

Scrutiny committee

Date: Thursday, 17 October 2019

Time: 16:30

Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

All group pre-meeting briefing – 16:00 Mancroft Room

This is for members only and is not part of the formal scrutiny committee meeting which will follow at 16:30. The pre-meeting is an opportunity for the committee to make final preparations before the start of the formal meeting. The public will not be given access to the Mancroft room before 16:30.

Committee members:

Councillors:

Wright (Chair)
Ryan (Vice chair)
Carlo
Fulton-McAlister (M)
Giles
Grahame
Manning
McCartney-Gray
Oliver
Osborn
Sands (S)
Sarmezey
Thomas (Vi)

For further information please contact:

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Information for members of the public

Members of the public and the media have the right to attend meetings of full council, the cabinet and committees except where confidential information or exempt information is likely to be disclosed, and the meeting is therefore held in private.

For information about attending or speaking at meetings, please contact the committee officer above or refer to the council's website

Agenda

Page nos

- 1 Apologies**
To receive apologies for absence
- 2 Declarations of interest**
(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)
- 3 Public questions/petitions**

To receive questions / petitions from the public

Please note that all questions must be received by the committee officer detailed on the front of the agenda by **10am on Monday 14 October 2019.**

Petitions must be received must be received by the committee officer detailed on the front of the agenda by **10am on Wednesday 16 October 2019.**

For guidance on submitting public questions or petitions please see appendix 1 of the council's constitution.
- 4 Minutes** **7 - 12**
To approve the accuracy of the minutes of the meeting held on 19 September 2019
- 5 Scrutiny committee work programme 2019-20** **13 - 22**
Purpose - To consider the scrutiny committee work programme 2019-20
- 6 Norfolk Health and Overview Scrutiny Committee update** **23 - 28**
Purpose - To note the update of the representative on the Norfolk Health and Overview Scrutiny Committee
- 7 Mitigating climate change** **29 - 64**
Purpose - To consider the report and make any recommendations

Date of publication: **Wednesday, 09 October 2019**

- T** is this, the right **TIME** to review the issue and is there sufficient officer time and resource available?
- O** what would be the **OBJECTIVE** of the scrutiny?
- P** can **PERFORMANCE** in this area be improved by scrutiny input?
- I** what would be the public **INTEREST** in placing this topic onto the work programme?
- C** will any scrutiny activity on this matter contribute to the council's activities as agreed to in the **CORPORATE PLAN**?

Once the TOPIC analysis has been undertaken, a joint decision should then be reached as to whether a report to the scrutiny committee is required. If it is decided that a report is not required, the issue will not be pursued any further. However, if there are outstanding issues, these could be picked up by agreeing that a briefing email to members be sent, or other appropriate action by the relevant officer.

If it is agreed that the scrutiny request topic should be explored further by the scrutiny committee a short report should be written for a future meeting of the scrutiny committee, to be taken under the standing work programme item, so that members are able to consider if they should place the item on to the work programme. This report should outline a suggested approach if the committee was minded to take on the topic and outline the purpose using the outcome of the consideration of the topic via the TOPIC analysis. Also the report should provide an overview of the current position with regard to the topic under consideration.

By using the flowchart, it is hoped that members and officers will be aided when giving consideration to whether or not the item should be added to the scrutiny committee work programme. This should help to ensure that the scope and purpose will be covered by any future report. The outcome of this should further assist the committee and the officers working with the committee to be able to produce informed outcomes that are credible, influential with SMART recommendations.

Specific, Measurable, Attainable, Relevant and Time-bound

Scrutiny committee and a protocol for those attending meetings of the scrutiny committee

- All scrutiny committee meetings will be carried out in a spirit of mutual trust and respect
- Members of the scrutiny committee will not be subject to whipping arrangements by party groups
- Scrutiny committee members will work together and will attempt to achieve evidence based consensus and recommendations
- Members of the committee will take the lead in the selection of topics for scrutiny
- The scrutiny committee operates as a critical friend and offers constructive challenge to decision makers to support improved outcomes
- Invited attendees will be advised of the time, date and location of the meeting to which they are invited to give evidence
- The invited attendee will be made aware of the reasons for the invitation and of any documents and information that the committee wish them to provide
- Reasonable notice will be given to the invited attendee of **all** of the committees requirements so that these can be provided for in full at the earliest opportunity (there should be no nasty surprises at committee)
- Whenever possible it is expected that members of the scrutiny committee will share and plan questioning with the rest of the committee in advance of the meeting
- The invited attendee will be provided with copies of **all relevant** reports, papers and background information
- Practical arrangements, such as facilities for presentations will be in place. The layout of the meeting room will be appropriate
- The chair of the committee will introduce themselves to the invited attendee before evidence is given and; all those attending will be treated with courtesy and respect. The chair of the committee will make sure that all questions put to the witness are made in a clear and orderly manner



SCRUTINY COMMITTEE

16:35 to 19:00

19 September 2019

Present: Councillors Wright (chair), Ryan (vice chair), Brociek-Coulton (substitute for Councillor McCartney-Gray), Carlo, Fulton-McAlister (M), Giles, Grahame, Manning, Oliver, Osborn, Sands (S), Sarmezey and Thomas (Vi)

Apologies: Councillor McCartney-Gray

1. Public questions/petitions

There were no public questions or petitions.

2. Declarations of interest

There were no declarations of interest.

3. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 18 July 2019.

4. Scrutiny committee work programme 2019 – 20

Members discussed the substantive item for the meeting on 17 October 2019. It was agreed that the item on climate mitigation, including a copy of the report being considered at the October meeting of the Transforming Cities committee would be added to the work programme for the meeting on 17 October 2019.

Members noted that the Environmental Strategy would not form part of that report as it would be considered by the Climate emergency and environmental executive panel.

Officers would be asked to write a report which focussed on:

- What the council was currently doing around climate mitigation
- What powers the council had to mitigate climate change
- What powers could the council ask central government for to make a difference locally.

At the meeting on 19 January 2020, the Police and Crime Commissioner would attend the meeting and answer member's questions.

RESOLVED to:

- 1) Add climate mitigation to the work programme for the meeting on 17 October 2019; and
- 2) Note that the Police and Crime Commissioner would be attending the meeting on 19 January 2020.

5. Air quality

(Andy Watt, head of city development services, Norwich City Council and Jeremy Wiggin, transport for Norwich manager, Norfolk County Council, Alex Grimmer, public protection officer, Norwich City Council and Ed Parnaby, transportation planner, Norwich City Council attended the meeting for this item).

The head of city development services presented the report. The main source of air pollution in Norwich was transport as the medieval streets did not allow pollution to escape and disperse. Particulate levels were low and fluctuated between being just under and just over the levels advised by the World Health Organisation (WHO). The highest concentrations of particulate levels were from trans-continental sources and agriculture.

There were localised spots at which nitrogen dioxide (NO₂) levels exceeded limits due to traffic congestion. Where traffic was free-flowing, the levels of NO₂ were lower.

The head of city development services said that understanding of NO₂ was becoming more sophisticated as more data was collected. There were a range of measures being implemented to tackle this and highlighted these at paragraph 12 of the report. The NO₂ limits on St Stephens Street had decreased but not to the WHO limits. Work was being undertaken with bus companies to clean exhaust emissions but there was also a need for a behaviour change. The transport system needed to be managed to encourage walking and cycling where possible.

The transport for Norwich manager said that when funding opportunities to make public transport cleaner arose, a bid was always submitted, although not all bids had been successful. Some buses had retrofitted devices to clean their exhausts as much as possible which meant that twenty four buses had been converted from a Euro 3 standard to a Euro 6 standard. The technology around electric buses was developing quickly to increase range and choice of vehicles with a double decker electric bus coming onto the market. He added that these were expensive vehicles and there was a need for the infrastructure to support the charging of them. Some operators would have the funding available to move forward with these vehicles but some smaller companies would take longer to move to the electric vehicles without financial support.

There was a need to encourage sustainable means of transport. Single occupancy cars did not help to maintain free-flowing traffic on the network and a more efficient use of cars was necessary.

A member commented that buses were idling outside of the stationary vehicle idling enforcement area when loading and unloading passengers and asked if there were any opportunities to extend the enforcement area. The transportation planner said that this had been investigated and the stationary vehicle idling was enforced where there were known air quality issues. The enforcement action could only be taken on idling vehicles and not vehicles which were loading and unloading passengers, however, conversations could be had with drivers with particularly long loading and unloading times. The transport for Norwich manager said that the 'stop-start' technology found in newer cars was not the same technology used in buses as engines in older buses would turn off after a certain period of time. This would be improved with newer buses which would have similar technology to new cars but in the meantime, loading times were reducing with the implementation of e-tickets and contactless payments.

In response to a member's question, the transportation planner said that electric buses would be seen in Norwich in the short to medium term. Operators already had some of these in other cities but the infrastructure needed to be in place. Opportunities for this would need to be considered within the work of the transforming cities committee and the future mobility zone which would be crucial to moving this work forward. Regarding older buses used by smaller operators, there was a Euro emissions limit in force at Castle Meadow and work would need to be undertaken with Norfolk operators and then visiting coaches. Resources were focussed on regular bus services as these had more impact on air quality.

A member asked how schools could request travel plans as there was no longer a travel plan officer. The transport for Norwich manager acknowledged that the travel plan officer post was no longer there but said that schools would be supported with travel planning through online travel planning software. School children were being engaged to develop their own travel plans using this software. The interim director of regeneration and development said that the planning legislation which did not allow resources to be pooled to fund travel plans had since been reversed, meaning that section 106 agreements could be written to allow funding of travel planning measures.

(Councillor Vivien Thomas left at this point.)

In response to a member's question on powers to extend the emissions cap zone, the head of city development services said that a particular problem had been identified in Castle Meadow around ten years ago and it was required that the majority of buses had to meet a minimum standard of emissions. In terms of extending the area with an emissions cap, lower emission levels had been achieved in the area around Castle Meadow but an extension could be considered.

