delivery across the Norwich Policy Area over the next 10-15 years. A detailed, two-year programme of schemes for delivery will be rolled-forward each year, which Members will be asked to agree annually as part of the annual Local Transport Plan capital programme.

Recommendation / Action Required

NHAC is asked to make any comments on the updated Plan and recommend its adoption by the County Council's Cabinet.

1. Background

- 1.1. The Norwich Area Transportation Strategy (NATS) was first adopted by the local authorities in the area in 1975, continuously evolving and delivering improvements since then. NATS4, the latest version of the Strategy, was adopted in 2004 and its Implementation Plan (NATSIP) was adopted in March 2010.
- 1.2. NATS4 and its Implementation Plan were developed alongside and deliver the transport element of the wider sustainable development agenda for the Norwich area as expressed in the Joint Core Strategy (JCS) and the Greater Norwich Economic Strategy. Integration of these strategies has been greatly aided by the close working relationship between the County, City and District Councils through the Greater Norwich Development Partnership.
- 1.3. NATS4 provided a baseline for the development of the JCS. The more detailed proposals in the Implementation Plan were developed alongside the JCS to support its policies and proposals. This was a two way process and the opportunity was taken in 2010 to realign a number of NATS policies with the JCS. The JCS was submitted in late 2009 and adopted in March 2011, although following a legal challenge, part of the JCS relating in particular to the North East Growth Triangle was remitted. This text has been re-submitted and was subject to an examination in public in May 2013. The Greater Norwich Economic Strategy was also developed in the same period and adopted in 2009. These strategies complement and support each other to deliver sustainable development across the area.

2. Updated NATS Implementation Plan

- 2.1. The Plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery given progress with implementation and that the growth plans for the area are clear.
- 2.2. Work on the update shows that overall the partners have delivered NATSIP as originally envisaged, and that future delivery will continue to roll-out the plan as agreed in April 2010. That is, there have been no substantive changes to the content of the plan, either in its delivery to date, or its planned future delivery.
- 2.3. The only change is to the phasing of schemes within the plan. The reduction in available funding for transport over recent years, through the Local Transport Plan, has resulted in some schemes having to be put back. However, it has been possible to bring forward some schemes in the plan for earlier delivery, such as the measures currently being undertaken as part of our successful bid for Better Bus Area funding. Similarly, the recent successful Cycle City Ambition Grant secured £3.7m of government funding and will allow acceleration of schemes to upgrade cycling infrastructure across Norwich, including an eight-mile route through the city centre linking people with growth areas from the Norwich Research Park to Heartsease.
- 2.4. The plan has been developed to deliver the required step-change in transport provision to realise the full potential of NATS and cater for the transport needs of a vibrant and growing regional centre. The timing of some transport schemes is therefore dependent on the timing of when major growth comes forward. The timing of the delivery of the major housing and jobs growth, which is largely outside the council's control, has affected the timing of delivery of some of the individual schemes as part of the plan.

- 2.5. Looking forward, many elements of the plan's delivery will continue to be contingent on the timing for when growth comes forward, or when funding becomes available. Whilst the plan sets out the overall basis for transport delivery, the exact phasing may change due to these factors. Members will be asked to agree the detailed programme of schemes in the normal way, as part of the overall countywide annual capital programme, which is agreed each year, and in response to ad hoc funding opportunities.
- 2.6. The key features of the Implementation Plan are:
 - City centre improvements
 - A bus rapid transit (BRT) network
 - A core bus network, integrated ticketing and information
 - A package of cycling and walking improvements
 - Specific rail service improvements
 - Smarter Choices initiatives, like travel planning
 - The highway network
 - The Northern Distributor Road.
- 2.7. A copy of the updated NATS Implementation Plan, intended as a stand-alone document is attached as the Appendix. The County Council's Cabinet will be asked to agree this in October. It is anticipated that a further update of the plan will be done – on a similar basis to this one – in another three years as appropriate.

3. Resource Implications

- 3.1. **Finance:** Funding for the Plan will come from a variety of sources, including the Local Transport Plan allocation, funding from developers, or through the Single Local Growth Fund and other opportunities such as any government funding bids. Implementation will be phased over 10-15 years as funding becomes available. The implementation plan has been largely designed around this phased approach although some of the larger schemes will require larger chunks of funding. The council is working with partners on how to deliver such schemes, including through its work on City Deals and the Single Local Growth Fund. A NATS public transport package and Norwich Southern Bypass junctions have been identified as priorities for part-funding from the local major transport scheme element of the latter.

The County Council has previously agreed to underwrite £53m of the cost of the NDR, with the GNDP having committed in principle to provide up to £40m. DfT has recently confirmed that its funding for the project, including the Postwick Hub, (amounting to some £86.5m in total) will be paid to the Local Enterprise Partnership as part of the Local Growth Fund. Government will provide further detail in the autumn of any further approval requirements for the release of these funds.

Further reports will be brought to the County Council's Cabinet in September and October to report the outcomes of the currently ongoing consultation on the NDR and update Members with the most recent NDR cost profiles.

- 3.2. **Staff:** Staff across the ETD Strategic Partnership and partners – particularly Norwich City Council – will be involved in taking the Plan forward for delivery. The NDR project continues to be staffed from the ETD Strategic Partnership and Birse Civils Ltd. For specific schemes, the feasibility, consultation and scheme delivery will be met from existing resources.

- 3.3. **Property:** No implications arising from the Plan update. Implications may arise from specific scheme as they are brought forward for delivery.

4. **Other Implications**

- 4.1. **Equality Impact Assessment (EqIA):** An EqIA was completed for NATSIP 2010. This has been reviewed and refreshed for the updated plan. It identified that transport is a major concern for key groups including disabled and older people. To mitigate negative impacts the implications should be considered in detail as and when projects are taken forward.
- 4.2. **Communications:** All appropriate communications will be undertaken as schemes undergo feasibility and delivery.
- 4.3. **Environmental Implications:** A Strategic Environmental Assessment was undertaken on NATSIP prior to its adoption in 2010. As it is not a new plan, and the only thing that has changed is to the phasing of schemes within the plan it is not intended to update the Strategic Environmental Assessment as the original remains fit for purpose. The statutory environmental bodies have been consulted on this proposed approach. One response was received, from Natural England, who agreed that the phasing of schemes within the plan is unlikely to result in a significant environmental effect.
- 4.4. **Any other implications:** Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

5. **Section 17 – Crime and Disorder Act**

- 5.1. Requirements of the Act as it relates to the design and operation of the NDR and other NATS schemes will continue to be taken into account in the development of the projects.

6. **Risk Implications/Assessment**

- 6.1. In the context of the NATS implementation plan, key risks associated with the NDR and other NATS schemes are around funding and the statutory planning process. These risks are being managed through active project management and engagement. It has been confirmed that the NDR will be taken through the Nationally Strategic Infrastructure Projects route for planning consent, which will mitigate the risks around this.

7. **Alternative Options**

- 7.1. NATSIP was adopted in 2010 following extensive testing of alternative options and extensive public consultation. This plan has been updated; the main changes being to phasing of delivery. As such, the Plan continues to include the package of measures that best meet objectives, have public and stakeholder support, and can be delivered within the likely available resources.

Recommendation / Action Required

- | (i) NHAC is asked to make any comments on the updated Plan and recommend its adoption by the County Council's Cabinet.

Background Papers

Officer Contact

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APPENDIX 1

Norwich Area Transportation Strategy Implementation Plan Update 2013

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1. Introduction

- 1.1. The Norwich Area Transportation Strategy (NATS) has evolved and delivered improvements over a number of years. NATS4, the latest version of the Strategy, was adopted in 2004 and its Implementation Plan (NATSIP) was adopted in March 2010. This NATSIP Update identifies progress on delivery, sets out the current and emerging programme, and highlights the relationship between NATS schemes and the wider growth and development agenda. It takes account of the implications of emerging funding opportunities including the Community Infrastructure Levy.

2. Background

- 2.1. NATS and its Implementation Plan do not exist in isolation. They have been developed alongside and deliver the transport element of the wider sustainable development agenda for the Norwich area as expressed through the Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) and the Greater Norwich Economic Strategy. Integration of these strategies has been greatly aided by the close working relationship between the County, City and District Councils through the Greater Norwich Development Partnership.
- 2.2. NATS4 provided a baseline for the development of the JCS. The more detailed proposals in the Implementation Plan were developed alongside the JCS to support its policies and proposals. This was a two way process and the opportunity was taken in 2010 to realign a number of NATS policies with the

JCS. The JCS was submitted in late 2009 and adopted in March 2011¹. The Greater Norwich Economic Strategy was also developed in the same period and adopted in 2009. These strategies complement and support each other to deliver sustainable development across the area.

- 2.3. The key features of the Implementation Plan are:
 - City centre improvements
 - A bus rapid transit (BRT) network
 - A core bus network, integrated ticketing and information
 - A package of cycling and walking improvements
 - Specific rail service improvements
 - Smarter Choices initiatives, like travel planning
 - The highway network
 - The Northern Distributor Road.
 - 2.4. While NATS and its Implementation Plan are particularly focussed on the Norwich Policy Area, by improving sustainable access to the area, they also support growth and development more widely across Norfolk.
- ### 3. **NATS and growth**
- 3.1. The Norwich area has seen significant growth over a number of years. The last major improvement to transport infrastructure was the A47 southern bypass which opened in 1992. Subsequently, the Park and Ride network was developed to serve trips from outside the urban area accessing the city centre. More recently the “public transport major” scheme, which included the redevelopment of the bus station, was delivered in the city centre. Progress has also been made on delivering bus priority, particularly on the Dereham Road and Newmarket Road, using capacity released by the bypass. In this period, since the beginning of the 1990s, the area has developed and grown. In particular:
 - An estimated 25,000 new dwellings have been developed in the NATS area and the population has increased by about 40,000
 - the number of jobs is estimated to have grown by around 25-30,000 across the three districts as a whole (with over 100ha of employment land developed since 2001 alone)
 - major business park development has taken place at Costessey and, in particular, Thorpe St Andrew
 - Castle Mall and Chapelfield shopping centres have been developed and the city centre has become a national top 10 shopping destination
 - The Norfolk and Norwich hospital relocated to Colney and expanded. The neighbouring University of East Anglia (UEA) has also expanded with student numbers more than doubling.
 - 3.2. Growth is continuing. Taking account of changes since its base date of 2008, the JCS targets the delivery of around 30,000 dwellings and a similar number of jobs in the NATS area between 2012 and 2026.

¹ Following a legal challenge, part of the JCS relating in particular to the North East Growth Triangle was remitted. This text has been re-submitted and was subject to an examination in public in May and July 2013.

- 3.3. NATS has already brought major improvements to transport provision and the environment that benefit thousands of people who live, shop and work in and around Norwich. However, our transport system is under strain, and pressure will increase over time. NATSIP has been developed to deliver the required step-change in transport provision to realise the full potential of NATS and cater for the transport needs of a vibrant and growing regional centre. The Implementation Plan is fundamental to delivering economic growth and meeting key objectives such as those relating to climate change, growth and regeneration, improved accessibility, quality of life and health and improved safety and security.
- 3.4. While NATS is a package of interdependent measures with a strong focus on public transport, cycling and walking, the Norwich Northern Distributor Road (NDR) plays a key role in delivering both the transport strategy and the JCS. The NDR is required to strengthen a transport infrastructure which fails to meet current needs and is inadequate to support the long-term future of the city. It is fundamental to delivering a wide range of outcomes. It will stimulate economic growth, reduce rat-running from unsuitable roads in villages and from new and existing residential areas, and improve accessibility. It will relieve congestion on existing roads including the outer ring road. By freeing up capacity on radial routes, the NDR and complementary transport schemes enable priority measures to be introduced for buses, walking and cycling, significantly improving accessibility, quality of life and opportunities to support economic growth. The NDR is necessary to cater for multi origin/destination orbital trips which inherently cannot be dealt with by public transport. Access to existing and planned strategic employment areas, such as Norwich airport and Broadland Business Park, will be significantly improved as a result of the NATS Implementation Plan.
- 3.5. The NDR, with its associated NATS measures, does not simply provide for the quantum of planned growth, it underpins the opportunity to deliver a high quality living environment in sustainable developments based around walking, cycling and public transport.
- 3.6. **Current/emerging development “hotspots”**
- 3.7. Table 1 identifies locations where significant scales of development are underway or are expected to start in the near future. It highlights the key strategic NATSIP infrastructure schemes that support these locations, many of which are already being implemented or are programmed. While NATSIP projects are also required to serve existing communities, destinations and businesses, information on concentrations of new growth will help prioritise new investment in the medium term.

