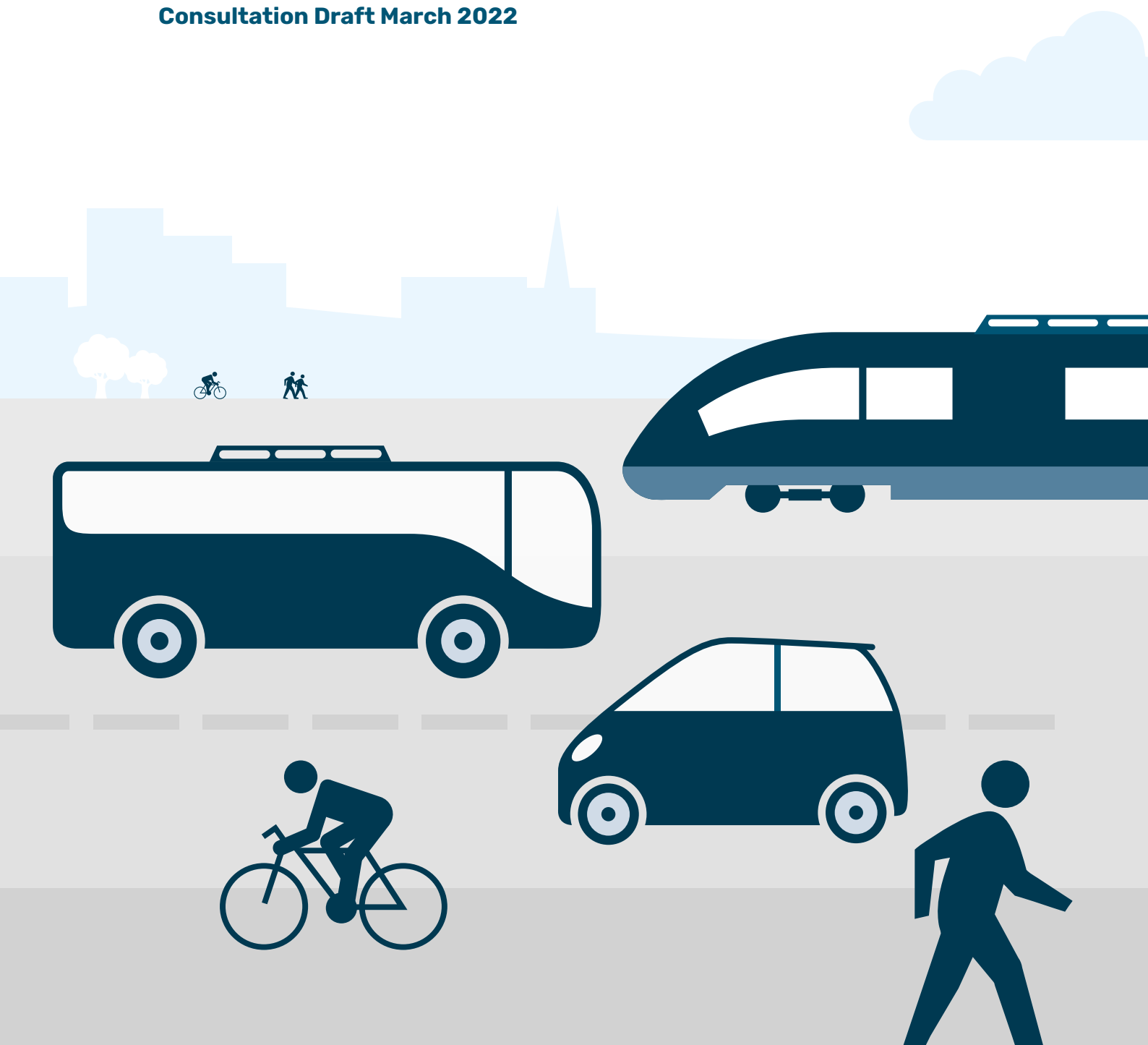




# Local Transport Plan 4 Implementation Plan

Consultation Draft March 2022





# Executive Summary

The Local Transport Plan Strategy sets out Norfolk County Council's plans, policies and programmes on transport and transport infrastructure. The strategy details our approach to delivering a low carbon, well-connected transport network in Norfolk. It does this through identifying the projects and programmes important to us, including in their design and direct delivery, as well as how we will work with a range of other partners on their projects and programmes. By working in partnership we believe we will most effectively achieve our outcomes.

## Background to the Implementation Plan

The Implementation Plan details our proposals for the implementation of the policies in the adopted strategy. It does not detail every scheme (a project delivered on the ground such as a new zebra crossing) that the county council intends to carry out over the period. Rather, it sets out the measures and actions that the county council will take, with our partners, to implement the policies. Its focus is over the next five years. However, many transport initiatives take longer than this to be developed and delivered. Where appropriate, therefore, our plan looks beyond this to reflect that work we put in train today will only come to fruition several years down the line.

This Implementation Plan has been developed following adoption of the local transport plan strategy. When this Implementation Plan is adopted, it – together with the strategy – will form the local transport plan for the county (referred to here as LTP4) and will replace the previous local transport plan (LTP3). There is a suite of other documents supporting the local transport plan; these are referenced in the Plan and the key ones summarised in Appendix 1.

## About our Implementation Plan

Our Implementation Plan is firmly focussed on achieving the strategic ambitions of our adopted LTP4 strategy. This clearly sets us on the path towards improving people's quality of life and achieving inclusive growth and opportunity for Norfolk's residents. The Implementation Plan will put us on course to achieve the county council's adopted targets for carbon, both in our own operations and also more widely across all sectors.

The Plan includes proposals showing how we intend to implement the policies and achieve the ambitions outlined in our LTP Strategy document, some of which are far reaching. All are designed to achieve the objectives

of the adopted local transport plan strategy. We will monitor outcomes to ensure we are delivering these and have developed targets to track progress.

Putting carbon reduction centre-stage means we will deliver a range of actions from our electric vehicle strategy to incorporating whole life carbon assessments into our work on projects. We will use innovation and technology, and look to trial initiatives such as autonomous or semi-autonomous delivery pods in place of white van deliveries. In our Transport for Norwich Strategy we have already committed to investigation of potentially far-reaching interventions to reduce traffic, reduce carbon and improve air quality. We have also prepared our Bus Service Improvement Plan, to bring improved public transport services across the county. We will deliver both of these ambitious projects as part of this Implementation Plan. Local accessibility will be improved through a focus on active travel and sustainable travel links, whilst better strategic connections for roads and rail will bring forward better economic outcomes. We propose an online information hub, acting as a journey planner that encourages sustainable travel as the preferred method of transport, to encourage behaviour change. All of this will be brought forward in partnership.

The proposals for implementation of the policies, as set out in the Implementation Plan, are shown in more detail below:

### **Objective 1 of our adopted Local Transport Plan Strategy: Embracing the Future**

**LTP4 Strategy puts emphasis on the need to adapt to and use new technology to achieve better outcomes.**

- We will explore trials of future transport systems such as autonomous and digitally-connected vehicles
- Our work will be supported through developing more effective ways of understanding use of the network including hi-tech monitoring or low-cost, portable sensors that can reliably measure change to conditions
- We will explore opportunities to participate in projects and trials to decarbonise the transport system such as autonomous or semi-autonomous delivery pods
- We will develop and deliver a behaviour change programme and launch a targeted marketing campaign aimed at getting people back on the bus
- We will deliver our electric vehicle strategy.

## **Objective 2: Delivering a Sustainable Norfolk.**

**LTP4 Strategy puts emphasis on working in partnership with others to help shape the county's development plans and proposals.**

- We will work in partnership to help shape delivery of new housing and jobs right from the start. This will ensure development is in places that are within easy reach and enable transport infrastructure to be planned and brought forward first
- We will review and roll-forward our suite of supporting documents to ensure the principles of LTP4 strategy – quality of life, decarbonisation and sustainable growth – are fully addressed
- We commit to developing carbon plans and budgets and to devise methodologies to achieve carbon neutrality from new development.

## **Objective 3: Enhancing Connectivity.**

**LTP4 Strategy outlines that key connections into and across the county must be improved to provide better, faster and more reliable journeys. However, this must be done in a way that puts transport firmly onto a net zero carbon trajectory.**

- We will continue to make the case for future investment into the major networks and on other parts of the transport network. We will do this by working in partnership with others including Transport East, the Sub-national Transport Body for the area
- There will be a focus on decarbonisation, and making sure networks are fit for future technological advances, built into programmes of work. We will work to secure better connections because this is needed, but will build in checks and balances so that carbon reduction is given due weight in decision-making, and – if the case for improvement is made – that future use of any improved connection has the least impact because maximum use is being made by low-carbon transport means. We will also look to future proof improvements to accommodate new technologies and new forms of transport
- We will take forward schemes included in current government funding streams: Long Stratton Bypass, Norwich Western Link, West Winch Housing Access Road, A47/A17 Pullover Junction, King's Lynn and Great Yarmouth Third River Crossing. We will develop the projects in the Norfolk Strategic Infrastructure Delivery Plan. All projects will need to demonstrate their own case including demonstrating their carbon credentials.

## **Objective 4: Enhancing Norfolk's Quality of Life.**

**LTP4 Strategy puts a clear priority on carbon reduction. Alongside this, it gives priority to tackling air quality and to improving quality of place, conserving and enhancing our built and historic environments.**

- We will focus on carbon reduction through a range of actions including delivery of the electric vehicle strategy, investment in active travel networks, rollout of digital connectivity to reduce travel, and working with partners to influence the location and nature of development
- We will introduce appropriate and proportionate whole life carbon assessments including construction and use of the asset for our schemes. We will also develop suitable assessment criteria for schemes on our project pipeline so that we consider the impact of schemes across the range of LTP4 objectives, including carbon. We will work with regional partners on carbon reduction projects and toolkits
- We will deliver the Transport for Norwich strategy, which includes feasibility work on a number of potentially far-reaching interventions to reduce traffic, reduce carbon and improve air quality, and refresh the transport strategies in other urban areas.

## **Objective 5: Increasing Accessibility.**

**LTP4 Strategy is clear that working in partnership with bus companies, train operators, local communities, service providers and those who plan service provision is key to increasing accessibility.**

- We will improve accessibility through a range of measures based on public transport and active travel. We will deliver the Bus Service Improvement Plan to achieve its key outcomes including increased patronage and accessibility in rural areas
- We will develop and deliver Walking and Cycling Infrastructure Plans across the whole of the county
- We will plan accessibility as part of service delivery, considering how people will be able to access facilities and key services during planning stages
- We will reprioritise space, especially within urban areas, and give priority to walking, cycling and public transport, leading to more sustainable travel
- We will undertake proportionate assessments of proposals to make sure the transport system is suitable for all users including people with disabilities or restricted mobility.

## **Objective 6: Improving Transport Safety.**

**LTP4 Strategy is to work in partnership to achieve casualty reductions on the transport network using the Safe Systems approach.**

- We will follow the Safe Systems approach and work as part of the Road Safety Partnership with priority given to reducing the rate of killed or seriously injured casualties
- We will investigate the use and trials of new technology and innovation; for example, digitally connected vehicles that can 'speak' to each other to avoid collisions or data collection to inform drivers about road conditions
- We will deliver a range of initiatives including safety schemes and speed management with our partners.

## **Objective 7: A Well Managed and Maintained Transport Network.**

**LTP4 Strategy focusses core funding streams towards ensuring that the most important parts of the network are kept in good repair. In urban areas and market towns the strategy is to identify sustainable and active transport corridors to focus maintenance and network management.**

- We will prioritise local transport grant funding towards maintenance of the most well-used parts of the network; to ensure A and urban / inter-urban routes are in good condition
- We will vigorously exploit all funding opportunities to deliver the widest range of schemes and other initiatives
- We will manage networks in urban areas and market towns to provide dedicated and priority measures for active travel and public transport
- We will use better evidence gained from technology to inform decisions, and develop our use of innovation to provide better data for improved understanding, enabling us to target resources more effectively
- We will take on powers to allow enforcement of moving traffic offences.

## **Layout and Structure of the Implementation Plan**

This document is structured in the following way.

### **Chapter 1: Introduction**

This Chapter gives a brief summary of the LTP strategy, the purpose of the Implementation Plan and proposals for keeping the local transport plan up to date.

The purpose of the Implementation Plan is to set out our proposals for the implementation of the policies in the adopted strategy.