A member asked whether the city council had the powers to change the use of bus lanes to allow multiple occupancy vehicles or electric vehicles to use them. The head of city development services said that the regulation of bus lanes was in the gift of the local transport authority which would be Norfolk County Council from 1 April

2020. This idea could be considered but enforcement of such arrangements would be complicated. The bus lanes had been created to allow buses to move freely and in order that passengers could easily use public transport to move around the network.

A member suggested that the council could investigate extending the buying power the council had regarding electric vehicles to members of staff who wanted to purchase such vehicles, potentially taking advantage of preferential rates. This would provide an incentive to people encouraging them to move toward electric vehicles.

A member asked whether the second tranche of transforming cities funding would include any financial subsidies for more rural bus operators to move to Euro 5 standard vehicles. The transport for Norwich manager said that the application for funding would be submitted at the end of November 2019 and there were ongoing discussions with the Department for Transport about clean technology. There would be different levels of investment capability within the bus network. A member commented that they would like to see the transforming cities funding acting as a springboard for the electric buses by improving the bus corridors; this would help reduce emissions and improve air quality.

(Councillor Sue Sands left the meeting at this point.)

Members discussed the need to reduce volumes of traffic within the entire network area and not just the city centre in order to reduce air pollution. The head of city development services said that there was guidance available for district councils which had a responsibility for air quality. Particulate pollution potentially had a health impact although this was not wholly due to transport. Particles from the sea and wood burning stoves could all contribute to this but local authorities did not have the powers to address this. It did not always follow that more vehicles meant more carbon dioxide emissions as newer vehicles had less emissions. The transport for Norwich manager said that the Transport for Norwich Strategy, which would be going out to consultation in 2020, would focus on moving people and not vehicles. There was a need to focus on the best mode of transport for each area.

A member asked whether there were plans for exclusion zones outside schools. The head of city development services said that the majority of schools were in quieter streets and were only busy for short periods of time. There was a need to better understand what the air quality issues were as there would need to be an evidence base for this. Some air quality monitoring had been carried out outside schools and the levels had not exceeded the set limits.

Discussion ensued around new roads smoothing the flow of traffic and whether monitoring around air quality on newer roads had been carried out. The transport for Norwich manager said that the Broadland Northway had been monitored for air quality and a report would be published in due course. Work was always being undertaken to move traffic through junctions in a more efficient way. Although the option of not building a road was always looked at when new routes were proposed, providing additional priorities for pedestrians and cyclists was often the best option in urban areas to reduce capacity on new roads.

A member questioned why there was a general reduction in air pollution within the Norwich City area, except for St Augustines and St Stephens Streets. The public protection officer said that consideration was being given to using some funding to monitor air quality in these areas to collect data to identify changes that could be made to increase traffic flow.

Members discussed the consequences of moving vehicle traffic out of the city centre and whether there would be detrimental effects on pedestrians walking into the city centre. The head of city development services said that sites were monitored but there was a need for consistency to identify long term trends. Specific sites would be monitored when changes were made, such as the closure of Westlegate, to ensure that there were no adverse effects on air quality.

RESOLVED to agree the following draft resolutions to be confirmed at the next meeting of the scrutiny committee:

- (1) Ask cabinet to consider recommending the extension of the monitoring zone from Castle Meadow to include St Stephens Street and initially make this a minimum Euro 5 standard compliant.
- (2) Ask cabinet to consider extending the preferential rate enjoyed by the council to members of staff who may wish to purchase an electric vehicle.
- (3) Work with county to consider whether it could incorporate standard clauses into section 106 agreements to fund school travel plan work.
- (4) Ask the county council as the highways agency to consider developing bespoke responses to traffic issues in each area depending on local need.
- (5) Ask cabinet to consider ways of reducing background levels of air pollution across the network area; including ensuring that pollution is not displaced to areas outside of the city centre and increasing monitoring in areas not identified as 'hotspots' once appropriate resources have been secured; and
- (6) Ask cabinet to explore options on how to reduce single occupancy vehicles travelling into the city.

CHAIR

Norwich City Council
SCRUTINY COMMITTEE

Item No 5

REPORT for meeting to be held on Thursday 17 October

Scrutiny committee work programme 2019-20

- Summary:** The purpose of this report is to assist committee members in setting the work programme for the rest of the civic year 2019-20.
- Conclusions:** It is proposed that any discussion is agreed as a whole committee using 'TOPIC' criteria. This will assist members in achieving the goal of an agreed work programme that is met by consensus.
- The programme is a standing item at each committee meeting and can be adjusted as necessary.
- Recommendation:** To:
- 1) consider the scrutiny committee work programme 2019-20
 - 2) agree the LEP scope for scrutiny meeting on 12 December attached at appendix A
 - 3) consider a topic submitted by member of the public.
- Contact Officers:** Emma Webster, scrutiny liaison officer
preferred contact by e-mail
emmawebster@norwich.gov.uk

Report

1. When the scrutiny committee considers which items to include on its work programme, it is useful to do so in the context of what the focus is for the council over the coming year and to look at how activity aligns to the council's corporate plan.
2. This is so that the scrutiny committee will be able to consider where and how it can add value to the work being carried out towards achievement of the council's priorities and ensure that resources are being focussed effectively.

Scope for scheduling items to the work programme

3. Although sometimes not possible to achieve, it was previously agreed that the committee should agree as few as possible substantive topics per meeting. The main reason for this is to ensure that there is enough time for the committee to effectively consider the issues and has a fair chance of reaching sound, evidence based outcomes. Ideally, one main item per meeting would be the aim.
4. Although the future work of the committee has been set up to March 2020, members will have the opportunity on a monthly basis to revise the programme if and when required or due to changing events.
5. Along with this report, members have a copy of the cabinet forward agenda for consideration.
6. It is proposed that any discussion is as a whole committee using the TOPIC criteria. This will assist members in achieving the goal of an agreed work programme that is met by consensus.
7. Members are asked to review the scope for the LEP item to be taken at the meeting of scrutiny on 12 December.
8. Members are asked to note that a briefing on universal basic income has been arranged during Living Wage Week with a guest speaker from the Sheffield UBI pilot project. This will take place on 11 November at 5.30 in the council chamber and is open to all.
9. Members are invited to consider how to respond to the following request submitted via our on-line form from a member of the public;
10. Councillors should be asked to carry out the following scrutiny review:
Compliance of the design of cycle facilities on Rose Lane and Prince of Wales Road with the London Cycle Design Standards.
11. Please give your reasons: At Scrutiny Committee 17 March 2016 item 6 it was resolved to "continue to use the London Design Standard", amongst other measures during a review of the Pedalways programme.

The London Cycle Design Standards are not being followed in the Rose Lane/Prince of Wales Road area. For example, the design for a loading bay with off-road cycle track is detailed in section 4.2.6 stating a minimum of 1.5-2m yet a width of 0.5m has been built despite there being space for the recommended design. The committee also resolved to 'continue to support and facilitate the active engagement of stakeholders' yet there has been no engagement about the design of the Prince of Wales Road and Upper King Street junction. *Full name and contact details given.*

1. Annual work programme planning grid

Date of meeting	Item
Thursday at 16.30	
2019	
20 June	Work programme Norwich economic strategy
18 July	Work programme Transforming cities fund
19 September	Work programme Practical steps to improve air quality in Norwich and climate change update Report back from NHOSC meeting from 30 May and 25 July
17 October	Work programme Climate mitigation and transforming cities fund Report back from NHOSC meeting from 5 September
14 November	Work programme Young people and wellbeing, meeting to be held offsite Report back from NHOSC meeting from 10 October Report back from Norfolk Countywide Community Safety Partnership Scrutiny sub panel from 28 October
12 December	Work programme Report back from NHOSC meeting from 28 November New Anglia Local Enterprise Partnership (LEP) Corporate plan and performance framework Equality information report
2020	
16 January	Work programme Visit from Lorne Green, Police and Crime Commissioner and District Senior Police Officer, lines of questions to be tabled in advance.
6 February	Work programme Pre-scrutiny of the budget 2020/21 Report back from NHOSC meeting from 23 January
19 March	Work programme Universal Basic Income select committee report. <i>briefing on this topic 11 November, Council Chamber 5.30pm.</i> Annual review of the scrutiny committee

Unallocated;

Report back from the select committees for;

- Anti-social behaviour including fly tipping and city council processes.
- The growth of short term lettings of homes in Norwich with input from the Independent Hoteliers Group.

FORWARD AGENDA: CABINET and COUNCIL MEETINGS 2019 - 2020



NORWICH
City Council

ALLOCATED ITEMS						
Meeting	Report	Purpose	Portfolio holder + Senior Officer + Report author	Date report signed off by	Management clearance	Exempt?
CABINET 13 NOV 2019	Regulation 10A Review of Norwich's local plan policy	To agree the outcome of a review of adopted local plan policies in Norwich's Development Management Policies Plan and Site Allocations and Site Specific Policies Plan, carried out under Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2017.	Cllr Stonard Graham Nelson Judith Davison		Graham Nelson	NO
CABINET 13 NOV 2019	HRA Strategy– KEY DECISION	To adopt the HRA Strategy 2020-2026	Cllr Harris Lee Robson		Bob Cronk	No
CABINET 13 NOV 2019	Temporary accommodation policy	To consider adopting the temporary accommodation policy.	Cllr Harris Lee Robson Chris Haystead		Bob Cronk	NO
CABINET 13 NOV 2019	Sheltered Housing Review – KEY DECISION	To consider the review of provision and management of sheltered housing	Cllr Harris Lee Robson		Bob Cronk	Yes (para 3)
CABINET 13 NOV 2019	Purpose built student accommodation in Norwich - evidence and best practice advice note	To consider the proposed Purpose built student accommodation advice note	Cllr Stonard Graham Nelson Judith Davison		Graham Nelson	No
CABINET 13 NOV 2019	Rechargeable repairs – KEY DECISION	To consider proposals regarding rechargeable repairs	Cllr Harris Lee Robson		Bob Cronk	No