Figure 3.1: Current and emerging growth locations

Location	Scale (from 2013)	Status	Key supporting NATSIP infrastructure	Comments
All locations will need to be supported by investment in the strategic cycle network.				
Costessey : Queens Hills,	Up to 1,900 dwellings	Under construction	Dereham Road BRT corridor Longwater junction Grapes Hill bus lane Chapel Field North two-way bus operation	June 2013 – 1,140 dwellings occupied
Costessey : Lodge Farm	983 dwellings	Phase 1 - Under Construction Phase 2 – Application and preferred allocation	Dereham Road BRT corridor Longwater junction Grapes Hill bus lane Chapel Field North two-way bus operation	August 2013 – 381 dwellings occupied
Easton	900 dwellings	Preferred option allocation	Dereham Road BRT corridor Longwater junction Grapes Hill bus lane Chapel Field North two-way bus operation	Easton is also identified as the potential location of a commercial development of a ‘food and farming hub’
Bowthorpe : Three Score	1,000 dwellings	Permitted	Dereham Road BRT corridor Earlham Rd core bus route	Limited scope for significant bus infrastructure on the Earlham Rd corridor

			Grapes Hill bus lane Chapel Field North two-way bus operation	
Norwich Research Park	165,000m2 commercial	Approved	Earlham Rd core bus route Chapel Field North two-way bus operation	Limited scope for significant bus infrastructure on the Earlham Rd corridor. Potential for alternative provision via UEA core bus route and/or Newmarket Rd
Cringleford	1,000 dwellings 1,200 dwellings to be allocated	Under construction	Newmarket Road BRT corridor Thickthorn junction	August 2013 – 443 dwellings occupied
Hetherset	1,200 dwellings	Approved subject to S106	Newmarket Road BRT corridor Thickthorn junction	
Wymondham (various)	2,200 dwellings	Under construction, permitted, applications, allocations tbd	Newmarket Road BRT corridor Thickthorn junction Wymondham local measures	August 2013 – 372 dwellings occupied at various locations
Poringland	720 dwellings	Under construction or permitted	Trowse/Bracondale core bus route	August 2013 – 199 dwellings occupied

Trowse/Norwich Deal Ground	744 dwellings	Permitted	Trowse/Bracondale core bus route	594 dwellings in Norwich 150 dwellings in South Norfolk
Broadland Business Park/St Andrews Park and Broadland Gate	40ha+ commercial Application for 12,750m ² B1 redevelopment of ex-hospital	Permitted extensions and undeveloped plots	Yarmouth Rd BRT corridor Postwick Hub junction improvement NDR	Postwick Hub has funding and planning permission. Subject to the successful outcome of the SRO Public Inquiry, implementation will commence this year.
Thorpe St Andrew: Brook Farm	600 dwellings	Permitted	Plumstead Rd core bus route NDR	
Sprowston : Home and White House Farms	1,233 dwellings	Permitted	Wroxham Rd core bus route NDR	
North Sprowston and Old Catton	3,500 dwellings c26,000m ² commercial	Application	N Walsham Rd core bus route Wroxham Rd core bus route NDR	In the longer term the area could also be served by the Salhouse Road BRT corridor
Norwich International Airport	100,000m ² (39ha) commercial	Permitted	Cromer Rd BRT corridor NDR	
Hellesdon Hospital/Golf Course	1,100-1,300 dwellings	Preferred option allocation	A1067 Fakenham Road BRT Corridor NDR	

4. Progress on delivery

- 4.1. Introduction**
- 4.2.** This section of the report identifies which schemes have been delivered and how they contribute to the overall strategies for transport and growth in the area. A more complete breakdown of schemes is included in Appendix 1.
- 4.3.** Major progress on delivery has been made with some significant projects completed or underway. However, since 2010 delivery has been affected by reduced local transport budgets. Overall, available spending by the County Council on integrated transport has reduced from just over £11m countywide in 2009/10 to £2m annually from 2011/12, and there has been a general fall in funding from other sources as development dropped off during the economic downturn post 2008.
- 4.4.** Although these severe pressures on funding have affected delivery and resulted in a need to re-evaluate projects – especially of more costly schemes – the authorities have been able to limit impacts by for example securing funding from other sources including successful bids and is now gearing up to deliver a raft of measures that will ensure major step-changes in the NATS area. Section 5 details the future delivery programme.
- 4.5. City Centre**
- 4.6.** The focus of NATS within the city centre is to reduce the impact of traffic and make it a more attractive place for business, retail and visitor experiences. Between 2005 and 2007 major progress was made through delivery of the new bus station and bus priority measures within the city centre. These measures meant that buses from the north no longer had to make a major diversion around the city's one-way system. Delivery since 2008 has focussed on consolidating these major improvements; overcoming air quality problems; improving travel information and ticketing, and continuing to improve the city's environment for people on foot or bicycle.
- 4.7.** During 2008/9 the first Low Emission Zone outside of London was launched in Castle Meadow to overcome air quality problems. A number of measures were required including exhaust emission standards, requiring stopped buses to switch off their engine, and Eco-Driving training. St Augustines Street, in the north of the city centre had also been declared an air quality management area, and was suffering from a number of derelict vacant buildings on the historic street. Major changes to the traffic flow were implemented, comprising the St Augustines Gyratory. Monitoring has shown increased economic activity and modest improvements to air quality along the street.
- 4.8.** The accessibility of the city has been greatly enhanced for pedestrians and cyclists including through the provision of two new bridges over the river, one off Barrack Street near the law courts and one between Riverside and King Street near Dragon Hall. Both open up direct pedestrian and cycle routes into the city centre and are well used.

- 4.9. Bus Rapid Transit and the bus network**
- 4.10. A major strand of the NATS Strategy and Implementation Plan is a bus-based public transport system linking major facilities (such as employment centres or the university) with existing residential areas or planned growth areas. This incorporates up to six Bus Rapid Transit routes, with other well-used routes that link major services and facilities being identified as Core Bus Routes.
- 4.11. Since 2008 staged implementation of Bus Rapid Transit has started, beginning with its roll-out on the Dereham Road corridor. Bus stops have been upgraded and bus priority introduced. BRT will ultimately extend to the strategic employment / retail location at Longwater; see Section 5. On Newmarket Road, the length of bus priority has been extended, and the inbound bus way is now operational for the full 24 hours.
- 4.12. There has also been a focus on bringing bus stops across the city up to a suitable accessible standard, comprising raised kerbs and bus stop clearway markings. Further major improvements will be made through the Better Bus project, dealt with in Section 5 Looking Ahead.
- 4.13. The County Council has continued to operate Park and Ride and has introduced several new initiatives to further promote and encourage its use including Tweet and Ride and marketing of Park and Ride to those within 5km. These are dealt with in Section 4.24 Smarter Choices.
- 4.14. Cycling and Walking**
- 4.15. Cycling and walking provision has been a major focus of delivery for the County Council. Within the Norwich area delivery has been targeted at safer and healthier links between schools and nearby residential areas, joining up the networks within the city and providing necessary facilities such as road crossings or footways (pavements). This latter delivery is targeted on the villages and towns outside the urban area to link services and facilities by foot.
- 4.16. **Cycling**
Partners across the city, including the County Council, Norwich City, Broadland and South Norfolk Councils, and cycling groups agreed a cycle network linking major locations such as the city centre and University. An innovative cycle map printed on untearable, water-proof paper was launched showing the network.
- 4.17. Infrastructure delivery is now focussed on this network and has included the city centre to airport route, where contra-flow facilities were provided on Duke Street to allow cyclists to travel into the city against the general flow of traffic. A major part of the hospital to city centre to Heartsease pink pedalway was delivered across Household Heath, including traffic calming and better crossing facilities on Gurney Road.
- 4.18. Elsewhere, delivery has included making the general road environment safer and more convenient for cyclists through advanced stop-lines at traffic-signal-controlled junctions, improved cycle route facilities and cycle parking. Many of the road crossings and Safer and Healthier Journeys to School initiatives delivered (see below) include facilities for cyclists. A cycle hire facility was launched in 2013 at Norwich Station by the train operator.

4.19. Walking

Since 2008, 20 road-crossing schemes, 17 walking schemes (eg lengths of new pavements), and 32 Safer and Healthier Journeys to School initiatives have been delivered. This last heading covers a variety of different types of schemes to make it easier for children to travel sustainably to school including new crossings, new pavements or traffic management schemes. These schemes had been identified by school communities and included in their school travel plans.

The schemes have been delivered right across the Norwich area including within the city centre, the built-up area and in the surrounding towns and villages.

4.20. Rail

- 4.21. Rail services are not provided by the local authorities. Train services are provided by private companies on a franchise basis with the companies providing at least the minimum level of service specified by government. Infrastructure like the tracks is maintained and improved by Network Rail. The County Council works in partnership with the rail industry, government, community rail partnerships and others to secure and deliver improvements.
- 4.22. Since 2008, the County Council and rail industry has delivered the following major measures:
- Wifi on Norwich to London trains
 - Measures to reduce carbon usage on the Bittern Line
 - Public transport interchange improvements in Norwich and Wymondham including a 100 space car park, and pedestrian and cycle improvements
 - Electronic signage and public address systems at Wymondham and Attleborough
 - Train services have become more reliable and punctual
 - Longer Norwich to Cambridge trains to cope with increasing numbers of passengers
 - Ticket sale machines, cycle hire and ticket barriers at Norwich station
 - Norwich to Cambridge line resignalled
 - Replacement of the overhead line equipment on the Norwich to London line.

- 4.23. Community Rail Norfolk, which oversees the work of the Community Rail Partnerships on the Bittern and Wherry Lines, has been set up. The County Council is represented on the board and continues to provide funding for specific projects including printed and electronic information (eg a line guide).

4.24. Smarter Choices

- 4.25. Smarter Choices describes activities that help and support people in their travel, with a particular emphasis on walking, cycling and public transport. The County Council is supportive of such measures and carries out the activities itself, or provides funding or works in partnership with others on their delivery. Because these measures are funded from revenue rather than capital budgets they are not included in the schemes listed in Appendix 1.
- 4.26. These activities are described elsewhere and include:
- Bike map

- A printed guide to the two community rail lines
- Park and Ride promotions
- Travel Plans for residential and business developments
- Road Safety campaigns and initiatives
- Printed and electronic travel information
- Support of Norfolk Car Club with new cars being added in Norwich.

