

Committee Name: Cabinet

Committee Date: 12/01/2022

Report Title:

Portfolio:	Cllr Mike Stonard, Cabinet member for inclusive and sustainable growth
Report from:	Executive director of development and city services
Wards:	All Wards
OPEN PUBLIC ITEM	

Purpose

To consider whether the City Council should endorse the Transport for Norwich Strategy.

Recommendation:

- 1) to acknowledge the progress made towards introducing a set of transport policies in 2021 that improve the prospects of a more sustainable approach to transport across the Norwich area;
- 2) that the strategy as adopted by the County Council is not sufficiently ambitious in moving the city toward a sustainable future for transport in the absence of an agreed action plan or approved Local Cycling and Walking Infrastructure Plan and with a capital investment programme that devotes a higher proportion of funds to road building by comparison with schemes that support sustainable transport; and therefore the City Council cannot currently endorse the strategy or support the proposal for the Norwich Western Link that is contained within it; and
- 3) to continue the productive working relationship with Norfolk County Council on the development of the Transport for Norwich Strategy and its Action Plan with a view to increasing the ambition shown regarding sustainable transport options for Norwich.

Policy Framework

The Council has three corporate priorities, which are:

- People living well
- Great neighbourhoods, housing and environment
- Inclusive economy

This report meets all three corporate priorities.

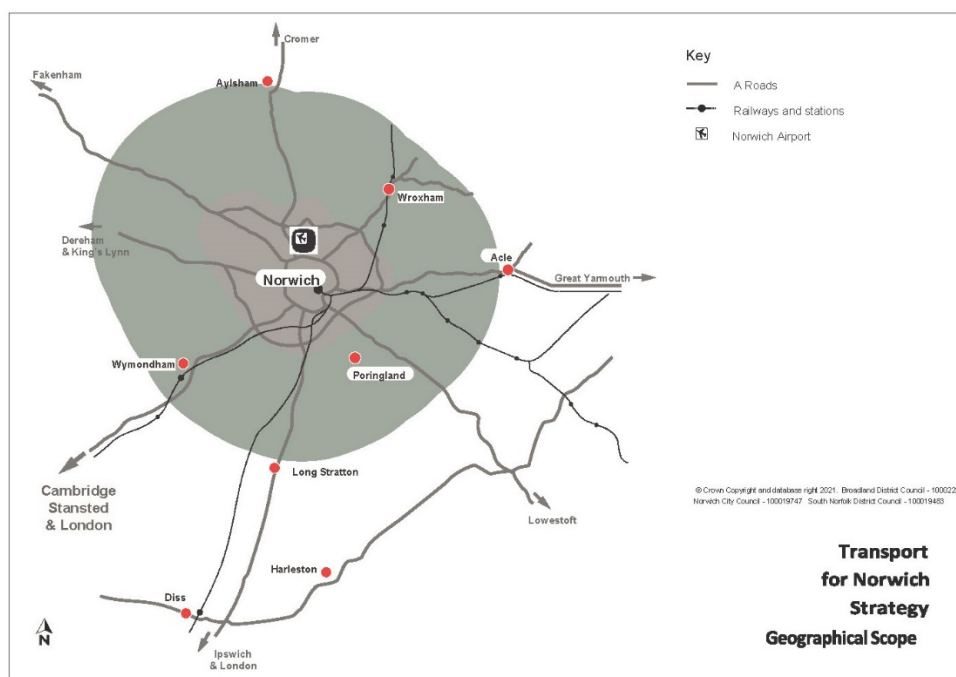
This report addresses the clean and sustainable city strategic action in the Corporate Plan.

This report helps to meet the climate change and green economy objective of the COVID-19 Recovery Plan.

Report Details

Background

1. The Transport for Norwich Strategy (TfN strategy) has been prepared to replace the Norwich Area Transportation Strategy, which expires in 2021. The strategy was approved by Norfolk County Council on 6 December 2021 following a public consultation. The final version of the document can be viewed here in the County's [6 December 2021 Cabinet report](#) at pages 239-347. The geographical coverage of the TfN strategy is showing in figure 1 below.



2. The TfN strategy has been produced as a high-level set of policies with key and supporting actions listed that would implement those policies. The detail

of how those actions would be developed into projects and the resources required will be defined and agreed through an action plan. An initial draft of the action plan was appended to the County's cabinet report.