### **Chapter 2: Implementations and Action Plan**

This Chapter sets out our proposals for the implementation of the policies in the adopted Local Transport Plan (LTP) Strategy. These policies reflect the LTP objectives, which are:

1. Embracing the Future
2. Delivering a Sustainable Norfolk
3. Enhancing Connectivity
4. Enhancing Norfolk's Quality of Life
5. Increasing Accessibility
6. Improving Transport Safety
7. A Well Managed and Maintained Transport Network.

In this Chapter we take each objective in turn and set out:

- A narrative summary of our proposals for implementation for each objective
- Alternative options considered and the reasons why these are not preferred. We have listed alternatives only where these are reasonable: some different courses of action would not be reasonable to follow, for a variety of reasons, and so these have not been considered further
- Each agreed Policy in LTP4 strategy for the respective objective and, under each, a table showing our proposals for implementation of the policy. The table summarises the outcome that each measure would have, a guide to its date of implementation and its likely funding sources.

### **Chapter 3: Major and Significant Transport Schemes**

This Chapter summarises current progress on the major and significant transport schemes currently being taken forward by the county council and other agencies, and those in the pipeline of projects that we intend to develop towards delivery. The projects included are those shown in the Norfolk Strategic Infrastructure Delivery Plan (NSIDP).

The Chapter notes that we are reviewing the NSIDP to ensure it more accurately reflects the range of projects being undertaken. This will include a range of decarbonisation projects, and other transport projects focused on active travel, public transport and decarbonisation.

### **Chapter 4: Funding and Delivery Structures**

This Chapter gives an overview of the different sources of funding the county council receives, has access to, or is able to secure to deliver the projects and programmes. It includes a section summarising risks to delivery, the relationship of the local transport plan and other strategies, policy documents and guidance produced by the county council, and a summary of how we work in partnership from inception to delivery of projects. More detail on partnerships is shown in Appendix 1, and funding in Appendix 2.

The Chapter notes that government allocations for the core local transport plan grant will remain at current levels for the next three years, although we do not have certainty around their levels beyond that. Also, the amounts of funding secured through other means such as bids tends to be known over a short timeframe only, so we do not have certainty of funding beyond currently secured bids. For the purposes of the Implementation Plan, we have assumed that funding levels remain at similar levels to today. In real terms, this means a reduction in spending power since inflation in the construction sector is currently around 15% per annum.



## Chapter 5: Targets

This Chapter shows the targets proposed for LTP4. We have selected targets for each objective of the LTP. We will also continue to monitor a range of other outcomes and data, and this will be reported separately. A summary is given in Appendix 3.



# Contents

<b>Chapter 1: Introduction</b>	<b>12</b>
Summary	12
Background	13
Review and update	13
<b>Chapter 2: Implementation and Action Plan</b>	<b>14</b>
Introduction	14
Objective 1: Embracing the Future	15
Objective 2: Delivering a Sustainable Norfolk	30
Objective 3: Enhancing Connectivity	41
Objective 4: Enhancing Norfolk's Quality of Life	52
Objective 5: Increasing Accessibility	61
Objective 6: Improving Transport Safety	72
Objective 7: A Well Managed & Maintained Transport Network	78
<b>Chapter 3: Major and Significant Transport Schemes</b>	<b>87</b>
Summary	87
Projects included within current government funding	88
Schemes on national networks	91
Schemes within local authority control	92
Up and coming projects	93

<b>Chapter 4: Funding and Delivery Structures</b>	<b>94</b>
Introduction	94
Funding Sources	94
Delivery Risks	98
Relationships with other strategies / policies and duties	100
Partnerships	100
<b>Chapter 5: Targets</b>	<b>101</b>
Introduction	101
Table: Summary of targets for LTP4	104
<b>Appendices</b>	<b>106</b>
1. Relationships; Policies and Partnerships	106
2. Funding	110
3. Monitoring and Review	113



# Chapter 1:

# Introduction

## Summary

Norfolk County Council adopted its fourth Local Transport Plan Strategy in 2021. This covers the longer-term until 2036 and was developed taking available evidence into account and was the subject of consultation and appropriate appraisal and assessments. The county council has regard to the plan in exercising its functions as a transport authority, using it as a guide for transport investment in Norfolk as well as on the position the council will take when considering the transport impacts of initiatives considered by other agencies, for example when determining planning or delivery decisions. This Implementation Plan provides information on the delivery of the strategy and should be read in conjunction with the strategy.

The Local Transport Plan objectives are:

- Embracing the Future
- Delivering a Sustainable Norfolk
- Enhancing Connectivity
- Enhancing Norfolk's Quality of Life
- Increasing Accessibility
- Improving Transport Safety
- A Well Managed and Maintained Transport Network.

Norfolk County Council is the Highways Authority and is responsible for maintenance and management of most public roads and rights of way in Norfolk (except the A47 and A11 which are the responsibility of National Highways, formerly Highways England). The county council has a major influence on provision of other transport services, such as public transport, but is not directly or solely responsible for bus services, ports, airports, rail services or waterways. However, the county council has significant influence, and this is exercised through working with partners, government, and operators to achieve the best outcomes through these other bodies where possible.

Users of the transport network make decisions about when, where and how to travel, often dependent on their beliefs, motivations and the journey they are to make. It might not be possible or convenient to make a journey in a particular way because transport infrastructure, or service provision, is poor; or simply thought to be poor. The county council needs to engage to understand motivations and barriers, recognise what works for people so as to inform infrastructure and transport service delivery, and communicate messages about transport. That is why behaviour change forms part of the plan alongside delivery: it is integral to enable a shift to a more sustainable form of transport and low carbon.

## **Background**

The purpose of this Implementation Plan is to set out our proposals for the implementation of the policies in the adopted strategy. We do this through setting out proposals under each of our seven objectives in the strategy, supplemented by tables showing the actions we intend to take. The tables of actions are not intended to show a list of individual schemes such as zebra crossings that will be delivered on the ground. Programmes for delivery on the ground are agreed annually. The tables in Chapter 2 set out measures and actions that will drive the detailed programme of capital expenditure for future delivery. We include a chapter on major and significant transport schemes as these projects have possibly the potential for the most significant impacts. The LTP4 Implementation Plan also covers funding sources, risks to delivery, and targets.

An overview of how the Implementation Plan is set out is shown in the Executive Summary.

In preparing the Implementation Plan, we have taken the opportunity to keep the strategy under review so that it can reflect any changes or new guidance since its adoption at the end of 2021. At this time, we propose no changes because there has been no new guidance or policy from government, or other matters, that would require us to make changes.

## **Review and update**

Once the Implementation Plan is adopted, we will continue to assess any new government guidance and the need to update the local transport plan.

Each year we will monitor a range of indicators, the targets in the LTP and undertake monitoring for the Strategic Environmental Assessment. The evidence supplied from the monitoring, and from the workstreams we will undertake in support of the plan, will be used to feed in to the detailed delivery programmes, ensuring that delivery can be adjusted, if necessary, to keep on track with achieving our objectives, outcomes and targets.

# Chapter 2:

# Implementation and

# Action Plan

## Introduction

This section sets out our proposals for the implementation of the policies in the adopted Local Transport Plan (LTP) Strategy. These policies reflect the LTP objectives, which are:

1. Embracing the Future
2. Delivering a Sustainable Norfolk
3. Enhancing Connectivity
4. Enhancing Norfolk's Quality of Life
5. Increasing Accessibility
6. Improving Transport Safety
7. A Well Managed and Maintained Transport Network.

## Consultation Draft of the Implementation Plan

The final version of the Implementation Plan will be adopted by the county council. In the development of our preferred plan, we are undertaking appropriate assessment of proposals and also considering different options.

We have set out in each section below, taking each of our objectives in turn:

- A narrative summary for each objective
- Alternative options considered and the reasons why these are not preferred. We have listed alternatives only where these are reasonable: some different courses of action would not be reasonable to follow, for a variety of reasons, and so these have not been considered further
- Each agreed Policy in LTP4 strategy and, under each, a table showing our proposals for implementation of the policy. The table summarises the outcome that each measure would have, a guide to its date of implementation and its likely funding sources.

## Assumptions

The Implementation Plan shown in the following sections and tables is not all currently funded. It has been prepared on the basis that the county council is able to secure resources equivalent to or exceeding current funding levels. This will require us to successfully secure funding from outside sources. Some of this will be from successful funding bids for individual projects or programmes or being able to secure funding from partners. Some of the actions will be undertaken within available county council staff resources and will need to be included in future work programmes.

# Proposals for Implementation

## Objective 1: Embracing the Future

### LTP4 Strategy Summary

LTP4 strategy puts emphasis on the need to adapt to and use new technology to achieve better outcomes. The strategy recognises that users of the transport system increasingly use technology to inform their travel choices on the network: whether this be through mapping and navigation apps on mobile phones or choosing forms of transport such as hire bikes or e-scooters that were not available even a few years ago.

The strategy is that the county council is at the forefront of this technological change to ensure that, amongst other things, we:

- Can adapt to changing use of the network
- Can influence change
- Understand the impact of our interventions
- Understand the motivations for the choices people make
- Better target and deliver interventions because we understand their likely impacts.

### Approach to Implementation

Our approach to implementation will be to make better use of technology. We will explore trials of future transport systems such as autonomous and digitally-connected vehicles, or 'mobility as a service' solutions (for example mobile apps allowing people to book and pay for journeys that otherwise would be difficult to plan or make). This will be supported by a range of measures including developing more effective ways of understanding use of the network through using satellite or mobile data on people's movements, utilising more effective monitoring methods like video technology that can automatically recognise different user types on the network (this can replace the use of costly surveys) or via low-cost sensors and the like that can reliably measure air quality or available clearance under bridges to inform boat users, for example.

We will develop our indicator and monitoring work streams so we are better informed about use of the network and the impacts that changes we make have.

This will lead to a revolution in the transport system: autonomous or digitally connected vehicles will open up opportunities for people who currently have no access to services because they do not have access to transport; digitally connected vehicles could lead to more efficient use of transport networks and support our aim of reducing killed and seriously injured casualties. More effective ways of better understanding use of the network by exploiting innovation will enable us to plan more effectively. Increasing the data offer will enable better planning of sustainable and active travel. This will lead to outcomes including reducing carbon and better air quality.

Improving digital connectivity will reduce people's travel, allowing home-working. We will also facilitate and encourage change to more sustainable modes and more efficient vehicles through a range of measures. We will explore opportunities to participate in projects and trials to decarbonise the transport system including delivery solutions by for example autonomous or semi-autonomous electric vehicles / pods to reduce the numbers of van related delivery trips. We will develop and deliver a behaviour change programme under the brand of Travel Norfolk. This will act as a journey planner that encourages and provides information on sustainable travel. We will launch a targeted marketing campaign aimed at getting people back on the bus through our Norfolk Bus Service Improvement Plan. We have developed and adopted an electric vehicle strategy and will now focus on its delivery to facilitate faster switch to electric vehicles. Our initial action here is to work with partners on delivery of the Charge Collective project to ensure early roll-out of on-street charging points in Norwich. We will continue our bike hire scheme in Norwich, which has been very successful. We will investigate their roll-out to other locations. Our trial of e-scooters in Norwich and Great Yarmouth is also proving successful and we will continue to work on this with the Department of Transport to establish if these can become permanent measures and, again, if it can be rolled-out to other locations.

These actions will be more effective by embracing technology and innovation. They will lead to reduced travel, more sustainable and active travel. People will have better health outcomes by being more active and through improvements in air quality. Carbon will be reduced, contributing to our targets for carbon neutrality across all sectors, and our LTP target for carbon reduction.

Our approach to this work will be to work in partnership, such as with Transport East at a regional level, or with IT developers at a very local level for low-cost sensors and monitoring equipment.



## Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

In summary, our approach to implementation will be to:

- Trial and adopt innovative approaches, which have the potential to bring a step-change in people's ability to get to services and facilities where currently travel is a barrier and to support other outcomes such as carbon reduction
- Make better use of technology and innovation. This will lead to better understanding of network use and will enable us to plan more effectively
- Facilitate and encourage changes in how people move about the network through development of a behaviour change programme, targeted marketing campaign aimed at getting people back on the bus and expanding the offer of measures such as e-scooters and bike hire schemes and investigate their roll- to other locations. This will lead to better health outcomes for people, reduced carbon and better air quality
- Deliver our electric vehicle strategy to facilitate faster switch to electric vehicles, supporting our carbon targets. Work on achieving zero-carbon across the council's own estate will be electrification of, or clean fuelling, our own fleet and contracted services like school travel.