ALLOCATED ITEMS						
Meeting	Report	Purpose	Portfolio holder + Senior Officer + Report author	Date report signed off by	Management clearance	Exempt?
CABINET 13 NOV 2019	Transforming cities progress update	To inform members of the progress of the work to develop a package of measures to be funded by Transforming Cities and update members on the new governance arrangements for highway schemes that are delivered under the Transport for Norwich banner, including those that are funded by Transforming Cities.	Cllr Stonard David Moorcroft Joanne Deverick		Dave Moorcroft	No
CABINET 13 NOV 2019	Constitutional review	To consider recommendations from constitutional working party	Cllr Kendrick Anton Bull Stuart Guthrie		Anton Bull	NO
CABINET 13 NOV 2019	To award a contract for a communal heating upgrade at Bradecroft Sheltered Housing Scheme – KEY DECISION	To seek approval to award a contract for a communal heating upgrade at Bradecroft Sheltered Housing Scheme	Cllr Harris Bob Cronk Neil Watts / Brad Greeves		Bob Cronk	NO
CABINET 13 NOV 2019	Recommendations from the scrutiny committee	To consider recommendations made by the scrutiny committee	Cllr Kendrick Emma Webster Anton Bull		Anton Bull	No
CABINET 13 NOV 2019	Organisational development	To consider a report on organisational development	Cllr Waters Laura McGillivray		Laura McGillivray	Yes (para 4)
COUNCIL 26 NOV 2019	SEV Policy	To consider the SEV Policy	Cllr Stutely Tony Shearman		Bob Cronk	NO

ALLOCATED ITEMS

Meeting	Report	Purpose	Portfolio holder + Senior Officer + Report author	Date report signed off by	Management clearance	Exempt?
COUNCIL 26 NOV 2019	Constitutional review	To consider recommendations from constitutional working party	Cllr Kendrick Anton Bull Stuart Guthrie		Anton Bull	NO
CABINET 11 DEC 2019	To award a contract for the structural remedial works – various properties – KEY DECISION	To seek approval to award a contract for the structural remedial works – various properties.	Cllr Harris Bob Cronk		Bob Cronk	NO
CABINET 11 DEC 2019	To award a contract for the structural remedial works – Gamewell Close and Boundary Road – KEY DECISION	To seek approval to award a contract for the structural remedial works – Gamewell Close and Boundary Road.	Cllr Harris Bob Cronk		Bob Cronk	NO
CABINET 11 DEC 2019	Quarter 2 2019/20 quarterly performance report	To report progress against the delivery of the corporate plan priorities and key performance measures for quarter 2 of 2019/20	Cllr Waters Adam Clark		Adam Clark	NO
CABINET 15 JAN 2020	Treasury Management mid year review 2019/20	To consider and recommend to council the treasury management mid year review 2019/20	Cllr Kendrick Karen Watling Miriam Adams		Karen Watling	NO
CABINET 15 JAN 2020	To award a contract for replacement fire escape staircases in housing stock – KEY DECISION	To seek approval to award a contract for replacement fire escape staircases in housing stock.	Cllr Harris Bob Cronk		Bob Cronk	NO

ALLOCATED ITEMS						
Meeting	Report	Purpose	Portfolio holder + Senior Officer + Report author	Date report signed off by	Management clearance	Exempt?
COUNCIL 28 JAN DEC 2020						
COUNCIL 28 JAN DEC 2020	Treasury Management mid year review 2019/20	To consider the treasury management mid year review 2019/20	Cllr Kendrick Karen Watling Miriam Adams		Karen Watling	NO
CABINET 15 JAN 2020	Treasury Management mid year review 2019/20	To consider and recommend to council the treasury management mid year review 2019/20	Cllr Kendrick Karen Watling Miriam Adams		Karen Watling	NO
CABINET 15 JAN 2020	Greater Norwich Local Plan	To consider the draft regulation 18 consultation version of the plan	Cllr Stonard Graham Nelson Judith Davison		Graham Nelson	No
CABINET 11 MARCH 2020	Quarter 3 2019/20 quarterly performance report	To report progress against the delivery of the corporate plan priorities and key performance measures for quarter 3 of 2019/20	Cllr Waters Adam Clark		Adam Clark	NO
CABINET JUNE 2020	Quarter 4 2019/20 quarterly performance report	To report progress against the delivery of the corporate plan priorities and key performance measures for quarter 4 of 2019/20	Cllr Waters Adam Clark		Adam Clark	NO

Norwich City Council
SCRUTINY COMMITTEE

SCOPE for meeting

New Anglia LEP

Summary:

Local Enterprise Partnerships (LEPs) were established in 2011 to help determine local economic priorities and lead economic growth. The LEP for Norfolk & Suffolk is New Anglia LEP (NALEP). Both NALEP's strategic role and its acting as a conduit for tens of millions of pounds in government funding clearly requires transparency and accountability to ensure it is discharging its responsibilities well. Committee members wish to explore what further democratic checks and balances may enhance the contribution of NALEP to the prosperity and wellbeing of all residents of Norwich and the New Anglia region, in addition to existing engagement, including the council leader's sitting on the NALEP board.

Conclusions:

Members may wish to hear evidence from representatives of the LEP, and other key stakeholders (potentially including businesses and other public sector bodies) about how democratic and public engagement in the LEP's activity can be enhanced.

Recommendation:

- To note or amend this scope and request officers to organise the meeting on these lines.
- To identify stakeholders from whom they would like to receive evidence

Norwich City Council
SCRUTINY COMMITTEE

Item No 6

REPORT for meeting to be held on Thursday 17 October

Norfolk Health and Overview Scrutiny Committee (NHOSC)

Summary: Councillor Jane Sarmezey is the council's representative on the Norfolk Health Overview and Scrutiny Committee.

A meeting of NHOSC took place on 5 September 2019.
Attached is the representative's update from that meeting.

Conclusions: The purpose of this report is to receive an update from Scrutiny's representative on NHOSC.

Recommendation: To note the update of the NHOSC representative.

Contact Officers: Emma Webster, scrutiny liaison officer
preferred contact by e-mail
emmawebster@norwich.gov.uk

Report back to scrutiny from NHOSC meeting.

The three items under discussion were: -

- Access to palliative and end of life care
- Physical health checks for adults with learning disabilities
- Ambulance response and turnaround times in Norfolk

Access to palliative and end of life care

Consistency of provision across the county needed. NHS partners were asked to provide the refreshed Norfolk & Waveney STP Palliative and End of Life Care Strategy for Adults 2019 – 2024, to include a gap analysis between currently commissioned services and levels required towards delivering the objectives of the strategy. Norfolk & Waveney have higher than average ageing population, more people living longer with more complex illnesses. The workforce is also ageing and recruitment is a big challenge. Death & dying remain taboo. Norfolk is below the numbers for specialist care and beds that the 2012 Commissioning Guidance suggests is needed.

In October 2018 NHOSC agreed that issues for this update would include (not exclusively)

- Night time service
- Consistency of service
- Advocacy for families
- Choice of place of care

Visits have been completed by committee members (Priscilla Bacon Centre Norwich; The Norfolk Hospice, Tapping House, King's Lynn; East Coast Hospice, Gorleston).

Yarmouth: From Jan 2019 East Coast Community Healthcare won a contract for new specialist palliative care service for patients to be delivered in partnership with St. Elizabeth's Hospice, Ipswich – consultant led community based with 24/7 access to specialist care. Patients in Yarmouth & Waveney access beds in Beccles hospital, St. Elizabeth's hospice and elsewhere in Norfolk. Land at Hopton has been purchased (East Coast Hospice Ltd) to build a 10 bed facility. Norwich: Priscilla Bacon plan a 24 bed facility in new premises adjacent to the N&NU hospital.

West Norfolk: Tapping House offers in-patient unit increasing from 6 to 8 beds. Swaffham & Litcham Home Hospice also in operation. And in central Norfolk, Hospice at Home Services. QEH remains in special measures with its CQC rating inadequate. Specialist palliative care within central Norfolk is 100% funded by NHS, with other hospices receiving differing NHS contributions.

The report covered: night time service; advocacy; preferred place of care (PPOC); mental health support – specialist support for those with MH difficulties and terminally ill; dying matters & compassionate communities – Wymondham Practice volunteers trained in helping patients complete Advanced Care Plans.

Proposed model is underpinned by the Six Ambitions and the aim is to work towards **one** service to ensure everyone has fair access to end of life and palliative care.

Outcomes/actions: Norfolk & Waveney STP Palliative and End of Life Care Collaborative Group partners to return with an update to March 2020 NHOSC; NHOSC members visit to QEH to better understand action underway to improve end of life care.

Physical health checks for adults with learning disabilities

Some overview information: the overall aim is to increase and improve the quality of health checks for adults with learning disabilities and autism. All General Practices were written to asking them to cleanse their LD data and record the number of checks completed on those with LD and autism. The last report to NHOSC on this matter was 6 September 2018. At that meeting it was agreed that the

- (i) Chairman would write to Chair of Health & Wellbeing Board raising awareness amongst people 14+ and their families about their entitlement to an annual health check, and support the provision of LD health checks across general practice; and
- (ii) (ii) the CCGs and Healthwatch Norfolk would work together on overcoming barriers preventing take-up.

Physical health checks are delivered by GP Practices who are encouraged to identify and keep a register of eligible patients. The service is classed as an 'Enhanced Service'. Practices decide whether to offer it. The physical check-up includes such things as weight, blood pressure, blood and urine samples, checking on ongoing problems e.g. diabetes, and smooth the transition to adult services. Patients with some specific learning difficulties will routinely have other health tests e.g. those with Down Syndrome a thyroid functioning check.

All Practices have completed a self-assessment audit tool to rate the current quality of their LD health checks; info has been produced for patients and families; reasonable adjustments have been made to support patients e.g. arranging the appointment by phone to clarify things for patient; annual national **mortality review** shows people with LD die younger than the average population (59 years) – Norfolk & Waveney have a backlog of mortality reviews due to staffing issues.

Current issues include: reliability of data; are 75% of adults with LD having health checks? It was heard that most Practices have increased the number of health checks delivered and are on track to meet target for 2019-20; data sharing agreement to ensure all who should be are on the register – in train; if a patient attended a Practice other than their own, how would follow up treatment be managed?; how is it decided who is the most appropriate person in Practice to carry out the check e.g. Nurse or Doctor?; how involved were adults with LD and their families in preparing information literature? – yes this happened.