3. The emerging transport policy framework for the Norwich area extends beyond the TfN Strategy to encompass three other documents: the [Bus Service Improvement Plan](#) (approved October 2021), the [Local Cycling and Walking Infrastructure Plan](#) (LCWIP) (consultation undertaken summer 2020 – adoption date unclear) and the [Electric Vehicle Strategy](#) (approved October 2021).
4. There has been close working between City and County officers on the development of the TfN strategy and the City has sought, with some success, to influence its content. The City's priorities were initially established through the [response to the County's Local Transport Plan](#) consultation on 16 December 2020. These priorities were underlined and asserted through the [response to the public consultation on the draft TfN strategy](#) on 8 September 2020.
5. The Norwich Western Link (NWL) is being promoted by County and reference is made to it in the TfN strategy. On 20 January 2021 Cllr Mike Stonard made a [statement to Council](#) in response to public questions on the NWL setting out the City Council's conditions for supporting that project. These included seeing clear and convincing evidence of the NWL being a critical part of an environmentally progressive and deliverable transport strategy for the city.
6. This report considers the extent to which the TfN strategy offers the kind of ambitious sustainable transport strategy that meets the challenge of the climate emergency, which the City Council has sought in previous Cabinet decisions. In doing so it takes account of the programme of committed transport projects within the strategy area, including the NWL. With the strategy having been completed the City Council is now in a position to consider its formal position on that project with reference to the tests set out by Cllr Stonard on 20 January 2021.

City Council policy requests secured

7. The TfN Strategy contains a vision statement: "Norwich and the strategic growth areas around it will become a place to thrive because affordable, shared, clean, active and accessible travel are the first choice for journeys, and people within at least the urban area can access a range of services without a car." The policies and actions that are intended to put this vision into practice are grouped around nine themes, which are described in the executive summary in the following terms:

Norwich and Norfolk

Norwich and the strategic growth area around it is the centre for a large part of the county and the wider eastern region. Good, strategic connections by clean transport modes including rail, low carbon vehicles and sustainable

modes within and to places outside of the area are vital for continued prosperity.

A zero-carbon future

Achieving net zero carbon emissions will require significant and far-reaching interventions including reductions in travel demand, mode shift through an increased emphasis on active travel and supported by an accelerated switch to zero emission vehicles.

Improving the quality of our air

Clean air is important. Significant and far-reaching interventions will be needed. Likely measures will need significant further study and engagement work to consider before being able to commit to delivery of a preferred option, but the following interventions will be further considered: Clean air zone; Workplace parking place levy; Road charging / congestion charge; Vehicle bans (eg prohibiting petrol and diesel engine vehicles from the city centre).

Changing attitudes and behaviours

Local people, businesses and others who use all of our transport networks need to be engaged so that they understand and support the changes and feel confident in being able to make changes to their own travel behaviour.

Supporting growth areas

The area has plans for significant growth. This needs to be in the right places, with transport networks provided, so that people can easily access facilities. Priority should be given to walking, cycling and public/ shared transport links.

Meeting local needs

The transport system needs to support the needs of everyone, being designed to take account the different needs of different people.

Reducing the dominance of traffic

In local neighbourhoods, traffic impacts will be reduced. This will be achieved through a series of interventions including low traffic neighbourhoods, school streets and reductions in speed limits, based around the principle of Healthy Streets.

Making the transport system work as one

The transport system needs to ensure efficient movement of large numbers of people. We will identify roads where general traffic is prioritised; where public transport is prioritised; and where active travel is prioritised. This reflects that streets cannot accommodate every demand at the same time, and we must prioritise. Elsewhere, streets will primarily support communities who

live there, businesses or for leisure uses like meeting friends or entertainment. Parking will be reviewed to consider current parking capacity, arrangements, cost, availability and type.

Making it Happen (governance)

Good governance arrangements are vital for effective actions and delivery, supported by active engagement across a range of people and partners. Special interest sectors need to be drawn in to advise and assist with direction and delivery. Without this, we will not achieve our ambitions.