Our approach to this will be to work in partnership.

### Alternatives Considered

#### *Alternative 1*

Instead of trialling new technology ourselves we would:

Respond directly to government policy and apply technology only when it has been trialled and adopted nationally.

We have not included this as our preferred option because:

Being innovative, rather than solely responsive, will achieve outcomes earlier and ensure Norfolk is a leader when compared to other parts of the country.

#### *Alternative 2*

Instead of delivering our electric vehicle strategy and other initiatives like the Charge Collective pilot in Norwich, or licences for people to run cables across the highways where they have no on-street parking, we would:

Leave electric vehicle technology roll-out to the private sector and not get involved.

We have not included this as our preferred option because:

Better and quicker outcomes will be achieved by supporting the infrastructure to accelerate uptake. Trials and initiatives ensure we maintain control of the transport network to ensure users' safety or convenience.

### *Alternative 3*

Instead of delivering behaviour change campaigns, we would:

Wait for people's behaviour to change as they reacted to global or national trends; or changed behaviour because they found it difficult to use Norfolk's transport networks in their preferred way.

We have not included this as our preferred option because:

Better and quicker outcomes will be achieved through achieving an earlier shift to active transport and a healthy life choice that people feel confident about.



## Table of Actions

Note: In the following tables, the policies are those in the agreed transport strategy. The following tables are our proposals for implementation of those policies.

### Policy 1 of the adopted LTP4 Strategy under Objective 1: Embracing the Future

We will plan and prepare the county for future challenges and changes to ensure the best for our society, environment and economy, and to actively review these developments through time.

#### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Explore opportunities and funding for trials of new forms of transport and mobility (such as autonomous vehicles, or digitally connected vehicles)	Autonomous vehicles could revolutionise transport, opening up opportunities for people currently unable to travel to make connections. Digitally connected vehicles will lead to safer, more efficient use of transport networks	2022 and onwards. We will explore suitable opportunities as they arise	NCC, grants, partners
Explore the use of Artificial Intelligence and cognitive thinking to help plan for and manage transport networks	The use of systems for collecting and analysing big data will improve transport operators' offer (ie services provided by bus companies etc) and the offer to customers	2022 and onwards. We will explore suitable opportunities as they arise	NCC, grants, partners

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Review and revise the highway network performance report. Increase the focus on public transport, walking & cycling, electric vehicles and air quality	A focus on these areas will ensure that we understand, and can better plan for, active travel, public transport and clean vehicles to achieve objectives for better air quality, reduced carbon and better health outcomes	Autumn 2022 and then annually	NCC Staff
Monitor outcomes and indicators in the Asset Management Strategy Performance framework	Monitoring a range of indicators will give increased understanding, enabling better management of the network	Annually	NCC Staff
Undertake vulnerability assessments of transport networks: Undertake Resilient Network Assessment on core A roads which identify vulnerability	Vulnerability assessments will lead to identification of areas to target resource and improve the resilience of the most important parts of the network to threats such as increased flooding due to climate change	2022 and then annually as necessary	NCC Staff
Review Winter Service Policy	Regular reviews will lead to more efficient delivery of the winter activities, such as gritting, and ensure people are able to access the services that are required	2022 and then annually as necessary	NCC Staff

## Policy 2 of the adopted LTP4 Strategy under Objective 1: Embracing the Future

The priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels; this includes the facilitation of necessary infrastructure.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Explore opportunities to participate in projects and trials to decarbonise the transport system Explore opportunities for first mile / last mile delivery solutions by for example autonomous or semi-autonomous electric vehicles / pods to reduce the numbers of van related delivery trips	Reduced carbon, contributing to our environmental policy targets for net zero on our own estate, and carbon neutrality across all sectors, by 2030	2022 and onwards	NCC, grants, partners

Actions	Outcome/ Benefit	Timescale	Funding
<p>Deliver our Electric Vehicle (EV) strategy. The county council can play an important role in helping to increase the uptake of electric vehicles by ensuring that the necessary charging infrastructure is in place</p>	<p>Delivery will ensure benefits of switching to EVs are realised as quickly as possible; identified as one of the most effective means of reducing carbon, contributing to our environmental policy targets for net zero on our own estate, and carbon neutrality across all sectors, by 2030</p> <p>Improvements to air quality by bringing cleaner air at the point of use, improving health outcomes for significant numbers of people</p> <p>Our EV strategy will help to remove inequalities in access to charging points based on where people live or work, giving more people the opportunity to use electric vehicles</p>	<p>Ongoing from 2022 and onwards. We will explore suitable opportunities as they arise</p>	<p>NCC, DfT / OZEV, private investment</p>
<p>Deliver 'Charge Collective,' a regional pilot looking to promote on-street charge points for electric vehicles. This is being conducted in partnership with our regional electricity network operators UK Power Networks</p>	<p>Cleaner air, significantly improving health outcomes</p>	<p>Spring 2022</p>	<p>Partner funding, OZEV grants for on street residential schemes</p>

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Take forward energy projects such as Local Area Energy Planning to ensure resilience of local energy networks required for a shift to electric vehicles	Local Area Energy Planning will support decarbonisation commitments	2022	NCC, partner funding
Support Beryl Bikes and e-scooter trials and look at opportunities at expanding out the Beryl offer	These initiatives open up sustainable transport for a wider number of people, increasing the opportunity for people to access services such as education and training. They lead to better connectivity, cleaner air and reduced traffic	Ongoing for current schemes. Expansion will be explored following LCWIP adoption at end 2022	NCC, DfT, private investment
Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for countywide coverage	LCWIPs will inform our planning of active travel networks across the county, meaning better connectivity for active travel modes, cleaner air and reduced traffic	Norwich, King's Lynn and Gt Yarmouth Spring 2022  Norfolk LCWIP by end 2022	NCC, partner funding
Work with Transport East on bringing forward EV infrastructure	Benefits expected to be similar to those above for our EV strategy	2022/23	NCC Staff time, Transport East
Adopt Parking Standards to (amongst other things) ensure every new home with a parking space has an EV charge point	As above	Summer 2022	LTP, CIL, developer funding, funding bids  Staff time

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Adopt EV parking standards for new workplaces and other new non-residential developments	As above	Summer 2022	LTP, CIL, developer funding, funding bids, Staff time

### **Policy 3 of the adopted LTP4 Strategy under Objective 1: Embracing the Future**

Innovation and new technologies will be embraced and used proactively in order to achieve our vision, including responding to new targets set by the recently adopted environmental policy.

#### **Proposals for implementation of the policy**

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Investigate the delivery of 'Mobility as a Service' solutions. Such solutions could range from car-sharing to phone apps that allow customers to make easy, multi-modal journeys. The customer simply enters details of the journey they wish to make, and the app plans the journey and makes a single charge to the customer	Mobility as a Service will lead to reduced travel by car, reduced single-occupancy trips by car and therefore reduce carbon, improve air quality and reduce congestions whilst also improving people's connections to services and facilities	Summer 2022 2022 and onwards. We will explore suitable opportunities as they arise	NCC staff



<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Seek opportunities to improve digital connectivity	Improving digital connectivity will reduce travel by supporting the needs of businesses, home and other services. It will improve people's connectivity to services and reduce carbon emissions	Ongoing	NCC Staff, partners
Explore and utilise innovative monitoring equipment to show usage of the transport network (eg video technology that recognises different user types, use of GPS, mobile or telephone data)	Better outcomes informed by better data Increased ability to monitor	Ongoing	NCC, DfT grants, local contributions Scheme evaluation funding no funding in place
Investigate trial of a smart street, showcasing a range of technological innovations to enable better service delivery across a range of functions (eg street bins, air quality, street usage)	Better service delivery across a range of functions	Medium term	NCC, partners

Actions	Outcome/ Benefit	Timescale	Funding
Explore the use of low-cost air quality monitoring equipment including trialling the use of innovative, low-cost and portable devices	Technology is leading to development of products that provide quality data but are cheaper and easier to deploy than traditional monitoring techniques. Their use will give us better data to help inform delivery, leading to better outcomes	Ongoing	NCC, grant funding
Work with Transport East on Regional Agent Base Model + travel and behaviour data. This is an innovative modelling tool	This will give a better understanding about use of the transport network, allowing us to better plan for the types of trips that people are likely to make, and better understand how changes we make might affect these trips. It will be used to achieve a range of better outcomes	2022/23	Transport East
Implement the Bus Service Improvement Plan objective of multi-operator ticketing	Multi-operator ticketing leads to a better customer offer where users do not need to worry about having to purchase different tickets for different services. This in turn leads to increased bus patronage	By April 2025	DfT BSIP funding

## Policy 4 of the adopted LTP4 Strategy under Objective 1: Embracing the Future

We will work with people to shape the way they travel, why they are travelling and whether they need to travel, encouraging behaviour change and interventions that can help to increase the use of sustainable transport.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Develop an online information hub under the brand of Travel Norfolk to encourage behaviour change. This will act as a journey planner that encourages sustainable travel as the preferred method of transport. This hub will also provide a high quality resource of information to help people break down barriers that remain to using sustainable transport	Healthy more active population  More people travelling sustainably  Less reliance on single occupancy vehicles leading to a reduction in emissions and pollution hot spots	By March 2023	NCC, DfT Active Travel funding, partner funding

Actions	Outcome/ Benefit	Timescale	Funding
<p>Promote behaviour change through Getting Norfolk Active: Active Norfolk's 2021-2026 strategy</p> <ul style="list-style-type: none"> <li>• Advocating for walking and cycling to be the first choice for short journey</li> <li>• Promoting physical activity's contribution to carbon reduction targets</li> <li>• Addressing other barriers that prevent this positive behaviour change</li> </ul>	<p>Healthy more active population</p> <p>More people travelling sustainably</p> <p>Contribute to a reduction in carbon emissions</p>	Ongoing	NCC staff, Sport England
Deliver travel plans at residential development	<p>Travel plans identify the sustainable transport infrastructure and services required at new developments. It will lead to Reduced travel, Sustainable travel, Better connections from residential developments to services and facilities Supports our target for this LTP4 Objective</p>	Ongoing	NCC, Developers

Actions	Outcome/ Benefit	Timescale	Funding
Monitor travel habits at residential developments through travel plans delivered via our AtoBetter programme	Ongoing monitoring provides a feedback loop to help inform future provision of measures, increasing sustainable travel. Benefits as above	Ongoing	NCC, Developers



## Objective 2: Delivering a Sustainable Norfolk

### LTP4 Strategy Summary

The local transport plan strategy puts emphasis on working in partnership with others, particularly district councils as the local planning authorities, and developers to help shape the county's development plans and proposals. We will continue to work in partnership from the outset to secure necessary transport infrastructure and services, and build in sustainability from the start.

The emphasis of the strategy is placed on supporting development to come forward, and ensuring:

- It is in places where sustainable travel is an option and in easy reach of services and facilities that people need to access
- We understand implications of new development and take them into account right at the start of the process. Doing this, sustainable transport can be embedded into development proposals with infrastructure provided up-front. Mechanisms for achieving carbon reductions, or offsetting, can start to be built in; and air quality can be improved.

### Approach to Implementation

Our approach to delivery will be to continue to put resources into partnership work with local planning authorities, developers and other service providers to help shape delivery right from the start. We will review and roll-forward our suite of supporting studies and guidance documents. This includes our series of market town network improvement strategies undertaken in 2018 and 2020. These looked at places with planned high levels of growth to understand impacts on the transport network, enabling necessary interventions to be devised and understood. We will also review and roll-forward: the planning and health protocol to ensure principles of health and wellbeing are adequately considered in plan making; Safe Sustainable Development (guidance document for new developments); the Norfolk Strategic Infrastructure Delivery Plan; and our Parking Standards.

Doing this will build in mechanisms to achieve our desired outcomes and benefits. These include reducing travel by ensuring development is sited in places within easy reach of services and facilities, better health outcomes for people, more liveable places, better connected places, cleaner air and carbon reduction.

The guidance documents and evidence bases provide a foundation for securing amongst other things EV chargers in residential developments, active travel networks and other necessary transport infrastructure and services. This helps achieve a range of desired outcomes including reduced carbon, better air quality, better connectivity to services and improved health outcomes for people.

A key new strand will be to instigate new workstreams to consider how to monitor and offset carbon impacts arising from new development. We have committed to Actions to develop carbon plans and budgets and to devise methodologies to achieve carbon neutrality from new residential and employment developments are included in this Implementation Plan. We will adopt into guidance documents our expectations of how developers would need to demonstrate that development addresses air quality or how they will bring forward measures to address the issue.

