

Report to Cabinet
29 July 2020
Report of Director of place
Subject City centre public space plan

Item

5

Purpose

To seek approval of the city centre public space plan.

Recommendation

To approve the city centre public space plan.

Corporate and service priorities

The report helps to meet the corporate priority Inclusive economy

Financial implications

None

Ward/s: Mancroft and Thorpe Hamlet

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Ben Webster, Design conservation and landscape manager 07741 103253

Graham Nelson, Director of place 07979 516835

Background documents

None

Report

Link to 2040 Vision

- 1 The *Norwich 2040 City Vision* values the way good public spaces promote creativity, liveability, fairness, connectivity and dynamism. It explains that:
 - a. Nurturing creativity involves regenerating urban spaces, developing the unique mix of experiences in the city centre and maximising the use of our heritage assets to transform the perception of Norwich.
 - b. Liveability will flow from offering low-emission and affordable transport that protects biodiversity and air quality in open spaces.
 - c. Fairness will arise where physical activity can be enjoyed in public spaces that are welcoming to our citizens in their full diversity.
 - d. People will be connected in a city that is great for walking and cycling with spaces that enable people to come together, share and exchange.
 - e. The dynamism of the city depends on supporting independent businesses and attracting multi-nationals, which is helped by a good city brand image.

Purpose of the plan

- 2 A public space plan for the city centre has been drafted (see appendix 1). It should be noted it is not a new strategy or a review of public space priorities from first principles, and as such has not been subject to public consultation. Extensive public engagement and equality impact assessments will help shape the design of individual projects and the future development of a new transport strategy for Norwich. The plan has been produced quickly to meet a pressing moment of need to achieve the following:
 - a. Helping economic recovery - The covid-19 pandemic has battered confidence in the economic future of the city centre and publishing a plan for public space will inspire confidence that positive changes can happen in support of the council's recovery plan, published in June. The recovery plan aims boost the levels of walking and cycling seen during the lockdown period through investment in infrastructure to support these activities. It is complementary to the emergency measures that are currently being implemented.
 - b. Communicating planned interventions - Many interventions are already planned for the next five years or even under construction, but what these are and how they fit together is not widely understood. The information about them is contained in a variety of planning applications, funding applications, transport and planning policy documents. The plan aims to present a digest of the information in one simple document.
 - c. Supporting the application for Towns Fund money – the principle of improving public spaces in the city centre has been agreed by the Town Deal Board as one of the components of the Town Investment Plan with

Hay Hill and St Giles identified as particular projects. Cabinet support for this is being sought through a separate report on this agenda.

Audience

- 3 Although it has been written to appeal to anyone with an interest in the future of the city centre, the main audiences for the document are:
 - a. Developers
 - b. Councillors, MPs and ministers
 - c. Funders in government and New Anglia LEP
 - d. Council officers working in planning, transport, economic development and environmental protection roles at City and County Councils.
 - e. Key stakeholders on the Town Deal Board and Norwich 2040 network
 - f. Advocacy and campaigning groups (e.g. Norwich Access Group, NNAB, Cycling Campaign, Norwich Society)
- 4 Some of the projects are on the highway, controlled by the County Council; others are on land managed by the City Council and many are on private land. It is very important that the new designs for spaces are robust and can be maintained within the resources available to the public sector in an era of financial austerity.
- 5 The projects section at the end of the document shows the location of all the projects, explains the funding sources and implementation timescales. Some projects have funds secured, others have an identified source but confirmation of funding is awaited, while for others a specific source has not yet been identified. Apart from the Towns Fund, the main sources of funding are:
 - Transforming Cities Fund from the Department for Transport – an announcement on funding in response to the submission by the County Council is imminent.
 - New Anglia Local Enterprise Partnership – the LEP allocates funds from the government to support projects that promote economic development through implementation of the Local Industrial Strategy and Economic Strategy for Norfolk and Suffolk.
 - Community Infrastructure Levy – decisions made annually by the Greater Norwich Growth Board on the allocation of this money that is derived from a tariff on development and pooled by Broadland, South Norfolk and the City Council.
 - Section 106 / 278 – funds from developers that are to be spent on mitigating the effects of development or providing access to it; allocated by the city council where discretion is involved in exactly how it is spent.
 - Developer – on site works to create new streets and spaces, particularly within larger developments.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Cabinet
Committee date:	29.07.20
Director / Head of service	Graham Nelson
Report subject:	City centre public space plan
Date assessed:	21.07.20

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Good public space attracts footfall to businesses and business and workers to locate in a place.
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Good public space is a free and democratic common resource.
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	When schemes are designed and implemented opportunities to make places safer are taken through increasing human surveillance and improving CCTV sightlines.
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Encouraging walking, cycling and outdoor activity and reducing pollution boosts health and wellbeing.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bringing citizens together for events in city centre public space helps break-down barriers between neighbourhoods and foster a civic identity.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Walking and cycling are affordance ways of getting around to take up employment and training opportunities.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Good public space will give people an incentive not to use their cars.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reducing car use create a more attractive setting for the fine buildings in the city centre and planting trees as part of schemes improves biodiversity.
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Reducing car use reduces pollution.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Walking and cycling are efficient movement options that reduce the amount of fossil fuels used for energy thereby mitigating climate change.

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment	
Positive	
Negative	
Neutral	
Issues	



Draft 20 July 2020

Norwich city centre public spaces plan



NORWICH
City Council

Foreword

Our impressions of a city are formed mainly by the quality of public spaces. If they are not pleasant, protected and promoted we rarely return.

In Norwich, this has been long understood. Starting with the pioneering pedestrianisation of London Street in 1967, the city council has progressively made the city centre better for people to walk and cycle around. Predictions of economic damage if cars were restricted have not come to pass. The city centre has thrived offering a diverse mix of retail, social and cultural experiences.

However, in the shadow of COVID19, which has impacted on the city economy and accelerated trends that were evident before the pandemic, more people may be living, working and shopping online from home. This plan is a response to those trends.

Over the next five years there are a range of different funding streams with the ambition to retain, refresh and renew the city centre and its public spaces. By way of illustration the report describes the proposals for projects at Tombland and the area under the Magdalen Street flyover.

This is not a new strategy. Its purpose is to bring together in a simple, colourful and clearly designed way an overarching view of what is planned and to give confidence to residents, those who travel to the city for work and visitors, that the city centre is a vibrant place for social, cultural and economic activity.

It makes a powerful contribution to the work of the Norwich 2040 Vision partnership and demonstrates the vital role of good public spaces to the 2040 Vision themes of 'Creativity, Liveability, Fairness, Connectivity and Dynamism'.