8. The City outlined its vision for a sustainable transport policy in the response to the County's local transport plan consultation on 16 December 2020 and followed this with a response to the TfN strategy consultation on 8 September 2021. These proposals were informed by an awareness of the work taking place in other progressive cities (such as the application of regulatory and fiscal measures to improve air quality, reduce congestion and make better use of space) to change the way people travel around and the need to avoid falling behind our peers. Appendix 1 to this report is a detailed table that lists the City's policy proposals that have been suggested at various stages of the consultation and evaluates the extent to which these have been incorporated into the TfN Strategy.
9. It is evident from this analysis that some significant policy shifts have been secured (echoing national policy) but there remain some crucial deficiencies:
 - a. A lack of baseline data on the performance of the transport system so targets can be related to this.
 - b. Not accepting that the road network and travel mode hierarchy should systematically prioritise mobility requirements of modes that use least energy, produce least pollution and promote most healthy activity.
 - c. No recognition that building and expanding roads fuels traffic growth and car-based patterns of development.
 - d. The amount of capital expenditure and design attention given to schemes under development does not reflect the need to achieve modal shift towards transport activities that use less resources and are more efficient.
 - e. Not demonstrating how creating new traffic capacity through new road schemes in the vicinity of Norwich can free up road space to be reallocated to bus lanes, cycle tracks and wider footways within Norwich.
 - f. Not promoting the value of raising funds locally for investment in sustainable transport.
 - g. Not acknowledging that if a Workplace Parking Levy is introduced it would need to be applied across a wide area to avoid a counterproductive decentralisation of businesses from the city centre.
 - h. Not including mechanisms for better co-ordinating the planning of new development with transport investment such as a single integrated land use and transport plan.

- i. Not committing to build a comprehensive network of mobility hubs.
- j. Not recognising the value of vegetation and permeable surfaces in the highway for protecting against flooding and the urban heat island effect or introducing a policy that ensures County takes a positive approach to the introduction and maintenance of street trees.
- k. No restoration of the City's voice in transport decision-making.
- l. No clarity about when the actions in the TfN Strategy will be done, by whom and with what money.

10. Although it is recognised there are many strengths within the TfN strategy, on balance it is not considered to offer a sufficiently ambitious sustainable transport strategy in the absence of an agreed action plan or approved Local Cycling and Walking Infrastructure Plan and with a capital investment programme that devotes a higher proportion of funds to road building by comparison with schemes that support sustainable transport; and therefore it is recommended not to receive endorsement at the current time.

Norwich Western Link

11. On 20 January 2021 Cllr Stonard sought convincing evidence that the NWL is a critical part of an environmentally progressive and deliverable transport strategy for the city that delivers:
- a. Considerable air quality and decongestion benefits in the city
 - b. A comprehensive investment package in public transport, cycling and walking that is commensurate with the investment being considered for the NWL capable of delivering against internationally agreed carbon reduction targets
 - c. The completion of complementary schemes before the NWL is completed
 - d. A political mechanism to ensure the governance is in place to ensure that these commitments are implemented; and
 - e. Evidence that the wildlife and landscape impacts of the scheme can be satisfactorily mitigated.
12. The TfN strategy contains an action to "Carry out strategic assessments of the traffic impacts as a consequence of completing the committed strategy schemes (including improvements to the A47, the committed transforming cities programme and the Norwich Western Link) to identify the opportunities to deliver enhanced sustainable transport measures to support public transport and active travel". There is no clarity about the scope of these assessments, when they will be done and why this has not already happened, given the advanced state of planning for these schemes. There is a risk that the construction of the road will promote car-dependency in the area, worsening rather than alleviating traffic in Norwich.
13. Investment levels are important in determining outcomes. The County and National Highways are planning to spend about half a billion pounds on new and expanded roads within the TfN strategy area, including £198m on the NWL. In contrast, once the Transforming Cities Fund and Town Deal pro-

grammes end there is a risk of much less funding being available for sustainable transport schemes than now or by comparison with road schemes. The Bus Service Improvement Plan hopes to secure £107m from the Department for Transport over five years matched by £65m of local money for the whole county. The LCWIP has not been costed and dedicated funds from DfT for cycling are small by comparison with the roads investment programme.