Writing these into future reviews of our guidance documents for new developments will achieve air quality and carbon objectives.

The county council will also continue to work with partners in locations including West Winch, North Walsham and East Norwich in order to bring forward large numbers of much-needed new homes and, in East Norwich, on an exciting opportunity to regenerate a large site well-placed within close reach of city amenities. This work will allow development proposals to be considered in wider, holistic planning of the area. It also considers what transport infrastructure needs bringing forward. Our approach to implementation will be to ensure this gives major consideration to low carbon transport, active travel and public transport.

We are supporting the delivery of sustainable travel plans at residential developments, including through our in-house provision A2Better. Our teams will work with the new communities to develop and deliver travel plans. We will work with other active travel groups who are also looking to expand this function with schools. Delivering effective travel plans will enable people to be able to get to services and facilities, and identify and deliver necessary local sustainable connections.

## Summary

Our approach to implementation will therefore be to continue to put resources into our work at all stages on new development:

- Working with district councils, developers and other partners on reviews of local plans, at individual sites or allocations, in pre-application discussions and as a statutory consultee on planning applications. This will bring forward well-formulated development proposals in places within reach of services and facilities, enabling people to get to places by a range of sustainable travel options and in turn reduce carbon, improve air quality and create better communities
- Building evidence bases to inform of impacts of growth. This will identify infrastructure requirements to be understood up front and be planned for. This will benefit places, providing better connections and reducing congestion
- Keeping our guidance up to date. A key part of this will be embed carbon mitigation and budgets, and air quality requirements, into future reviews, achieving objectives and targets in these areas
- Devising and delivering travel plans at new developments, including monitoring travel behaviour at new developments to feed back into future decision-making. This will help understand people's travel patterns and enable sound planning if future interventions.

Our approach will be to work in partnership on these issues.

## Alternatives Considered

### *Alternative 1*

Instead of working at an early stage on growth and service planning proposals, eg working with local planning authorities in plan making or using our own funding to consider evidence bases about the implications of growth before growth proposals come forward, and developing projects in advance of growth we would:

React to proposals only once others have worked on their development and put them in front of us for consultation.

We have not included this as our preferred option because:

It would mean that transport is not considered at an early-enough stage in proposals, resulting in the likelihood that growth would come forward in unsustainable or undesirable places, or that the necessary transport infrastructure or services do not come forward before growth; or at all.



### *Alternative 2*

Instead of completing early reviews of our guidance documents and committing to regular and frequent refreshes, we would:

Put less resource and give a lower priority to reviews and refreshes.

We have not included this as our preferred option because:

It would mean that developers of proposals, and the planning authorities, would not have up to date guidance documents against which to develop or assess proposals, creating inefficiencies and leading to less sustainable development (because it does not incorporate the latest requirements in the new guidance reflecting issues such as carbon, air quality, and active and public transport).



## Table of Actions

### Policy 5 of the adopted LTP4 Strategy under Objective 2: Delivering a Sustainable Norfolk

We will work with partners to inform decisions about new development ensuring they are well connected to maximise use of sustainable and active transport options. This will make new developments more attractive places to live, thus supporting a strong sense of the public realm.

#### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Review the planning and health protocol to ensure principles of health and wellbeing are adequately considered in plan making, and when evaluating and determining planning applications. This will include considerations of connection to, and accessibility of, public and active travel options	Better health outcomes Sustainable travel	Ongoing	NCC
Review the Norfolk Infrastructure Delivery Plan (NSIDP) to ensure it captures the full range of projects being delivered to support growth including decarbonisation projects, and transport projects focused on active travel, public transport and decarbonisation	The review will provide a more balanced view about the projects of importance. It will show how a range of projects is important for growth in the county and how sustainability and climate change objectives are being reflected in our work	Winter 2022	NCC Staff time, district council staff time

Actions	Outcome/ Benefit	Timescale	Funding
Review and roll forward the market town Network Improvement Strategies	Reviews will help to inform infrastructure requirements from growth, allowing infrastructure first, a county council objective. Help shape locations of growth so it is in the most sustainable locations Achieve outcomes: Reduced travel; Sustainable travel; People able to get to services and facilities; Better public realm	2023-2025	NCC, partners including district councils
Take forward work with partners on infrastructure requirements to unlock growth, including: • N Walsham housing link road • East Norwich masterplan • W Winch masterplan • Thetford A11 junctions and successor to link road work • Bradwell	Achieve outcomes: Reduced travel; Sustainable travel; People able to get to services and facilities; Better public realm	Ongoing	NCC, local authority partners, National Highways, developers

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Review Safe Sustainable Development (guidance document for new developments)	Reviews of guidance documents will embed LTP4 principles, objectives and outcomes This will lead to: More sustainable development; Better connections for people in developments; Cleaner air; Reduced carbon	2022 and annual updates as appropriate following LTP4 Implementation Plan adoption	NCC staff
Review Parking Standards	Reviews of guidance documents will embed LTP4 principles, objectives and outcomes This will lead to: Cleaner air; Reduced carbon	2022 and annual updates as appropriate following LTP4 Implementation Plan adoption	NCC staff
Work as part of the Greater Norwich Development Partnership and Greater Norwich Local Plan Partnership	Working at all stages will help to shape the location of growth so that it is in easy reach of services and allow us to plan for infrastructure first. This will lead to: Reduced travel; Sustainable travel; People able to get to services and facilities	Ongoing	NCC Staff, districts
Work with district councils as local plans are reviewed	As above	Ongoing	NCC

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Provide comments on neighbourhood plans to inform their development	As above	Ongoing	NCC
Work with county council service providers on location of services, eg schools	Being involved in planning stages will enable transport to be part of the decision-making process to enable services can be sited in places in easy reach. Will lead to increased access to the range of services	Ongoing	NCC
Work closely with DfT, National Highways, Network Rail / Great British Railways and other local authorities to influence transport decisions in Norfolk to ensure good connectivity to new developments	This will improve economic outcomes by ensuring new developments have good connectivity to major transport links	Ongoing	NCC

## Policy 6 of the adopted LTP4 Strategy under Objective 2: Delivering a Sustainable Norfolk

We will work with the development community and local stakeholders to ensure greener transport solutions are embedded in land-use planning to significantly reduce traffic generation by private car. We will also work to ensure that the necessary infrastructure to support the transition to a clean transport network is in place. We will seek that any carbon impacts are monitored and offset by locally applicable measures. As part of our ongoing work on developing guidance for how we will deal with new development we will amongst other things consider how to establish carbon plans and budgets and devise methodologies to achieve carbon neutrality.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Consider options for monitoring and offsetting carbon impacts arising from new development Alongside this, develop carbon plans and budgets and devise methodologies to achieve carbon neutrality from new development Write these into future reviews of our guidance documents for new developments	This will support the county council's carbon reduction targets in the LTP and our Environmental Strategy	2023  Include outcomes into future reviews of NCC documents as appropriate	NCC Staff
Work with other active travel groups to expand sustainable travel plans to schools	This will lead to reduced car-use at schools, better active travel connections and mode shift to sustainable travel. Supports LTP carbon target; Reduces carbon; Improves air quality	2023	NCC, schools, active travel groups

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Engage with developers in pre-application discussions on major sites to secure sustainable transport links In our role as statutory consultee on planning applications, seek sustainable transport links	Will ensure new development has sustainable transport connections, leading to Reduced carbon; Improved air quality	Ongoing	NCC, developers, district councils
Develop proposals for, and introduce, pre-application charges	Revenue stream that can support services in achieving LTP outcomes	2022	NCC
Work with partners on the development of land-use planning documents: See above, policy 5	See above, policy 5	See above, policy 5	See above, policy 5
Review Safe Sustainable Development  Review Parking Standards	See above, policy 5	See above, policy 5	See above, policy 5
Deliver travel plans at residential development	See above, policy 4	See above, policy 4	See above, policy 4

## Policy 7 of the adopted LTP4 Strategy under Objective 2: Delivering a Sustainable Norfolk

In air quality management areas development will need to demonstrate its positive contribution to tackling the air quality problem.

Actions	Outcome/ Benefit	Timescale	Funding
Roll-forward our 2022 review of Safe Sustainable Development to adopt guidance on our expectations of how developers would need to demonstrate how development would address air quality or bring forward measures to address the issue	Reviews of guidance documents will embed LTP4 principles, objectives and outcomes This will lead to: Cleaner air	2023/24/25	NCC Staff
Take account of any changes to UK law, best practice or guidance following new air quality guidelines announced by the World Health Organisation in 2021	The new guidance is likely to tighten threshold to improve air quality	Following any changes to UK law or guidance	NCC Staff



## Objective 3: Enhancing Connectivity

### LTP4 Strategy Summary

The Local Transport Plan strategy sets out the importance of connections between, and into, major centres and gateways. This is because such connections are needed to support the economic vitality of the county and ensure that it does not lose out on investment into housing, employment, retail, leisure and other services that might otherwise go to better connected places in the country. The evidence also shows that the major connections into and within the county are not as good as elsewhere in the UK.

For this reason, the strategy sets out that they must be improved to provide better, faster and more reliable journeys. However, this must be done in a way that puts transport firmly onto a net zero carbon trajectory.

### Approach to Implementation

Our approach to implementing this strategy will be to continue to make the case for improvements so that investment is secured into the networks. We will do this by working in partnership with others, continuing to work in partnership along transport corridors and be involved in a number of rail task forces as well as leading the A47 Alliance. Our work to secure investment will be evidence-based. We will contribute to the evidence bases and business cases for the projects. We will work at all political levels to make the cases through advocacy.

We will also work with Transport East, the Sub-national Transport Body for the area representing the Norfolk, Suffolk, Essex, Southend and Thurrock. Transport East provides a strong voice to government on the issues, representing the views of its members. It also works nationally and in collaboration with engaged with other Sub-national Transport Bodies. We will remain a member of this important partnership to influence its work and make sure our voice is heard within government.

By working in these partnerships we will be able to represent the views of the county council and seek to ensure the best outcomes for our residents and businesses. We are seeking improved connections that offer faster journeys, improved reliability and better resilience. Achieving these aims will bring benefits to the wider Norfolk economy. By making journeys quicker and more reliable, reducing uncertainty for businesses, it is likely that there will increased investment into the county, accelerating the delivery of much-needed housing growth and bringing forward jobs and other services.

There will be a focus on decarbonisation, and making sure networks are fit for future technological advances, built into the programmes of work. This is crucial as it will support our carbon ambitions and targets.

We will develop a suitable proportionate methodology to assess the carbon impacts of individual schemes the county council brings forward. We will consider the requirements of relevant guidance when it is published to inform quantification of carbon emissions from the Plan as a whole. We will build in low carbon objectives and the future role of the strategic networks into our activities including on supporting A47 improvements. We will also investigate funding opportunities to deliver a range of initiatives to deliver clean freight including e-cargo bikes, freight consolidation centres and more innovative technologies such as drones or automated vehicles / pods.

This will support the policy objective to ensure that the network priority is that it is used by clean transport modes, reducing carbon, improving air quality and leading to better health outcomes.

We will target the strategic connections between and into major centres and will work on bringing forward the necessary transport infrastructure required to facilitate and enable housing and jobs growth. Chapter 3 details the larger and more significant schemes within the county included within the Norfolk Strategic Infrastructure Delivery Plan, some of which are included within current government programmes. Schemes in the Plan include the West Winch Housing Access Road, required to release up to 4,000 houses and improve the major road network connection of the A10, and Great Yarmouth Third River Crossing. This is currently under construction and will provide better connections between the port area and the strategic trunk road network.

Our approach to implementing the strategy of better connectivity will be to continue to bring these to delivery. Delivery will support economic objectives and bring forward housing and jobs growth. Each scheme will be required to demonstrate its own case as it comes forward, showing at the appropriate point and to the appropriate degree of detail, how it meets amongst other things relevant objectives and value for money. A key part of this will be to demonstrate its carbon credentials.

As part of our implementation approach, we will introduce appropriate and proportionate assessments of impacts for all schemes. We intend to undertake carbon assessments as one part of this in order to help decision-making and to understand impacts and how these might be reduced.

## Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

Our approach to implementation will therefore be to:

- Work with a range of partners on significant projects and programmes that improve connectivity into and within the county. This includes making the case for improvements on the strategic trunk road and rail networks with a focus on achieving low carbon in the way that these networks are used. This will help to achieve better, cleaner connectivity, bringing forward economic outcomes for the county
- Take forward schemes that are included in the current government large local major and major road network funding streams. These are Long Stratton Bypass, Norwich Western Link, West Winch Housing Access Road, A47/A17 Pullover Junction, King's Lynn. Delivery of the Great Yarmouth Third River Crossing has already started on the ground and will be completed open to traffic by early 2023. These schemes will realise a range of benefits. They all have detailed business cases, at various stages of development, setting out scheme objectives, benefits and impacts. Appropriate relevant and assessments will be required for each scheme at the appropriate stages in their development. Each will need to prove its case in order to draw down funding and receive any statutory consents or approvals needed prior to delivery on the ground. A key part will be consideration of carbon credentials of each scheme.
- Reduce carbon and improve air quality by making sure impacts are known and measures taken to reduce impacts in bringing forward schemes that improve connectivity. We will do this by assessing the carbon impacts of schemes the county council brings forward. We will develop and deliver low-carbon connectivity through countywide Local Cycling and Walking Infrastructure Plans, and the Bus Service Improvement Plan. These measures will lead to acceleration of carbon reduction, and help to achieve our outcomes of improved connectivity and accessibility.

## Alternatives Considered

### *Alternative 1*

Instead of continuing our active and engaged involvement in a range of partnerships from regional bodies to rail and road task groups and alliances, we would:

Scale down or cease our involvement in such groups in order to concentrate resources elsewhere. We have not included this as our preferred option because it would mean that Norfolk would have reduced bearing in influencing outcomes that affect the county. It would also weaken the partnerships meaning that, in turn, they are likely to be less effective in influencing national decisions.

### *Alternative 2*

Instead of committing to reviewing evidence bases in support of projects on the major networks to ensure that low carbon and technological advances are built-in and centre stage, we would:

Focus on only meeting current requirements and guidance.

We have not included this as our preferred option because it would mean that we do not so effectively balance the need for connectivity improvements on the major networks towards ensuring they are used in the most efficient and low carbon manner.

### *Alternative 3*

Instead of taking forward schemes included in the current government large local major and major road network funding streams; and developing the forward pipeline of projects, we would:

Not take forward the schemes and instead consider and review other options for how objectives might be met.

We have not included this as our preferred option because, on the evidence available, we consider these schemes to be the preferred proposals. For the more well-developed schemes, business cases demonstrate their case. Some of them are at relatively late stages of development and review would mean other well-developed plans could not come forward, eg housing or other growth that is dependent on the infrastructure.



## Table of Actions

### Policy 8 of the adopted LTP4 Strategy under Objective 3: Enhancing Connectivity

Our priority will be to improve major road and rail connections between larger places in the county, and to major ports, airports and cities in the rest of the UK.

#### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Make the case for early electrification of the remainder of the rail network serving the county	Electrification will reduce diesel-powered trains, leading to reduced carbon	2022/23	NCC Staff time
Look to secure inclusion of rail, trunk road and major road networks in digitally-connected programmes	Digital connections will facilitate enable, inter alia, autonomous technologies leading to more efficient freight networks to deliver operational and consumer benefits, connected vehicles for better safety and more reliable and frequent rail services	2022/3/24 as part of Roads Investment Strategy work led by National Highways	NCC Staff time

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Remain an active member of Transport East and work with Transport East on development of its transport strategy and its subsequent delivery, and any review	Transport East provides a strong voice for the region and can secure investment into the network to achieve better outcomes including connectivity and economic outcomes	Ongoing	NCC, Transport East
Work with Transport East on Connectivity Study Work with Transport East on Rail Connectivity	Better connectivity Better economic outcomes Reduced carbon	2022/23	NCC, Transport East
Continue to lead and coordinate the A47 Alliance Review the Alliance programme and activities to include further focus on carbon and technology (See Policy 9)	Better connectivity Better economic outcomes More reliable journey times Reviewing the programme will enable low carbon, clean fuels and technology improvements to be realised in future planning	2022/23	NCC, A47 Alliance

Actions	Outcome/ Benefit	Timescale	Funding
<p>Work with partners on Task Forces and other consortia making the case for rail improvements. These include:</p> <ul style="list-style-type: none"> <li>•East West Rail (EWR) Main Line Partnership (formerly the Consortium) to build the case and the evidence base for the East West Rail Main Line</li> <li>•Great Eastern Main Line (GEML) Task Force (Norwich to London)</li> <li>•Ely Task Force (to make the case for improvements that would unlock a range of passenger and freight services)</li> </ul>	<p>Investment in rail will unlock the potential for quicker journeys and increased frequencies. Rail is important to support the economy of the county and improvements will lead to better economic outcomes. Better rail travel will also encourage a shift away from car-use leading to outcomes including reduced carbon and congestion</p>	<p>EWR Main Line</p> <ul style="list-style-type: none"> <li>•Interim Strategic Outline Business Case 2022</li> <li>•Develop Full SOBC post-2022/23 GEML</li> <li>•Strategic Outline Business Case development 2022/23</li> <li>•Outline Business Case development post-2023 Ely</li> <li>•OBC to be submitted to government spring 2022</li> <li>•FBC post 2022</li> </ul>	<p>NCC, East West Rail Main Line Partnership, East West Rail Company, partners on the other Task Forces, DfT</p>
<p>Work with partners to understand the evidence base to identify and secure improvements to transport gateways</p>	<p>Better connectivity Better economic outcomes</p>	<p>Ongoing</p>	<p>NCC, private investment</p>
<p>Take forward schemes that are included in the current government large local major and major road network funding streams; and develop the schemes in the Norfolk Strategic Infrastructure Delivery Plan.</p>	<p>Better connectivity Better economic outcomes</p>	<p>Ongoing</p>	<p>NCC, DfT, CIL, developers</p>

## Policy 9 of the adopted LTP4 Strategy under Objective 3: Enhancing Connectivity

Our priority for improved connectivity will be that the network is used by clean transport modes.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Assess the carbon impacts of schemes the county council brings forward	See Policy 11	See Policy 11	See Policy 11
Investigate funding opportunities to deliver a range of initiatives to deliver clean freight including e-cargo bikes, freight consolidation centres (where last-mile deliveries are made by clean modes) and more innovative technologies such as drones or automated vehicles / pods (see Policy 2)	Local deliveries are increasing given the on-demand culture and the increased prevalence of work from home. Delivery of initiatives will reduce congestion, reduce carbon and improve air quality whilst maintain customer expectation	Ongoing	NCC, grants and bids, partners
Prepare evidence to support the case for improvements, reviewing previous work to – in particular – update and build in low carbon objectives and the future role of the A47 given technological advancements	Reduced carbon Improved air quality	Ongoing	NCC, A47 Alliance



<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Work with National Highways to secure active travel and public transport improvements on the trunk road network	Reduced carbon Improved air quality More active travel Better connectivity between communities	Ongoing	NCC, National Highways
Actively seek funding investment from central government in partnership with bus operators to bring zero emissions busses to Norfolk and enable a transition to zero emissions vehicles	Reduced carbon Improved air quality	Ongoing as	DfT
Implement a Behaviour Change Programme	This is set out above under Policy 4	See Policy 4	See Policy 4
Develop LCWIPs to set out policy for walking and cycling	This is set out above under Policy 2	See Policy 2	See Policy 2
Deliver our EV strategy	This is set out above under Policy 2	See Policy 2	See Policy 2

## Policy 10 of the adopted LTP4 Strategy under Objective 3: Enhancing Connectivity

We will seek to improve connectivity between rural areas and services in urban centres.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Develop countywide Local Cycling and Walking Infrastructure Plans (LCWIPs)	LCWIPs will inform our planning of active travel networks across the county, meaning better connectivity for active travel modes, cleaner air and reduced traffic Reduced carbon	King's Lynn, Norwich and Great Yarmouth Spring 2022, County Wide Winter 2022	NCC, Active Travel Fund
Consult on the draft Walking and Cycling Strategy	The strategy will set out the context and framework for a range of initiatives leading to an increase in walking and cycling. This will lead to: Reduced carbon; Better air quality; Improved health outcomes; Better connectivity	Summer 2022	NCC, Active Travel Fund
Implement the Bus Service Improvement Plan to improve public transport services and infrastructure connecting into settlements	This is set out under Objective 5: Accessibility	See Objective 5: Accessibility	See Objective 5: Accessibility

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Trial innovative technology in different parts of the network by developing prototypes, preferably with local companies	This is set out under Objective 1: Embracing the Future	See Objective 1: Embracing the Future	See Objective 1: Embracing the Future
Deliver our EV strategy: Encourage stakeholders to deliver charge points at other key destinations including supermarkets and rail stations	This is set out under Objective 1: Embracing the Future	See Objective 1: Embracing the Future	See Objective 1: Embracing the Future
Investigate the delivery of 'Mobility as a Service' solutions. See Policy 3	See Policy 3	See Policy 3	See Policy 3

## Objective 4: Enhancing Norfolk's Quality of Life

### **LTP4 Strategy Summary**

The Local Transport Plan strategy puts a clear priority on carbon reduction. We have already started to implement a range of measures to improve low carbon and clean transport including the Transforming Cities programme in Norwich, complementing ongoing delivery of the Pedalway network, measures to reduce traffic within the city centre and the introduction of hire bike and e-scooter schemes. We have also set out more detailed place and mode-specific plans and strategies including the Bus Service Improvement Plan and the Transport for Norwich Strategy. We are in the process of adopting countywide Local Cycling and Walking Infrastructure Plans.

Alongside carbon reduction, the strategy gives priority to tackling problems in Air Quality Management Areas (AQMAs) declared due to transport emissions. These are areas where monitoring has shown that air quality falls below thresholds.

The third strand of the strategy is that, when we take action to improve the transport network, we will seek to improve quality of place, conserving and enhancing our built and historic environments.

### **Approach to Implementation**

Our approach to implementation will be to focus on achieving carbon reductions through a range of actions including delivery of the electric vehicle strategy, investment in active travel networks, rollout of digital connectivity to reduce travel, and working with partners to influence the location and nature of development. These actions are detailed elsewhere in the implementation plan.

Over and above this, we will introduce new requirements on our own schemes by initiating appropriate and proportionate whole life carbon assessments including construction and use of the asset. We will also develop assessment criteria for schemes on our project pipeline so that we consider the impact of schemes across the range of LTP4 objectives, including carbon. We will work with regional partners on carbon reduction projects and toolkits. We expect the Department for Transport to issue guidance on local transport plans for consultation during 2022, prior to formal adoption by government. We will consider the implications of this following its publication and take appropriate and necessary action as required. A series of workstreams has been put in place to deliver net zero carbon on our own estate.

These actions will lead to carbon reduction, supporting the objectives and targets in the LTP, and the county council's environment policy target to achieve net zero on our own estate by 2030.

Our approach to tackling air quality includes delivering the Transport for Norwich Strategy. This sets out that we will investigate the introduction of potentially far-reaching measures such as a Clean Air Zone, workplace parking place levy, road charging / congestion charge, or vehicle bans (eg prohibiting petrol and diesel engine vehicles from the city centre). We have developed transport strategies and market town network improvement strategies for other areas, and we will look to channel implementation through active travel and other sustainable transport options. We will review or refresh these strategies in the light of the new policy direction for LTP4. We will seek to upscale our work with district councils on air quality action plans. We will consider more than simply traffic management changes and look to promote a range of measures to reduce travel and achieve a shift to sustainable travel. These will include consideration of restrictions, behaviour change campaigns and network changes. We will seek funding to deliver and implement programmes of work.

This will lead to improvements to air quality. Poor air quality is a major determinant on people's health outcomes. Our delivery will also therefore achieve wider outcomes for health. Although a separate issue from carbon reduction, our approach to delivery will also lead to carbon reduction, helping to achieve the carbon targets we have adopted.

We will also develop our assessment criteria for schemes on the project pipeline and undertake proportionate assessments of schemes at the relevant stages in feasibility and design stages so that we consider impact across LTP4 objectives.

This will lead to a range of better outcomes, supporting all of our objectives.

Our approach to implementation will therefore be to:

- Introduce relevant proportionate assessments into the feasibility, development and design process for schemes. Carbon assessments will be a key part of this, supporting us on our carbon targets
- Deliver the Transport for Norwich strategy, which includes feasibility work on a number of potentially far-reaching interventions to reduce traffic, reduce carbon and improve air quality
- Refresh the transport strategies in other urban areas. This will lead to an increased focus on delivering our outcomes for carbon, air quality and health
- Consider any requirements for additional work on publication of Local Transport Plan guidance from government, enabling us to further improve the prospects of achieving carbon reduction if considered to be required
- Work in partnership with districts, developers and other organizations for more effective, joined-up delivery.