It also supports the New Anglia LEP's Local Industrial Strategy, which stresses the importance of 'Place' and the Norwich Business Improvement District's (BID) retail strategy.

Public spaces provide people with the opportunities to come together and engage as a community. The Agora of classical Greece and the central location of the Forum in Roman towns and cities signify their importance in history, through to the present day.

In our own time, the success of public spaces should be measured against whether they are inclusive of the diversity of groups present in our cities and create a social space for everyone in the society to participate. In short, the quality of our public spaces is a measure of the health of our local democracy.



Councillor
Michael Stonard,
Portfolio holder
for Sustainable
and Inclusive
Growth

Michael Stonard



Councillor
Alan Waters,
Leader of
Norwich
City Council.

Alan Waters

Contents

1 Introduction	4
2 Themes	6
Destinations	6
Development	8
Open spaces	10
Walking	12
Wayfinding	14
Cycling	16
Traffic	18
3 Case studies	20
Tombland	20
Under the flyover	21
Duke Street riverside	22
4 Projects	23

1. Introduction

Norwich is known for its beautiful buildings, which frame many streets and spaces of great character. These public rooms host the life of the city-commerce, culture and movement. Being able to walk across the road easily, ride your bike, stop to sit at a cafe under the shade of a tree, watching your children playing – these are the sorts of experiences that help make cities good places to be.

The Norwich 2040 City Vision¹ values the way good public spaces promote creativity, liveability, fairness, connectivity and dynamism. It explains that:

- Nurturing **creativity** involves regenerating urban spaces, developing the unique mix of experiences in the city centre and maximising the use of our heritage assets to transform the perception of Norwich and entice people into the city who are increasingly working and shopping from home.
- **Liveability** will flow from offering low-emission and affordable transport that protects biodiversity and air quality in open spaces.
- **Fairness** will arise where physical activity can be enjoyed in public spaces that are welcoming to our citizens in their full diversity.
- People will be **connected** in a city that is great for walking and cycling with spaces that enable people to come together, share and exchange.
- The **dynamism** of the city depends on supporting independent businesses and attracting multi-nationals, which is helped by a good city brand image.

This is in tune with New Anglia's Local Industrial Strategy² and the Norwich BID's Retail Strategy³.

The covid-19 pandemic has battered confidence in the economic future of the city centre. Publishing this public space plan will inspire confidence that positive changes can happen in support of the council's recovery plan⁴, published in June. We have seen more walking and cycling during the pandemic and citizens have shown how much they value the opportunity to be in the city's open spaces. The recovery plan will boost this further through investment in infrastructure to support these activities.

Fortunately, many interventions are already planned for the next five years, but what these are and how they fit together is not widely understood. The information about them is contained in a variety of planning applications, funding applications, transport and planning policy documents. This plan aims to present a digest of the information in one simple document.

We have produced it quickly to meet a pressing moment of need to communicate positive change. It is not a new strategy or a review of public space priorities from first principles, which is why there has been no public consultation on this document.

Extensive public engagement and equality impact assessments will help shape the design of individual projects. The city centre is increasingly host to a range of diverse communities and their voice is important when understanding how to cater for everyone's needs.

Some of the projects are on the highway, controlled by the county council; others are on land managed by the city council and many are on private land. It is very important that the new designs for spaces are robust and can be maintained within the resources available to the public sector in an era of financial austerity. If we succeed in our aim to create spaces that are valued by local people there is a good chance that local groups will assist with maintenance activities, as happens currently outside City Hall and is part of the plan for Castle Gardens.

We also aim to design out crime through creating appealing spaces used throughout the day. Castle Gardens, Hay Hill and the area under the Magdalen Street flyover are currently problematic in this respect. Free events in the evening can help, such as those organized by Norwich BID's Head Out Not Home initiative. Carefully locating CCTV and making sure that critical sight-lines are not obscured by trees is also part of combatting crime and ASB.

Trees and shrubs are sometimes dismissed as purely an aesthetic feature that is a financial burden. However, this view neglects the many services that vegetation provides in a city – cleaning the air, filtering rainwater reaching the ground to combat flash-flooding, slowing traffic by providing a sense of street enclosure and promoting biodiversity. The government is calling for a massive tree-planting programme and it is important that government allocate financial resources intelligently to support the urban tree stock, not just plant it.

The funding arrangements for these capital projects are complicated. A reason for producing this plan now is to provide the context for why we have included public space projects at Hay Hill and St Giles in the Town Investment Plan that will be submitted to government at the end of July to secure money from their Towns Fund.

The projects section at the end of this document shows the location of all the projects, explains the funding sources and implementation timescales. Some project have funds secured, others have an identified source but confirmation of funding is awaited, while for others a specific source has not yet been identified. Apart from the Towns Fund, the main sources of funding are:

- Transforming Cities Fund from the Department for Transport – an announcement on funding in response to the submission by the County Council is imminent.
- New Anglia Local Enterprise Partnership – the LEP allocates funds from the government to support projects that promote economic development through implementation of the Local Industrial Strategy and Economic Strategy for Norfolk and Suffolk.
- Community Infrastructure Levy – decisions are made annually by the Greater Norwich Growth Board on the allocation of this money that is derived from a tariff on development and pooled by Broadland, South Norfolk and the City Council.
- Section 106 / 278 – funds from developers that are to be spent on mitigating the effects of development or providing access to it; allocated by the city council where discretion is involved in exactly how it is spent.
- Developer – on site works to create new streets and spaces, particularly within larger developments.

¹ Norwich 2040 City Vision, Norwich City Council (2018)

² Local Industrial Strategy draft, New Anglia LEP (2020)

³ Retail Strategy, Norwich Bid (2019)

⁴ Covid-19: A blueprint for recovery, Norwich City Council (2020)

2. Themes

Destinations

The centre of the city is full of destinations of all kinds – civic, commercial, sporting, educational, spiritual and medical. The map opposite shows their locations.

Norwich's long history means that many buildings have multiple functions and deep cultural resonance. The Halls (23 on the map) are a venue for concerts and events but they also host election counts and were originally a monastic complex. The National Centre for Writing (22) occupies Dragon Hall, a fifteenth century merchant's home next to the river on King Street. The Castle (12) has been a royal residence, prison and art gallery.

In recent years the city centre has been enriched by the growing presence of educational institutions and students living and studying there. In particular, the Norwich University of the Arts has expanded from its core on St Georges Street (34) to buildings on Duke Street and Princes Street. The creative zest of their students is palpable in the streets and public spaces where they hang out, such as St Georges Green in front of the Playhouse.

