

Norwich City Council
SCRUTINY COMMITTEE
ITEM 6

REPORT for meeting to be held on Thursday 18 July

Transforming Cities

Purpose

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.

Recommendation

To note the contents of this report

Corporate and service priorities

The report helps to meet the corporate priority Inclusive economy

Financial implications

At the current time there are no direct financial implications for the city council. The Transforming Cities programme will be managed and delivered by Norfolk County Council. As the programme develops there may be opportunities for the city council to offer matched funding through its' existing capital programme or developer and CIL contributions.

Contact officers

Joanne Deverick

01603 212461

Background

1. Members will be aware that the Department for Transport (DfT) has selected the greater Norwich area as one of the 12 city regions to qualify for a share of £1.2B Transforming Cities funding (TCF). The purpose of the fund is to improve productivity through investment in improved public and sustainable transport and improved connections between urban centres and suburbs.
2. Norfolk county council are leading on the development of the Transforming Cities proposals, working closely with ourselves and Broadland and South Norfolk district councils.
3. The DfT released an initial tranche of £60M at the end of March to fund a number small number of quick win schemes that could be built in the current financial year. Norfolk were awarded £6.1M for the following schemes;
 - Prince of Wales Road / London Street / Bank Plain (£2.3M)
 - Wymondham to Hethersett cycle route (£1M)
 - Green pedalway – St Williams Way (£0.8M)
 - Cycle share scheme (£0.7M)
 - Norwich bus station improvements (£0.8M)
 - Pedestrian crossing facilities at Dereham Road / Bowthorpe Road and Heigham Street / Mile Cross Road (£0.5M)
4. The schemes are now well under development and will be delivered by the end of March 2020.

Main Transforming Cities programme.

5. The bulk of the funding from the transforming cities programme will come through Tranche 2. To secure funding through tranche 2 each city region must submit a Strategic Outline Business Case (SOBC) to the DfT outlining what the objectives of their programme are, how it delivers value for money and how it fits with the TCF objectives. To that end a “logic map” was produced that is attached as appendix one. The objectives are summarised below:
 - Improve productivity by investing in public and sustainable transport
 - Increase the number of journeys made by low carbon sustainable modes of transport
 - 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

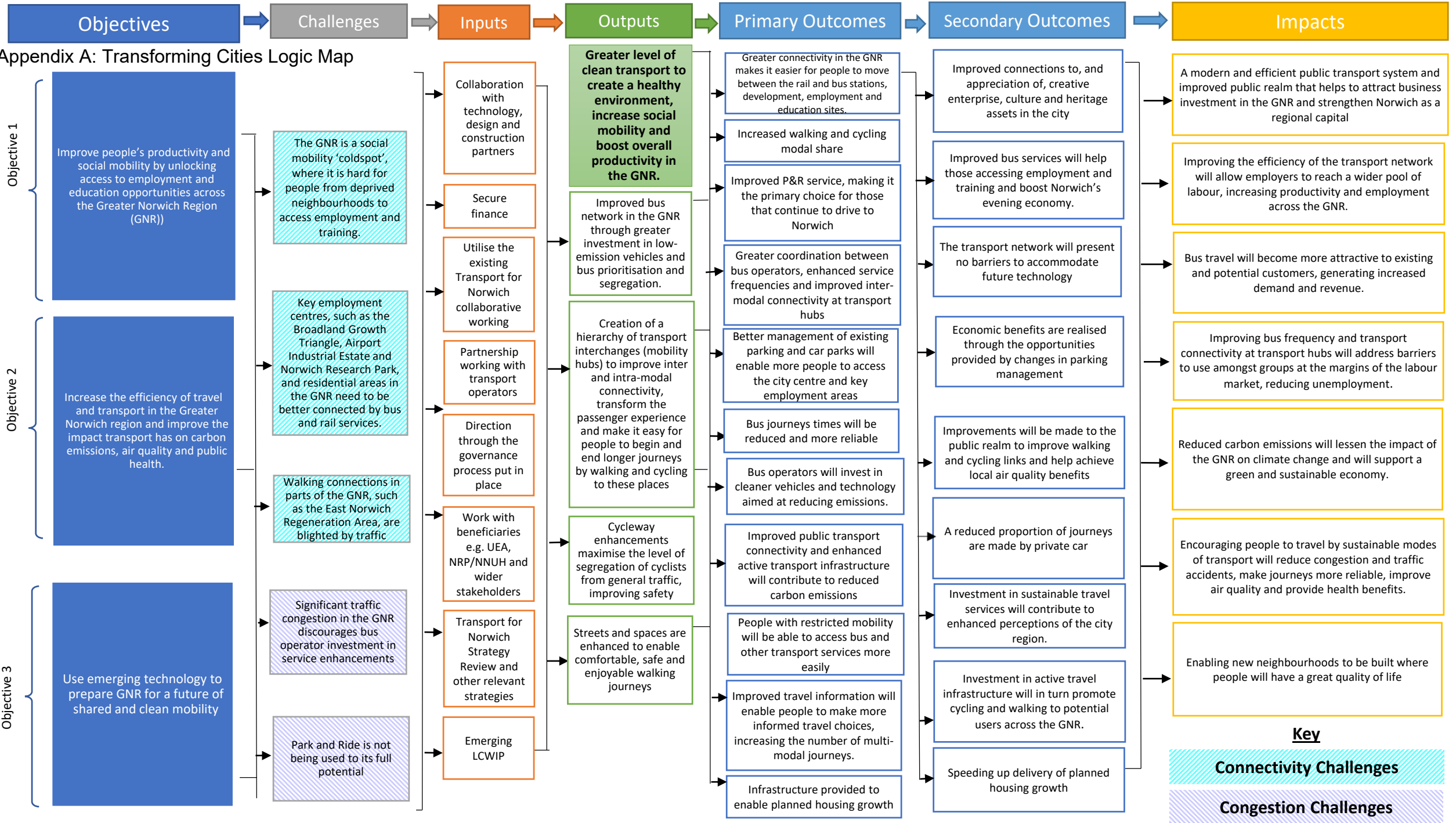
6. There is a 2 stage process for the submission of the SOBC; in accordance with the DfT guidance on 20 June the county council submitted their draft business case to the DfT, and will received feedback on that over the coming weeks, ahead of the actual SOBC being submitted on 28 November 2019.
7. At this stage the SOBC does not need to outline individual schemes but its' purpose is to give the DfT an understanding of how the TCF objectives will be met. The plan for the greater Norwich TCF bid is to better connect the city centre and key employment / education sites by transforming the city centre, the bus network and the passenger experience. The draft SOBC outlined the following key deliverables in the application:
 - 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, which could include seating, lighting, real time and disruption travel information, Wi-Fi, mobile phone charging, cycle parking, electric vehicle charging, retail opportunities and car club vehicles
8. The full rationale behind the SOBC can be found in the county council cabinet report that was considered at their meeting on 10 June 2019. A copy of the report can be found [here](#) starting on page 24.