In 2018-19 the % of LD patients who received a health check in the 5 CCGs are noted below – the Norfolk & Waveney target was 55% so 4 CCGs achieved this:

Gt Yarmouth & Waveney	58%
North Norfolk	76%
Norwich	51%
South Norfolk	70%
West Norfolk	60%
Norfolk & Waveney STP total	62%

Healthwatch Norfolk representative produced a report of their work. Some key points made: the **quality of the checks**; making reasonable adjustments including accessible info; engaging patients with LD and autism in the local 5 year plan; using Health Passports (or Health Books) were proving helpful.

Outcomes/actions: Progress updates to be provided via HOSC Briefing, including total numbers of registered patients and health checks delivered at each GP Practice.

Ambulance response and turnaround times in Norfolk

Three focus areas: -

1. Action taken to address issues affecting ambulance performance (by EEAST and the wider healthcare system).
2. Interface between EEAST and other agencies e.g. 111, Social Care.
3. EEAST and the wider system's preparations for Winter 2019/20.

Previous NHOSC: New national response time standards introduced Oct 2017 were expected to take 2 years to implement. Delays between arrival of ambulances and handover at hospitals especially NNUH and QEH. Delays mean ambulances cannot be directed to needs as they arise in the community and agreement is that unattended at home is at greatest risk.

Better integrated working has helped e.g. Rapid Assessment and Treatment at NNUH.

Sustained improvement over the past few months due to recruitment. Yet four main challenges continue: -

1. Disproportionate delays at front door of acutes – difficult to predict delays.
2. Continuing student ambulance paramedic training – uni attendance takes them away from front line work.
3. Year on year increased demand on 999 services.
4. Rurality and road infrastructure.

Winter resilience: NNUH building additional ward capacity and redesigning flow in and out of Acute Medical Unit; Frailty OPED model expanded into the weekend – access to phone consultant; each SORT group (system oversight, resilience and transformation) has a work plan e.g. proactive action around the festive period; new fleet of ambulances before Winter.

Discussion over patients with mental health difficulties, including when there are physical health problems as well; and patients detained under Section 136 of the Mental Health Act taken to a place of safety by the Police. Stats were provided.

Swifts/Night Owls – Norfolk County Council invests £1.5 million pa. 24/7 365 days a year service when an urgent, unplanned need arises at home that does not require the emergency services, e.g. a fall, or carer goes into hospital. 4 teams of 2 people at any given time. In 2018-19 12,421 referrals, and it is estimated that this service prevented

3184 calls to community health

6036 calls to emergency services

1419 hospital admissions

Largest proportion of patients were those who had fallen (35%) and personal care (27%) with 25% resulting from neighbours or relatives calling with concerns.

Actions/outcomes: info on waiting times at N&N to be provided, including numbers of patients waiting up to 6 hours; EEAST, N&NUH, Norfolk & Waveney CCGs and Adult Social Care reps to return to NHOSC with an update one year from now; in 2020 a follow up members' visit to NNUH Older Peoples' emergency visit (previous visit was Jan 2018).

Info on Milestone service for women with MH issues and the situation regarding out of area placements in the NHOSC Briefing.

Appointments made: Cllr Brenda Jones – link member with Norwich CCG; Cllr David Harrison – link member with Norfolk & Suffolk NHS Foundation Trust.

Cllr Jane Sarmezey

Norwich City Council
SCRUTINY COMMITTEE
ITEM 7

REPORT for meeting to be held on 17 October 2019

Mitigating Climate Change

Summary:

At its last meeting on 19 September, the scrutiny committee requested a report covering three questions on mitigating climate change.

- 1) What the council was currently doing around climate mitigation
- 2) What powers the council had to mitigate climate change
- 3) What powers could the council ask central government for to make a difference locally.

The committee also asked for a copy of the report to the transforming cities fund joint committee on the transforming cities funding submission to be attached. This can be found at appendix A.

Finally, the committee made a number of draft recommendations at the last meeting which members are asked to ratify at this meeting:

RESOLVED to:

- (1) Ask cabinet to consider recommending the extension of the monitoring zone from Castle Meadow to include St Stephens Street and initially make this a minimum Euro 5 standard compliant.
- (2) Ask cabinet to consider extending the preferential rate enjoyed by the council to members of staff who may wish to purchase an electric vehicle.
- (3) Work with county to consider whether it could incorporate standard clauses into section 106 agreements to fund school travel plan work.
- (4) Ask the county council as the highways agency to

consider developing bespoke responses to traffic issues in each area depending on local need.

(5) Ask cabinet to consider ways of reducing background levels of air pollution across the network area; including ensuring that pollution is not displaced to areas outside of the city centre and increasing monitoring in areas not identified as 'hotspots' once appropriate resources have been secured; and

(6) Ask cabinet to explore options on how to reduce single occupancy vehicles travelling into the city.

Conclusions: The authority continues to deliver effective mitigation against the production of CO₂ emissions via a wide range of programmes and projects.

Recommendation: That scrutiny committee members consider the report and make recommendations.

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Mitigating Climate Change

Question 1) What the council was currently doing around climate mitigation?

- 1.1 Since the publication of Norwich City Council's first Environmental Strategy in 2008 we have endeavored to deliver a vibrant sustainable city which "meets the needs of the present without compromising the ability of future generations to meet their own needs"
- 1.2 Norwich is a city steeped in beautiful history; however, it is not our intention to make the city a museum piece. We need to ensure that Norwich continues to be a living, breathing city that continues to develop in character in order to support the needs of residents, visitors and organisations alike.
- 1.3 Our first environmental strategy was launched in 2008 and since then the council has gone from strength to strength in terms of its environmental achievements. During this period our authority also received a number of national and international environmental awards in recognition of its environmental achievements.
 - Carbon Trust Award for cutting CO₂ emissions
 - UN Liveable Communities Gold & Silver Award
 - Green Apple Award UK Green Champion
 - Transformation in waste and environment – silver
 - ESTA Energy Manager of the year
 - Edie Carbon Reduction Award
 - The National Energy Efficiency Award
 - The Regional Energy Efficiency Award
- 1.4 Norwich City Council has also been named as the top local authority in Norfolk and one of the best in the country on a number of issues related to climate change in a 2019 Friends of the Earth survey. In the wide-ranging survey the city council was ranked joint-15th nationally (out of 350 local authorities surveyed) and first in Norfolk, with a performance score of 80 per cent.
- 1.5 The survey assessed councils in different categories including renewable energy, public transport, lift-sharing, energy efficiency at home, waste recycling, and tree cover to determine which local authorities were performing highest in this vital area.
- 1.6 Since 2008 the council has had a reduced its own emissions via the Carbon Management Programme (CMP). Actions include but are not limited to:
 - Low emission fleet (Electric, Hybrid and small petrol)
 - Investment programme to lower emissions via retrofitting
 - Building rationalisation

- Building insulation and cladding
 - Use of 100% renewable electricity
 - Use of renewables (solar, ground source heating) where possible
- 1.7 This programme has delivered nearly 60% reduction in carbon emissions during a time where many councils either don't report or don't have programmes to mitigate their emissions. Norwich is the sole council in Norfolk presently monitoring their emissions and publishing a plan to mitigate.
- 1.8 Meanwhile, between 2005 and 2017 Norwich City Council has continued to deliver numerous projects that have contributed to lowering the cities per capita carbon emissions. These are now 45% lower. Norwich has 3.8 tonnes of CO₂ per person against the UK Average 5.65 t CO₂.
- 1.9 Over this period the council has delivered a wide range of actions and projects with a variety of partners and suppliers that have sown innovation and leadership. The council regularly reviews progress to ensure targets are achieved and delivery maintained. (Including scrutiny). Actions include but are not limited to:
- Travel Infrastructure
 - Food waste collect, Recycling and waste reduction
 - The Norwich Standard Housing programme
 - Passivhaus developments
 - Setting up a renewable energy company
 - Regular solar auctions and domestic energy improvement schemes
 - Pro-environmental behaviour messages and events
 - Renewable energy provision in planning policy
- 1.10 The council has endeavoured to ensure capacity is maintained to ensure delivery even though we are experiencing unprecedented budget cuts due to reduced central government funding
- 1.11 The new Environmental Strategy 2019 – 2025 will go to CEEEP our new Climate Emergency and Environment Executive Panel on the 30th October 2019. This will allow members a forum to debate the document.
- 1.12 A new carbon management programme is being developed whilst we continue to retrofit our estate with new and innovative energy efficiency measures. For example the recent £280,000 LED retrofitting of St Andrews car park.
- 1.13 Looking forwards if we are wishing to deliver more with less our focus will need to lean more on wide range of external partnerships who can co-own our 2040 city vision targets of carbon neutrality and the shift in behaviour change needed to deliver it.
- 1.14 Finally new funding from central government will be needed as this will play a central role in shifting the city away from the fossil fuel use of the past.

Question2) What powers the council has around climate mitigation

- 2.1 The *Climate Change Act 2008* requires the Secretary of State to publish a report setting out an indicative annual range for the net UK carbon account for each year within a carbon budget; and a report setting out the Government's proposals and policies for meeting the carbon budgets for the current and future budgetary periods
- 2.2 The Secretary of State for Energy and Climate Change published an Emission Reduction Plan which was subsequently renamed the "Clean Growth Strategy". In the executive summary to the Strategy, the Government highlighted the different sectors it focused on:
- 2.3 "We have achieved significant results in the power and waste sectors and now need to replicate this success across the economy, particularly in the transport, business and industrial sectors. We also need to reduce the emissions created by heating our homes and businesses, which account for almost a third of UK emissions". Clean Growth Strategy 2017
- 2.4 Local authorities do not have a statutory duty to reduce emissions in line with the Climate Change Act or with the recommendations of the Committee on Climate Change who set the UK's carbon budget.
- 2.5 However Norwich City Council has been measuring its emissions and has had a plan since 2008 to reduce them. We also produce plans, create policy and purchase goods and services that have associated emissions which with proper planning can be reduced.
- 2.6 Councils can play a significant role in realising the benefits and opportunities of taking climate action in their areas. We are ideally placed to bring agendas together to ensure 'win-win' outcomes for the local communities we serve. In this sense, climate action is not a 'new' or 'different' agenda for Norwich City Council.
- 2.7 For example: co-ordinating action to retrofit homes can help address fuel poverty, create local jobs, cut carbon and make homes more resilient to the effects of severe weather.
- 2.8 Councils also have an important leadership role in creating low carbon and climate-resilient communities. The Paris agreement 2016 will need local, national and international action to fully deliver its objectives. Locally councils offer a vision and direction that needs to be delivered within the constraints of difficult budget decisions. Councils are the local planning authority and represent local concerns and perspectives.
- 2.9 Finally the council provides a number of services to residents and visitors. We will continue to work to minimise their environmental impact as well as working across a number of sectors to facilitate and encourage coordinated

action on sustainability.