4.27. The Highway Network

- 4.28. The major road network is important to ensure the continued economic vitality of Norwich and the wider area. Our priority is to improve the trunk road links into the city and manage the effective operation of the local road network.
- 4.29. Because the County Council is not responsible for trunk roads we work with government and the Highways Agency to secure and deliver improvements. We raised the profile of the A11 and influenced government's 2010 decision to complete the dualling; now underway and due to be completed by the end of 2014. Our focus is turning to the A47 where we have raised the road's profile with government, presenting a Business Case setting out the economic benefits from focussed improvement schemes.
- 4.30. Major improvement works have been undertaken on the ring roads. On Norwich Inner Ring Road we have remodelled the existing junctions at Barrack Street and Whitefriars roundabout to increase capacity, reduce congestion and improve the punctuality of bus services, together with measures to enhance safety for pedestrians and cyclists. On the outer ring road, junction improvements have been carried out at Mile Cross Lane / Catton Grove Road.
- 4.31. A raft of other measures have been completed, often in association with development, including a mini roundabout at Taverham, road widening and junction improvements on the A1074 at Costessey, junction capacity improvements at the Newmarket Road / Eaton Road junction, and junction upgrades to traffic signals, A140 Ipswich Road / B1113, Keswick.

4.32. The Northern Distributor Road and Postwick Hub

- 4.33. The NDR is a key element of the NATS Implementation Plan, allowing delivery of the full range of NATS measures.
- 4.34. Government confirmed in December 2011 that it was providing £86.5m towards the cost of the NDR and Postwick Hub junction. In April 2012 the County Council agreed to take it forward as a single, dual carriageway scheme as far as the A1067, agreeing in principle funding of up to £40m to underwrite the full costs of the NDR and its related measures.
- 4.35. The Postwick Hub has planning consent and a Public Inquiry for the Side Roads Order has recently concluded. In December 2012 the County Council agreed to seek permission for the NDR, including Postwick Hub, as a Nationally Significant Infrastructure Project (NSIP) under the terms of the Planning Act 2008. This approach is for projects which are of national significance due to their impacts on the national trunk road network. The NDR, including Postwick Hub, falls within this. In August 2013 the Secretary of State for Transport confirmed that in his view the NDR is nationally significant and directed that it should be treated as development for which development consent is required

following recent changes to legislation that would otherwise have seen the NDR fall outside the scope of the NSIP regime set out in the 2008 Act.

The main benefit of following the NSIP route is that it should see the planning process completed in time for a 2015 start of construction. The NSIP route for the NDR would also mitigate the risk of a failure of the Postwick Hub inquiry process by including Postwick Hub within the application. This approach respects the independence of the Postwick Hub inquiry process but keeps open the opportunity to pursue the Postwick scheme at an early opportunity to boost the local economy, which was always the objective.

5. Looking ahead

5.1. Introduction

- 5.2. There are a number of challenges that the transport system will face in the next few years. Norwich will continue to grow and needs to remain an attractive place given the planned large increases in housing and jobs. It will also need to keep pace with other cities as they develop and change in order to compete and retain its place as one of the UK's top retail and business centres. Transport has an important role in this. The momentum built up through ongoing NATS delivery over many years needs to be kept up. Our plans aim to make sure that the transport system is able to accommodate the city's growth and that the transport system does not become a blockage to business investment or have a negative impact on the cultural and social development of the Norwich area. Transport improvements aimed at delivering growth also serve and benefit existing communities.

- 5.3. This report updates the NATS Implementation Plan 2010 to the current position: summer 2013. This is not a new NATSIP. Instead it takes account of progress made since 2010 and sets out the proposed approach and phasing of future delivery. The exact detailed delivery programme may change as we continue to take advantage of opportunities (which might result in some schemes being delivered earlier than envisaged), or have to put back schemes for reasons including lack of available funding.

- 5.4. The agreed, two year capital programme for the NATS area is included in Appendix 2. This detailed programme will be rolled forward each year.

5.5. City Centre

5.6. Long-term overview

The city centre remains the key focal point for a wide range of activity not only for Greater Norwich, but also for a much wider area stretching across East Anglia. The JCS sets out that Norwich city centre will build on its importance for key economic sectors including financial and general insurance services, retailing and creative and media industries, and that it will continue to be a UK 'top-10' retail centre.

- 5.7. The NATS Implementation Plan envisaged some radical changes to the city centre's transport system. These are aimed to improve the environment of the city, making it easier for people to get about by all modes, and to ensure that the transport system can support delivery of the JCS and does not become a

constraining factor in Norwich's development.

The plans and anticipated phasing of delivery are shown below.

5.8. **1st phase** (being undertaken during the next two years using secured funding):

- Removing general traffic from St Stephens Street and bus-only on Surrey Street
- Two-way bus, and deliveries and access-only on Chapel Field North.

Although NATSIP had originally envisaged St Stephens Street and Chapel Field North would not be delivered until later in the plan period, there was an opportunity to secure government funding for early delivery of these two key schemes. Together, the two schemes will make a huge step-change in the core retail area, removing barriers to pedestrians caused by through car traffic.

5.9. **2nd phase**

- Closure (pedestrianisation) of Westlegate
- Golden Ball Street and Farmers Avenue two-way for general traffic
- Removal of traffic from Gaol Hill and Exchange Street.

These schemes are not currently programmed but can be undertaken prior to delivery of the Northern Distributor Road. Westlegate pedestrianisation has been a long-standing ambition of many businesses within the city centre, particularly major retail stores who see removal of traffic as vital to reinvigorate the street and create a joined-up modern shopping thoroughfare linking John Lewis with the department stores on Rampant Horse Street, Chapelfield shopping centre and the market place. If this is done, Golden Ball Street and Farmers Avenue will need to be made two-way to allow access to Castle Mall car park.

Improving the shopping environment by removing traffic from Gaol Hill and Exchange Street depends on support from the affected interests in that part of the city. Further work to understand the traffic implications of closing these roads will also be needed.

5.10. **Last phase**

- Buses only in both directions along Prince of Wales Road
- Rose Lane two way for general traffic
- Market Avenue: southbound for buses only; northbound for all traffic
- Agricultural Hall Plain two-way for buses only
- Tomblond public realm improvements to reduce traffic dominance.

These schemes complete the major changes in traffic movement envisaged as part of the NATS Implementation Plan. They complete the bus-only route between the train station and bus station and significantly restrict general traffic making through city centre movements. Because they will mean longer distance traffic going through the city centre will have to reroute, they cannot be completed until after completion of the NDR. The NDR takes traffic off existing routes, freeing up capacity to allow re-routing away from the city centre.

5.11. **Figure 5.1: City Centre Proposals**



5.12. **Proposals for buses**

For buses, we plan new routes to spread movements away from congested roads and create more room for buses to stop. These new routes – described above – will be more direct and help buses avoid congested parts of the inner ring road. Two way bus movements on Chapel Field North (complemented by a new bus lane along Grapes Hill) will allow buses a direct route into the heart of Norwich from the west and south– avoiding the busy Chapel Field Road section of ring road – and cut the numbers of car movements on Theatre Street and Rampant Horse Street. These roads are in the core retail area and currently the amount of traffic on them makes it difficult for people to get between the historic market place and lanes area to the modern Chapelfield and St Stephens Street shopping areas.

5.13. **Proposals for pedestrian and cyclists**

Within the city centre most trips are made on foot and it is important that people can get about easily. We need also to ensure that the transport system does not dominate the city's heritage assets.

Our plan is to reduce traffic on streets used mostly by people on foot keeping

traffic volumes and speeds low. Traffic that needs to use the city centre will be able to do so, but will be rerouted away from streets most used by pedestrians.

5.14. One way systems and pedestrianisation in the centre can make it difficult for cyclists to move around the city. Our plan is to create cycling routes across the centre of town. We want to allow cyclists to use some one-way streets in both directions and change the restrictions on pedestrianised streets to allow bikes to use them at certain times. This will be outside the busy main part of the day when they are well used by people on foot.

5.15. Proposals for general traffic and delivery vehicles

It is vital to ensure that drivers making deliveries or on business can get to premises, and that cars can get to city centre car parks. The major changes to the street patterns will ensure that these key functions can continue.

5.16. Delivery over the next two years (April 2013-15)

- As part of our Better Bus Area project, work is on-going to deliver the Chapel Field North and St Stephens Street / Surrey Street measures
- Continuing to implement bus stop improvements with new stops and additional electronic information
- Review and amend the restrictions on pedestrianised streets to harmonise time-periods and allow cycling when loading is allowed.

5.17. Delivery post 2015

- See benefits of reduced traffic in the city centre as a result of the Northern Distributor Road opening
- Improve the shopping environment by removing general traffic from Exchange Street and Gaol Hill
- Consolidate car parking by closing some of the smaller car parks located in the middle of the city centre and replacing them with parking on the edge
- Improve traffic and bus circulation by making Prince of Wales Road two-way for buses only, and Rose Lane two-way for general traffic.

5.18. Bus Rapid Transit and the bus network

5.19. Bus Rapid Transit

Bus Rapid Transit (BRT) aims to deliver a step change in the speed and quality of public transport services linking major existing and growing residential locations with the city centre and strategic employment areas. BRT routes will incorporate the practicable maximum of bus priority, although this will be limited by the historic narrow streets and a road network that has evolved over time. BRT will include high quality branded stops and vehicles and frequent services on a ‘turn up and go’ basis. At the end of the routes BRT services are likely to fan-out and serve different destinations and routes.

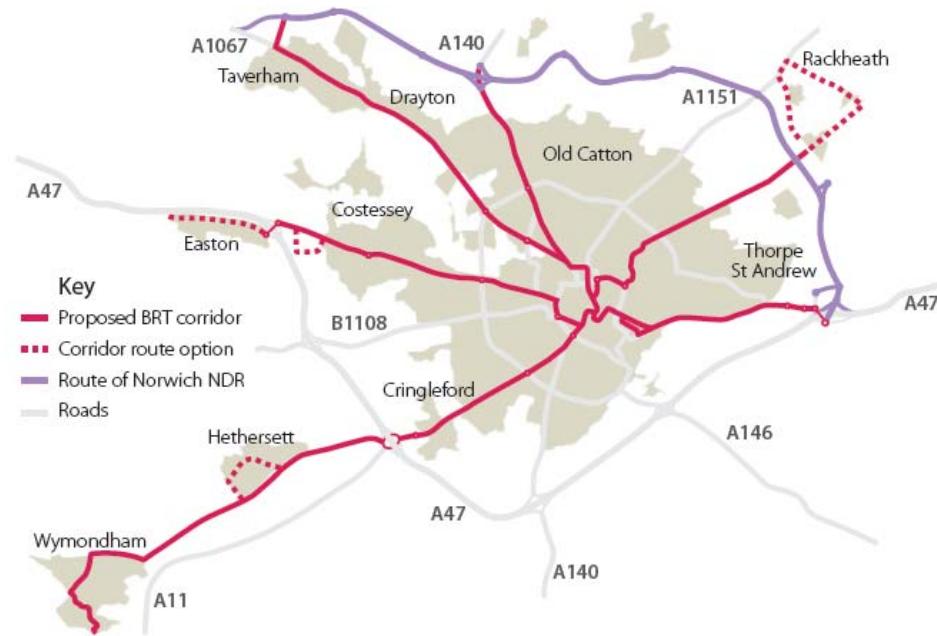
We are negotiating a voluntary quality bus partnership – a Bus Charter – with the main operators who provide the vast majority of services. This will mean that all passengers will be able to benefit from a clear commitment to deliver an agreed highest quality of service.

