

Report to Norwich highways agency committee
4 June 2015

Report of Executive Director of Community and Environmental Services

Subject Transport for Norwich (Norwich Area Transportation Strategy) Delivery Update

Item

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Purpose

The purpose of this report is to update members on the progress of the implementation of 'Transport for Norwich' (TfN), the implementation plan for the NATS strategy, and to highlight recent successful funding bids resulting in further schemes to be taken forward to consultation and delivery in the future.

Recommendation

This report is for member information only and does not seek any specific approvals, however it should be noted that some of the schemes contained in this report will be subject to separate reports seeking permission to go forward to consultation and possible future delivery.

Corporate and service priorities

The report helps to meet the Norwich City Council corporate priority to make Norwich a prosperous and vibrant city' and 'to make Norwich a safe, clean and low carbon city County Council Service Plan Priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

This report does not include financial implications as permission to take the schemes mentioned forward is not sought. The financial implications will be addressed and covered in future reports.

Ward/s: All

Contact officer

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Background documents

None

Report

Background

1. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) – known as Transport for Norwich (TfN) – was agreed by Norfolk County Councils Cabinet in April 2010 and reported to the Norwich Highways Agency Committee in March 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.
2. An updated implementation plan was presented to NHAC in September 2013. The updated Plan took into account:
 - Progress since 2010
 - Reflected the latest position on future scheme delivery, now that growth plans are more clear
 - Confirmed the current and emerging programme,
 - Highlighted the relationship between NATS schemes and the wider growth and development agenda in Greater Norwich.
 - Took account of the implications of emerging funding opportunities including the Community Infrastructure Levy.
3. The major difference between the Plan adopted in 2010 and the updated Plan in 2013 was the phasing of delivery for schemes. For example, additional funding secured for the Better Bus Area and Cycle City Ambition has allowed significant acceleration of delivery on these associated schemes.

Transport for Norwich and Growth

4. Since the A47 southern bypass opened in 1992, 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 and improved connections between that and the rail 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 southern 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 Norwich Policy 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 of the City, South Norfolk and Broadland 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.
5. Growth is continuing. Taking account of changes since its base date of 2008, the Joint Core Strategy (JCS) targets the delivery of around 30,000 dwellings and a

similar number of jobs in the Norwich policy area between 2012 and 2026.

6. NATS, now TfN, 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. TfN has been developed to deliver the required step-change in transport provision to realise the full potential of the strategy 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.
7. While TfN 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.
8. The TfN strategy 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 travel choice, including walking, cycling and public transport.

Better Bus Area

9. In March 2012, Norfolk County Council secured £2.6m of government funding for a series of major public transport improvements designed to improve bus travel for passengers, visitors and commuters in Norwich, as well as delivering a boost to the city's economy.
10. The County Council's bid, worth £2.9m in total, was described as 'impressive' by the Department for Transport and effectively allowed the authority to fast track improvements previously agreed in TfN during 2012-2014.
11. The delivery of the Better Bus Area project included 17 separate work packages - these included:
 - Removal of general traffic from St Stephens Street and consideration of removal of general traffic from Surrey Street
 - New up-hill bus lane on Grapes Hill with retention of existing highway traffic lanes
 - Review of more than 160 traffic signalled controlled junctions and upgrade to Strategic Traffic Light Priority for buses where appropriate
 - New electronic signage at key transport interchanges, including Norwich Bus Station, Norwich Park & Ride sites, Tombland, Anglia Square, Theatre Street, N&N Hospital, UEA and at locations along transport corridors
 - Additional timetable cases and printed travel information across the entire Norwich Policy Area, including downloadable transport guides and the use of new technologies utilising mobile phones

- Improved interchange between bus and rail at Norwich rail station through the use of poster cases and posters, signage and electronic information
- Additional highway signage on approaches to Norwich promoting Park & Ride sites

12. The BBA bid also enabled the delivery of the Chapel Field North scheme completed in November 2014

13. Currently a significant number of walking and cycling schemes are being delivered in the greater Norwich area under the City Cycle Ambition Grant programme

Since the programmes implementation the following benefits have been realised:

Bus punctuality

- Against a baseline of 90% for on-time performance at the start of route, a target of 91% (12/13) and 92% (13/14) was set. These targets have already been met with performance of 91% and 92% reported respectively for these years.
- Against a baseline of 82% for on-time performance at intermediate stops, a target of 83% (12/13) and 84% (13/14) was set. Actual performance has been 80% (12/13) and 84% (13/14) respectively for these years, indicating that we are on track to meet the targeted benefits. The delivery of significant bus priority schemes in Norwich city centre during 2014 will bring further benefits in the future.