Question 3) What powers could the council ask central government for to make a difference locally?

- 3.1 Local councils can be at the heart of tackling climate change, but to translate words into tangible carbon-reduction actions there is a huge question of resources. If we are serious about tackling waste, sustainable housing development, air quality, sustainable travel – to name just a few of the issues that contribute to carbon emissions, we will need a real step-up in the resources available to local councils.
- 3.2 Norwich is part of a network of cities responsible for 80% of the UK's CO₂ emissions however there is a disconnect between what local councils can realistically deliver when resources are being withdrawn by austerity.
- 3.3 Norwich will need to cut the energy use of all its buildings by at least 80%, generate over half the electricity needs from renewable sources and also transform how we travel and/or work.
- 3.4 The call on central government is a difficult question to answer as there are many sources of carbon that need to be mitigated. However some suggestions could include the following:
 - Call on Government to create the right conditions for cities, businesses and citizens to act.
 - Ask Government to create a Sustainable Energy Investment Fund which cities and local authorities can use to stimulate investment by the private sector and communities, ensuring that good projects can be delivered more quickly.
 - Ask Government to rapidly review the impacts which achieving net-zero will have across society and put in place effective measures to ensure that we have a fair transition to a net-zero country
 - Call on Government to put in place a comprehensive national building refurbishment programme for homes; eliminating fuel poverty, improving comfort and reducing costs.
 - Call on the Government to put in place an effective financial regime to enable the UK to fully exploit the solar resource we have in cities, utilising the “unused” roof space.
 - Call on Government to change the tax system to favour low and zero carbon solutions, and avoiding perverse disincentives such as the increase in business rates if you install solar panels.
 - Call on Government to rebalance transport priorities to shift funding away from roads and towards public transport, walking and cycling.
 - Encourage the introduction of area wide road user charging in urban areas.
 - Review building regulations to require all new homes to be at least code 6.
- 3.5 However due to the broadness of the subject area scrutiny may wish to research what numerous 3rd sector groups and environmental think tanks are publishing in regards to what actions are needed by central government to deliver carbon neutrality by 2050 or sooner.

Report to: Transforming Cities Fund Joint Committee

Appendix
A

Report title:	Transforming Cities Funding Submission
Date of meeting:	16 October 2019
Responsible Cabinet Member:	Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)
Responsible Director:	Tom McCabe (Executive Director, Community and Environmental Services)
Is this a key decision	Yes

Executive Summary

The Department for Transport (DfT) has shortlisted Norwich as a city that is eligible to apply for capital funding from the Transforming Cities Fund (TCF). The County Council's successful application is based on a vision to "Invest in clean and shared transport, creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning." The TCF provides the opportunity to deliver a sustainable high-quality integrated transport network for the Greater Norwich area.

We have already successfully secured £6.1m of funding from an earlier tranche of TCF funding, and this paper outlines our application for the remaining TCF allocation. It should be noted that we have also been successful in being shortlisted for funding from the Future Mobility Zones Fund, which is only open to cities seeking funding through the TCF.

To give clear direction to our application, the guiding principles and overall objectives relating to the delivery of transport in Greater Norwich were agreed at the County Council Environment, Development and Transport Committee in January 2019.

As part of the co-development process, a draft Strategic Outline Business Case (SOBC) was submitted to DfT in June 2019. The initial feedback from DfT was positive and they liked the ambition of the programme and they identified a number of areas that we need to address in the final submission. Since then we have worked with the DfT and stakeholders to shape the contents of our formal SOBC submission. The deadline for submitting our final SOBC is 28 November.

Recommendations

- a) **Consider the programme outlined in this report**
- b) **Recommend to the County Council Cabinet on 4 November that the programme outlined in this report is submitted to government on 28 November as the Norfolk TCF application**

1. Background and Purpose

- 1.1 The Department for Transport (DfT) has shortlisted Norwich as a city that is eligible to apply for capital funding from the Transforming Cities Fund (TCF).

The County Council's successful application is based on a vision to "Invest in clean and shared transport, creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning".

- 1.2 Congestion across Greater Norwich contributes to poor air quality and the city centre is designated as an Air Quality Management Area. Buses have insufficient priority on main corridors and congestion means that the bus network is not operating at optimal efficiency.

Objectives of the TCF

- 1.3 Aligned to the Government's Industrial Strategy, the objectives of the TCF are to improve productivity through investment in improved public and sustainable transport and improved connections between urban centres and suburbs.
- 1.4 The TCF is intended to encourage an increase in journeys made by low carbon, sustainable modes of transport, with a significant focus on public transport, cycling and walking. Additionally, the TCF aims to support wider cross-cutting priorities such as:
- Improving access to employment and delivering growth
 - Encouraging the use of new mobility systems and technology
 - Tackling air pollution and reducing carbon emissions
 - Delivering more homes
 - Delivering apprenticeships and improving skills

Transport for Norwich Strategy Review

- 1.5 The Transport for Norwich (TfN) Strategy is currently under review.
- 1.6 From the outcomes of public consultation earlier in 2018, as well as a review of existing background evidence, problems and issues, three Guiding Principles and three Delivery Themes were identified and agreed at a meeting of the Environment, Development and Transport Committee in January 2019. These define what the strategy is trying to do and provides a direction to the ongoing development of the strategy, its policies and implementation plan.
- 1.7 The Guiding Principles and Delivery Themes are outlined below.

Guiding Principles

Strengthening Norwich as the regional capital

- Enhancing the health and vitality of the city.

Access for all

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

Keeping people on the move

- Reducing congestion and making journeys more reliable.

Delivery Themes

Balancing the needs of the city and its users

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

others.

Collaborating to provide cost-effective and efficient transport

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

Embracing new technology

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

2. Proposals-Key deliverables

2.1 A number of key deliverables were outlined in our original application and these remain valid as we have developed our programme. A summary of these is outlined below:

- Improvements along three principal transport corridors; Airport to Broadland Business Park; Wymondham to Sprowston; and Easton to Rackheath
- Quicker journeys by cleaner vehicles serving the Norwich Research Park, University of East Anglia and the hospital, making use of a route crossing the River Yare
- More frequent bus services that are better co-ordinated between operators, with more evening services
- Improvements to public transport ticketing
- Improvements to walking and cycling networks to support the delivery of enhanced public transport
- Improvements to public transport, walking, cycling and general highway capacity in the Longwater area
- More direct and quicker public transport routes to and from the Broadland Growth Triangle, the UK's largest urban extension
- Provision of much needed additional bus stop capacity in the city centre, better connecting the train and bus stations and providing extra inner ring road junction capacity
- Delivering fully accessible transport hubs that provide a range of facilities and multi-modal transport options

Mobility hubs

2.2 In developing our TCF programme, we have included consideration for the provision of mobility hubs across Greater Norwich. We have defined these as key places within the city where citizens can access shared mobility services – buses, trains, club cars and hire bikes. Key features of these are:

- Easy for people to reach these places on foot and by bicycle
- Close to public facilities (shops, schools, libraries), density of employment and are at the centre of neighbourhoods, suburbs and settlements
- Well designed so people feel comfortable, secure and informed
- Buses are able to pull up alongside the kerb in the right place and at the right angle so all passengers can board and alight easily
- Regular bus services are provided, as well as interchange between

The specific features available at each hub location will vary according to the space available and links to other shared transport services.

Definition of corridors

- 2.3 For the purposes of developing our funding programme and providing flexibility in terms of evaluation of schemes, we have split the three corridors into their six (6) constituent elements either side of the city centre, as summarised in **Table 1** below. The City Centre was kept as a separate entity.

Table 1: Summary of corridors assessed

Corridor in Expression of Interest	Corridor in Funding Submission
Wymondham - Sprowston	Wymondham – City Centre
	Sprowston – City Centre
Airport – Broadland Business Park	Airport – City Centre
	Broadland Business Park – City Centre
Easton - Rackheath	Easton – City Centre
	Rackheath – City Centre
City Centre	City Centre

Workstreams undertaken

- 2.4 A number of workstreams have been undertaken to develop our proposed programme for submission and these are summarised in **Table 2**.

Table 2. Workstreams undertaken

Workstream	Outcome
Engagement with DfT and stakeholders	There has been regular written and verbal engagement with DfT, which has provided helpful advice on how our programme should be developed, appraised and presented. There has been engagement with stakeholders through the Transforming Cities Stakeholder Group, as well as through 1:1 discussions.

Development of 5 cases that make up SOBC	Draft versions of the 5 case documents that make up the business case were presented to DfT in June 2019. Final versions of these need to be submitted in November 2019.
Outline feasibility of schemes by engineers, including review of scheme costs, risks and dates of construction	A significant amount of outline feasibility design of a wide range of potential infrastructure schemes has been undertaken. This has considered scheme costs, benefits, risks, construction dates and deliverability. This has formed a key element of identifying appropriate schemes and prioritising corridors for investment.
Strategic and localised traffic modelling of emerging schemes	Traffic modelling provides an invaluable tool for indicating that potential impact of schemes on the wider transport network and is an important element of informing the economic appraisal of individual schemes and the wider programme. Advice from DfT has been an important element of this.
Equality Impact Assessment	An Equality Impact Assessment ensures that policies, projects or schemes do not discriminate against any disadvantaged or vulnerable people. This assessment has engaged with local equality groups to identify the impacts of our programme.
Carbon / Air Quality Assessment	Addressing carbon emissions and improving local air quality are key objectives of the TCF. The impact of our programme on carbon and air quality has been considered and schemes selected which maximise the contribution to these aspects.
Review of Park and Ride	Park and Ride is a key element of our existing transport network and transport strategy. A review of Park and Ride has started as part of the TfN Strategy and emerging findings of this have been considered in our programme.
Collation of metrics for the corridors (population, number of businesses, education, deprivation, car ownership, etc)	Identifying the different metrics that make up the transport corridors in Greater Norwich is important in terms of identifying how and where our programme will make the greatest positive impact.