## **Alternatives Considered**

### *Alternative 1*

Instead of committing to refreshing or reviewing our suite of supporting plans and strategies, such as our transport strategies for urban areas and market towns, following adoption of the local transport plan, we would:

Concentrate on delivery of measures within current plans.

We have not included this as our preferred option because it would mean that: Delivery does not achieve the objectives of the adopted LTP4 Strategy and in the areas where this strategy has more focus – such as reduced carbon, public transport and active travel – objectives are less likely to be achieved.

### *Alternative 2*

Instead of committing to introducing proportionate assessments on a range of measures including whole life carbon in developing schemes, we would:

Focus on only meeting current requirements and guidance.

We have not included this as our preferred option because it would mean that we do not so effectively understand the likely consequences of projects; or reduce carbon or achieve other objectives such as better, more liveable places.

## Table of Actions

### Policy 11 of the adopted LTP4 Strategy under Objective 4: Enhancing Norfolk's Quality of Life

When making changes and improvements to our transport network, and in working with users on how they choose to use the transport network, we will seek to understand the consequences of the decisions on meeting the collective challenge of protecting and improving our global environment to meet the environmental policy target of working towards carbon neutrality.

#### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Undertake appropriate and proportionate whole life carbon assessments on proposed schemes including construction and use of the asset	These assessments will quantify carbon emissions from transport delivery projects They will inform future scheme delivery This will contribute to achieving the LTP and NCC Environmental Targets for reduced carbon	Following publication of LTP Guidance on Local Transport Plans At the appropriate stage for schemes where this a requirement for funding or regulatory processes	NCC

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Deliver net zero carbon on our own estate	NCC Environmental Targets for reduced carbon	Net zero by 2030	NCC
Work with Transport East on the Decarbonisation analysis toolkit (being led by England's Economic Heartland)	Reduced carbon	2022/23	Transport East, England's Economic Heartland
Work with Transport East on alternative fuels (being led by Midlands Connect)	Reduced carbon	2022/23	Transport East, Midlands Connect
Develop our assessment criteria for schemes on the project pipeline to consider their impact across the range of LTP4 objectives	Developing our assessment criteria: See Policy 11 will shape the nature of projects, programmes and interventions the county council takes forward and ensure that they are the best ones to meet a range of objectives including decarbonisation	Following publication of LTP Guidance on Local Transport Plans	NCC
Consider implications of LTP guidance and take appropriate and necessary action on carbon as required in the guidance	LTP Guidance is anticipated to set out requirements for quantified carbon reduction, amongst other things. This will be used to guide achieving our carbon reduction work, contributing to achieving the LTP and NCC Environmental Targets for reduced carbon	Following publication of LTP Guidance on Local Transport Plans	NCC



<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Consider implication of LTP guidance on future reviews of the LTP	As above. It is anticipated that this action will also help to achieve the broader range of LTP4 outcomes	Following publication of LTP Guidance on Local Transport Plans	NCC
Investigate working with Broads Authority and other partners on decarbonising waterways	Reduced carbon	2024	NCC, partners
Deliver a range of actions to reduce carbon. These include delivery of the EV strategy, investment in active travel networks, rollout of digital connectivity to reduce travel, and working with partners to influence the location and nature of development. These actions are detailed elsewhere in the implementation plan	These actions will support our objectives and targets for carbon reduction	Various, see elsewhere in the tables for details of the actions	Various, see elsewhere in the tables for details of the actions

## Policy 12 of the adopted LTP4 Strategy under Objective 4: Enhancing Norfolk's Quality of Life

Our priority for tackling air quality will be to take action to improve air quality, including investigating vehicular restrictions or charging, where air quality falls below the threshold for Air Quality Management Areas. We will also embrace new ways of monitoring air quality to inform interventions, including in other areas, where this is deemed necessary.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Deliver Transport for Norwich (TfN) Strategy including development of feasibility work on a range of measures to reduce traffic (examination of amongst other things Clean Air Zone, Workplace parking place levy, Road charging / congestion charge, Vehicle bans (eg prohibiting petrol and diesel engine vehicles from the city centre))	Delivery will achieve the TfN Strategy objectives, which are closely aligned to those of LTP4 Strategy. They include: Reduced carbon; Better air quality; Improved health outcomes; Better connectivity	2022/23 onwards	NCC, DfT, LTP, districts, private investment,
Review King's Lynn transport strategy	Reviews will embed LTP4 principles, objectives and outcomes This will lead to: Better air quality; Improved health outcomes; Reduced carbon	Following publication of LTP guidance (See first action under Policy 11)	NCC
Review Great Yarmouth transport strategy	As above	As above	As above

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Promote behaviour change work	See Policy 4	See Policy 4	See Policy 4
Work with bus operators and other transport providers to achieve a shift to clean fuels	Better air quality Improved health outcomes Reduced carbon	Ongoing	NCC, transport operators, DfT
Explore the use of low-cost air quality monitoring equipment, survey equipment	See Policy 1	See Policy 1	See Policy 1
Develop and implement LCWIPs	See Policy 2	See Policy 2	See Policy 2
Deliver our EV Strategy	See Policy 1	See Policy 1	See Policy 1
Support District councils in monitoring Air Quality Action Areas. Develop action plans for transport interventions where transport is a cause of poor air quality. These action plans will consider more than simply traffic management changes: we will look to promote a range of measures to reduce travel and achieve a shift to sustainable travel. These will include consideration of restrictions, behaviour change campaigns and network changes Seek funding to deliver and implement programmes of work	Galvanising work on air quality plans so they take a more holistic approach, starting with an emphasis on reducing travel, will ensure that we are better able to improve air quality, leading to improved health outcomes. Shifting travel, rather than simply moving to EVs will achieve quicker and more significant carbon reductions	Ongoing	NCC, district councils, LTP

### **Policy 13 of the adopted LTP4 Strategy under Objective 4: Enhancing Norfolk's Quality of Life**

We will seek to improve quality of place, conserving and enhancing our built and historic environments, when we take action to improve the transport network.

#### **Proposals for implementation of the policy**

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Undertake proportionate assessments of schemes to consider their impact across the range of LTP4 objectives Develop our assessment criteria for schemes on the project pipeline to consider their impact across the range of LTP4 objectives	Proportionate assessments will document and identify impacts and mitigation across a range of outcomes. Developing our assessment criteria: See Policy 11	Following publication of LTP Guidance on Local Transport Plans	NCC
Apply a Healthy Streets approach in Norfolk. This approach has been adopted for Norwich in the Transport for Norwich Strategy	Better health outcomes More liveable communities Better connectivity	Ongoing	NCC
Identify opportunities for linear habitat creation along the active travel network as part of an integrated approach between active travel and Greenways to Greenspaces	Environmental benefits including biodiversity and habitat creation	Ongoing	NCC, partner funding

# Objective 5: Increasing Accessibility

## LTP4 Strategy Summary

The Local Transport Plan Strategy is clear that working in partnership is key to increasing accessibility. This includes working with providers of transport such as bus companies and train operators as well as with local communities, service providers and those who plan service provision. We will continue to make partnerships a core aspect of our work. Working in partnership means we get the expertise and specialism of others. Building relationships helps us to find out what the needs of residents, businesses and others are, and not what we think they are.

## Approach to Implementation

The county council has submitted the BSIP to government and is awaiting a funding decision. We have indicated that £107m will be required to deliver our four key objectives of:

- Rebuilding and increasing passenger confidence
- Having a green and sustainable transport offer
- Developing a public transport network that is the first-choice mode for most journeys
- Having a simple and affordable ticketing and fares offer.

We have committed to developing an Enhanced Partnership as part of the BSIP. Sitting underneath the Enhanced Partnership Plan there is an Enhanced Partnership Scheme, which is a detailed list of commitments for the county council and the bus operators. These commitments will be reviewed when we know what funding we will receive from the government.

Delivery of the Bus Service Improvement Plan and Enhanced Partnership forms a major plank for achieving our Accessibility objective. The BSIP has twelve key outcomes including increased patronage, improved satisfaction, more punctual and reliable services, greener buses and increased accessibility (ie an increase in the range of bus services offered in rural areas).

Alongside the BSIP, our approach involves a series of initiatives including working with the Sub-national Transport Body Transport East as a rural mobility centre of excellence. We will explore opportunities to introduce trials of innovative solutions within the county to improve rural mobility.

These initiatives will support increased accessibility by public transport – from buses through innovative trials, to mobility as a service offers – for people in rural areas. This will increase the ability for everyone to access essential services and facilities and provide an alternative to car travel. As well as improving people's life chances by opening up opportunities it will also therefore assist with other objectives including reducing carbon.

The work we plan on implementing our more detailed strategies (for example Transport for Norwich, the transport strategies in other urban areas and our Local Cycling and Walking Infrastructure Plans) will reallocate space for public transport or active travel, giving priority to and creating connected, joined-up networks for those modes carrying the most number of people in low carbon ways.

This will achieve our objectives by creating the transport networks needed for low carbon, active and clean accessibility.

We will work within the county council and with other partners to plan accessibility as part of service delivery. This means that we will consider how people will be able to access facilities and key services during the planning stages. This will ensure that people can get to places including healthcare and education by sustainable transport means. This will improve service delivery as well as improving people's life chances (as places can be easily reached). It will also lead to reduced travel and reduced carbon.

Underlying all of this will be a commitment to making sure, as far as we can, that the transport network is suitable for all users including people with disabilities or restricted mobility.

### **Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy**

Our approach to implementation will be to:

- Improve accessibility across the county through a range of measures based on public transport and active travel. Doing this will improve people's access to services and facilities, especially in rural areas, by sustainable public transport based means. Increasing people's access to services will improve their outcomes
- Implement our Bus Service Improvement Plan, working in an enhanced partnership with bus operators. Doing this will achieve the outcomes listed in the BSIP. These include increased patronage, improved satisfaction, more punctual and reliable services, greener buses and increased accessibility (ie increase the range of services offered in rural areas)

- Develop and deliver Walking and Cycling Infrastructure Plans across the whole of the county. This will lead to an increase in active travel, improving people's health and leading to reduced carbon and improved air quality
- Engage with other local authorities, developers and others in the planning for new development to bring it forward in places that are within easy reach for people to get to. We will work with service providers in the planning and delivery stages to make sure services are accessible. This will improve service delivery as well as improving people's life chances (as places can be easily reached). It will also lead to reduced travel and reduced carbon
- Reprioritise space, especially within urban areas, and give priority to walking, cycling and public transport. This will achieve a mode shift to more sustainable travel and lead to outcomes including better air quality and reduced carbon
- Undertake proportionate assessments of proposals to make sure the transport system is suitable for all users including people with disabilities or restricted mobility. This will improve equality by providing a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people.

## Alternatives Considered

### *Alternative 1*

Instead of working in partnership with bus operators, we would:

Undertake detailed work to bring forward a statutory arrangement such as bus franchising where the county council is able to require a certain level of service from operators.

We have not included this as our preferred option because:

Partnership arrangements work well, and we have only recently committed to these in our Bus Service Improvement Plan. Evidence suggests that the county council does not have the knowledge, expertise or resources required to ensure a level of service that the public would expect from us taking on such an arrangement.

### *Alternative 2*

Instead of favouring bus-based public transport solutions in urban areas, we would: Develop proposals for tram or rail-based solutions.

We have not included this as our preferred option because:

Evidence suggests that the urban centres in Norfolk are not of the type (size, population and employment density, etc...) that would mean there would be sufficient usage to pay for running the services. Such projects require very substantial investment upfront and, for the reasons summarised above, it is unlikely we would be able to secure this funding by demonstrating a value for money case for investment. Rail and tram-based service are inflexible and cannot so easily incorporate changes in demand or in routes as can bus services.