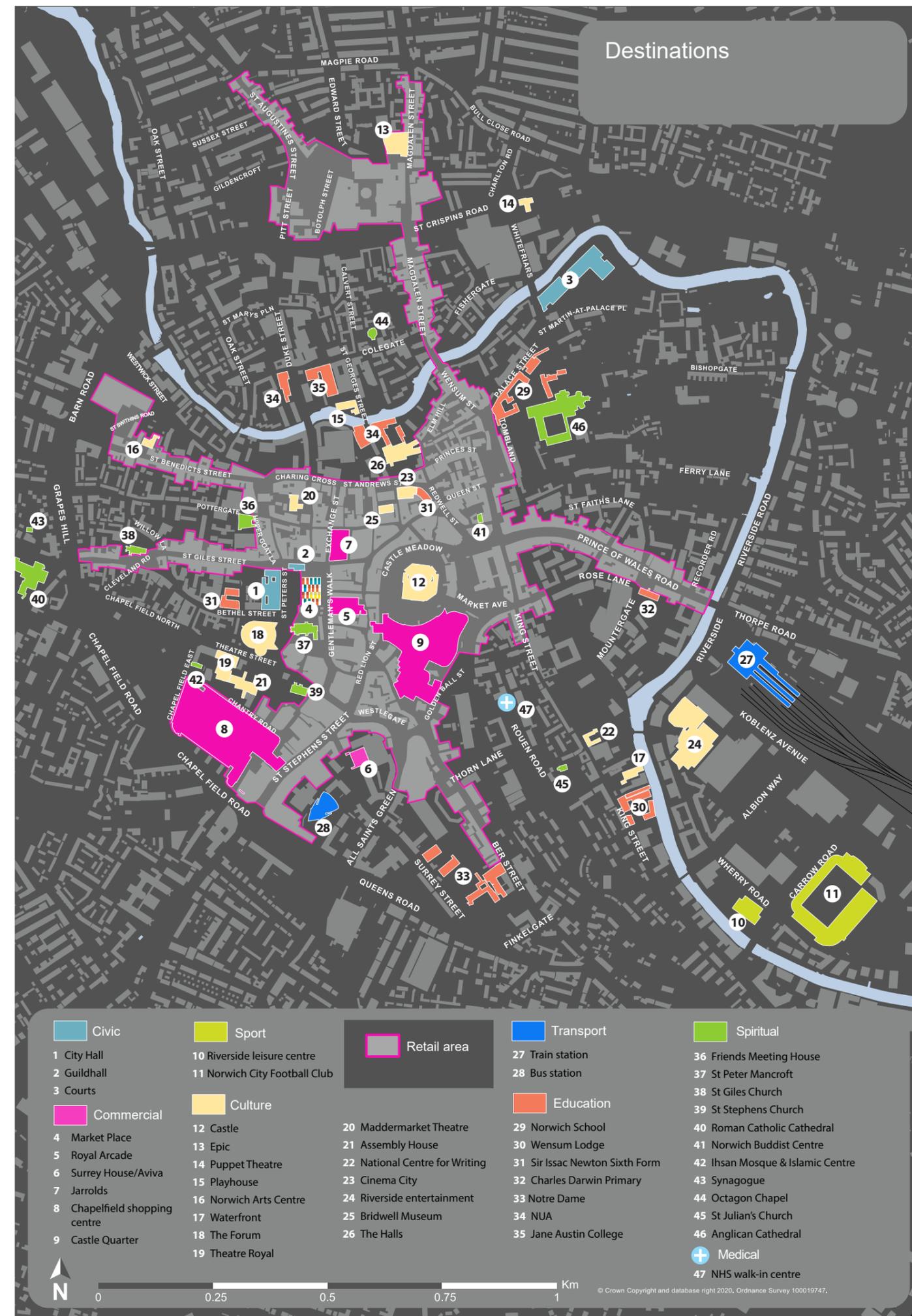
What these buildings and others also have in common is the way public space serves them. Streets and squares provide access to the front door but also a setting for people to gather and admire the beautiful buildings. Seeing the Castle can relieve the boredom of waiting for a bus on Castle Meadow. Free street performances outside St Georges Church in the Lanes enliven summer evenings. Millennium Plain is a favourite place for young people to meet their friends outside the Forum (18).

Thousands surge down to Carrow Road (11) once a fortnight on the way to the match. The relationship between the Anglican Cathedral (46) and the Upper and Lower Close is symbiotic.

These special buildings are embedded within the shopping area. Norwich's retail draws people from across the region. The shops are concentrated in a web of streets forming an arc to the north, west and south of the Castle and along the routes that extend towards some of the old gateways into the city – St Giles, St Benedicts, Magdalen and St Augustines. Prince of Wales Road links to the train station (27) where over four million people each year arrive and depart.

The diversity of retail experience is reflected in the contrast between the cluster of interdependent business in the Lanes (see wayfinding on page 15), with Jarrolds department store (7) as the anchor, and the national multiples present in St Stephens Street and the two shopping centres – Chapelfield (8) and the Castle Quarter (9).

What brings people to Norwich to shop is not only retail quality and diversity but the experience of exploring the city and discovering other things on a visit. People working in offices and the increasing numbers of people living in the city centre are also fundamental to its economic vitality. The network of public spaces binds these activities.