Corridor metrics

- 2.5 The following metrics for each corridor have been used to assist in the assessment of each corridor:

Demographics

Population (including future growth)

Number living within 400m of proposed mobility hubs along the corridor

No. of households where 25% have no car

Number of residents less than 16 years of age
 Number of residents aged 65 and over
 Number of residents in most deprived quartile
 Number of residents whose day-to-day activities are limited
 No. of buses along corridor

Transport

No. of buses along corridor
 Bus patronage along corridor
 Park & Ride (average monthly car park occupancy
 No. of cars along corridor
 No. of people walking
 No. of people cycling

Businesses and education

No. of students at educational sites
 No. of businesses

- 2.6 By ranking each corridor against each of these separate metrics (with '1' representing the corridor with the highest value, through to '6' for the corridor with the lowest value), the corridors perform as set out in **Table 3** below:

Table 3: Ranking of corridors against common metrics

Corridor	Average ranking score
Wymondham – City Centre	1.7
Easton – City Centre	2.9
Airport – City Centre	3.1
Sprowston – City Centre	3.9
Rackheath – City Centre	4.3
Broadland Business Park – City Centre	5.0

- 2.7 In addition to ranking against common metrics, each corridor has been assessed in terms of deliverability, impacts on carbon and air quality, benefits to public transport, walking and cycling and impacts on employment.

Schemes identified for each corridor

- 2.8 The information in **Appendix A** details all proposals in the high funding scenario. Discussions with DfT has identified a likely constraint on funding, hence the requirement for low, medium and high funding scenarios being presented.

3. Impact of the proposal

- 3.1 The SOBC is being submitted at a programme level and is not based around a single individual scheme. Different case documents are required to be submitted to DfT, which makes up the contents of the business case. A summary of the contents of each of these is outlined in **Table 4**.

Table 4: Case documents required for an SOBC submission.

Type of case	Required evidence
Strategic case	Outlines how the programme meets the core policy objectives of the fund for the low, medium and high funding scenarios
Economic case	An appraisal of the economic impacts of the programme, such as user benefits, but also including the wider impacts e.g. increasing access to employment through greater connectivity
Commercial case	A description of the level of market engagement and procurement strategy for the programme.
Financial case	Evidence on the financial sustainability, project costs and affordability. This should include a funding profile, broken down by the total scheme cost, Fund contribution, total public-sector contribution and/or private sector contribution
Management case	Overarching deliver plan and implementation strategy with clear timetable for delivery.

4.0 Evidence and Reasons for Decision

- 4.1 The programme outlined in this report has been developed in conjunction with both private and public sector partners, as well as with input from the DfT. The programme maximises the potential for the bid to be successful and is therefore recommended to the Joint Committee.

5.0 Alternative Options

- 5.1 Alternative options include to not submit a bid, or to submit higher or lower programme options. As the bid has been developed with input from the DfT, neither of these alternative options are recommended.

6.0 Financial Implications

- 6.1 There is a requirement to submit funding programmes based on low, medium and high funding scenarios. We have been advised by DfT that the greatest emphasis regarding assessment will be placed on the low and medium scenarios. Indications from the DfT are that they are likely to allocate funding in the low or medium category.
- 6.2 At this current stage of preparing our programme, we are proposing the funding programme outlined in **Table 5** below. This builds on feedback from the DfT regarding our initial proposals in draft SOBC.

Table 5: Summary of programme by corridor

	Funding Scenario		
Corridor	Low (£000)	Medium (£000)	High (£000)
Airport	4,910	4,910	13,681
Broadland Business Park		2,199	21,822
Easton	9,642	9,642	13,426
Rackheath	3,086	3,086	6,042
Sprowston			13,090
Wymondham	11,801	25,215	25,215
City Centre	24,574	24,574	30,487
All corridors	20,739	20,739	38,461
Total	74,751	90,364	162,213

- 6.3 A summary of the programme is outlined in **Table 6** below.

Table 6: Overall summary of programme

Funding Source	Low (£000)	Medium (£000)	High (£000)
DfT	54,890	70,499	130,924
Local contribution	19,862	19,866	31,300
Total	74,751	90,364	162,223

7. Resource Implications

7.1 **Staff:** A review of resourcing required to deliver the TCF programme is underway and includes consideration of design, construction and programme management. Appropriate use will be made of existing staff and framework contracts.

7.2 **Property:** None

7.3 **IT:** None

8. Other Implications

8.1 **Legal Implications:** None

8.2 **Human Rights implications:** N/A

8.3 **Equality Impact Assessment (EqIA):** An Equality Impact Assessment has been carried out for our programme. Should our funding application be successful, assessments will also be carried out as part of the development of individual schemes.

8.4 **Health and Safety implications:** N/A

8.5 **Sustainability implications:** The objectives of the business case are specifically targeted at improving the impact transport has on carbon emissions, air quality and public health.

8.6 **Any other implications:** None

9. Risk Implications/Assessment

9.1 A risk register is maintained as part of the technical design and construction delivery processes.

10. Recommendation

- 10.1
- a) **Consider the programme outlined in this report**
 - b) **Recommend to the County Council Cabinet on 4 November that the programme outlined in this report is submitted to government on 28 November as the Norfolk TCF application**

11. Background Papers

11.1 Report to:

[County Council Cabinet – June 2019](#)

[County Council Cabinet – May 2019](#)

[Environment, Development and Transport Committee – Jan 2019](#)

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

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

Appendix A.

Corridor Scheme Summaries

All Corridors

Scheme name	Summary description and scheme benefits
Traffic signal priority for all buses	<p>The existing traffic control system provides the capability for buses to request priority through traffic junctions. However, there is more that can be done to develop this system to maximise benefits to public transport and keep traffic moving in the most efficient way.</p> <ul style="list-style-type: none"> • Develop the traffic control system to enable all buses to benefit from priority measures being available, improving the reliability of the public transport network
Pedalway wayfinding	<p>Feedback is that the current wayfinding provision for cycling makes navigating the cycleways difficult and confusing.</p> <ul style="list-style-type: none"> • Complete an audit of existing and required cycle signage and deliver a coherent wayfinding programme that encourages increased levels of cycling for commuting and leisure activities, linking together mobility hubs and promoting the cultural assets across Greater Norwich.
LED street lighting and readiness for Smart City Technology	<p>The current approach to street lighting is based around reducing energy consumption through initiatives that include the implementation of new technologies such as Light Emitting Diode (LED) lanterns and the Central Management Systems (CMS). In addition, there is the opportunity to trial the use of traffic counting cameras and other sensors for highway network analysis, which could be used to control street lighting level, inform road users of live traffic conditions and help plan maintenance and development of the highway network.</p> <ul style="list-style-type: none"> • Seek to roll out across Greater Norwich new LED street lighting and associated technologies that will enable Smart City Technology to be deployed.

Scheme name	Summary description and scheme benefits
Norfolk Car Club Expansion across all corridors	<p>As well as general public use, small and medium sized enterprises are regular users of the Norfolk Car Club, increasing economic activity, productivity and jobs and using Club vans is popular among business members as it enables them to reduce transport costs by not owning vehicles, allowing the savings to be reinvested into staff recruitment and business growth.</p> <ul style="list-style-type: none"> • Expand the provision of car club vehicles across Greater Norwich and the City Centre
Provision of high quality disruption information for all transport users	<p>Norfolk currently utilises systems that enables the locations of buses to be compared against scheduled timetables, so that information can be presented to bus users on when buses are predicted to arrive at bus stops. This is a complex process involving different parties, back-office systems and standards of data. More needs to be done to develop and improve these systems.</p> <ul style="list-style-type: none"> • Work across all relevant parties and data providers to improve the quality and quantity of travel information presented to users, particularly during times of network disruption. This will improve the confidence that network users have in the information provided, encouraging greater use of more sustainable transport modes.
Initiatives to support car sharing	<p>Surveys have shown that, on average, 85% of private vehicles on the roads in Greater Norwich have one person in them. At peak times, this can increase to more than 95%. These low levels of vehicle occupancy limit the number of people that the road network can carry, causes congestion, delay and worsening air quality, and impacts the ability of the network to meet future travel demands of businesses and individuals.</p> <ul style="list-style-type: none"> • Support initiatives aimed at encouraging motorists to share vehicles, such as marking out of shared parking bays in car parks and development of appropriate IT. This would be supported by a comprehensive behaviour change programme.

City Centre

Scheme name	Summary description and scheme benefits
St Stephens Street / Red Lion Street / Castle Meadow	<p>General traffic was removed from St Stephens Street in 2014 but the streetscape and public transport infrastructure remains the same as when it carried more traffic. Buses are often unable to align with the kerb resulting in delays to traffic and difficult boarding / alighting buses.</p> <ul style="list-style-type: none"> • Change kerblines to provide more capacity for buses to pick up and drop off passengers, help buses to align better with the kerb so people with restricted mobility can access buses without difficulty and reduce air pollution that results from buses waiting to access stops or pass other buses. • Better pedestrian crossings and a more attractive pedestrian and cycle environment will ease movement, reduce stress and encourage investment.
Foundry bridge junction and train station mobility hub	<p>This is a vital gateway to the city and existing facilities for all users could be improved.</p> <ul style="list-style-type: none"> • Explore the opportunity to improve the efficiency of the Foundry Bridge junction and provide bus priority and cycling safety by examining options of making Thorpe Road between Riverside Road and Lower Clarence Road past Norwich rail station bus, cycle and pedestrian access only. Impacts from displaced traffic will need to be carefully assessed and mitigated. • Introduce mobility hub facilities in the catchment to further improve interchange between different transport modes.
Thorpe Road contraflow (Clarence Road – Carrow Road)	<p>Inbound buses and cyclists are currently diverted, along with general traffic, away from the direct route along Thorpe Road towards the city centre.</p> <ul style="list-style-type: none"> • Allow contraflow movement for buses and cyclists to encourage greater use of more sustainable modes by saving time and improving safety when accessing the city centre. This will complement the proposed works on Thorpe Road at Norwich rail station to improve facilities for buses, pedestrians and cyclists. • Review bus stops and pedestrian crossings in the area to ensure access is maintained.