14. None of conditions outlined in January 2021 for supporting the NWL have been fulfilled. Whilst the possibility exists that evidence could be provided as part of the planning application submission for the NWL that the wildlife and landscape impacts of the scheme can be satisfactorily mitigated, all the tests needed to be met for the City to support the NWL and it is clear, following the adoption of the TfN strategy, that the prospect is remote. The NWL is a project of such significance that it is considered the City Council should make its position clear and in light of the information above it is recommended that the Council should resolve not to support the NWL at this stage.
15. It should be noted that the relationship between the NWL and growth is very different to the circumstances that existed in relation to the previous Norwich Northern Distributor Road (now Broadland Northway), which was necessary to deliver growth proposals set out in the Joint Core Strategy, and that the County Council have not sought to access any infrastructure funds over which the City Council has control to deliver the NWL. However, it follows from the paragraph above that should such a request be received it would not be agreed by the City Council.
16. The TfN Strategy and NWL are mentioned in the Greater Norwich Local Plan (GNLP) policy 4 and paragraphs 237-245, which was agreed for submission by Council in July 2021. The evidence supporting the plan is clear that no development delivery in the GNLP is dependent on the completion of the NWL road. However, it is considered that the text of the GNLP will need to be updated to reflect both the County Council's adoption of the TfN strategy and the City Council's current position on it. Should the recommendations of this report be agreed, officers will seek to agree an appropriate main modification with partners in the GNLP to reflect the updated position.
17. The Norfolk Strategic Infrastructure Delivery Plan includes a supportive reference to the NWL. If the recommendations are accepted the City will need to make it clear to the County that the recent discussions at the Norfolk Leaders meeting should not be taken to signify any agreement by the City to the NWL.

18. Although the outcome of the TfN Strategy work has not achieved sufficient progress, the next phase of work on the action plan will be important and the City needs to play a full part in developing it and implementing those elements that it controls such as in relation to parking or its functions as the local planning authority. Furthermore, the City is also keen to continue working alongside County on the LCWIP so that document can be adopted and implemented quickly. Finally, recognition should be given to the excellent work led by the County on implementing the Transforming Cities Fund programme. We will continue to collaborate on this and seek extra funds for the programme to be extended.

Consultation

19. The public consultation on the TfN Strategy has been summarised by the County in their Cabinet report.

Implications

Financial and Resources

20. There are no proposals in this report that would directly reduce or increase resources. However, it should be noted much of the success that has been enjoyed in recent years for funding of transport initiatives has been secured on the basis of strong joint working. It will be important to ensure that notwithstanding a disagreement about the overall strategy and the NWL that the City Council remains supportive of bids for and delivery of the programme of other transport schemes.

Legal

21. There are no legal implications for the City Council from withholding support for the TfN Strategy and NWL because the responsibility for both lies with the County Council.

Statutory Considerations and Risk Management

22. As the strategy has been adopted by the County Council rather than the City Council the duty to ensure that statutory considerations are met and risks are managed lies with them. As part of preparing the document a sustainability appraisal and habitat regulations assessment have been prepared, which demonstrate how statutory considerations have been addressed.

Other Options Considered

23. The main alternative options are 1) support the TfN Strategy but not the NWL; 2) support the NWL but not the TfN Strategy; 3) support both the TfN Strategy and the NWL; 4) wait longer before deciding whether to offer support. Options 1 and 2 have been rejected because the TfN strategy contains an endorsement of the NWL which is clearly an important element of the package of proposed transport investments so support must be

offered for both or neither. Option 3 is not appropriate because the TfN Strategy has not incorporated a number of significant policy proposals identified in paragraph 9 and is considered insufficiently ambitious regarding modal shift. Option 4 should not be selected because sufficient information is now known following the adoption of the TfN strategy by County to form a judgement.

Reasons for the decision/recommendation

24. The City Council has worked assiduously to influence the County throughout 2021 in developing the TfN Strategy, based on two earlier Cabinet reports setting out a transport policy agenda. These have not been sufficiently incorporated, leading to a recommendation not to endorse the TfN Strategy at the current time.