Customer satisfaction

- Against a baseline of 62% for customer satisfaction with bus stops, a target of 65% (12/13) and 67% (13/14) was set. No data was available for 12/13 but the target for 13/14 was significantly exceeded with a satisfaction level of 78%.
- Against a baseline of 65% for customer satisfaction with bus information, a target of 65% (12/13) and 67% (13/14) was set. No data was available for 12/13 but the target for 13/14 was significantly exceeded with a satisfaction level of 73%. We were delighted with this, proving that the targeted expenditure on bus stop facilities and bus information has been a success

Local Growth Fund (LGF)

14. More recently a significant amount of money has been secured via the Local Enterprise Partnership to be spent on an approved list of schemes in the Greater Norwich Area.

15. Initially the councils were successful in securing £7m from the LEP to spend on infrastructure over a 4 year period with the funding being available in 2015/16. Norfolk County Council was then approached shortly after to submit a further bid for available funding and was able to secure a further £4m to be spent on infrastructure improvements on the A11 corridor into the city centre. Included below is a table of those schemes and indicative years for implementation.

Scheme	15/16	16/17	17/18	18/19	19/20
Wymondham - Hethersett cycle link					
A11 north slip to Cringleford					
Newmarket Road / ORR & Leopold Road junctions					
UEA Transport Interchange					
Eaton - Newmarket Rd south slip road (including Toucan Newmarket Road)					
Salhouse Road Feasibility					
Salhouse Road scheme implementation					
Repton Avenue Feasibility					
Broadland Way Feasibility					
BRT Yarmouth Road Feasibility					
Roundhouse Way interchange					
Eaton Interchange					
Longwater/Easton link feasibility					
Sweetbriar Road feasability and scheme implementation					
Fakenham Road Feasibility scheme identification					
Golden Ball Street / Westlegate / All Saints Green					

Scheme	15/16	16/17	17/18	18/19	19/20
Prince of Wales Road and Rose Lane					
A140 BRT feasibility					
Eaton centre					

City Cycle Ambition Grant

16. Members will be aware that the city council received £3.7M of cycle city ambition grant funding from the Department for Transport to fund the Push the Pedalways programme of cycling infrastructure improvements. The improvements are concentrated on the pink pedalway between the hospital / research park to Salhouse Road, along with some important, strategic links to that route such as Magdalen Street. This funding is supplemented by £2M of local funding contributions.
17. The total programme consists of 22 individual projects a number of which have been presented over the past eighteen months through reports to NHAC.
18. This programme of improvements is well underway with a substantial proportion of the programme now being complete. Work has recently started to transform some key areas of the network including Tombland and The Avenues which will bring real benefits to cyclists and other network users.
19. One of the criteria of the first phase of Cycle Ambition funding from The Department for Transport is that the programme is complete by the end of March 2016, with DfT funding being spent by the end of September 2015. The delivery teams are confident that this criteria will be met.
20. On the back of the first successful bid and building on good working relationship between local and central government departments, the councils were invited along with the other successful cities, to bid for a further tranche of funding. Officers from all districts in the Greater Norwich Area worked together to submit a bid for £8.4m of DfT funding totalling a package including match funding from S106, LGF city and County transport budgets funding of £15m
21. The package totals 40 individual projects and concentrates improvements on the yellow pedalway which connects the Airport through to the city centre and out to the Harford Park and ride site at the A140. It also includes improvements on the blue pedalway from Wymondham along the A11 corridor to the city centre and out to the northeast of the city.
22. The total investment will see improvements being delivered over a 5 year programme starting in 2015/16.

Resource Implications

1. Finance: The TfN programme forms an integral part of strategic infrastructure as set out in the Joint Core Strategy. The delivery of this work is funded through a number of sources including Additional Government Grants e.g. City Cycle ambition, Community Infrastructure levy and mainstream capital funding LTP and allocated funding from the Local Enterprise Partnership (LEP). The overall funding of the programme agreed through the Greater Norwich Growth Board.
2. Staff: None
3. Property: None
4. IT: None.

Other implications

5. Legal Implications: None.
6. Human Rights: None.
7. Equality Impact Assessment (EqIA): An EqIA has been completed for the TfN (NATS Implementation Plan).
8. Communications: None.

Section 17 - Crime and Disorder Act

Risk Implications/Assessment

9. A risk assessment has been undertaken for development of the TfN (NATS Implementation Plan). The key risks for delivering this are around funding, timescales and planning. These risks are being managed through active project management and ongoing engagement with stakeholders.