## Table of Actions

### Policy 14 of the adopted LTP4 Strategy under Objective 5: Increasing Accessibility

We will work in partnership with agencies in Norfolk to tackle accessibility problems, targeting those communities most in need. We will seek to ensure that accessibility is planned as part of service delivery.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Deliver the Bus Service Improvement Plan (BSIP). The BSIP includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience including 100 zero emission buses from 2025, and more accessible and higher quality buses	The BSIP has twelve key outcomes including increased patronage, improved satisfaction, more punctual and reliable services, greener buses and increased accessibility (ie increase the range of services offered in rural areas)	Following government announcement on funding	Government, NCC, operators



<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Make an Enhanced Partnership Plan and Enhanced Partnership Scheme	Better accessibility Reduced carbon	By 1 April 2022	Government, NCC, operators
Facilitate the commercial operation of the bus network through physical design including busways, bus priority and advising local planning authorities on appropriate estate design	This will allow bus services to better serve communities and populations, leading to: Better accessibility; Better connectivity; Reduced carbon	Ongoing	NCC, district councils, developers, bus operators
Support roll out of improved digital connectivity in rural areas	Digital connectivity can support a reduction in travel as it enables people to work at home or similar. Outcomes include Better accessibility; Reduced carbon	Ongoing	NCC, private investment
Represent the county council on the Board of Community Rail Norfolk	Community rail partnerships bring individual improvements to the rail offer leading to increased patronage and accessibility, targeting local needs. They also bring a sense of pride in place and involve local communities in action	Ongoing	NCC, Greater Anglia, local communities, other partners

Actions	Outcome/ Benefit	Timescale	Funding
Work within the county council and with other partners to plan accessibility as part of service delivery	Considering how people will be able to access facilities and key services during the planning stages will ensure that people can get to places including healthcare and education by sustainable transport means. This will improve service delivery as well as improving people's life chances (as places can be easily reached). It will also lead to reduced travel and reduced carbon	Ongoing	NCC, private investment
Work with Transport East on Regional rural mobility centre of excellence Work with Transport East on Regional rural mobility case for investment (led by the Western Gateway)	Better accessibility Reduced carbon	2022/23	NCC, Transport East, Western Gateway

Actions	Outcome/ Benefit	Timescale	Funding
Explore opportunities to secure funding to develop and trial innovative rural mobility solutions	Trials will deliver solutions that improve connectivity and access to services at a local level. This will lead to outcomes including improving people's life-chances as they are able to participate in employment, education and training	2023	NCC, funding bids, local communities
Investigate the delivery of 'Mobility as a Service' solutions. See Policy 3	See Policy 3	See Policy 3	See Policy 3

## Policy 15 of the adopted LTP4 Strategy under Objective 5: Increasing Accessibility

We will identify routes important for sustainable and active transport and give priority – especially in urban areas – to sustainable and active modes of transport.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Prioritise space for certain types of user in urban areas, putting in dedicated, segregated lanes for public transport and / or cycling. We will do this when we implement transport strategies in urban areas and market towns (See Policy 12 and Policy 5)	Prioritising space will result in mode shift to more sustainable modes, leading to: Better air quality; Improved health outcomes; Reduced carbon	Ongoing	NCC, partners, bids, developers
Develop countywide Local Cycling and Walking Infrastructure Plans (LCWIPs)	LCWIPs identify walking and cycling networks within local areas, based on the journeys people are most likely, or need, to make. Delivery of the networks – prioritising them over other general traffic – will lead to an increase in active travel and a reduction in car use, in turn resulting in reduced carbon, better air quality, improved health outcomes and better connectivity	King's Lynn, Norwich and Great Yarmouth Spring 2022, Countywide Winter 2022	NCC, Active Travel Fund

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Consult on the draft Walking and Cycling Strategy	See Policy 10	See Policy 10	See Policy 10
Work with partners at an early stage of planning and development on accessibility to key regeneration, housing and employment sites	See Policy 5	See Policy 5	See Policy 5
Work with National Highways to improve local connections along and adjacent to trunk roads as set out in the NSIDP (more information in Chapter 3)	Reduced carbon Improved health outcomes Better connectivity	Ongoing	NCC, National Highways
Promote the use of mobility solutions such as electric bikes See also Policy 2 commitment to Beryl Bikes scheme	Reduced carbon Improved health outcomes Better connectivity	Ongoing	NCC

Actions	Outcome/ Benefit	Timescale	Funding
Respond to the Norfolk Rural Economic Delivery Plan and support priorities, such as programmes to improve connectivity between coast and rural Norfolk, including market towns	Better connectivity	Norfolk Rural Economic Strategy endorsed in December 2021 and Norfolk Rural Economic Delivery Plan due to be approved 2022	NCC, awaiting Gov guidance on new funding streams

## **Policy 16 of the adopted LTP4 Strategy under Objective 5: Increasing Accessibility**

We commit to providing a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people. We recognise that people who live, work in and visit Norfolk access the network in different ways, depending on their individual circumstances and characteristics, and that what enables good access for one person may act as a barrier to another. We will therefore robustly assess all schemes and pay due regard to the Public Sector Equality Duty (along with our other duties and responsibilities), to identify potential barriers and determine how best to overcome any barriers and facilitate access to the greatest extent possible for all. Where appropriate, on a case-by-case basis, we will make reasonable adjustments.

### **Proposals for implementation of the policy**

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility	Better accessibility for all	Ongoing	NCC
Continue to support and review the Safe Sustainable Development in development management guidance, which gives due regard to equality as part of meeting the Equality Act 2010 and the Public Sector Equality Duty	See Policy 7	See Policy 7	See Policy 7

## Objective 6: Improving Transport Safety

### **LTP4 Strategy Summary**

The county council works in partnership to achieve casualty reductions on the transport network. The county council has adopted the Safe Systems Approach and works with others within the road safety partnership. Reducing the rate of casualties who are killed or seriously injured is the key priority.

Norfolk County Council is a proactive member of the Safety Camera Partnership, which is led by and accountable to Norfolk Constabulary. This partnership manages funds from court diversion courses which are reinvested into road safety initiatives across Norfolk. This includes payment for and the placement of speed cameras which are deployed where they have the best potential to reduce injury.

A range of other initiatives are delivered across various partnership groups to both reduce casualties and improve public health outcomes.

### **Approach to Implementation**

Our approach to implementation will be to continue to work in these partnerships to drive down casualty rates, deliver education and undertake enforcement.

We will continue to look at a range of joined-up complementary measures affecting how the road network is used, how it is perceived and to reduce rates of killed or seriously injured casualties. This will not only improve road safety but reduce the impacts of the highway network on communities and remove any barriers that would otherwise prevent or deter people from using the network to access opportunities.

The Safe Systems approach will be integrated alongside our behaviour change campaigns and Healthy Streets approach.

Within the county council, we will look at how new technology and innovation affects transport safety and how it can improve it. This might involve trialling digitally connected vehicles that can 'speak' to each other to avoid collisions whilst improving network performance, eg by being able to travel closer together than vehicles can safely manage currently. Alternatively, there might be opportunities to trial improved data collection to inform drivers about road conditions.

These measures will contribute to our target of reducing the rates of killed or seriously injured casualties on the roads.



## Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

Our approach to implementation will therefore be to focus on reducing the rate of killed and seriously injured casualties through:

- Following the Safe Systems approach and working as part of the Road Safety Partnership. This will reduce the rate of killed or seriously injured casualties on the roads, helping us achieve our target
- Delivering a range of initiatives including safety schemes, speed management, encouraging alternative modes of transport, and the safest vehicles possible, and achieving compliance through initiatives that influence road user behaviour, with enforcement action taken where required. This will help achieve our objective to improve road safety. It will also improve people's quality of life by reducing the impacts of the highway network on communities. It will improve people's life chances by reducing or removing any barriers that would otherwise prevent or deter people from using the network to access opportunities

## Alternatives Considered

### *Alternative 1*

Instead of rolling out behaviour change alongside implementations to improve safety, we would:

Concentrate behaviour change only on achieving a shift in the modes of travel that people choose.

We have not included this as our preferred option because:

By encompassing road safety outcomes and messages within behaviour change, people will become more invested in how their choices affect others and are therefore more likely to use the network in ways that achieve road safety outcomes.

### *Alternative 2*

Instead of adopting a target of reducing the rates of killed and seriously injured casualties, we would:

Adopt zero vision, where all traffic fatalities and severe injuries are eliminated, while safe, healthy and equitable mobility for all is achieved.

We have not included this as our preferred option because:

It is not the approach that is currently adopted by the partnerships of which we are a part. There is concern that adopting the vision becomes simply a message and that – because it might be difficult or impossible to achieve in the short term – it takes away from what can actually be achieved in reducing killed or seriously injured casualties.



## Table of Actions

### Policy 17 of the adopted LTP4 Strategy under Objective 6: Improving Transport Safety

Using the safe systems approach, the county council and road safety partners will work together to contribute to a reduction in the number of people killed and seriously injured on the road network.

#### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Deliver road safety through the Safe Systems Approach by agreeing annual plans with interventions focusing on education and behaviour change with Road Safety Partnership	Reduced numbers of casualties More liveable communities This will help achieve LTP Transport Safety target to reduce the rate of killed and seriously injured casualties	Ongoing	NCC, Safety Camera partnership
Work in partnership with the Road Safety Partnership and Safety Camera Partnership to deliver the adopted Safe Systems approach. This is based on four pillars: safe roads; safe vehicles; safe road users, and safe speeds	Reduced numbers of casualties This will help achieve LTP Transport Safety target	Ongoing	NCC, Safety Camera partnership

Actions	Outcome/ Benefit	Timescale	Funding
Refresh the county council's speed limit strategy	Reduced numbers of casualties More liveable communities by reducing speeds, increasing, inter alia, perception of safety, reducing noise, encouraging on-street activity	2022	NCC
Monitor casualty numbers on the network with the priority being to reduce the number of people killed and seriously injured	Reduced numbers of casualties	Ongoing	NCC funding
Continue to support the road safety partnership priorities supported by the Road Safety Communities Team	Reduced numbers of casualties More liveable communities	Ongoing	NCC
Deliver a range of projects including driver development, driver education and enforcement	Reduced numbers of casualties	Ongoing	NCC

Actions	Outcome/ Benefit	Timescale	Funding
Investigate the implementation of trials of technology and innovation to improve transport safety	Reduced numbers of casualties	2023	NCC
Roll out via the Road Safety team training programmes in schools for pedestrians and cyclists including Step on it, Crucial Crew and Bikeability	Behaviour change People will feel safer using sustainable transport	Ongoing	Public Health Grant



# Objective 7: A Well Managed and Maintained Transport Network

## **LTP4 Strategy Summary**

LTP4 strategy is to focus limited regular funding streams towards ensuring that the most important parts of the network are kept in good repair. We expect to be able to make significant improvements by successfully securing other funds, for which we have a good track record.

On corridors in market towns and urban areas that are important for sustainable and active transport, the strategy sets out that we will focus maintenance for users where it will have the most beneficial impact. For example this might mean focussing maintenance on cyclists and pedestrians for active travel routes identified in LCWIPs.

Our strategy is to manage the network in urban areas to improve conditions for public transport through the implementation of measures such as bus priority lanes, giving priority to buses at traffic signals and restrictions of general traffic. The network in urban areas will also be managed to favour active travel modes. Outside of urban areas, traffic generally flows freely and so specific priority measures for buses are often not needed. However, it is important that journeys are reliable, and our strategy is that this is targeted. Importantly, we need to ensure the networks are resilient given impacts of climate change and adopt processes that allow the council to identify and tackle areas identified as having the highest risk, on the parts of the network where disruption is considered to be of most consequence.

## **Approach to Implementation**

Our approach to implementation is that we will target the regular, core funding towards keeping the most important parts of the network in good repair. There would be an increased rate of decline in condition unless we target the funding in this way, and our approach will be to maintain the existing asset rather use this funding on new assets which we would find difficult to keep in good condition without prioritising the regular, core funding accordingly.

This makes it crucial that we maximise the amount of funding we are able to draw down from other sources, usually competitive bidding processes. We will look to exploit all funding opportunities to deliver the widest range of improvement and maintenance schemes, and other initiatives.

Doing this means that we are able to maintain the existing asset and keep it in good repair, especially where it is most used. This will help achieve our target for road maintenance, and the objective of a well maintained network. Maximising funding from other sources will also help us achieve this objective, and also the other LTP objectives.

By regularly reviewing the Transport Asset Management Plan and increasing our range of monitoring outcomes, we will be able to more effectively target funding to achieve our outcomes. Boosting our capability in areas of new technology and innovation means we can more effectively understand usage and condition of the network and other assets, and use this to inform decisions. Increasingly new technology is providing the tools for more informed decision-making at much less resource cost than previously; innovative new materials can perform better and provide more cost-effective solutions.