5.20. Up to six BRT routes are planned. These are, in the general order of their delivery:

- Dereham Road
- Newmarket Road

- Yarmouth Road / Thorpe Road
 - Salhouse Road / Gurney Road
 - Cromer Road / Aylsham Road
 - Drayton Road.
- 5.21. The timing of works will depend on a number of factors: passenger demand from existing or new markets (eg housing growth areas); the availability of funding; and the ability to deliver the appropriate bus priority measures, most notably affected by delivery of the NDR. In order to support sustainable development it will be important to try to bring forward enhanced public transport provision to support early phases of growth.
- 5.22. BRT is being rolled-out first on Dereham Road where good progress has already been made. Implementation of further sections will be brought forward in conjunction with the proposed major housing growth (circa 1,000 houses) at Easton, also completing the BRT link to the Longwater employment area, the Showground and a proposed food hub.
- 5.23. On the Newmarket Road corridor, major growth has been identified in Cringleford, Hethersett and Wymondham, and further afield at Attleborough and Thetford. Significant employment sites are also located along, or adjacent to, this corridor including the Hethel Engineering Centre, Lotus, and the Norwich Research Park/UEA/Hospital cluster. Sites for this growth are being identified and beginning to come forward with a number of planning permissions in place. A placemaking exercise has been completed identifying the major requirements for BRT. Within the built up area the bus priority measures are largely complete.
- 5.24. The full benefits of BRT on the Yarmouth, Salhouse, Cromer and Drayton Road corridors can only be realised after NDR opening. The necessary levels of physical bus priority can be provided only once levels of general traffic are reduced following the opening of the NDR. Timing of delivery will depend to a large extent on when growth proposals are identified and brought forward. The most advanced growth proposals are at North Sprowston and Old Catton and will require investment in the core bus routes on Wroxham and North Walsham Roads.
- 5.25. The roll-out of high quality public transport improvements will be kept under review bearing in mind – in particular – the passenger market. The exact nature, timing and type of improvement may need to evolve taking such factors into account.

5.26. **Figure 5.2: Bus rapid transit routes**



5.27. Core Bus Routes

Improvements on other, non-BRT corridors will focus on smaller-scale works to alleviate congestion and focus particularly on junctions where buses can be given additional priority through traffic signals and by using short lengths of bus lane. Improvements to bus stops and information provision will be provided.

5.28. Park and Ride

A complete network of Park and Ride sites around Norwich already exists and these currently have spare capacity to accommodate future growth. A planned doubling in size of the site at Postwick will follow the construction of the Postwick Hub junction improvement from 2015. A future additional site at Trowse will be kept under consideration for possible delivery as and when it can be demonstrated that there will be sufficient demand. The option of other additional sites – eg at Drayton – has been considered previously and rejected. Smart electronic ticketing will be introduced from autumn 2013 and highway signing on the approach roads to the city will be installed late 2013/ early 2014.

5.29. Other measures

We were successful in our bid for funding under Better Bus Areas. Worth £2.9m in total, it allows fast tracking of a range of NATSIP schemes, bringing benefits to bus users, cyclists, pedestrians, coach, taxi and car users. The funding will allow improved ticketing, information and signage, new infrastructure and changes to traffic management in the city to assist public transport.

The main infrastructure measures include removing general traffic from St Stephens Street, a new up-hill bus lane on Grapes Hill, improved interchange between bus and rail at Norwich rail station, bus shelter enhancements, bus stop upgrades along all key transport corridors, new electronic signage at transport interchanges, smart ticketing on Park and Ride, and a review of traffic signalled controlled junctions and upgrade to traffic light priority for buses.

This will be supported by a range of other measures including a smarter choices campaign and improved information and ticketing.

- 5.30. Smart card ticketing will be introduced on all buses as part of a three-year pilot, as a precursor to a national roll out. This £2.5 million pilot has been funded by government as part of their commitment to ensure all buses in England are smart enabled.

5.31. **Delivery over the next two years (April 2013-15)**

- New up-hill bus lane on Grapes Hill, removal of general traffic from St Stephens Street and two-way bus operation on Chapelfield North
- Start of implementation of BRT on Newmarket Road
- Smart card ticketing introduced across the network
- Upgrade bus stops and travel information
- Upgrade of interchanges at the bus station, UEA and hospital.

5.32. **Delivery post 2015**

- Work with partners on developing BRT transit between the city centre and areas of new and existing housing
- Upgrade core bus routes
- Upgrade interchanges.

5.33. **Cycling and Walking**

- 5.34. Our focus will be to continue to join-up the facilities on the identified cycle network, improve walking and cycling links that connect major facilities (especially to schools) and implement schemes at casualty hotspots.

5.35. **Cycling**

Across the whole of Norwich we will look to build-in features that make cycling easier. This could include advanced cycle stop lines at traffic lights or allowing cyclists to legally make manoeuvres not allowed for other vehicles such as banned turns at junctions or being able to cycle both ways on one-way streets. A particular focus will be to deliver the seven pedalways identified in the cycle network plan over the coming 10-15 years.

- 5.36. Norwich City, Broadland District, South Norfolk and the County Council made a successful bid for Cycle City Ambition Grant. The bid's focus is on the south-west quadrant and linking this to new growth areas in the north east quadrant and Broadland Business Park. In the south west there are major hubs including the Norwich Research Park, the University of East Anglia and Norfolk and Norwich University Hospital, and planned growth at Hethersett, Wymondham and Cringleford. Infrastructure measures will be supported by campaigns, marketing and publicity to encourage and support cycling. Delivery will start this year and by September 2015 the pink pedalway should be complete.

- 5.37. We were also successful with our bid to improve locations with a number of cycle casualties. Schemes will be implemented during 2013/14.

5.38. **Walking**

For pedestrians, we will continue to put in zebra, traffic lights, or central island road crossings and make conditions better for people on foot. Our priorities will be on measures where there is strong public need and at sites with a history of road traffic casualties. There are opportunities to deliver public realm

improvements in areas such as Tombland, as part of delivering the city centre proposals. Phasing of schemes will be dependent on funding and delivery of complementary works.

5.39. **Delivery over the next two years (April 2013-15)**

- Various cycle route improvements including cycle signing on orange route, Palace Street cycle lane, Thorpe Road, Wymondham Harts farm cycle link
- Henstead Road Hethersett footway links to development
- Various road crossings including Bluebell Road by North Park Avenue and Hall Road south of Queens Road
- Implement the Cycle Ambition project including the eight mile route from the south west (including NRP/Hospital/UEA cluster) via the city centre to Rackheath, a 20mph zone across the city centre and simplification and clarification of the rules governing cycling in the city centre.

5.40. **Delivery post 2015**

- Continue to develop and implement the cycle routes from the city centre to major destinations, and make cycling easier and safer by continuing to put in measures like advanced stop-lines at traffic lights. Our proposed programme for the cycle network is in the following route order: Blue, Green, Yellow, Red, Orange then Purple Routes. We would not stick rigidly to this sequence if development activity presented an opportunity to accelerate the creation or upgrading of parts of the network.
- Implement public realm improvements as funding allows.

5.41. **Rail**

- 5.42. Our main focus is on promoting and securing the improvement of strategic connections and upgrades to the commuter services into Norwich. We will continue to work with the rail industry and contribute to, or fund, smaller projects on the rail network where funding allows. We also remain committed to the Community Rail Partnerships in the county.
- 5.43. Our current focus is to influence the major decisions being taken about renewal of the franchises for train services, and agreement about the 2014-19 capital spending programme for Network Rail. The priorities are:
- Faster journey times, more capacity and better quality travel experience Norwich-London
 - Completely refurbished, or new, trains on other routes
 - ½ hourly frequencies between Norwich and Cambridge, with an extension of the service to Stansted Airport and – perhaps in the medium to longer term – ½ hourly frequencies between Norwich and Sheringham
 - Improvements at stations: priorities include accessibility improvements at Wymondham to ensure all passengers can get to both platforms
- 5.44. Government and the rail industry have not yet made decisions about their spending programmes either in the short or longer terms. The following is our best estimate of what might be delivered during the relevant periods.
- 5.45. **Delivery over the next two years (April 2013-15)**
- Commitment secured for rolling stock on the Norwich to London line (preferably for new stock)
 - Improvements to stations and station facilities

- Completion of the renewal to the overhead line equipment on the Norwich to London line, improving train service reliability
 - Feasibility study into new stations at Broadland Business Park and Postwick.
- 5.46. **Delivery post 2015**
- Bow Junction scheme to provide additional track infrastructure to allow additional trains to serve London Liverpool Street on the Great Eastern Mainline, to be delivered during 2014-19 spending programme
 - Feasibility into further additional track infrastructure (suggested as a fourth line in the Chelmsford area) to allow additional trains to serve Liverpool Street. Feasibility undertaken to allow delivery in the 2019-24 period
 - Delivery of linespeed improvements on Norwich to London line to allow faster train journeys
 - Service improvements including half hourly frequency of Norwich to Cambridge trains
 - Investigations into the feasibility of – in the longer term – new passenger services between Dereham and Wymondham.
- 5.47. **Smarter Choices**
- 5.48. Smarter Travel Choices play an important role in supporting modal shift from car to more sustainable modes and delivery will be further rolled out as part of the NATS Implementation Plan, subject to funding. Successful funding bids such as Better Bus Area and partnership working gives confidence about ongoing delivery, based around the themes of helping employees get to work, sustainable transport and casualty reduction.
- 5.49. Highlights of future delivery include the Better Bus Area initiative that will see employees at businesses and business parks able to access live travel information from their desktops. Also, employees and residential developments will benefit from personalised travel planning, and a business travel ‘tool kit’ is being developed to provide businesses with comprehensive travel information.
- 5.50. **Delivery over the next two years (April 2013-15)**
- Live travel information on employees’ desktops at key businesses.
 - Personalised journey planning for residential and business developments
 - Continued implementation of travel plans at new developments
 - Roll-out of a business travel ‘tool kit’ as part of Better Bus Area
 - Road safety education and training.
- 5.51. **Delivery post 2015**
- Continue travel planning work
 - Continue a range of smarter choice delivery based around NATSIP capital programme delivery
 - Continue road safety education and training
- 5.52. **The Highway Network**
- 5.53. NATSIP aims to ensure that the road system is as efficient and effective as it can be and can cope with the added traffic from housing and jobs growth. We are doing this through a number of means, not least by working with partners such as the Greater Norwich Development Partnership where infrastructure

constraints holding back housing and jobs growth have been identified. We are working on how to overcome these, making sure that future plans look at issues holistically and plan the transport network to help deliver the wider growth plans. Much of our focus over the next two years will be continuing to work through infrastructure constraints to bring economic benefits to the Norwich area, focussed around the major road network in areas of larger-scale growth.

- 5.54. The Norwich Northern Distributor Road is a key part of our plans. More detail on this road is included in the following section.
- 5.55. The A47 is a priority. We are undertaking our own Route Based Strategy through our work with the A47 Alliance alongside work being done by the Highways Agency. Findings from the strategies will directly influence future government trunk-road spending programmes.
- 5.56. We are developing details of the required enhancements at locations where we already know that development is being held back by A47 constraints, working particularly at Thickthorn and Longwater / Easton junctions.
- 5.57. Work will continue work to bring forward a Long Stratton bypass. Timing of delivery will be dependent on when the planned 1,800 houses come forward, and on securing the necessary funding, made up from the development in the village and the remainder from other pots.
- 5.58. The County Council will also continue to work on infrastructure requirements for the growth triangle, see below on the NDR.
- 5.59. Network management will continue to be important. We will carry out enforcement of waiting restrictions, tackle sites with patterns of road casualties, and maintain the network's efficiency by targeting measures at sites where there is persistent chronic congestion, particularly to overcome delays to buses.
- 5.60. **The Northern Distributor Road and Postwick Hub**
This road is key to delivering NATSIP. It will provide the key to unlocking many parts of our other plans, providing better transport links to a large area of north Norfolk including improving connection from the airport to the trunk road / European network (TEN-T) and connection to / from the Great Yarmouth Enterprise Zone which supports the offshore energy industry and supply chain, removing traffic from unsuitable roads in and around the north of Norwich, and providing essential links to new and existing housing and businesses including the airport. Without the NDR, we will not be able to carry out all of the NATSIP measures described.
- 5.61. Subject to a successful outcome from the Postwick Hub inquiry and a timely decision by the Secretary of State, construction on the Hub could start in spring 2014. Work on the NDR itself is programmed for a start in spring 2015, and opening in spring 2017, subject to the statutory process, see section 4.35.
- 5.62. **Delivery over the next two years (April 2013-15)**
 - A47 Southern Bypass / Longwater junction short term improvement works
 - Start of construction of Postwick Hub
- 5.63. **Delivery post 2015**
 - Norwich Northern Distributor Road
 - Major junction enhancements on A47 at Thickthorn and Longwater

- Long Stratton bypass
- Developer link-road in north east growth triangle.