Background papers: None

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Appendix 1

City Council transport policy proposal and extent of acceptance in TfN strategy

City proposals (cabinet report date and para reference)	Extent secured (strategy para reference)
Incorporate list of cycling and walking schemes in the LCWIP into the TfN strategy action plan. (16.12.20, 1.7)	Awaited - likely to be incorporated (9.8).
TfN Strategy action plan should replace the transport content in the Greater Norwich Infrastructure Plan and the Norfolk Strategic Infrastructure Delivery Plan. (16.12.20, 1.7)	No
Produce a single integrated transport, land use and development plan for the Norwich area as the next iteration of the Greater Norwich Local Plan (GNLP). (16.12.20, 1.8) (08.09.21, 10.1)	No
Support plan and provide rather than predict and provide approach e.g. to growth in road traffic. (16.12.20, 1.10)	No
Respect climate limits by stating a carbon budget and present policies that will contain emissions within budget. (16.12.20, 2.1.2)	Partly – carbon budget promised but road building and spending bias incompatible with decarbonisation.
Major schemes and transport investment programmes should demonstrate how they will not lead to exceedance of carbon budget. (16.12.20, 2.1.2) (08.09.21, 7.2)	No – carbon budget awaited and road schemes are planned that will induce traffic growth.
Root transport policy in social justice, especially in relation to health outcomes and the affordability of transport, by including the word “affordable” in the vision (08.09.21, 5.1), promoting walking and cycling as the default way to get around for short journeys though creating an environment that makes these activities feel safe and fun. (16.12.20, 2.2.2) and wording the supporting action under the bus services policy “Consider social needs in	Partly – word “affordable” in vision; “Gear Change” commitment to half of journeys being cycled or walked by 2030 included in active travel policy; but cost of bus services not referred to in supporting action.

relation to bus services, including the cost of travel.” (08.09.21, 11.2)	
<p>Ensure affordable access without a car by creating compact mixed-use clusters of development that are close to shared and clean transport services and restricting development where these services do not exist. (16.12.20, 2.3.1) Include clear policy commitment to create a network of mobility hubs that will facilitate interchange between shared and clean mobility services and support a virtuous cycle of development intensification and investment in key locations. (16.12.20, 3.12) (08.09.21, 10.2)</p>	<p>Partly – action seeking “to encourage high density development where there is good access to mobility hubs, local services and employment opportunities.” (9.8)</p> <p>Acknowledgement that “Norwich’s successful Transforming Cities Fund bid also looks to improve the bus network and to provide an ‘ease of access and smooth interchange between transport modes’ through the creation of mobility hubs. This will enable the transport network to work as one and make sustainable journeys more feasible, something the TfN strategy supports”. (12.2)</p>
<p>Ensure amount of capital expenditure and design attention is commensurate with the level in the hierarchy of resource efficiency rather than being heavily biased towards building roads that support car use. (16.12.20, 2.4.3) Provide clear funding commitments to support development of major scheme packages for the implementation of measures to promote cycling, walking and public transport. (08.09.21, 2.6 & 7.3) Word the active travel policy: “We will prioritise active travel by walking and cycling in the allocation of resources by spending more capital on schemes that promote these modes of transport than on building new roads. Active travel schemes will be designed to conform to the standards in Local Transport Note 01/20 on cycling infrastructure design and the Healthy Streets checklist. The condition of cycling and walking infrastructure will be maintained to the highest standard possible on the active travel networks and zones recognised in the Norwich Cycling and Walking Infrastructure Plan”. (08.09.21, 13.5)</p>	<p>No, with exception of reference to maintenance standard. (12.29)</p>

<p>Introduce a commitment to monitor and report on the proportion of County resource directed to delivering sustainable transport measures. (08.09.21, 7.3)</p>	<p>No</p>
<p>A travel mode prioritising hierarchy should be introduced with each mode scored according to the degree to which it promotes healthy activity, occupies space, pollutes the air, is affordable and promotes sharing, with walking at the top and single occupancy fossil fuel car use at the bottom. (16.12.20, 2.4.5) The road network and travel mode hierarchy policy should be worded: “We will adopt a road network and travel mode hierarchy that: a) prioritises the mobility requirements of modes that use least energy, produce least pollution and promote most healthy activity; b) understands that the movement of people rather than vehicles matters in evaluating congestion and traffic capacity; and c) recognises the place function as well as the movement function of different parts of the network.” (16.12.20, 2.5.1) (08.09.21, 13.2)</p>	<p>Partly – road network and travel mode hierarchy policy says “We will adopt a road network and travel mode hierarchy that will support mobility requirements of people and recognises the place function as well as movement function of different parts of the network.”</p>
<p>Word the places policy: “Transport regulation, capital projects and maintenance activities can profoundly affect our valuable heritage, landscape and ecological assets. Such transport activities will conserve and enhance these assets and achieve biodiversity net gain as required by environmental legislation.” (08.09.21, 12.1)</p>	<p>Partly – the County Cabinet report says the policy will be worded: “New schemes, enforcement and maintenance activities on the transport network will seek to enhance the character and quality of places with historic, architectural or natural landscape character and ecological value.” Actions state: “Transport schemes developed in places of historical, landscape or architectural importance, including conservation areas, will be designed to ensure that they maintain or enhance the area and improve public realm.” (11.8) “Ensure good quality materials and planting is sustained in maintenance activities”. (11.9) No</p>