Development

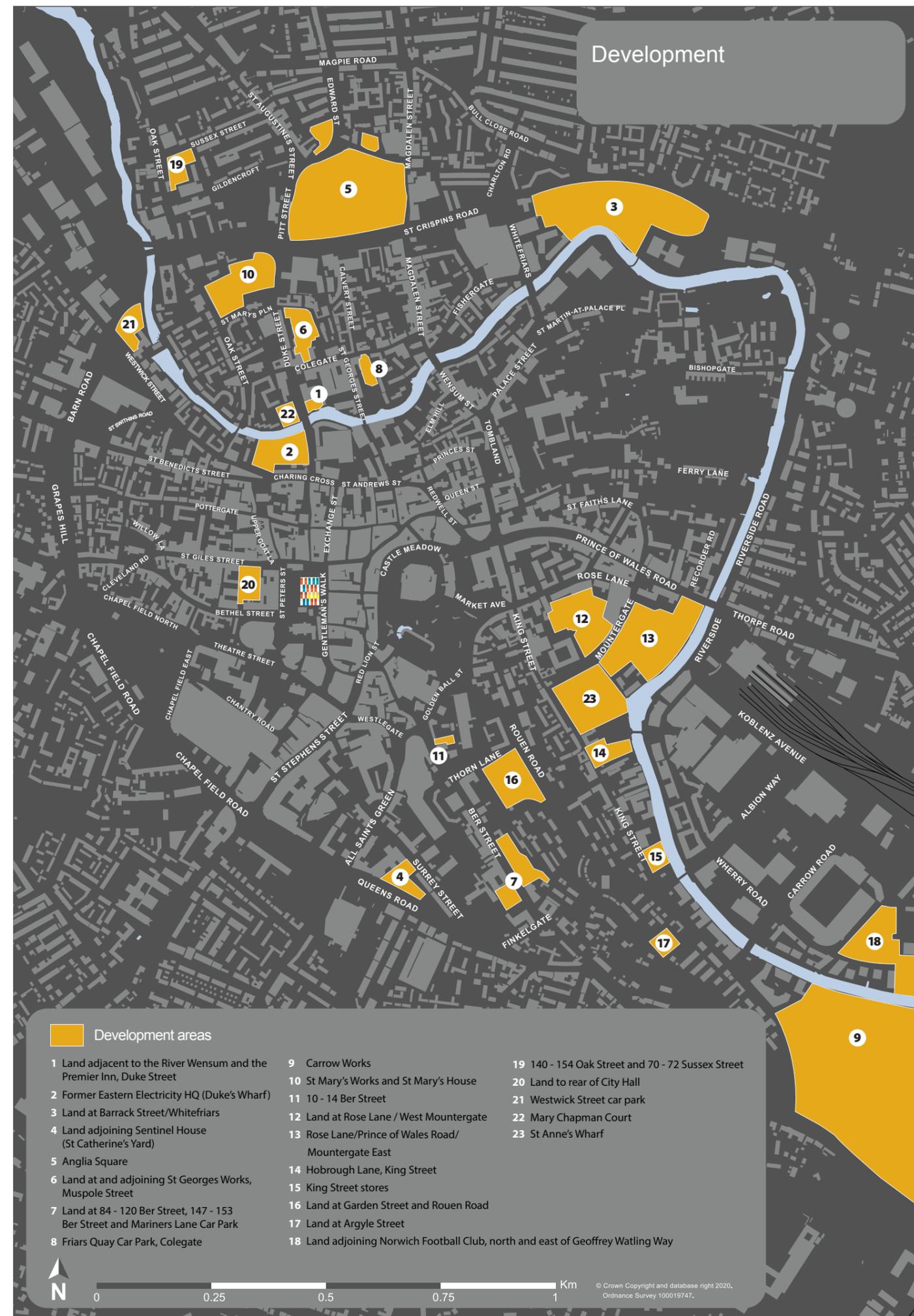
The map on the facing page shows that many parcels of land are available for development in the city centre, amounting to over 40 hectares. These sites were included in the recent Greater Norwich Local Plan consultation and many feature in the current local plan. They are capable of accommodating new homes and workplaces that are within easy reach of all the facilities of the city centre on foot or bicycle.

As local planning authority, the City Council is working with developers to create new routes between buildings and establish spaces for residents and workers to relax in attractive environments that are greened with trees, furnished with seats and attractively paved. Later pages illustrate these opportunities.

The sites are clustered in the northern and southern parts of the centre that suffered wartime damage, clumsy post-war redevelopment and withdrawal of industry. Anglia Square (5), St Marys Works (10) and Barrack Street (3) have most transformative potential in the north. On the southern edge of the city centre, Carrow Works (9) and the wider East Norwich Regeneration Area, of which it is a part, represent the largest regeneration opportunity in the east of England, with the potential to host up to 4,000 homes and 6,000 new jobs.

If these developments are to function as part of an enlarged city centre they need to feel connected on foot and bicycle to the energy at the heart of the centre. Improvement of Magdalen Street in the north and King Street in the south is fundamentally important to achieve this.

The land behind City Hall (20) presents a rare opportunity to build in the sensitive civic core. It could feature a courtyard that welcomes the public.



Open spaces

In this section open spaces have been broadly categorised as public gardens if their floor is mainly soft and green and as squares if the floor is mostly sealed with paving or asphalt.

The three largest and most important publicly accessible gardens are Chapelfield Gardens (9), the Upper Close (6) beside the Cathedral, and the pairing of Castle Gardens (12) and Green (8). Funding is available to improve the part of Castle Gardens near the Whiffler Theatre to complement the Royal Palace Reborn project.

Norwich exists because of the River Wensum, which brought trade and a water supply. For most of the city's history the riverside was a place of industry, but now some of the city's most attractive green spaces line it, such as the area around Cow Tower (3) and St Georges Green (11).