Figure 5.3: NATSIP Phasing

		2010/ 11	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	2019/ 20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26			
Safety																				
	20mph works in residential areas - Costessey																			
	20mph works in residential areas - general																			
Traffic Management																				
	Traffic light priority and enhancement to traffic signals																			
	Variable messaging signing to aid driver and passenger information																			
Rail																				
	Award of new East Anglia franchise																			
	Rail service enhancements																			
	Possible new station construction																			
Cycling																				
	Develop extended cycle map with user groups																			
	Additional cycle storage facilities																			
	Implement contra-flow cycle lanes																			
	Feasibility and delivery of a core cycle network																			
	Increased cycle priority at junctions																			
	Potential cycle hire scheme																			
Walking																				
	New pedestrian crossings and refuges																			
	Increased pedestrian priority at junctions																			
Smarter Travel Choices																				
	Develop journey planning tools																			
	Campaigns to raise awareness of sustainable modes																			
	Development of green travel plans with businesses																			
Freight																				
	Review access restrictions in the city centre																			
	Work with partners to promote freight consolidation																			

NDR open to traffic

6. Monitoring

- 6.1. Air Quality**
- 6.2.** National guidance requires locations which have air quality problems to be working towards air quality objectives as a result of interventions. Overall this is yet to be achieved, but improvements have been made.
- 6.3.** Results for the first full year in St Augustines Street with the gyratory system in operation (2011) showed that the air quality improved considerably, although there was a slight increase in 2012.

6.4. Figure 6.1: Annual Mean Concentrations at 50 St Augustine's Street ($\mu\text{g}/\text{m}^3$)

Year	2006	2007	2008	2009	2010	2011	2012
Concentration	50	52.1	50.9	56.2	55.0	47.5	51.6

- 6.5.** Grapes Hill monitoring has shown continued compliance with the objectives.
- 6.6.** Monitoring has commenced on Chapelfield North.
- 6.7.** Unfortunately, Castle Meadow shows a continuing exceedance of the annual NO₂ average. It has remained at approximately the same level for 2010/11/12 despite interventions.
- 6.8.** Norwich Central has been declared as an AQMA to incorporate all of the existing AQMAs back in November. An updated action plan from this declaration will follow.

6.9. Ring Road Cordon Information

- 6.10.** The number of vehicles crossing the outer ring road has fallen by 6.2% since 2007. Over the same period the number of vehicles crossing the inner ring road has fallen by 7.6%.

6.11. Travel to Work Data - Census

- 6.12.** The headline facts for working Norwich residents aged 16-74:
 - Almost 1 in 4 walks to work (23.8% up from 22.7% in 2001). This is the third highest proportion for any council area in England and Wales (behind the City of London and the Isles of Scilly)
 - 9% cycle to work (the 8th highest nationally and up from 8.8% in 2001)
 - 1 person in 3 either walks or cycles to work; the 5th highest nationally (behind the City of London, Isles of Scilly, Cambridge and Oxford)
 - More people travelled to work by car in 2011 than they did in 2001(50% in 2001 compared with 51.3% in 2011)
 - Working at home decreased from 6.7% in 2001 to 4.1% in 2011
 - Bus usage was down (from 8.4% to 8.1%)
 - Train usage was up (from 0.9% to 1.3%)
 - Fewer people travelled to work by motorcycle or moped (down from 1.5% in

2001 to 1.1% in 2011).

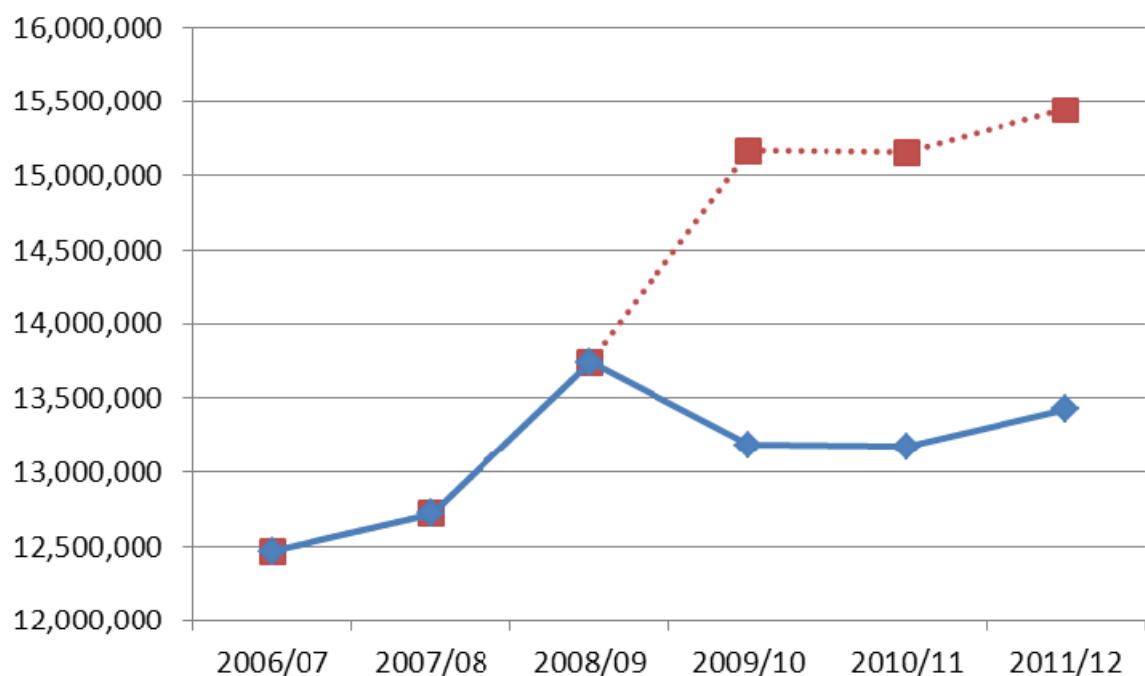
- 6.13. Results from both Broadland and South Norfolk are unsurprisingly somewhat different:
- Around 1 in 10 people walk or cycle to work (10.3% Broadland, 10.0% South Norfolk)
 - Three quarters (75%) travel to work by car/van (70% as drivers, 5% as passengers).

6.14. **Bus patronage data**

- 6.15. Bus patronage has risen steadily since 2006/07. Figures do not include park and ride sites.

6.16. **Figure 6.2: Bus patronage data**

(Blue line actual – excludes one operator from 2008/09 while red line shows estimated figure assuming 15% market share for missing operator)



6.17. **GNDP Annual Monitoring Report**

- 6.18. The Annual Monitoring Report (AMR) provides a useful indication of how the GNDP area is performing against the objectives set out in the Joint Core Strategy. The AMR can be found at:

<http://www.gndp.org.uk/our-work/joint-core-strategy/monitoring/>

6.19. **LTP3 SEA Monitoring Report**

- 6.20. The third Local Transport Plan's Strategic Environmental Assessment Monitoring Report also contains indicators relating to transport improvements in the County. The latest report can be found at:
www.norfolk.gov.uk/view/NCC122268

Appendix 1

Schemes delivered in the NATS area since 2008

Delivery 2008-09

District	Location/Description	Scheme Type	Completion Date
Road Crossing			
Norwich	Norwich - Bowthorpe Road (by Cadge Road) S106 Funded - Zebra Crossing	Other Unsignalled Crossing	May-08
Norwich	Valley Drive New Pedestrian refuge	Other Unsignalled Crossing	May-08
South Norfolk	Wymondham - Norwich Road - Toucan Crossing	Toucan or Puffin Crossing	Jun-08
Broadland	Hellesdon C261 Reepham Road (Middletons Lane) Puffin Crossing	Toucan or Puffin Crossing	Sep-08
Norwich	Norwich - Albion Way Pedestrian Crossing Improvements - Refuge	Other Unsignalled Crossing	Nov-08
Norwich	Aylsham Road - Drayton Road to Press Lane - Pedestrian Refuges	Other Unsignalled Crossing	Feb-09
Broadland	Drayton - Fakenham Road A1067 Pedestrian Refuge	Toucan or Puffin Crossing	Feb-09
Walking Schemes			
Norwich	King Street - Cattlemarket Street Pedestrian Link	Other Walking Schemes	Jun-08
Norwich	Norwich - Exchange Street - Footway Widening (The lanes Spatial Metro Project)	New or Improved Footways	Jun-08
Norwich	Norwich - St Benedicts Experimental Part-time Pedestrianisation (Spatial Strategy)	Pedestrianisation	Jul-08
Norwich	Norwich - Spatial Strategy - St Georges	Other Walking Schemes	Oct-08
Broadland	Drayton - Costessey Lane (Brookland Nursing Home to Birbeck	New or Improved Footways	Oct-08
South Norfolk	Wymondham - Library Back Lane Walking and Cycling Improvements	New or Improved Footways	Oct-08
Norwich	Norwich - Little Bethel Street	Other Walking Schemes	Feb-09
Local Road Schemes			
Norwich	Norwich - Mile Cross Lane / Catton Grove Road ORR junction improvements	New Junction or Junction Improvements	Jun-08
South Norfolk	Stoke Holy Cross - A140 / C192 - Minor Widening at Junction	New Junction or Junction Improvements	Jul-08
Broadland	Taverham - Taverham Road/The Street/Sandy Lane Mini Roundabout	New Junction or Junction Improvements	Aug-08
Norwich	Norwich - Barrack Street - (S278) Access Improvements - Phase 1	New Junction or Junction Improvements	Nov-08

Norwich	Norwich - C850 Prince of Wales Road/C860 Rose Lane/Mountergate Traffic Signal Improvements	New Junction or Junction Improvements	Dec-08
South Norfolk	Swardeston - A140 Ipswich Road S278 - Dedicated Right Turn Lane	New Junction or Junction Improvements	Dec-08
South Norfolk	Tasburgh - A140 / Church Road - Junction Improvements	New Junction or Junction Improvements	Dec-08
Norwich	Norwich - Farmers Avenue/Castle Meadow Junction Signal Improvements	New Junction or Junction Improvements	Jan-09
Broadland	Gt & Lt Plumstead - Green Lane South (Section 106 funded) - Carriageway Widening Feasibility Study	Road Dualling or Widening	Feb-09
Norwich	City Centre Minor Works	Other Local Road Schemes	Mar-09
Safer and Healthier Journeys to School			
Countywide	Part-time Advisory School 20 (when lights show) Trial	Safe Routes to School	May-08
Norwich	Heartsease Estate - SHJ2S - Pedestrian Improvements	Safe Routes to School	Jul-08
Norwich	Tuckswood First School	Safe Routes to School	Sep-08
South Norfolk	Cringleford First & Middle School, Keswick Road / Safer & Healthier Journeys to School Traffic Management Improvements	Safe Routes to School	Oct-08
Norwich	Valley Primary School (Marlpit Estate) - Road Markings and associated TRO	Safe Routes to School	Nov-08
Norwich	Norwich - Angel Road Middle School - Pedestrian Improvements	Safe Routes to School	Nov-08
Norwich	Cavell First & Nursery School - SHJS - Access Improvements to Duckett Close	Safe Routes to School	Nov-08
Norwich	St Thomas Moore School (Jessop Road) - Verge Parking TRO & Management of school buses (signing and lining scheme, wooden bollards).	Safe Routes to School	Dec-08
Norwich	CNS (Eaton Road) - School Signs & Road Markings	Safe Routes to School	Dec-08
Norwich	Norwich - Mile Cross Primary School - SHJ2S A1024 Mile Cross Road/Kirkpatrick Road Crossing Improvements	Safe Routes to School	Feb-09
Norwich	Norwich - Lakenham Primary, Lionwood Primary, Mile Cross Primary & Bluebell Primary - School Zig-zag Markings	Safe Routes to School	Feb-09