Transforming Cities Fund governance

9. Members will recall that when it was announced that the greater Norwich region had been successful in applying to be part of the TCF process a governance structure was agreed by the Norfolk County Council at its' meeting on 18 January 2019. This governance structure proposed that a member group consisting of 3 county council members and one each from the 3 districts (City, Broadland and South Norfolk) consider all the proposed TCF schemes and make

recommendations to the Environment, Transport and Development committee who would have the decide whether a scheme was to be taken forward.

10. Through the Scrutiny committee on 21 March 2019 the city council expressed their concern about the arrangements for TCF governance as it failed to recognise that the TCF programme will have significantly more impact on city residents than on those in Broadland and South Norfolk. There were also reservations about the member group not being able to make decisions themselves, as the interests of the district councils would not be properly represented. It is very welcome to see that the county council have taken on board those concerns and have agreed that the governance arrangements should be revised. The new arrangements are for a 9 member group: 4 county councillors, 2 City, 1 Broadland, 1 South Norfolk and 1 representative from the Local Enterprise Partnership. The group will be constituted as a committee of the county council and will have full decision making powers.
11. Full details of the revised governance arrangements can be found [here](#) in the paper submitted to the county's Cabinet on 20 May, starting on page 4
12. The initial meeting of the Transforming Cities committee took place on 1 July and was attended by Cllr's Stonard and Sarmezey. Cllr Sarmezey was substituting for Cllr Stutely who will be the regular second city member.



Objective 3

Use emerging technology to prepare GNR for a future of shared and clean mobility

Significant traffic congestion in the GNR discourages bus operator investment in service enhancements

Park and Ride is not being used to its full potential

Transport for Norwich Strategy Review and other relevant strategies

Emerging LCWIP

Cycleway enhancements maximise the level of segregation of cyclists from general traffic, improving safety

Streets and spaces are enhanced to enable comfortable, safe and enjoyable walking journeys

Improved public transport connectivity and enhanced active transport infrastructure will contribute to reduced carbon emissions

People with restricted mobility will be able to access bus and other transport services more easily

Improved travel information will enable people to make more informed travel choices, increasing the number of multi-modal journeys.

Infrastructure provided to enable planned housing growth

A reduced proportion of journeys are made by private car

Investment in sustainable travel services will contribute to enhanced perceptions of the city region.

Investment in active travel infrastructure will in turn promote cycling and walking to potential users across the GNR.

Speeding up delivery of planned housing growth

Encouraging people to travel by sustainable modes of transport will reduce congestion and traffic accidents, make journeys more reliable, improve air quality and provide health benefits.

Enabling new neighbourhoods to be built where people will have a great quality of life

Key

Connectivity Challenges

Congestion Challenges