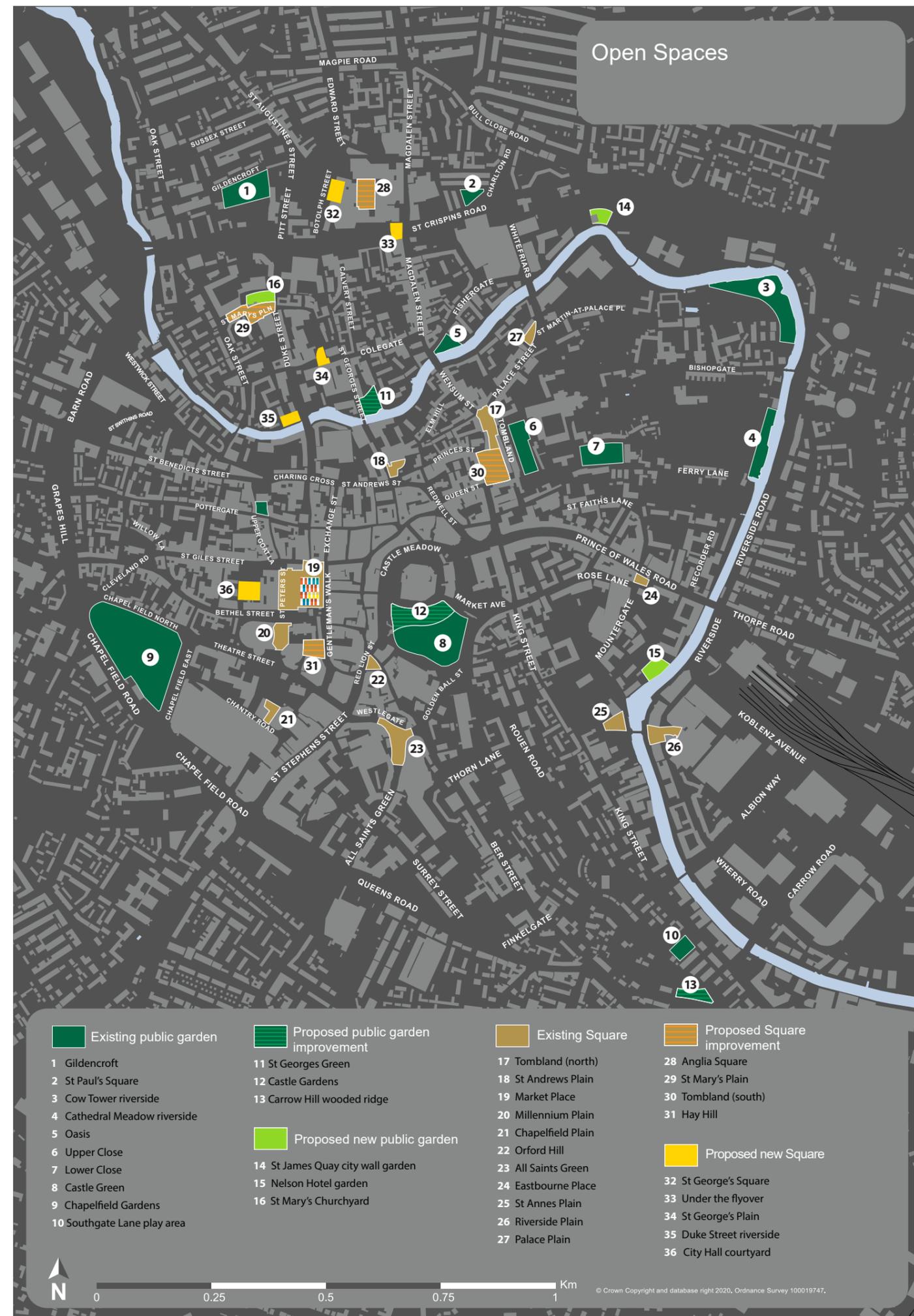
More accessible green space is planned. The St James Quay development under construction on Barrack Street will provide a new garden (14) with great views along the river flanked by fragments of city wall. The garden of the Nelson Hotel (15) opposite the train station could be made publicly accessible as part of the riverside walk if development happens there. The development of St Marys Works would facilitate access and improvement of the churchyards of St Mary Coslany (16) and St Martin at Oak, with a pedestrian route between St Marys Plain (29) and the churches.

Several new squares have recently been created or revived – St Andrews Plain (18), Millennium Plain (20) and All Saints Green (23). St Annes Plain (25) is nearly complete off King Street by Lady Julian bridge and another riverside square (35) features in the development by the Norwich University of the Arts next to Duke Street bridge.

The two greatest squares in Norwich are the Market Place (19) and Tombland (17/30). The market received the accolade of best large outdoor market in 2019. By contrast, Tombland carries most of the traffic heading to the north of the city and suffers from an accretion of structures, parking and degraded surfaces that deter people from dwelling there. The northern part of the space was simplified in 2015 and the project for the southern part has political approval. Funding confirmation is awaited from the government as part of the Transforming Cities programme.

The Anglia Square redevelopment features a new square (32) and a redesign and reconfiguration of the existing square (28), which await a decision from the secretary of state following the recent planning inquiry. Planning permission was granted for an exciting new urban space under the Magdalen Street flyover (33).

Hay Hill (31) has been identified for improvement through the Towns Fund due to its geographical centrality, business and the opportunity to make the space more versatile for events and easier cross movement.



Walking

Most of the city centre was formed before the invention of the car so there is a dense network of streets and lanes on a human scale that are good for walking. The main influences on the street pattern were crossing points over the river, entry points through the medieval walls and the topography of the river valley.

We see the early north-south route of Magdalen Street and King Street passing through Magdalen Gates, the original market place at Tombland and along the low ground adjacent to the river. A series of parallel east-west streets similarly follow the contours above the river – St Giles, Pottergate and St Benedicts – and now form the Lanes area with their charming alleys that feed into the Market Place.

The intensity of pedestrian flow arises from the centrality and connectedness of different streets, which has encouraged the clustering of shops and destinations. Arrival points also generate walking trips – particularly car parks and mobility hubs like the train station, bus station and Magdalen Street near Anglia Square.

The amount of footway space needs to offer comfortable conditions both during the current pandemic and afterwards. Narrow footways and heavy traffic can throttle the lifeblood of footfall that sustains businesses.

Some streets have seen traffic removed in the past but feel bare, hard and empty because they were not redesigned to fit their new traffic condition – St Stephens Street, King Street and St Giles are examples. Others are still constrained by oppressive traffic, such as St Andrews Street. Projects are being drawn up for all of them through the Transforming Cities and Towns Fund programmes.

Places where pedestrian flows meet busy traffic can be problematic. Access to the city centre across the inner ring road can be frustrated by the lack of pedestrian crossings (for example across Carrow Road to the East Norwich Regeneration Area) or by narrow, misaligned or underground crossings (for example at Foundry Bridge near the train station). Once inside the city centre, movement is not always free. Crossings can be missing, for example on Duke Street at Muspole Street, or signals can take a long time to respond, such as across St Andrews Street near Exchange Street.

The River Wensum meanders through the city centre with paths along its banks. The River Wensum Strategy⁵ has identified where improvements are needed to complete missing sections of path and remove steps, steep slopes and pinch-points that restrict access for people with limited mobility. Funding from Sustrans/ DfT has been secured to complete the missing link between Duke Street and St Georges Street and the Greater Norwich Growth Board has awarded community infrastructure levy that is being used to resolve access problems.

We can expect new developments to create new streets that offer more route choices for pedestrians. Development at Anglia Square will connect Magdalen Street to St Augustines better and the St James Quay development on Barrack Street will (re)create River Lane from the bottom of Silver Road to the new garden by the river.