Norwich	Norwich Area Independent Schools CIVITAS Project	Safe Routes to School	Mar-09
Norwich	Norwich - Thorpe Hamlet SHJ2S First / Middle School - Footpath through Lionwoods	Safe Routes to School	Mar-09
Local Safety Schemes			
Broadland	Aylsham to Norwich A140 Route Study LSS Lay-by Improvements and Lining & Signing	Other Local Safety Schemes	Jun-08
South Norfolk	South Norfolk A140 - Norwich to Scole Route Study LSS Lining and Signing	Other Local Safety Schemes	Jul-08
Norwich	Norwich - A147 Foundary Bridge / Riverside Road - Traffic Signal Modifications	Other Local Safety Schemes	Sep-08
Norwich	Norwich - Grapes Hill Roundabout - Visibility & Road Marking Improvements	Other Local Safety Schemes	Sep-08
Norwich	Riverside Road - Rosary Road to Foundary Bridge - Pedestrian Refuge & Lining Modifications	Other Local Safety Schemes	Sep-08
South Norfolk	Mulbarton B1113 Norwich Road - LSS Route Imps	Other Local Safety Schemes	Sep-08
Broadland	Rackheath - Sole & Heel Roundabout LSS - Surfacing, Signing & Lining	Other Local Safety Schemes	Dec-08
Broadland	Spixworth - Church Lane Bend	Other Local Safety Schemes	Mar-09
Broadland	Norwich to Smallburgh - A1151 - Local Safety Scheme Route Improvement to Lining and Signing	Other Local Safety Schemes	Mar-09
South Norfolk	Wymondham to Kimberley B1135 LSS Signing and Lining	Other Local Safety Schemes	Mar-09
South Norfolk	Trowse to Ditchingham - B1332 - Lining & Signing	Other Local Safety Schemes	Mar-09
Traffic Calming and Traffic Management			
Broadland	Taverham - NW Sector Traffic Calming / 20mph Speed Limit	Urban 20mph zones	May-08
Norwich	Queens Road (Hall Road)	Signalling/Signal Upgrade	Jul-08
Norwich	St Crispin's Road (Oak Street)	Signalling/Signal Upgrade	Jul-08
Norwich	Barrack Street (Bargate Court)	Signalling/Signal Upgrade	Jul-08
Norwich	Sweetbriar Road/Blackberry Court	Signalling/Signal Upgrade	Jul-08
Norwich	Cattle Market Street (Castle Mall)	Signalling/Signal Upgrade	Jul-08
Norwich	Castle Meadow Low Emission Zone (LEZ)	Clear Zones/Low Emission Zones	Jul-08
Norwich	Unthank Road (Gloucester Street)	Signalling/Signal	Aug-08

		Upgrade	
Norwich	Norwich - Rosary Road Area - Road Safety / Speed Management	Other Urban Traffic Calming	Sep-08
Norwich	Silver Road (Marlborough Road)	Signalling/Signal Upgrade	Oct-08
Norwich	Mile Cross Lane / Vulcan Road South	Signalling/Signal Upgrade	Oct-08
Norwich	Plumstead Road (Knox Road)	Signalling/Signal Upgrade	Oct-08
Norwich	Norwich - Farmers Avenue/Castle Meadow/Red Lion Street - Traffic Signal Operational Improvements	Other Traffic Management	Dec-08
Norwich	Oak Street (Jenkins Lane)	Signalling/Signal Upgrade	Dec-08
Norwich	Mount Pleasant Area - Road Safety/Speed Management	Other Traffic Management	Mar-09
Norwich	Bowthorpe Road - Farrow Road to Dereham Road - Road Safety / Speed Management	Other Traffic Management	Mar-09
Norwich	Future Waiting Restrictions (2008/09)	other traffic Management	Mar-09

Other

Countywide	Travel Plans - Workplace Initiatives etc	Other Schemes	Mar-09
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Bus Infrastructure

Broadland	Thorpe Marriott Bus Stop Infrastructure Improvements	Improvements to Bus Stops	May-08
Countywide	Countywide Bus Stop Infrastructure Improvements (1)	Improvements to Bus Stops	Jun-08
Countywide	Traveline Journey Planning	other bus Infrastructure	Jun-08
Broadland	Sprowston Bus Stop Infrastructure Improvements	Improvements to Bus Stops	Jul-08
Broadland	Old Catton Bus Stop Infrastructure Improvements Service 16, 16A, 18A	Improvements to Bus Stops	Jul-08
Broadland	Spixworth Bus Stop Infrastructure Improvements	Improvements to Bus Stops	Jul-08
South Norfolk	Hethersett S278 Myrtle Road - Bus Stop Works	Improvements to Bus Stops	Jul-08
Countywide	Countywide Bus Stop Infrastructure Improvements (2)	Improvements to Bus Stops	Oct-08
Countywide	Countywide Bus Stop Infrastructure Improvements (3)	Improvements to Bus Stops	Oct-08
South Norfolk	Framingham Pigot to Loddon - A146 - Bus Stop Infrastructure Improvements	Improvements to Bus Stops	Oct-08
Countywide	Bus Infrastructure - Vehicle Improvements - Induction Loop Trial	other bus Infrastructure	Nov-08
Broadland	Postwick - Installation of new bus shelters at Broadland Business Park	other bus Infrastructure	Nov-08
Norwich	Norwich - Bus Infrastructure	Improvements to	Mar-09

	Improvements	Bus Stops	
Countywide	Installation of clearway markings at bus stops - North Area	Improvements to Bus Stops	Mar-09
Countywide	Installation of clearway markings at bus stops - South Area	Improvements to Bus Stops	Mar-09
Countywide	CO2 Reduction Measures - Alternative fuels / bus retrofit	Other Bus Infrastructure	Mar-09
Countywide	Countywide Bus Shelters	Improvements to Bus Stops	Mar-09
Countywide	Demand Responsive Transport - Door to Door Partnership Contributions	other bus Infrastructure	Mar-09
Norwich	Norwich Growth Point - Expressway Style Public Transport Infrastructure on B1108 and A1074	other bus Infrastructure	Mar-09
Countywide	Electronic Bus Service Registration	other bus Infrastructure	Mar-09
Bus Priority			
Norwich	Grapes Hill - Road Widening and New Left Turn Lane - Bus Improvements (Norwich Growth Point)	Bus Lanes	Mar-09
Public Transport Interchange			
Norwich	Norwich - Installation of Cityspace Vision Software	New Dynamic Info System at Interchanges	Nov-08
Norwich	Norwich - Ticket Vending Machine Software Updates	New Dynamic Info System at Interchanges	Mar-09
Norwich	Norwich - Ticket Vending Machines - Language Display Improvements	New Dynamic Info System at Interchanges	Mar-09
Countywide	Great Yarmouth, Holt and UEA Touchscreen Journey Planning Kiosk	New Dynamic Info System at Interchanges	Mar-09
Countywide	Countywide - Server to Server Data Link for real time passenger Information	New Dynamic Info System at Interchanges	Mar-09
Countywide	Countywide TOC Works	New Dynamic Info System at Interchanges	Mar-09
Cycling			
Norwich	Norwich - Chapelfield S106 Cycling Project - Chapelfield Cycle Route Improvements - Phase 2	Cycle Tracks	Sep-08
South Norfolk	Long Stratton - Town Centre - Cycle Parking	New Cycle Parking Facilities	Jan-09
South Norfolk	Thickthorn Park & Ride Cycle Parking Facilities	New Cycle Parking Facilities	Feb-09
Broadland	Sprowston Park & Ride Cycle Parking Facilities	New Cycle Parking Facilities	Feb-09

Norwich	Bowthorpe Cycle Facilities Upgrade Works	Cycle Tracks	Mar-09
South Norfolk	Wymondham London Road Shared Use Facility	Cycle Tracks	Mar-09
Park and Ride			
Broadland	Sprowston - Park & Ride - Drainage Improvements	Bus Related	Sep-08
South Norfolk	Norwich - Park & Ride Sites - Installation of Static Advertising Panels	Bus Related	Nov-08
South Norfolk	Costessey Park & Ride - Installation of CCTV	Bus Related	Mar-09

Delivery 2009-10

District	Location/Description	Scheme Type	Completion Date
Road Crossing			
Broadland	Taverham A1067 Fakenham Road (Kingswood Avenue) Toucan Crossing	Toucan or Puffin Crossing	Jun-09
Broadland	Thorpe End Plumstead Road Zebra Crossing Scheme	Other Unsignalled Crossing	Jun-09
Norwich	Norwich Barrett Street/Long John Hill Junction Pedestrian Crossing Facility	Other Unsignalled Crossing	Jul-09
Broadland	Sprowston C283 Salhouse Road (in the vicinity of Falcon Road East)	Toucan or Puffin Crossing	Aug-09
South Norfolk	Wymondham Zebra Imps	Other Unsignalled Crossing	Aug-09
Norwich	Norwich - Coleman Road Pedestrian Crossing Improvements	Toucan or Puffin Crossing	Sep-09
Norwich	Norwich - Unthank Road Pedestrian Crossing Improvements	Toucan or Puffin Crossing	Sep-09
Norwich	Norwich - Harvey Lane (nr Heartsease Rbt) - Lidl S278 - Puffin Crossing	Toucan or Puffin Crossing	Sep-09
Norwich	Norwich - Thorpe Rd/Harvey Lane	Other Unsignalled Crossing	Nov-09
Norwich	Norwich - Constitution Hill - Zebra Crossing	Other Unsignalled Crossing	Nov-09
Walking Schemes			

Broadland	Blofield - C441 Brundall Road	New or Improved Footways	Jun-09
Norwich	Norwich - Old Barge Yard / St Annes Wharf Pedestrian Cycle Bridge (EEDA / S106 funded)	Other Walking Schemes	Aug-09
Broadland	Sprowston - Footpath Improvements near Tesco (S106)	New or Improved Footways	Mar-10
Norwich	Norwich - Leopold Road Footway	New or Improved Footways	Mar-10

Local Road Schemes

South Norfolk	Costessey A1074 Road Widening	Road Dualling or Widening	Apr-09
Broadland	Thorpe St Andrew - A1042 Yarmouth Road / Meridian Way Roundabout - Bus Gate Removal - Feasibility Study	New Junction or Junction Improvement s	May-09
Norwich	City Centre Minor Works	Other Local Road Scheme	Mar-10

Safer and Healthier Journeys to School

Norwich	Norwich - Bowthorpe - SHJ2S - St Michaels / Chapel Break School - Walking and Cycling route improvements	Safe Route to School	Jun-09
South Norfolk	Little Melton First School - S&HJ2S - Mill Road Footway	Safe Route to School	Jul-09
South Norfolk	Wymondham - Hewitts Lane (Robert Kett Junior School) SHJ2S Waiting Restrictions	Safe Route to School	Aug-09
South Norfolk	Costessey St Augustine School	Safe Route to School	Aug-09
Norwich	Norwich - Thorpe House School - Pedestrian Phase at Harvey Lane Signals	Safe Route to School	Nov-09
South Norfolk	Cringeford - Newmarket Road - Zebra Crossing Improvements	Safe Route to School	Feb-10
Norwich	Norwich - Salhouse Road/Heartsease Lane - SHJ2S - Shared Use Facility	Safe Route to School	Mar-10