Scheme name	Summary description and scheme benefits
Grapes Hill Roundabout	<p>Grapes Hill roundabout is a critical point on the highway network that carries large volumes of general traffic and buses. Significant numbers of pedestrians and cyclists need to cross near the roundabout to access routes to and from the city centre.</p> <ul style="list-style-type: none"> • Improve the flow of traffic through a review of signalling arrangements while maintaining, but also seeking to improve, pedestrian and cycle crossing facilities.
St Stephens Street roundabout	<p>The roundabout and its associated subway system provides an unattractive arrival experience for pedestrians and can be dangerous for cyclists to negotiate. It is especially heavily used by students moving to and from City College.</p> <ul style="list-style-type: none"> • Provide an improved environment for pedestrians and cyclists and an enhanced gateway to the city.
Chapel Field North / East	<p>All the buses to the west of the city exit the city centre via Chapel Field North and queuing traffic significantly delays buses, which operate some of the busiest public transport routes in the region.</p> <ul style="list-style-type: none"> • Identify options to prioritise Chapel Field North outbound for public transport, with general traffic using Chapel Field East. • Maintain access to the Theatre Royal for picking up / dropping off and to Chantry car park, including the possibility of time-restricted arrangements that could enable general evening use of Chapel Field North. • Impacts on Chapel Field car park entry / exit will need to be fully explored.
City centre west-east through-traffic restriction	<p>A considerable amount of through traffic drives from west to east through the city centre between Grapes Hill and Barn Road to Foundry Bridge via St Andrew's Street, Exchange Street, Agricultural Hall Plain and Prince of Wales Road.</p> <ul style="list-style-type: none"> • Examine options to manage traffic differently on St Andrew's Street to restrict through traffic thereby enabling pavements to be widened, cycle and pedestrian facilities made safer and improving environmental conditions and public transport routes on streets currently used by through traffic. • Maintain access to properties and car parks.

Scheme name	Summary description and scheme benefits
Wayfinding	<p>Feedback is that pedestrian and cycling wayfinding systems are currently confusing and opportunities for strengthening the cultural and artistic interventions in the street to enliven the pedestrian experience have been missed.</p> <ul style="list-style-type: none"> • Create a coherent environment and stimulate economic growth by promoting the cultural assets of the city centre that can be enjoyed by exploring Norwich on foot and by bicycle through culture-led wayfinding interventions in the city centre and at key mobility hubs.
Magdalen Street / Anglia Square mobility hub	<p>Magdalen Street is a key historic pedestrian thoroughfare in the north of the city centre that is used by all the public transport services travelling to and from the north of Norwich and forms part of the blue pedalway.</p> <ul style="list-style-type: none"> • Improve pedestrian crossings, widen pavements, reduce street clutter, and increase bus stop capacity at Anglia Square to create a more attractive and safer environment for all. Introduce mobility hub facilities.
Tombland	<p>Tombland is an historic public space that accommodates multiple competing transport requirements but its design is not fit for purpose.</p> <ul style="list-style-type: none"> • Implement the pedestrian, cycling and public realm improvements approved at the Transforming Cities Joint Committee in August 2019.
Pink pedalway: Palace Street	<p>Palace Street offers a poor level of service to cyclists using the pink pedalway between the city centre and the north east of the city.</p> <ul style="list-style-type: none"> • Extend the two way off-carriageway cycle track from Tombland to St Martin at Palace Plain.

Scheme name	Summary description and scheme benefits
King Street	<p>King Street is a well-connected historic street in the city centre that is experiencing significant development along its length, houses the National Writers Centre and Wensum Lodge, provides a vital pedestrian and cycle link from the city centre to the East Norwich Regeneration Area on the edge of the city centre and forms part of national cycle route 1.</p> <ul style="list-style-type: none"> • Improve street surfaces and pedestrian priority to encourage activity and investment to flow towards development sites and cultural institutions on King Street and in East Norwich.
City Centre low / zero emission zone	<p>The City Council formally declared the whole of the city centre as an air quality management area (AQMA) in November 2012 and further action is needed to improve air quality.</p> <ul style="list-style-type: none"> • Make the minimum emission specifications more rigorous in the heart of the city centre, supported by other projects in the programme that aim to improve air quality

Wymondham to City Centre

Scheme name	Summary description and scheme benefits
Wymondham train station mobility hub	<p>More than 1 million people travelled between Norwich and Cambridge by rail in 2018, which is the highest ever amount. However, no bus services call at the station to enable convenient onward travel. This means that people travelling to the Norwich Research Park (NRP) must travel into Norwich and then travel back out. Explore options for travelling directly to the NRP from Wymondham.</p> <ul style="list-style-type: none"> • Provide step-free access to the Cambridge-bound platform. • Provide facilities for buses and coaches to adequately serve Wymondham station forecourt. Introduce mobility hub facilities.
Thickthorn Park & Ride mobility hub expansion	<p>Thickthorn is the most popular Park & Ride site and there is the potential for additional bus services to run to the University of East Anglia (UES) / NRP, as well as the city centre, to meet growing demand.</p> <ul style="list-style-type: none"> • Expand Thickthorn Park & Ride site
Norfolk and Norwich University Hospital (NNUH) mobility hub	<p>The current arrangement for bus manoeuvres and access to bus stops around the outpatient entrances is congested, with conflict between many different types of vehicles and hospital users.</p> <ul style="list-style-type: none"> • Provide a new bus interchange within the hospital site and additional bus stops to better serve the wider hospital site.
Cross Valley Link	<p>The lack of a direct connection between UEA and NRP that is usable by buses requires lengthy routing via Earlham Road to serve the NNUH, NRP and UEA.</p> <ul style="list-style-type: none"> • Provide a new transport link across the Yare Valley from the western end of Chancellors Drive to cater for the increasing movements of people across the wider UEA, NNUH and NRP site, providing segregated routing for buses, pedestrians and cyclists.

UEA – City centre via South Park Avenue and Unthank Road including Unthank Road mobility hub	<p>Buses are delayed by localised pinch points caused by narrow carriageway widths and on-street parking.</p> <ul style="list-style-type: none"> • Address localised pinch points to ease bus flow. • Introduce mobility hub facilities.
Newmarket Road (Eaton Road - Christchurch Road) including Newmarket Road mobility hub	<p>Newmarket Road forms part of the blue pedalway between Wymondham, Hethersett, Eaton and the city centre. There is currently no signalised crossing facilities at Eaton Road for cyclists or pedestrians that are using the shared path on the south side. The stepped cycle track, which offers space and protection for inbound cyclists, is missing from the section between Christchurch Road and the outer ring road.</p> <ul style="list-style-type: none"> • Extend stepped cycle track from Christchurch Road to the outer ring road and provide a controlled crossing over Eaton Road • Review measures through the Eaton Road, outer ring road and Christchurch Road junctions that will improve bus and general traffic flow
St Stephens to City College	<p>There are thousands of pedestrian movements to and from City College but the pavements on St Stephen's Road are too narrow to comfortably accommodate the demand.</p> <ul style="list-style-type: none"> • Provide a substantially wider footway to support existing and future growth in further education provision at the college.
Mobility Hubs at Wymondham Market Cross and Hethersett (in addition to those mentioned above)	<ul style="list-style-type: none"> • Introduce mobility hub facilities and catchment works.

Easton to City Centre

Scheme Name	Summary description and scheme benefits
Dereham Road / Longwater Lane	<p>Delays are experienced by bus passengers on the section of Dereham Road between Longwater Lane and the Wendene roundabout and cyclists are forced to share the carriageway with heavy, fast moving traffic.</p> <ul style="list-style-type: none"> • Introduce bus lanes and an off-carriageway cycle path.
Dereham Road / Richmond Road (including link to Bowthorpe)	<p>The crossing of Dereham Road between the Bowthorpe cycle path and Richmond Road is a popular place to cross for school children moving between Bowthorpe and Ormiston Victory Academy and residents of Costessey accessing outbound bus stops on Dereham Road and jobs at the Barnard Road industrial estate. It also provides a connection for people living in Costessey who wish to cycle into the city along the Green pedalway</p> <ul style="list-style-type: none"> • Upgrade the crossing so it is capable of being used conveniently by people on foot and cycle.
Dereham Road / Breckland Road and Costessey / Bowthorpe mobility hub	<p>A cluster of bus stops to the east of the Wendene roundabout have the potential to become a central location where residents of Costessey and Bowthorpe can access express bus services. However, buses are currently delayed on the approach to the roundabout and it is unclear where passengers should go to access the various bus services. This is compounded by the unattractive pedestrian subway beneath Dereham Road.</p> <ul style="list-style-type: none"> • Allow buses to access a bus gate bypass of Wendene roundabout on the old alignment of Dereham Road combined with the consolidation of bus stops and better access by replacing the subway with a signal controlled pedestrian and cycle crossing. Introduce mobility hub facilities.