⁵River Wensum Strategy, Norwich City Council (2018)

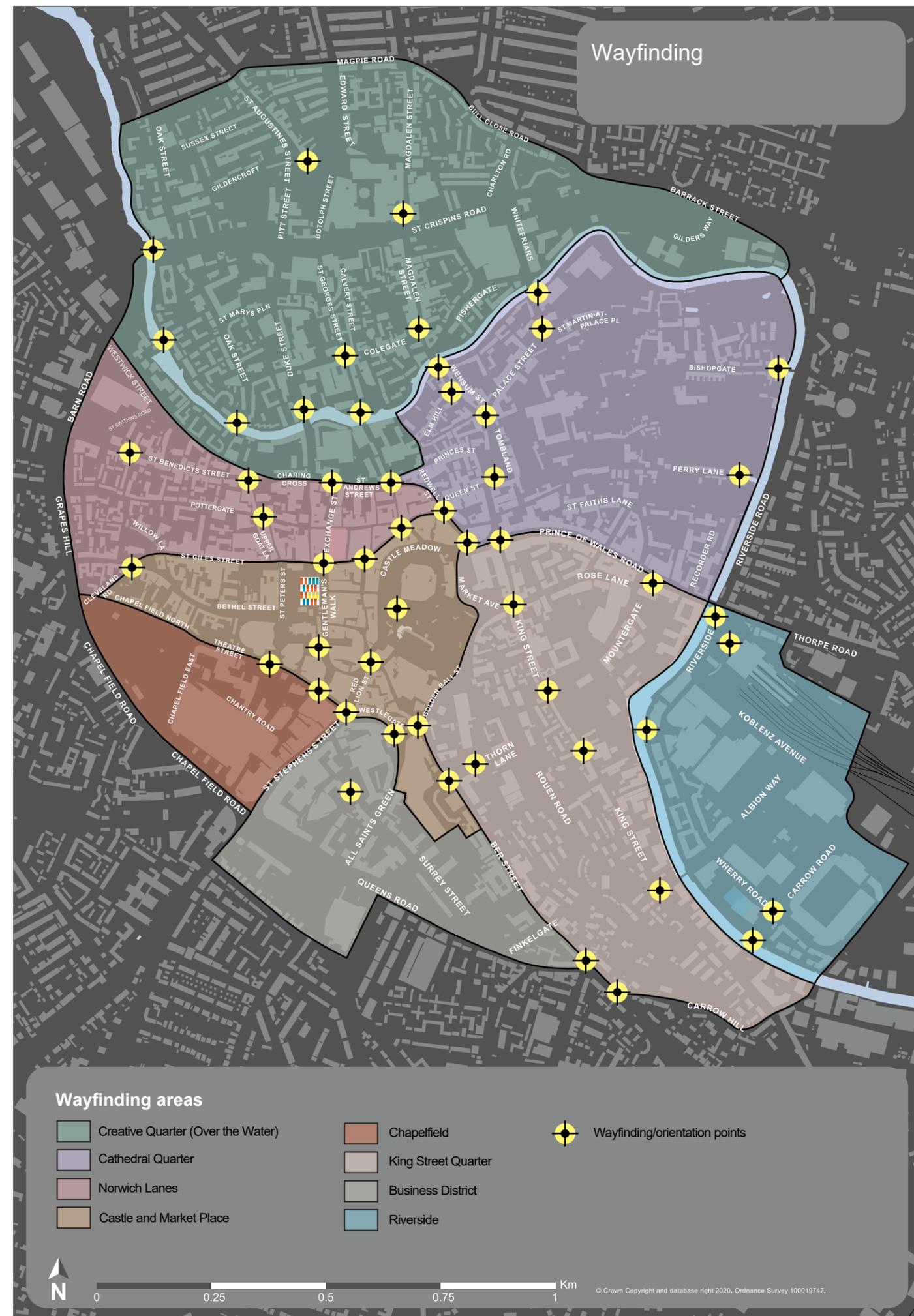
Wayfinding

The complex street pattern in the city centre can be confusing. Memorable buildings, spaces and sculptural details are helpful, as shown in a recent publication commissioned by the County Council to support the case for a culture-led approach to the Transforming Cities Fund programme⁶, but should be complemented by more conventional wayfinding systems.

Most elements of the current wayfinding system have been in place for 15 years, are hard to maintain, contain some out-of-date information and do not reflect current best practice. Norwich Business Improvement District recently coordinated a pilot project to re-skin some of the totem signs with new intuitive mapping where the maps are orientated according to the position of the viewer in the street with recognisable landmark buildings drawn in three-dimensions. A project to replace or upgrade the system is in the Transforming Cities programme. This will be complemented by the project to improve wayfinding on the riverside walk that is under development, funded by the community infrastructure levy.

The large size of the city centre leads to dividing it into areas, each with a particular character. The map opposite shows the areas that are familiar from tourist maps with one difference – it is proposed that the Creative Quarter is expanded beyond St Crispins Road to encompass the whole of Magdalen Street and St Augustines Street and the area known historically as Over the Water. This adjustment would chime with planning initiatives to reconnect the areas by diminishing the severance caused by the inner ring road. The recent replacement of the subway at the top of St Georges Street with parallel crossings for cyclists and pedestrians was a significant first move.

Analysing the configuration of walking routes, plains, public gardens and destinations is one way to identify where people need help with orientation. These places, where the features of a replacement wayfinding system could be located, are marked on the map. It will be important to check this by finding out from different users of the city centre where they need guiding information and the best format for presenting it.



⁶Public art / public realm: a culture-led approach to the Greater Norwich Transforming Cities Fund programme, Urban Movement and Out Design (2019)

Cycling

Cycling is the most efficient form of human propulsion – clean, healthy and quiet. Norwich is a great place to explore by bike because the city is compact, making it manageable to ride from the edge to the centre in under twenty minutes.

We launched the Norwich cycle network in 2012. It features seven pedalways, each represented by a colour. Five cross the city from one side to the other and meet in the middle at St Andrew's Plain. To others encircle the city – orange near the centre and purple on the edge. The network is illustrated in an attractive waterproof cycle map that is now in its third edition.