	recognition of need to achieve biodiversity net gain.
When considering movement function of a street as an influence on the network hierarchy to acknowledge its importance as a link in the cycle network and bus network and attractor for walking. (16.12.20, 2.5.1)	Yes (12.9, 12.10)
Be mindful of the equality impact of transport policy and design, for example by keeping footways unobstructed, installing dropped kerbs and tactile paving and implementing the new cycling design standards that recognised people with disabilities often ride bikes with different geometrical requirements. (16.12.20, 2.6.1)	Partly (10.14) but overall bias in spending to serve the motoring population who tend to be more affluent.
Explore use of P&R sites for freight consolidation and pick up locations for parcels. (16.12.20, 2.7.1)	Yes
Recognise the value of vegetation and permeable surfaces in the highway for protecting against flooding and the urban heat island effect. (16.12.20, 2.8.1) Introduce a policy that ensures County takes a positive approach to the introduction and maintenance of street trees that is consistent with the new paragraph 131 of the National Planning Policy Framework. (08.09.21, 12.4)	No
Support combining highway infrastructure e.g. using lighting columns to mount traffic signals or provide EV charging. (16.12.20, 2.8.1)	No
Avoid placing too much faith in electric vehicles as the solution to decarbonising the transport network by recognising the multiple adverse effects of their manufacture and use compared to less resource intensive modes of transport. (16.12.20, 2.9.2)	No
Electrify buses, taxis and car club cars (16.12.20, 2.9.3) and provide more charging	Yes (7.9, 11.12)

infrastructure for electric vehicles on street and in public car parks. (16.12.20, 2.9.2)	
Consolidate responsibility for owning, managing and maintaining assets in the highway. (16.12.20, 2.10.1)	No
Overcome the biases and limitations in current traffic modelling techniques. (16.12.20, 2.11)	Partly – Implied outcome of the action that “key movement corridors will prioritise movement of the greatest number of people rather than the greatest number of vehicles”. (12.7)
Spend a higher proportion of transport expenditure on maintenance, especially to look after infrastructure for cycling and walking, recognise that the building of new roads results in additional strain on maintenance budgets (16.12.20, 2.12.1) and that achieving modal shift to walking and cycling reduces the damage to highway surfaces caused by vehicles. (16.12.20, 2.12.3)	Partly – Higher expenditure implied through action that states that “In accordance with our new Local Transport Plan policy, we will prioritise maintenance of those parts of the network used by people walking and cycling. This will mean the condition of cycle lanes and pavements on the most well-used routes is at the highest standard possible.” (12.29)
Tax harmful transport activity to discourage it and to raise revenue that can give more local spending autonomy to invest in sustainable transport. (16.12.20, 2.13.1) (08.09.21, 14.3). Explain the criteria that will apply to the selection of regulatory tools. Seriously explore the introduction of a workplace parking levy but make clear this would need to apply to a wide area. (16.12.20, 3.2) (08.09.21, 8.2)	Partly – the strategy “recognises that significant and far-reaching interventions including reductions in travel demand will be needed in order to achieve our objectives”. (12.8) Regulatory measures are to be investigated (7.8 & 12.26); criteria not explained; assurances about only applying a workplace parking levy to a wide area not given; and benefits of raising and controlling local funds not advocated.