Local Safety Schemes

Broadland	Norwich to North Walsham B1150 LSS Signing and Lining	Other Safety Schemes	Jun-09
Broadland	Norwich to Holt B1149 LSS Route Imps	Other Safety Schemes	Jun-09
Broadland	Norwich to Smallburgh - A1151 - Local Safety Scheme Route Improvement to Lining and Signing	Other Safety Schemes	Jul-09
Norwich	Norwich - Dereham Road / Waterworks Road junction LSS	Other Safety Schemes	Jul-09

Norwich	Earlham Road - Park Lane to Heigham Road LSS alignment and lining	Other Safety Schemes	Jul-09
South Norfolk	B1172 Thickthorn Roundabout to A11 Besthorpe - LSS - Route Improvements to Signing & Lining	Other Safety Schemes	Aug-09
South Norfolk	Trowse to Ditchingham - B1332 - Lining & Signing	Other Safety Schemes	Sep-09
Broadland	Drayton - School Road LSS Improvements to Surfacing	Other Safety Schemes	Dec-09
Norwich	Norwich - Plumstead Road LSS - build-outs / carriageway narrowing	Other Safety Schemes	Jan-10
Traffic Calming and Traffic Management			
South Norfolk	HELLESDON DRAYTON HIGH ROAD / HELLESDON PARK ROAD	Signalling/Signal Upgrade	May-09
Norwich	Norwich - 20mph Speed Limit Pilot Project	Other Traffic Management	Jul-09
Broadland	Sprowston WROXHAM ROAD (RUSSELL AVENUE)	Signalling/Signal Upgrade	Jul-09
Broadland	Sprowston WROXHAM ROAD (COZENS HARDY ROAD)	Signalling/Signal Upgrade	Jul-09
Broadland	Wroxham Road (Merlin Avenue)	Signalling/Signal Upgrade	Jul-09
Norwich	Salhouse Road (Deloney Road)	Signalling/Signal Upgrade	Jul-09
Norwich	Barrett Road/Long John Hill	Signalling/Signal Upgrade	Jul-09
Norwich	Norwich - Silver Road Area - Road Safety / Speed Management	Other Urban Traffic Calming	Aug-09
Broadland	Taverham - Kingswood Avenue (Hinks Meadow) Traffic Calming	Other Urban Traffic Calming	Sep-09
Norwich	Mile End Road (Waldeck Road)	Signalling/Signal Upgrade	Sep-09
Norwich	Colman Road/Unthank Road	Signalling/Signal Upgrade	Nov-09
Norwich	Future Waiting Restrictions	Other Traffic Management	Mar-10
Norwich	Norwich - Ber Street / Thorn Lane / Brooke Place - Road Safety / Speed Management	Other Traffic Management	Mar-10
South Norfolk	Wymondham, Lime Tree Avenue	Other Urban Traffic Calming	Mar-10
Other			
Norwich	Norwich - Koblenz Avenue - Health & Safety Improvements	Other Schemes	Dec-09
Norwich	Norwich Car Club - Contribution	Other Schemes	Feb-10
Countywide	Travel Plans - Workplace Initiatives etc	Other	Mar-10

		Schemes	
Countywide	National Express Wi-fi Project - NCC contribution to Partnership scheme with EEDA/SCC/ECC/TOC	Other Schemes	Mar-10
Countywide	Bittern Line Carbon Neutral Stations Project (Partnership with One Railways & Network Rail who are providing £30k funding each)	Other Schemes	Mar-10
Bus Infrastructure			
Countywide	Countywide Bus Stop Infrastructure Improvements (3)	Improvements to Bus Stops	Apr-09
South Norfolk	South Area Clearway Markings	Improvements to Bus Stops	Jun-09
Countywide	Countywide - market towns installation of information kiosks	Other Bus Infrastructure	Aug-09
Norwich	Norwich Growth Point - Expressway Style Public Transport Infrastructure on B1108 and A1074	Improvements to Bus Stops	Nov-09
South Norfolk	Costessey Bus Stop Imps	Improvements to Bus Stops	Nov-09
Broadland	Countywide Bus Stop Infrastructure Improvements (North)	Improvements to Bus Stops	Jan-10
South Norfolk	Norwich to Attleborough Bus Stops	Improvements to Bus Stops	Jan-10
South Norfolk	South Area Bus Stops Infrastructure Improvements	Improvements to Bus Stops	Feb-10
Countywide	Installation of clearway markings at bus stops - Norwich	Improvements to Bus Stops	Mar-10
Countywide	CO2 Reduction Measures - Alternative fuels / bus retrofit	Improvements to Bus Stops	Mar-10
Countywide	Countywide Bus Shelters	Improvements to Bus Stops	Mar-10
Norwich	Norwich - Bus Infrastructure Improvements	Improvements to Bus Stops	Mar-10
Public Transport Interchange			
Norwich	Installation of Cityspace Vision Software	New Dynamic Info Systems at Interchanges	Aug-09
Norwich	Wymondham Railway station	Multi - Modal	Oct-09

			Interchange	
Countywide	Various Market Towns - Installation of Ticket Vending Machines in Bus Stations	New Dynamic Info Systems at Interchanges	Dec-09	
Countywide	Countywide TOC Improvements		Feb-10	
Cycling				
South Norfolk	Wymondham - Health Centre off London Road - DDBA S278	Cycle Tracks	Aug-09	
South Norfolk	Wymondham - B1172 Norwich Road Shared Use Facility	Cycle Tracks	Oct-09	
Norwich	Norwich City Centre Cycle Parking	New Cycle Parking Facilities	Mar-10	
Norwich	Norwich - Bowthorpe, Toyle Road to Main Centre Cycle Link	Cycle Tracks	Mar-10	
Park and Ride				
South Norfolk	Harford Park & Ride Site - CCTV Upgrades	Bus Related	Jan-10	
Broadland	Sprowston Park & Ride Site - CCTV Upgrades	Bus Related	Jan-10	
South Norfolk	Thickthorn Park & Ride Site - CCTV upgrades	Bus Related	Feb-10	

Delivery 2010-11

District	Location/Description	Scheme Type	Completion Date
Road Crossing			
Norwich	Norwich - A140 Aylsham Road/Woodcock Road Traffic Signals pedestrian crossing facilities	Other Unsigned Crossing	Dec-10
Norwich	Ketts Hill (west of Quebec Road) Pedestrian refuge	Other Unsigned Crossing	Mar-11
Norwich	Norwich Rosary Road (by Chalk Hill Road) Zebra Crossing	Toucan or Puffin Crossing	Mar-11
Walking Schemes			
Broadland	Salhouse - Station Road(between Railway Station and Footpath FP14) Phase 1	New or Improved Footway	Jul-10
Broadland	Near Tesco Store	New or Improved Footway	Jul-10
South Norfolk	Bixley - Arminghall Lane - Footway / Traffic Calming - part s106 funded	New or Improved Footway	Jul-10

Norwich	Norwich/Bowthorpe - Barnard Road Footway	New or Improved Footway	Oct-10
Norwich	Daniels Road (northern side) footway	New or Improved Footway	Dec-10

Local Road Schemes

South Norfolk	Costessey - Longwater Lane (Old Roundwell Pub Site)	Other Local Road Scheme	Oct-10
Norwich	City Centre Minor Works	Other Local Road Scheme	Mar-11

Safer and Healthier Journeys to School

South Norfolk	Poringland - Framingham High School - SHJ2S - B1332 Norwich Rd Bus Stop Improvements	SHJ2S	May-10
Broadland	Lodge Lane Infants School - Rear pedestrian gate at back of school (access via Swansgate)	SHJ2S	Aug-10
South Norfolk	Newton Flotman Primary School - Phase 2 - Alan Avenue Access	SHJ2S	Aug-10
South Norfolk	Wymondham - Imps to FP28	SHJ2S	Aug-10
Broadland	Blofield Primary School North Street Footway widening	SHJ2S	Sep-10
Norwich	Norwich - Aylsham Road / Woodcock Road traffic signal upgrade	SHJ2S	Oct-10
Norwich	Norwich - Recreation Road Infant School - Earlham Road Pedestrian Crossing	SHJ2S	Oct-10
Norwich	Norwich/Bowthorpe - Cloverhill Infant School Traffic Calming	SHJ2S	Nov-10
Norwich	Norwich/Bowthorpe - Cloverhill Infant School Cyclepath	SHJ2S	Mar-11
Norwich	Norwich - Earlham Academy - shared use facility	SHJ2S	Mar-11
Norwich	Norwich - Colman Junior School - South Park Avenue crossing imps	SHJ2S	Mar-11

Local Safety Schemes

Broadland	Drayton - School Road LSS	Other Safety Schemes	Apr-10
Broadland	Horsford B1149 Holly Lane Junction Improvements LSS	Other Safety Schemes	Apr-10
South Norfolk	Costessey Longwater Roundabout resurface	Other Safety Schemes	Jul-10
South Norfolk	Framlingham Pigot A146 LSS	Other Safety Schemes	Sep-10
South Norfolk	Cringleford - Newmarket Road / Roundhouse Way Rbt - LSS - Visibility & Lining Improvements	Other Safety Schemes	Sep-10
Broadland	Rackheath A1151 Muck Lane LSS	Other Safety	Jan-11

		Schemes	
Norwich	St Clements Hill - Wall Road Junction	Other Safety Schemes	Jan-11
Traffic Calming and Traffic Management			
Norwich	Norwich Plumstead Road (Britannia Road) - Traffic Signal Upgrade	Signalling/Signal Upgrade	Jul-10
Norwich	St Stephens Road (Old N&N Hospital) - Traffic Signal Upgrade	Signalling/Signal Upgrade	Aug-10
Norwich	Aylsham Road / Woodcock Road - Traffic Signal Upgrade	Signalling/Signal Upgrade	Oct-10
Norwich	Norwich Growth Point Partnership: Anglia Square / St Augustine's / Duke Street Roundabout - Junction & Road Improvements, incorporating Air Quality Improvements	Clear Zones/Low Emission Zones	Nov-10
Norwich	Magdalen Road / Magpie Road - Traffic Signal Upgrade	Signalling/Signal Upgrade	Jan-11
Norwich	Aylsham Road - Losinga Cresent - Traffic Signal Upgrade	Signalling/Signal Upgrade	Feb-11
Norwich	Aylsham Road (Junction Road) - Traffic Signal Upgrade	Signalling/Signal Upgrade	Feb-11
Norwich	Chartwell Road (School Lane) - Traffic Signal Upgrade	Signalling/Signal Upgrade	Feb-11
Norwich	Future Waiting Restrictions	Other Traffic Calming	Mar-11
Norwich	Norwich - Silver Street Area - Permanent Signing for One-way System	Other Urban Traffic Calming	Mar-11
South Norfolk	Costessey - West End & The Street - Traffic calming review Phase 2	Other Traffic Calming	Mar-11
Other			
Countywide	Bittern Line Carbon Neutral Stations Project (Partnership with One Railways & Network Rail who are providing £30k funding each)	Other Scheme	May-10
Bus Infrastructure			
Countywide	Traveline Journey Planning	Improvements to Bus Stops	Jul-10
Broadland	Norwich to Gt Yarmouth Bus Stop Imps	Improvements to Bus Stops	Nov-10
South Norfolk	Norwich to Attleborough	Improvements to Bus Stops	Nov-10
Norwich	Norwich - Bus Infrastructure Improvements	Improvements to Bus Stops	Dec-10
South Norfolk	Norwich - Long Stratton - Diss Bus Stop Imps	Improvements to Bus Stops	Dec-10
South Norfolk	Wymondham to Norwich Bus Stop Imps	Improvements to Bus Stops	Jan-11
Countywide	Countywide Bus Shelters	Improvements to Bus Stops	Mar-11
Countywide	Vehicle Improvements - Installation of	Other Bus	Mar-11