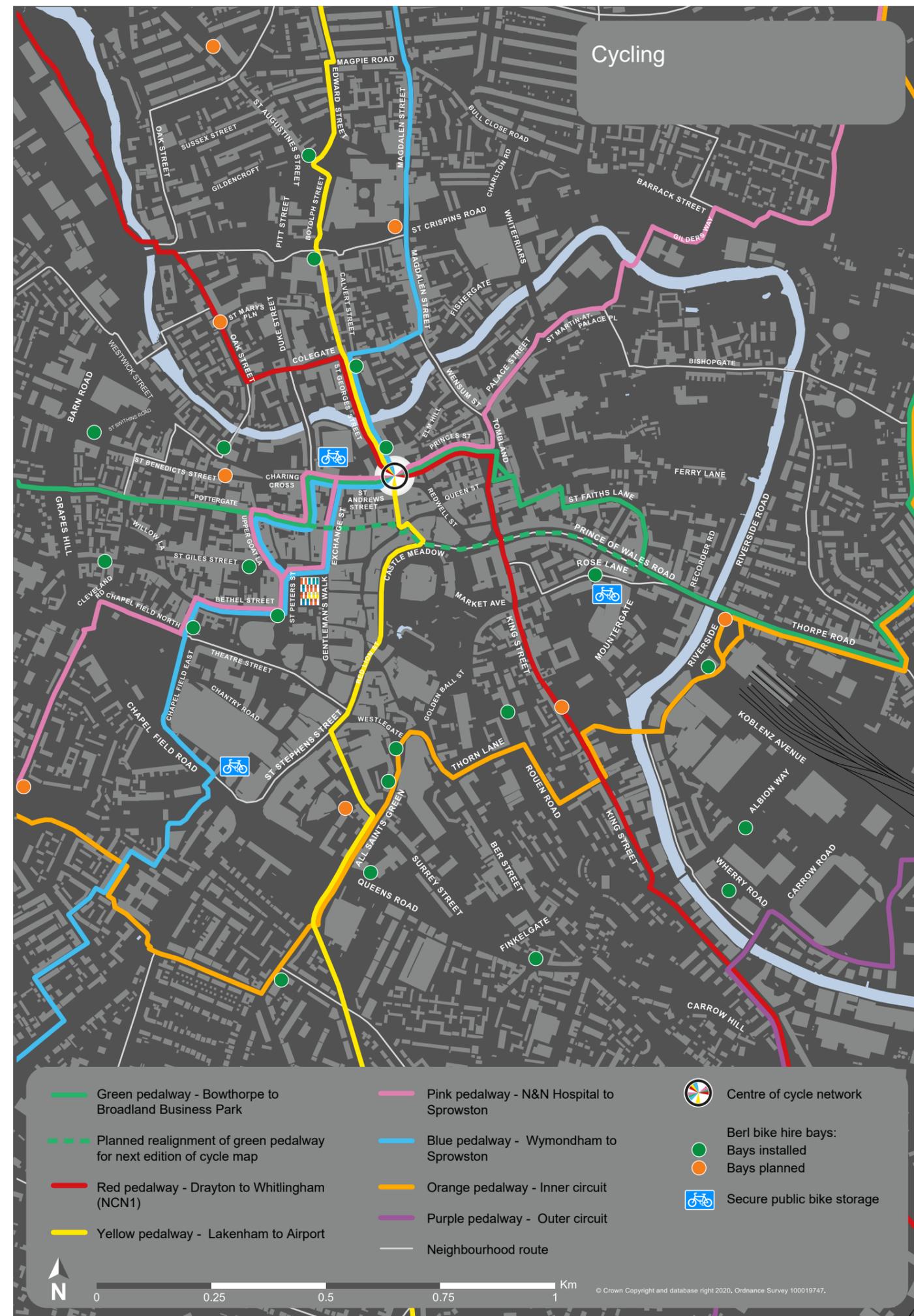
Since 2013 when Norwich gained cycle ambition city status, millions of pounds of funding from the Department for Transport, New Anglia LEP and the community infrastructure levy has been spend on improving the quality of infrastructure. The highlights in the city centre have been the removal of most traffic from the St Stephens and Chapelfield area; the installation of better crossings of the inner ring road at St Georges Street, Vauxhall Street and All Saints Green; converting Little Bethel Street into a cycle street; and introducing contraflow cycling in Magdalen Street. The whole city centre was made a 20mph zone and restrictions to cycling in pedestrian priority areas were relaxed, allowing freight delivery to be made by cargo bikes to business doorsteps.

Secure cycle storage facilities were created at Rose Lane car park and near the Coburg Street entrance to Chapelfield. These complement the longer established facility in St Andrew's car park and the extra on-street cycle stands that were provided.

Most recently, the first tranche of Transforming Cities funding paid for changes that enable people to cycle from the train station up Prince of Wales Road to Castle Meadow. This will allow a more direct and intuitive routing of the green pedalway to be shown on the next edition of the cycle map.

Another benefit from the Transforming Cities fund has been the introduction of Beryl bike share scheme in March 2020. Covid-19 interrupted the implementation this has restarted and the full set of locations are shown on the facing page. E-bikes will follow.

Further improvements are planned under Transforming Cities programme. Most notably, people will be allowed to cycle directly into the city centre along Thorpe Road rather than following the Carrow Road gyratory, access to the train station will be eased and circulation in Tombland will be simplified.



Traffic

Norfolk is a large, rural county and parts of it are not served well by public transport. In these areas, people do not have a choice but to drive to the city. It is imperative that these trips are managed so the quality of environment upon which Norwich's economy depends is not spoiled by the pressure and pollution of traffic.

Park and Ride is part of the answer, helping to speed people into the city on buses. Multi-storey car parks close to the inner ring road is another and restricting people's ability to drive across the city centre is a third. This will allow city life to flourish in quiet and clean streets with pavement cafes, event spaces, bike share parklets and biodiverse trees and planting.

Since the pioneering example of London Street, over 50 years of incremental pedestrianisation has lessened the dominance of cars in central Norwich. It is important to move carefully and incrementally so displacement effects are assessed and where necessary ameliorated. The two most recent pedestrianisation schemes in St Georges Street and Westlegate give confidence that damaging congestion and loss of trade will not result when changes are carefully planned.

The next stage, contained in the Transforming Cities programme, will address the flows of traffic driving eastbound from Barn Road and the Grapes Hill roundabout through Exchange Street and St Andrews Street to Prince of Wales Road and across Foundry Bridge by the station. Traffic has also been restricted in St Benedict's Street in response to the covid-19 crisis.



3. Case studies

Tombland

Tombland is one of the most historic public spaces within the city of Norwich, forming the centre of city until the Norman Conquest, when the Castle was built and the market was moved to its current location west of the castle.

Tombland is no-longer a primary shopping destination but rather a centre for restaurants, a transport hub for the northern part of the city centre and is on the main pedestrian and cycle route between Norwich Cathedral and the present day market place.

It is within the city centre conservation area and surrounded by listed buildings, and scheduled monuments. It has become apparent that the triangular gyratory layout to the east, relatively unchanged since at least the 1800's, is not the most practical use of the space available nor is it suited to present day needs of the city.

The Transforming Cities scheme seeks to reinstate the east side of Tombland as a public space by removing the derelict public convenience and vehicles from the area to:

- give more space to pedestrians;
- remove obstacles faced by people with disabilities;
- reduce vehicle noise and dominance by relocating bus stops, narrowing carriageways and installing raised tables;
- create a multifunctional gathering space around the refurbished obelisk drinking fountain;
- enable people to sit and enjoy the shade of the trees, architecture, and quality of the space; and
- unify the space to improve pedestrian connections to surrounding areas.

Phase I of the scheme is scheduled to commence August 2020 and due to complete February/March 2021.