Scheme Name	Summary description and scheme benefits
Purple pedalway (Earlham Green Lane – Marriott's Way)	<p>The Purple pedalway in this part of the city connects Hellesdon, Marriott's Way, Costessey, Bowthorpe and the NRP where significant housing and jobs growth is planned. It is also an important green infrastructure link between the Wensum and Yare valleys. The section in the vicinity of Dereham Road is the weakest part of the route, presenting cyclists with difficulties accessing Marriott's Way at the bottom of Oval Road, contending with fast moving traffic on Norwich Road and the lack of a crossing over Dereham Road.</p> <ul style="list-style-type: none"> • Upgrade the quality and safety of the purple pedalway between Marriott's Way and Bowthorpe Three Score to further encourage sustainable travel in this area.
Marriott's Way to Hellesdon Road	<p>Marriott's Way provides a popular and convenient traffic-free walking and cycling connection between the city centre, Drayton and beyond. It follows the track bed of the former railway apart from the section between Hellesdon Road and Gunton Lane where the route awkwardly deviates with a difficult crossing at the bottom of Marl Pit Lane.</p> <ul style="list-style-type: none"> • Realign Marriott's Way with a surfaced and ramped path on a more direct route along the track bed of the railway enabled by the installation of a new cycle and pedestrian crossing close to Hellesdon Bridge.
Dereham Road outbound approach to Larkman Lane including Larkman mobility hub	<p>Delays are experienced by bus passengers on the outbound approach to the Larkman Lane junction and the facilities for shared mobility including bus stops and access to them needs to be improved at this important community focus.</p> <ul style="list-style-type: none"> • Introduce an outbound bus lane on the approach to Larkman Lane and introduce mobility hub facilities.
Dereham Road approach to Bowthorpe Road	<p>Delays are experienced by bus passengers on the inbound approach to Bowthorpe Road.</p> <ul style="list-style-type: none"> • Provision of an inbound bus lane on the approach to Bowthorpe Road.

Scheme Name	Summary description and scheme benefits
Dereham Road / Old Palace Road / Heigham Road	<p>Delays are experienced by bus passengers on the inbound approach to Old Palace Road. Cyclists riding outbound on the section of Dereham Road between Heigham Road and Bowthorpe Road lack protected space.</p> <ul style="list-style-type: none"> Options are being considered for bus and cycle lane provision.
Longwater junction	<p>There is considerable current and planned housing development in Easton and Costessey around Longwater. These areas are beyond the current limit of the Norwich cycle network that largely because the Longwater junction presents a barrier to cycling beyond Bowthorpe.</p> <ul style="list-style-type: none"> Extend the Green pedalway from Bowthorpe to Easton via a new pedestrian / cycle bridge over the A47 that avoids the Longwater junction to connect communities with schools, services and jobs in the city.
Mobility Hubs at Easton, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place) (in addition to those mentioned above)	<ul style="list-style-type: none"> Introduce mobility hub facilities and catchment works.

Airport to City Centre

Scheme name	Summary description and scheme benefits
Yellow pedalway extension to Horsham St Faith	<p>Horsham St Faith and The Nest community sports facility are within cycling distance of the city but cut off by the lack of any cycling infrastructure that would enable cyclists to avoid riding with heavy traffic on Holt Road between the airport and the Broadland Northway.</p> <ul style="list-style-type: none"> • Provide an off-carriageway cycle path on the east side of Holt Road to better connect these locations.
Norwich Airport access – industrial estate link	<p>The lack of a public route between the airport terminal and airport industrial estate that is useable by pedestrians, cyclists and bus passengers means that fewer people can access the airport industrial estate and International Aviation Academy without a car and the yellow and purple pedalways cannot provide a safe route to the airport and Horsham St Faith from the city centre.</p> <ul style="list-style-type: none"> • Provide a new public transport, pedestrian and cycling connection between Amsterdam Way and the airport industrial estate and identify further priority for buses to serve the industrial estate.
Cromer Road and Aylsham Road (Fifers Lane – Glenmore Gardens)	<p>Cromer Road and Aylsham Road provide a key public transport corridor from North Norfolk, Hellesdon and the Airport P&R site but bus passengers are currently delayed by congested conditions along Cromer Road and Aylsham Road.</p> <ul style="list-style-type: none"> • Provide significant lengths of inbound bus lanes on Cromer Road and Aylsham Road.
Boundary junction	<p>Bus passengers are delayed on Cromer Road and Reepham Road approaching the Boundary junction and conditions for cycling on Reepham Road are not favourable.</p> <ul style="list-style-type: none"> • Seek to prioritise bus movements on Cromer Road and Reepham Road approaches to the Boundary junction, assisting cyclists and pedestrian crossing movements.

Scheme name	Summary description and scheme benefits
Vera Road – Rye Avenue crossing	<p>Access into the city from Hellesdon for cyclists is difficult because there are no crossings over the Boundary Road section of the outer ring road for cyclists.</p> <ul style="list-style-type: none"> • Provide new signalised crossing of the outer ring road for cyclists and pedestrians between Rye Avenue and Vera Road.
St Augustine's Gate	<p>Buses and long vehicles approaching the St Augustine's Gate junction from Aylsham Road are unable to position themselves within the traffic lanes due to the existing highway geometry.</p> <ul style="list-style-type: none"> • Modify the approach to this junction to reduce conflict between road users.
Airport P&R mobility hub	<ul style="list-style-type: none"> • Consider the potential for a new P&R site accessed off the Broadland Northway junction on A140. This could provide additional capacity and would benefit from other public transport measures along the corridor.
Mobility hubs at Vulcan Road and Mile Cross (in addition to those mentioned above)	<ul style="list-style-type: none"> • Introduce mobility hub facilities and catchment works.

Sprowston to City Centre

Scheme name	Summary description and scheme benefits
Wroxham Road	<p>Wroxham Road is a key access for longer distance buses from North Norfolk, villages to the north of Norwich and the Sprowston Park and Ride. Delays are experienced by bus services and there is little cycling infrastructure provided.</p> <ul style="list-style-type: none"> • Extend existing bus lane on Wroxham Road and convert to 24hrs to improve reliability of buses • Improve path on west side and allow cycling between Allen's Avenue and Blue Boar Lane with new crossings on Wroxham Road and Chartwell Road.
Sprowston Road (south of the outer ring road)	<p>As with Wroxham Road, bus delays and unreliability are experienced by passengers and there is little cycling infrastructure.</p> <ul style="list-style-type: none"> • Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track.
Sprowston Road (Magdalen Road - Denmark Road)	<p>The section of Sprowston Road between Magdalen Road and Denmark Road is very narrow, causing delays for buses and general traffic, difficulties for cyclists and obstructed footways for pedestrians.</p> <ul style="list-style-type: none"> • Options considered for addressing this could include parking removal or the introduction of a one-way system.
North East Norwich new Park & Ride supersite	<ul style="list-style-type: none"> • An option could be considered for a new potential replacement Park & Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.

<p>Mobility hubs at Wroxham Road shops, Sprowston Road near Templemere and Sprowston Road near Denmark Opening</p>	<ul style="list-style-type: none"> • Introduce mobility hub facilities and catchment works.
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Rackheath to City Centre

Scheme name	Summary description and scheme benefits
Pink pedalway: Salhouse Road	<p>Traffic conditions on Salhouse Road between the end of the pink pedalway at Harrison's Wood and the Broadland Northway make it hard for people to cycle between the city, new housing development on Salhouse Road and Rackheath.</p> <ul style="list-style-type: none"> • Extend the Pink pedalway with an off-carriageway cycling and walking path between Harrison's Wood and the Broadland Northway.
Plumstead Road / Woodside Road	<p>The current double mini roundabout at this location is difficult to navigate, particularly for public transport.</p> <ul style="list-style-type: none"> • Consider options to amend the junction layout to make it easier to navigate for buses and other road users.
Heartsease Fiveways roundabout	<p>The current roundabout is key pinchpoint on Plumstead Road and delays buses and general traffic and is difficult for cycles and pedestrians to navigate.</p> <ul style="list-style-type: none"> • Consider options to improve the junction to provide improved facilities for all users.
Kett's Hill roundabout	<p>Buses are delayed on the Kett's Hill approach to the roundabout and there is a poor accident record for cyclists.</p> <ul style="list-style-type: none"> • Introduce a bus lane on Kett's Hill approach facilitated by the removal of parked cars and alterations to the roundabout to improve safety for cyclists.
Mobility hubs at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath	<ul style="list-style-type: none"> • Introduce mobility hub facilities and catchment works.

Broadland Business Park to City Centre

Scheme name	Summary description and scheme benefits
Broadland Way	<p>Traffic-free cycling and pedestrian access between Rackheath and Broadland Business Park in the growth triangle as part of a planned longer route to Wroxham would encourage cycling to work.</p> <ul style="list-style-type: none"> • Provide traffic-free pedestrian and cycle path between Middle Road and Broad Lane.
Yarmouth Road / Pound Lane	<p>Traffic congestion causes delays to bus passengers.</p> <ul style="list-style-type: none"> • Provide eastbound bus lane on approach and seek to reduce delays and improve capacity through the junction.
Yarmouth Road / Thunder Lane	<p>The signalised junction at Thunder Lane causes delays to buses on Yarmouth Road.</p> <ul style="list-style-type: none"> • Identify options to provide priority to the main traffic flow on Yarmouth Road.
Thorpe Road / Harvey Lane – bus priority	<p>Delays are experienced by bus passengers on the approach to Harvey Lane.</p> <ul style="list-style-type: none"> • Introduce a bus lane on the outbound approach to Harvey Lane.
Removal of parking at pinch points	<p>On-street parking at various locations along Yarmouth Road creates pinch points that delays general traffic, particularly buses, and creates difficult cycle conditions.</p> <ul style="list-style-type: none"> • Seek to relocate some existing on street parking to off-road parking on Yarmouth Road.

Scheme name	Summary description and scheme benefits
Purple Pedalway: Lion Wood	<p>The purple pedalway connects Thorpe Road to Plumstead Road via Lion Wood. The path through the ancient woodland is heavily rutted and flash floodwater collects in the valley and surges down to Wellesley Avenue South and Thorpe Road.</p> <ul style="list-style-type: none"> • Provide a more appropriate surfaced path so cyclists and people with mobility problems can access the woodland and move between neighbouring areas. • Install sustainable urban drainage features to capture and infiltrate floodwater to mitigate flooding.
Rackheath – East-West highway link across railway	<p>New highway access is required to serve housing development in the growth triangle.</p> <ul style="list-style-type: none"> • Build a highway bridge over the rail line as part of the growth triangle link road.
Postwick Park and Ride mobility hub	<ul style="list-style-type: none"> • Expansion of existing P&R site
Mobility hubs along Thorpe Road at Harvey Lane, near Primrose Crescent and Broadland Business Park	<ul style="list-style-type: none"> • Introduction of mobility hub facilities and catchment works.