	CCTV	Infrastructure	
Countywide	Electronic Bus Server Registration (EBSR)	Other Bus Infrastructure	Mar-11
Bus Priority			
Norwich	Norwich Newmarket Road Bus Priority Scheme	Bus Lanes	Jun-10
Norwich	Selective Vehicle Detection / BUSNET	Other Bus Priority	Mar-11
Cycling			
Broadland	Old Catton - Catton Park - Additional Cycle Parking Facilities	New Cycle Parking Facilities	Apr-10
Norwich	Norwich - Earlham Green Lane & Bluebell Road Upgrade of existing facilities	Cycle Tracks	Apr-10
Norwich	Norwich City Centre Cycle Parking	New Cycle Parking Facilities	Mar-11
Norwich	NATS Norwich Yarmouth Road Connect 2 links facility to proposed Whitlingham Bridge	Other Cycle Scheme	Mar-11

Delivery 2011-12

District	Location/Description	Scheme Type	Completion Date
Walking Schemes			
Countywide	Public Rights of Way in Towns and Villages	Other Walking scheme	Mar-12
Local Road Schemes			
Norwich	NATS Norwich Newmarket Road / Eaton Road Signalised Junction Capacity Improvements	Other Local Road Scheme	Nov-11
Safer and Healthier Journeys to School			
Norwich City	Norwich - Newmarket Road / Eaton Road - additional Pedestrian Crossing Facilities	SHJ2S	Mar-12
Traffic Calming and Traffic Management			
Norwich	Thorpe Road/carrow Road	Signalling/Signal Upgrading	Jun-11
Norwich	Mile Cross Lane (St Faiths Road) - Traffic Signal Upgrades	Signalling/Signal Upgrading	Jul-11
Norwich	Newmarket Road/Eaton Road - Traffic Signal Upgrades	Signalling/Signal Upgrading	Jan-12
Norwich	Minor Traffic Management Schemes - City	Other Traffic Management	Feb-12
Countywide	Introduction of Civil Parking	Other Traffic Management	Mar-12
Countywide	Minor Traffic Management schemes - County	Other Traffic Management	Mar-12
Norwich	Miscellaneous Waiting Restrictions	Other Traffic	Mar-12

		Management	
Norwich	Boundary Road/Drayton Road - Traffic Signal Upgrades	Signalling/Signal Upgrading	Dec-12
Other			
Countywide	Car Clubs / CO2 Reduction Measures		Aug-11
Bus Infrastructure			
Countywide	Demand Responsive Transport - Door to Door Partnership Contributions	Other Bus Infrastructure	May-11
South Norfolk	Norwich - Long Stratton - Diss bus stop Infrastructure Improvements	Improvements to Bus Stops	Jul-11
Countywide	County wide DDA Bus Stop Upgrades	Improvements to Bus Stops	Apr-12
Norwich	Norwich DDA Bus Stop Upgrades	Improvements to Bus Stops	Apr-12
Bus Priority			
Norwich	Selective Vehicle Detection / BUSNET	Bus Lanes	Sep-11
Norwich	Norwich Dereham Road Bus Priority Scheme	Bus Lanes	Mar-12
Public Transport Interchange			
Countywide	Market Town Public Transport Interchange Improvements	Multi-modal Interchange	Mar-12
Cycling			
Norwich	Norwich - Airport to City Centre Route - (City Section 106 funded) Duke Street	Other Cycling Schemes	Mar-12

Delivery 2012/13

District	Location/Description	Scheme Type	Completion Date
Road Crossing			
Broadland	Rackheath Salhouse Road Ped Crossing	Other Unsignedalled Crossings	18/05/2012
Walking Schemes			
Local Road Schemes			
Broadland	Drayton Fakenham Rd, S278 Tesco	Other Local Road Schemes	Nov-2012
South Norfolk	Keswick - A140 Ipswich Road / B1113 Main Road(Section 106 funded) - Junction Improvements D&C upgrades to traffic signals	New Junction or Junction Improvements	Sep-2012
SHJ2S			
Local Safety Schemes			

Countywide	Various Locations - Parish Partners In Safety - VAS	Other Safety Schemes	28/06/12
Norwich	Norwich - A1056 Ipswich Road (adjacent to City College) LSS	Other Safety Schemes	02/11/2012
Norwich	Norwich A140 Mile End Road/Unthank Road LSS	Other Safety Schemes	15/5/12
Traffic Calming and Traffic Management			
Other			
Bus Infrastructure			
Bus Priority			
Public Transport Interchange			
Cycling			
Park and Ride			

Appendix 2

Agreed Capital Programme (NATS area) 20013/14 & 2014/15

Note: The following table shows the capital programme presented to County Council Members of the Environment Transport and Development Overview and Scrutiny Panel of 16 January 2013, and agreed by the County Council's Cabinet on 4 March 2013 (subject to the amendments described below). Although this is the agreed capital programme and the information presented was current at the time, there will have been subsequent changes due to, amongst other things, the scope / cost of the schemes changing as a result of detailed design or consultation, or schemes slipping – or being brought forward – in the programme due to factors emerging during the detailed design / delivery stages of the programme's implementation.

The amendments agreed by Cabinet related to an additional £8m in one-off funding to support Norfolk's most vulnerable people, whilst investing in key projects that are priorities in local communities. From this £8m it was agreed to allocate £2m to support highways, divided equally between the following areas:

- An additional £1m for delivering local highway improvements in partnership with Town and Parish Councils
- An additional £1m for other highway improvements that support communities and businesses

These changes are not shown in the table below.

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
Norwich Northern Distributor Road and Postwick Hub (DfT and NCC Corporate funding)	0	12m	0	27.5m	2013/14 funding comprises : £10m Postwick Hub CIF + £2.02m NCC corporate funding; 2014/15 funding comprises £9.44m DfT funding + £9m Postwick Hub CIF funding + £9.1m NCC corporate funding
NDR - feasibility studies for associated, essential schemes	0	0	0	100k	
Gt Yarmouth Third River Crossing	0	175	0	0	Final property purchases from blight
Public transport schemes					
Norwich DDA Bus stop upgrade	10	0	10	0	
County- DDA Bus stop upgrades	60	0	60	0	
Norwich- • Removal of general traffic from St Stephens Street and consideration of removal of general traffic from Surrey Street ("Better Bus Area" funded)	0	200	0		
Norwich- New up-hill bus lane on Grapes Hill with retention of existing highway traffic lanes ("Better Bus Area" funded)	0	760	0	0	This project aims to cut bus journey times, improve reliability, with better access for taxis/bicycles in to the city.
Norwich- Highway Signage ("Better Bus Area" funded)	0	65	0	0	
County – installation of electronic real time signage	12	0	0	0	
County strategic traffic light priority	0	0	10	0	10-15 sites across SCOOT

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
					Norwich, King's Lynn & Gt Yarmouth - location being supplied by bus operators
County drt	0	90	0	90	To be progressed via developer contributions secured where DRT may be developed.
County bus shelter grants	20	20	20	20	
County – temporary bus stop infrastructure package (to be held at local depots)	5	0	5	0	Provides assistance to customers /contractor allowing better provision during disruption
County – advertising within bus stations outside Norwich	25	0	25	0	
County- Provide information boards at P&R sites, hire out the space to businesses for advertising	15	0	0	0	
County- Consider advertising space on moving gates at bus station. This would cover maintenance costs	3	0	0	0	
County- Consider alternative ways of meeting DDA targets - by looking at different ways of providing bus boarder points - plastics etc	15	0	0	0	
County- Allow businesses to operate out of P&R buildings	5	0	0	0	
County- Footways which would allow a route to school to be declared safe to save revenue (about 150 sites)	84	0	300	0	

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
County- Park & Ride lighting- replacement of photo electric cells	10	0	0	0	
County- Install Solar cells on bus shelters. Electricity generated to light shelter, sell excess back to national grid	15	0	15	0	
Norwich/NATS- Bus Rapid Transit (BRT) Stops (3) - Newmarket Road NATS IP- S106 funded	0	100	0	200	Provisional S1906 allocation to implement improvements resulting from placemaking strategy
Norwich/NATS- Bus Rapid Transit (BRT) Stops (2) - Postwick NATS IP- S 106 Funded	0	200	0	100	As above
Pedestrian and cyclist improvements					
Rackheath - Eco town to Sprowston - Cycle Link (Other funding from Broadland DC)	100	900	0	0	Other funding from Broadland DC
Norwich- NATS IP – Cycle network implementation	0	0	90	0	
Norwich- Cycle Signing ("orange" route)	30	0	0	0	
Norwich- Palace Street cycle lane	10	0	0	0	
Norwich- Thorpe Road, Magdalen Street , Mile Cross Lane contra flow cycle schemes Design	35	0	0	0	
Wymondham- Harts farm cycle link - partnership with SUSTRANS	10	0	75	75	
Future Cycling Schemes	0	0	0	0	
Public Rights of Way in Towns & Villages - Urban Path Improvements	20	0	20	0	
Hethersett - Henstead Road - Footway (links to	0	0	10	0	

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
potential development					
Norwich- NATS IP- future walking schemes	0	0	25	0	
Future Walking Schemes	0	0	0	0	
Delivering local highway improvements in partnership with Town and Parish Councils	100	100	100	100	Initiated in 2012/13 funding 32 small schemes
Area offices establishment charge	100	0	0	0	Required for Initiatives Pot (capital saving for joint traffic signal office). Withdrawn from 2014 onwards under new contract
Norwich-NATS IP- future road crossings	0	0	25	0	
Norwich - Bluebell Road by North Park Avenue - Crossing Improvements	60	0	0	0	
Norwich- Hall Road south of Queens Road	40	0	0	0	
Traffic management, road improvements & safety schemes					
A47 Southern Bypass / Longwater junction Short Term improvement works (S106 Funded)	0	100	0	0	
NATS IP Schemes - future design & implementation of schemes	50	0	155	0	
Norwich- NATS IP- Chapelfield North Public Transport Improvements & Westlegate Closure (GNDP/S106/City Council funded)	50	929	0	0	
NRP Project 26 Colney S278 Highway Infrastructure	0	900	0	0	S106 funds to support widening of the B1108 between Hethersett Lane and the A47, which will support ongoing

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
					development of NRP and the local economy
Norwich - Future Waiting Restrictions / Minor Traffic Management schemes	10	0	10	0	
Air Quality Improvement Schemes	0	0	0	0	
Unallocated Traffic Management funding	20	0	20	0	
Minor Traffic Management Schemes-county	115	0	115	0	
Safety Partnership Schemes / contribution to maintenance schemes	50	0	50	0	
Local safety schemes Feasibility / Preliminary Design	0	25	0	25	
Norwich: Bowthorpe Roundabout -local safety scheme (jointly funded from DfT cycle Bid if successful)	12.5	12.5	0	0	
Norwich: A1067 Drayton Road St Martin's road mini-'about -local safety scheme jointly funded from DfT cycle fund if bid successful)	35	35	0	0	
Norwich- A1067 Drayton Road Whiffler Road - local safety scheme (jointly funded from DfT cycle fund if bid successful	10	10	0	0	
Norwich: Constitution Hill/Wall Rd mini roundabout-local safety scheme (jointly funded from DfT cycle fund if bid successful	20	20	0	0	
Norwich - Avenues/George Borrow Road -local safety scheme (jointly funded from DfT cycle fund if bid successful)	7.5	7.5	0	0	

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
Unallocated Local Safety Schemes	116	0	225	0	To be allocated to low cost Safety schemes with high rates of return identified through the year
Other Schemes, Future Fees & Carry Over Costs					
LTP support to Car Clubs / CO2 reduction measures	40	0	40	0	
Fees for future schemes (studies/preliminary Design	35	0	35	0	Assume this would fund 8 new feasibility studies; reduced in line with programme
Pre-feasibility work	0	50	0	50	
Retention / Land costs on completed schemes	40	0	40	0	