Under the Flyover

The construction of the Magdalen Street flyover created an ugly intrusion half-way up Magdalen Street. Although the street continues beneath, it creates a perceptual barrier and the space beneath it forms a void in the street that feels hostile.

Other cities have successfully used repurposed shipping containers to create lively temporary environments

for hanging out, buying quirky items and watching intimate performances.

The City Council, which owns part of the land, produced a design brief that resulted in the owners of Anglia Square, who own the rest of the land, commissioning architects and securing planning permission for the scheme shown in these images.

Implementation timescales will be clarified following the outcome of the public inquiry for Anglia Square.



Duke Street riverside

The Norwich University of the Arts (NUA) are constructing a new building next to the river on the west side of Duke Street. The new building will contain a lecture theatre, teaching spaces, offices and 100 student rooms. This can be seen in the image below.

At the ground floor facing the river will be a new public space measuring 18m x 35m that will be owned and maintained by NUA. The scheme will also feature a

2.5m wide enhanced riverside walk that provides ramped access up to Duke Street. This will overcome one of the obstacles for movement by people with disabilities identified in an accessibility audit that accompanied the River Wensum Strategy.

This new space and ramped riverside walk will link to the County Council's project to complete the missing link in the riverside walk between Duke Street Bridge and St Georges Bridge, which also features in the River Wensum Strategy.



Projects

Name (see map below for project areas)	Features	Agency	Funding (italic = not secured)	Timescale (calendar yrs)
1. St Crispins Road/Oak Street	Pedestrian crossing	County	<i>Tbc</i>	By 2025
2. St Marys	New public garden: St Mary Coslany churchyard Square improvement: St Marys Plain New walking connection: St Marys Plain to St Martins Lane Pedestrian crossing: Duke Street at Muspole Street	County, City, Developer	<i>St Marys Works development</i>	By 2025
3. Muspole Street	Street improvement: Muspole Street New square: St Georges Plain	County, City, Developer	<i>St Georges Works development</i>	Tbc
4. Anglia Square	New squares: St Georges Sq, Under the Flyover Square improvement: Anglia Square New walking connections: St Georges Street extension, Botolph Street	Developer, City	<i>Anglia Square development, Housing Infrastructure Fund</i>	2021 onwards
5. Magdalen St, Fye Bridge Street and Wensum Street	Street improvement	County, City	<i>Tbc</i>	By 2025
6. Riverside walk: Fye Bridge to Whitefriars	New walking connection: Fye Bridge to Whitefriars	City	<i>CIL</i>	By 2025
7. Whitefriars Bridge	Pedestrian crossing: Whitefriars	County	<i>Tbc</i>	By 2025
8. St James Quay	New public garden: City Wall garden New walking connection: River Lane	Developer	<i>St James Quay development</i>	Under construction
9. Duke Street Riverside	New square	Developer	<i>NUA riverside development</i>	Under construction
10. Riverside Walk: Duke Street to St Georges Street	New walking connection: Riverside Walk: Duke Street to St Georges Street Pedestrian crossing: Duke Street bridge	County	<i>DfT / Sustrans, CIL</i>	2021-22
11. St Georges Green	Public garden improvement	City	<i>S106</i>	2021-22
12. Westwick Street to Duke Street	New walking connection	Developer	<i>Dukes Wharf development</i>	By 2025
13. St Benedicts Street	Street improvement	County, City	<i>Emergency Active Travel Fund</i>	2020 (emergency works)
14. St Giles	Street improvement: Upper St Giles, St Giles Street Pedestrian crossing: Cleveland Rd at Upper St Giles	County, City	<i>Towns Fund</i>	2021-23
15. Eastbound through-traffic reduction	Street improvements: Exchange St, St Andrews St Pedestrian crossing improvement: St Andrews Street	County, City	<i>Transforming Cities</i>	2022-23

Name (see map below for project areas)	Features	Agency	Funding (italic = not secured)	Timescale (calendar yrs)
16. Tombland	Square improvement: Tombland Pedestrian crossing: Tombland at Queens Street	County, City	<i>Transforming Cities</i>	2020-21
17. City Hall courtyard	New square	City	<i>Rear of City Hall development</i>	Tbc
18. Hay Hill	Square improvement	City	<i>Towns Fund</i>	2022-23
19. London Street	Street improvement	County, City	Transforming Cities	Under construction
20. Castle Gardens	Public garden improvement	City	CIL	2020-21
21. St Stephens Street	Street improvements: St Stephens Street, Red Lion Street, William Booth Street Pedestrian crossing: Theatre St at William Booth St	County, City	<i>Transforming Cities</i>	2021-22
22. St Stephens / Queens Road	Pedestrian crossing	County, City	Tbc	By 2025
23. St Catherines Yard	New walking connection: Surrey Street to Queens Road	Developer	<i>St Catherines Yard development</i>	By 2025
24. Queens Road at Ber Street	Pedestrian crossing	County	Tbc	By 2025
25. Carrow Hill wooded ridge	Public garden improvement	City, Developer	CIL	By 2025
26. King Street Phase 1 – Old Barge Yard to Rouen Road Phase 2 – Mountergate to Old Barge Yard	Street improvement	County, City, Developer	<i>Phase 1: Transforming Cities, S106</i> <i>Phase 2: StAnnes Wharf development</i>	2021 (phase 1) 2023 (phase 2)
27. Carrow Road at King Street	Pedestrian crossing	County, Developer	Tbc	By 2025
28. King Street to Lady Julian Bridge via Hobrough Lane	New walking connection	Developer	<i>Hobrough Lane development</i>	By 2025
29. St Annes Plain	New square	Developer	<i>St Annes Wharf development</i>	Almost finished
30. Mountergate East	New public garden: Nelson Hotel garden New walking connections: Mountergate to Nelson Garden and Riverside Wk (St Annes Pl-Foundry Br) Street improvement: Mountergate	Developer	<i>Mountergate East development</i>	By 2025
31. Boulton Street to St John Street	New walking connection	City	<i>West Mountergate development</i>	By 2025
32. Foundry Bridge junction	Pedestrian crossing	County	<i>Transforming Cities</i>	2021-22
33. Wensum accessibility (not shown on map)	New walking connection	City	CIL	2020-21
34. Wayfinding (not shown on map)	Orientation features	County, City, Norwich Bid	<i>Transforming Cities</i>	2021-23





If you would like this information in another language or format such as large print, CD or Braille please visit www.norwich.gov.uk/Intran or call 0344 980 3333

Produced by Norwich City Council – July 2020
www.norwich.gov.uk