Raise long-stay parking charges in public car parks, facilitate the redevelopment of redundant car parking space (16.12.20, 3.3), gradually reduce the space available for fossil fuel vehicles to park (16.12.20, 3.4) and allocate land for autonomous vehicles to park (16.12.20, 3.5).	Yes – these will be reviewed through the action plan (12.18 & 12.19) and the implementation of the parking policy that says “Car parking will be minimised for the city while continuing to support its economic vitality and meeting essential needs, Parking policy and practice for on-street and off-street public parking will be developed to complement park and ride and support promotion of active travel.”
Reallocate road space and time from cars (especially single occupancy) to walking, cycling and public transport by providing separate lanes for buses and cyclists. (16.12.20, 3.6)	Partly – acknowledgement this will need to happen on some streets (12.7 & 12.29)
Downgrade the traffic function of the inner ring road allowing it to be redesigned arising from the for possibility that the construction of the NWL in addition to the Broadland Northway could free up road space. (16.12.20, 3.7)	No – Vague reference to strategic assessments of strategic schemes to identify opportunities to deliver enhanced sustainable transport measures. (5.11)
Introduce light-touch regulation of bus services to guarantee frequency and capacity of service and air quality standards on core bus routes in exchange for public investment. (16.12.20, 3.8)	No. Enhanced partnership approach being used.
Free the city centre and neighbourhoods from polluting vehicles by preventing vehicles driving across the city centre and introducing an ultra low emission / clean air zone in the city centre and low traffic neighbourhoods. (16.12.20, 3.9)	Partly – neighbourhoods policy says: “We will work with local communities, elected members and stakeholders to reduce the impact of unnecessary traffic in neighbourhoods and provide connections that meet local needs and support active travel”. Commitment to investigate introduction of low traffic neighbourhoods (11.15 & 12.8) and city centre restrictions and clean air zone. (7.6, 7.8, 11.12, 12.8 & 12.29)

Reduce traffic in the vicinity of schools. (16.12.20, 3.10)	Yes (7.9)
Introduce a default speed limit of 20mph though the following policy wording: “20mph will be adopted as the default speed limit across the whole urban area with higher limits only on streets that have a strategic traffic function and do not have a strong residential and local service function. Where the street design does not currently support adherence to 20mph, engineering and enforcement measures will be implemented to achieve compliance.” (16.12.20, 3.11) (08.09.21, 11.1)	Partly – a supporting action commits to “Removing extraneous traffic from neighbourhoods and reduce speed limits to 20mph across the whole urban area with higher limits only on streets that have a strategic traffic function and do not have a strong residential and local service function” (10.11 & 11.13). Other proposed wording on default limit and the use of engineering and enforcement measures omitted and it would have been stronger as a policy.
Introduce a committee of councillors representing the Greater Norwich area than can make decisions on transport policy and scheme implementation, irrespective of funding source (16.12.20, 5.3)	Partly – Joint Committee for Transforming Cities Fund projects renamed Transport for Norwich Joint Committee but remit need to be clarified, decision making over policy agreed and duplication with other committees eliminated.
Clarify meaning of “key actions” and “supporting actions” and explain when the actions will be done, by whom and with what resources prior to adopting the TfN strategy.	No
Include a commitment to regularly reviewing the strategy and action plan. (08.09.21, 2.3 & 2.4)	Yes (13.4)
Provide data on current performance of transport networks to form a baseline or commit to doing this after adoption e.g. split between transport modes. (08.09.21, 2.5)	Partly – commitment to monitoring (5.11)

Explain geography of where policies and scheme interventions will be applied in key diagram and LCWIP mapping. (08.09.21, 2.7)	Partly – Awaited through development of action plan (12.9 & 12.10)
Recognise that building and enlarging roads fuels the growth of motorised traffic and car patterns of development leading to a commitment not to begin the development of any more major road infrastructure schemes. (08.09.21, 6.3)	No
Include reference to enforcing engine switch off rules. (08.09.21, 7.8)	Yes (7.8)
Include key commitments from the Bus Service Improvement Plan in the TfN Strategy (08.09.21, 13.3)	Partly (12.13 & 12.14)
List of stakeholders at start of chapter 13 “making it happen” should include other non-commercial interests. (08.09.21, 14.2)	No
Influence City politicians exercised under the agency arrangements should be restored so their voice is more powerfully heard in decisions affecting transport in the city. (08.09.21, 14.1)	No