

## Greater Norwich Development Partnership

### **Matter 5 'Other issues' concerning Access and Transportation (part policy 6)**

*[Most of the transport-related issues concerning the growth triangle are covered under matter 3, as are bus-related issues concerning the South Norfolk growth locations]*

**Note:** EIP93 sets out the minor changes to the text of JCS1 to address revocation of the Regional Spatial Strategy.

- A Is the JCS policy for access and transportation, principally the Norwich Area Transportation Strategy (NATS) justified, effective and consistent with national policy as reflected in objective 7 of the JCS (i.e. enhancing transport provision to meet the needs of existing and future populations, while reducing travel need and impact)?

1. The implementation plan of the NATS strategy (EIP9 and 10) supports growth as set out in the JCS. As a strategy NATS has been developed over many years and the recent history is set out in the TP9. The most recent work has focussed on developing an implementation plan, and work on the implementation plan has been developed alongside the JCS. Key elements of NATS, such as the potential BRT routes, reflect the scale and distribution of growth
2. EIP88 explains that the planned public transport enhancements are viable and deliverable for all major growth locations, but this cannot be implemented fully without highway improvements such as the NDR or the improvement to Thickthorn interchange. The interrelationships between NDR and other transport infrastructure provide a balanced range of infrastructure to support growth.
3. The NDR will reduce through trips in the city and provide an opportunity to introduce public transport infrastructure. Table 3 of EIP88 gives an analysis of the effectiveness of the NDR in reducing cross city centre trips. Analysis shows that in the base year 2006, some 12,500 trips per day, or 15% of the total traffic, passed through the city centre rather than starting or stopping there. By 2016 and 2031, with the Norwich Area Transport Scheme Implementation Plan (NATSIP) this figure reduces to 4,500 and 3,500 respectively or 5% and 3%. This analysis includes JCS growth extrapolated forward to 2031. Without the NATSIP in place journey times to the Airport from Thickthorn are predicted to deteriorate in future years compared to the base year. However, with the NATSIP in place, by using the

NDR, they improve to better than the base year. In future years, peak periods journey times are 35% better due to the NATSIP and NDR.

4. By freeing up capacity on radial routes and the city centre, the NDR and complementary transport schemes enable priority measures to be introduced for buses, walking and cycling. Whilst it is considered that traffic signal priority can be delivered along all transport corridors, some corridors will only benefit from the full potential of bus priority through key junctions, once levels of general traffic are reduced following the opening of the NDR. Bus priority has the ability to operate at differing levels of impact – at junctions already operating at or close to capacity; benefits to buses are more limited. Where capacity can be released through reduced traffic flows, benefits to buses can be increased. Full benefits from road space reallocation will only be realised on some corridors once the NDR is open. Resulting reductions in traffic flows create the opportunities for traffic lanes and approaches to junctions to be dedicated to buses without unacceptable impacts. Corridors where the NDR releases most opportunities are those serving Rackheath, Postwick, Airport and Drayton.
5. Proposals to change city centre traffic circulation and restrict access for general traffic on some roads are, to a significant extent, dependent on the capacity created by the NDR. Whilst initial assessments indicate that some works could be completed in advance of the NDR, other significant proposals, such as the closure of St Stephens Street and Prince of Wales Road to general traffic and two-way operation on Rose Lane will be dependent on delivery of the NDR and the alternative route options the NDR provides. City centre proposals provide significant opportunities to provide much-needed additional capacity for bus stops, which will be needed to cater for new bus services generated to serve growth areas such as the growth triangle. This will aid bus service reliability as congestion around bus stops will be reduced, which will improve the bus service offering.
6. As well as reducing traffic flows and providing the opportunity for more pedestrian crossings, proposals for the city centre made possible by the NDR will also enable increased levels of priority to be given to pedestrians at signalised junctions. Nearly 50% of people who responded to the NATS consultation in 2009 stated that reduced traffic flows in the city centre would encourage them to walk more. In addition, over 20% said that more pedestrian crossings would have the same effect.
7. Reduced traffic flows in the city centre and along some key routes will also create the conditions for increased cycle use. Reduced traffic flows through busy junctions, such as in the city centre and on the ring roads, will enable increased levels of priority to be given to

cycle crossings. A key part of the NATSIP is to develop a core network of cycle routes along less-trafficked roads linking strategic employment locations and the city centre with existing and future housing location.

**B** The NDR aside, what evidence is available to give confidence about the planned completion dates of the other 'strategic improvements' and 'supported improvements' said to be necessary to deliver growth and facilitate modal shift [paras 5.46 & 47]

1. An adopted strategy and a proven track record of implementation give confidence that the required improvements will be delivered.
2. The report to Norfolk County Council Cabinet 6 April 2010 (EIP9 & 10) sets out a high level implementation plan for the whole of NATS and the County Council remains committed to the implementation plan. Funding of interventions will be from a wide variety of sources. Public transport interventions are able to be phased to take account of funding as it becomes available, and to meet the scale and pattern of development.
3. In the first two years of the current Local Transport Plan (LTP), a total of 112 highway improvement schemes have been completed in the NATS area including:
  - 14 cycle schemes
  - 22 traffic management / calming schemes
  - 18 local safety schemes
  - 10 bus infrastructure schemes
  - 10 local road schemes
  - 13 safer & healthier journeys to school schemes
  - 7 walking schemes
  - 6 public transport improvements
  - 9 road crossings
  - 2 bus priority schemes
  - 1 Park & Ride improvement scheme
4. Recent NATS projects include the starting of works on the St Augustine's Gyrotory, which will improve air quality, traffic circulation and bus reliability in this area and support the regeneration of the Anglia Square area. Work has also been completed on extending the existing bus lane on Newmarket Road. New state-of-the-art electronic passenger information screens have been installed along Newmarket Road and have been well received by bus users. These feature some of the first solar powered displays installed in the UK.

5. Strategic projects currently underway include Dereham Road bus improvements, design work for bus improvement measures on the Salhouse Road corridor and the Thickthorn developer forum which is looking at detailed proposals for that junction.
6. Work is progressing to develop the monitoring framework for NATS which will be essential in monitoring and managing delivery of NATS. NATS proposals are incorporated in the LIPP, to ensure co-ordination and timely delivery.

C If the JCS is unsound in relation to aspects of access and transportation, are there any specific changes that would render it sound? [It would be necessary to consider whether these required further consultation or sustainability appraisal.]

1. Proposed minor changes (JCS2 and EIP93) address drafting errors and provide clarity.