In urban areas and market towns in particular, we will include outcomes of prioritisation work for active travel and public transport, and from other initiatives such as LCWIPs, in reviews of the Transport Asset Management Plan. This will mean that resources for management of the network will have an increased focus towards those prioritised routes. A wider focus on the range of indicators and data considered to inform the plan will also enable a better understanding about the use and performance of active travel and public transport networks enabling more targeted direction of resources to supporting these modes. This will, in turn, lead to better outcomes including reduced carbon and improved air quality.

Our approach to innovation and technology to support management and maintenance of the networks will take the same approach as set out for Objective 1: we will develop our capabilities so that we are able to better use technology and explore trials of low-cost sensors that will provide an increase in the data available about performance of the network.

More effective ways of better understanding use, condition and performance of the network by exploiting innovation will enable us to plan more effectively. This will help us to achieve the objective of achieving a well-managed and maintained network.

## Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

Our approach to implementation will be to:

- Prioritise local transport grant funding towards maintenance of the most well-used parts of the network; to ensure A and urban / inter-urban routes are in good condition.
- Vigorously exploit all funding opportunities to deliver the widest range of schemes and other initiatives. We will seek to secure funding for innovative schemes such as trials of new technology. This will provide significantly more funding than through core grants and will enable the transport network to meet the needs of users
- Use better evidence gained through utilising technology to inform decisions. This will help to achieve outcomes including to improve economic outcomes by ensuring these important routes fulfil their strategic role
- Develop our use of innovation drawing on key contracts with companies and businesses, develop our use of technology to monitor performance and develop our prototype system using vehicle movement data to provide an objective assessment of network performance. This will provide better data across an increased range of indicators to enable better understanding and the ability to target resources more effectively. This will help to achieve a broad range of outcomes and several of our targets
- Manage the networks in urban areas to provide dedicated and priority measures for active travel and public transport. This will lead to better conditions for active travel and public transport. In turn, this will lead to reduced carbon, improved air quality and better health outcomes
- Consider government's response to consultation on pavement parking with a view to taking appropriate action to implement and take on powers to enforce moving traffic offences. This will help improve conditions for pedestrians and encourage people to walk. Taking on enforcement of moving traffic offences will contribute to a reduction in casualties.

## Alternatives Considered

### *Alternative 1*

Instead of allocating some of our local transport plan integrated transport funding towards maintenance, we would:

Concentrate more resources into integrated transport in order to bring forward more improvement schemes.



We have not included this as our preferred option because:

Spending the local transport plan grant in line with the current maintenance and integrated transport notional allocations would result in additional money for improvements, allowing some additional low-cost measures to be brought forward. However, it would mean reduced funding for maintenance, leading to an increased rate of decline of the existing asset. On balance, we consider it better to maintain the existing asset rather than add more new assets which we would find difficult to keep in good condition.

### *Alternative 2*

Instead of concentrating our use of new technology to collect data about how people use the network, or how the network performs and use this to inform decisions about how we manage the network, we would:

Engage directly with providers of apps or systems so that the information that is provided to transport users through these systems informs, or directs, people to use the transport network that is beneficial in achieving our objectives and aims.

We have not included this as our preferred option because:

We are unlikely to be successful in getting providers of systems to embed county council preferences (for how products direct their customers to use the network through navigation apps or similar) into their software.



## Table of Actions

### Policy 18 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network

Maintaining the current highway asset will be a key priority for funding. Works should be targeted to ensure A and urban / inter-urban routes are in good condition.

#### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Vigorously exploit all funding opportunities to deliver the widest range of improvement and maintenance schemes, and other initiatives. Seek to secure funding for innovative schemes such as trials of new technology through exploiting opportunities	Securing funding from a range of sources provides significantly more funding than through core grants and enables the transport network to meet the needs of users	Ongoing	NCC staff time
Annually update the Transport Asset Management Plan	Updates will enable us to understand network performance better and to be able direct resources to achieving key outcomes and objectives. It will enable more effective use of resources to better manage the network	Annually	NCC staff time

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
We will annually monitor the Asset Management Strategy and its performance framework	This will enable us to target actions more effectively	Annually	NCC staff time

### **Policy 19 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network**

We will identify corridors important for sustainable and active transport and focus maintenance on provision for these users where its impact would be most beneficial in market towns and urban areas.

#### **Proposals for implementation of the policy**

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Include outcomes of prioritisation for active travel and public transport (See Policy 15), and from other initiatives such as LCWIPs (See Policy 15), in reviews of the Transport Asset Management Plan	Review will embed LTP4 principles, objectives and outcomes This will lead to: Increased active travel; Better health outcomes; Better air quality; Reduced carbon	Annually, following adoption of relevant strategies or plans	NCC
Consider banning parking on pavements	Improved conditions for pedestrians and those with mobility issues	Following outcome of government Managing Pavement Parking consultation	NCC

## **Policy 20 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network**

In urban areas we will focus on measures to improve public transport corridors to make those journeys quicker and, in areas identified as having less congestion, we will aim to make all journeys more reliable.

### **Proposals for implementation of the policy**

<b>What to add for the Implementation Plan</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Implement the Bus Service Improvement Plan (See policy 15) and priority measures in urban areas (policy 19)	Improved public transport Better air quality Reduced carbon	See Policy 15 and Policy 19	NCC
Monitor journey times and reliability to inform implementation	Improved reliability for journeys	Ongoing	NCC

## **Policy 21 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network**

The likely impacts of climate change on the highway network should be addressed to ensure assets are resilient. Where assets can't be made resilient to impacts of climate change, such as coastal erosion, we should have planned alternatives so we can respond faster and avoid disruption. We will use a risk-based approach to determine the priority for action.

### **Proposals for implementation of the policy**

<b>Actions</b>	<b>Outcome/ Benefit</b>	<b>Timescale</b>	<b>Funding</b>
Review the resilient network assessment (see Policy 1 action to identify vulnerability on the network)	Review will embed LTP4 principles, objectives and outcomes This will lead to: More resilient network; Better targeting of resources; More reliable journeys	2022 and then bi-annually or as necessary	NCC Staff
Maintain an up to date Norfolk Local Flood Risk Management Strategy to manage risk of flooding due to climate change	More resilient network Better targeting of resources More reliable journeys	Ongoing	NCC

## Policy 22 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network

New and innovative technology to collect data about the network, inform decisions, assess where to target funding on the network and share information with the public will be embraced and used proactively.

### Proposals for implementation of the policy

Actions	Outcome/ Benefit	Timescale	Funding
Explore the use of connected vehicle and mobile phone data	Better understanding of network use Better targeting of resources	Ongoing	NCC, grant funding
Trial artificial intelligence cameras to better capture walking and cycling data	Better understanding of network use Better targeting of resources	Ongoing	NCC, grant funding
Exploit key contracts with companies such as Microsoft to trial use of artificial intelligence technology to improve decision making	Better understanding of network use Better targeting of resources	Ongoing	NCC, grant funding
Implement and evolve the prototype for network management data using vehicle movement data	Objective assessment of our network performance Better targeting of resources	Ongoing	NCC, grant funding
Trial sensor technology to collect information about air quality, network use, and road and weather conditions (Also see Policy 3)	Better outcomes informed by better data Increased ability to monitor	Ongoing	NCC, grant funding
Work with Transport East on the future of freight strategy	Better understanding of network use Better targeting of resources	2022/23	Transport East

# Chapter 3: Major and Significant Transport Schemes

## Summary

This section summarises current progress on the major and significant transport schemes currently being taken forward by the county council and other agencies, and those in the pipeline of projects that we intend to develop towards delivery. The projects included are those shown in the Norfolk Strategic Infrastructure Delivery Plan (NSIDP). This is a shared plan that contains Norfolk's high-level strategic infrastructure priorities for the next ten years, pulling together information on key projects needed to support planned development and deliver economic growth in Norfolk. It is reviewed and updated annually as projects are progressed through to delivery and new schemes come forward. Annual updates of NSIDP will reflect progress with delivery of the projects in this Implementation Plan, and any projects subsequently arising.

The NSIDP is focused on strategic transport, utility, and sustainability projects; there are other infrastructure schemes and projects important across the county but not included in this strategic plan. The NSIDP is refreshed annually. For the next annual update, due at the end of 2022, we will be looking that the plan represents a broader range of projects to reflect more accurately the range being undertaken, showing how the council is working on a variety of decarbonisation projects, and other transport projects focused on active travel, public transport and decarbonisation.

Projects are placed in one of two groups: those grouped in local authority control and those to be delivered by external organisations. Schemes on trunk roads and railways are not in the control of the county council and will be brought forward and delivered by other agencies. They will therefore come forward outside of the local transport plan and be supported within other relevant plans and programmes. The county council will work in partnership with other relevant agencies and bodies to secure the necessary funding for scheme development and delivery of the schemes within its control. Details are in the NSIDP, but most projects require input from a range of partners and funding from various sources including the county council.

The remainder of this chapter provides a summary of current progress.

## **Projects included within current government funding: Large Local Major Schemes and schemes on the Major Road Network**

Government is supporting a programme of road schemes where delivery will start before April 2025. Norfolk has four schemes within the programme, which were supported by Transport East in July 2019 and subsequently accepted by government into the programme. They are at various stages of development, but all will require approval of funding by government and will also need to secure any necessary consents before delivery.

In January 2022, government wrote to all sub-national transport bodies and local authorities with projects in the programme advising that “the Spending Review has challenged Ministers to make choices and to focus on key departmental priorities. As a result, it is likely that we will not have sufficient funding to continue to fund all the schemes currently in the programme to the current scale or timing.”

The letter asked sub-national transport bodies and local authorities to reconsider schemes to take account of whether they remained a priority, whether schemes still fitted objectives and whether they could be delivered in line with the cost and programme delivery criteria. At the time of writing the county council is considering the issues raised and liaising with Transport East, the sub-national transport body for the area, in order to respond. It is relevant to note that the letter did not ask for reconsideration of projects that had secured approval at outline business case stage, which applies to the Long Stratton Bypass.

### **Large Local Major Schemes**

#### *Norwich Western Link*

The Norwich Western Link would provide a higher standard dual carriageway route between the western end of A1270 Broadland Northway and the A47, linking with the proposed A47 dualling scheme. It will support planned growth set out in the adopted plan and significantly improve travel between major roads. Traffic congestion, rat-running and delays to journeys are all significant issues on minor roads to the west of Norwich. The high-level objectives for the project are to: Support sustainable economic growth; Improve the quality of life for local communities; Promote an improved environment; and Improve strategic connectivity with the national road network.

The project has been developed to enable active travel and uptake of public transport within the west of the greater Norwich area. Proposed measures, to be delivered as part of the scheme, encourage mode shift away from the private car by providing the means to travel sustainably by bike, on foot or by bus, as well as linking up the existing Public Rights of Way network. It will do this by the introduction of new and improved public right of way links whilst discussions are underway with bus operators regarding potential new bus services.



This work is detailed in the project's Sustainable Transport Strategy. In parallel, the Transport for Norwich Strategy has been reviewed which sets out ambitious and potentially far-reaching measures across Norwich, and its wider growth areas, for traffic reduction (potentially including vehicle restraint), active travel, public transport and public realm measures. Transforming Cities, focusing on public transport improvements is being delivered, a major investment to provide better connections through significant improvements to public transport and walking and cycling measures.

In December 2016, the county council agreed the Norwich Western Link scheme as one of three priority projects. In July 2019, the county council agreed a preferred route for the road and submitted the strategic outline business case to government. Government subsequently approved this, released funding for further development work, and the council submitted the outline business case in June 2021. A decision from government about progression to the next stage is awaited.

If this business case is approved, this would provide a funding commitment from government expected to cover 85% of the £198 million total project costs. Throughout this year the county council will work to complete a consultation on the details of the project and submit the planning application. A report will be taken to the county council's cabinet in March to set out more details including a timeline to delivery.

## **Major Road Network Schemes**

### *A10 West Winch Housing Access Road*

Provision of a new housing access road scheme is planned for West Winch. This is required for the growth area which will see up to 4,000 new homes built. The West Winch Housing Access Road will also address existing traffic problems on the A10 by providing an alternative route around the village that conforms to Major Road Network standards.

The road is part of much wider integrated proposals for the area. The various partners, led by King's Lynn and West Norfolk Borough Council, are undertaking master planning across West Winch to ensure that sustainable transport connections, including active travel and public transport, are brought forward as the road and the development come forward.

The Borough Council and Norfolk County Council are working in partnership on this project with the county council leading on delivering the transport infrastructure and the borough council leading on the housing element.

A Strategic Outline Business Case was submitted to government in March 2021, showing a scheme cost of £58.1m. If we get a positive response it means that they support the West Winch Housing Access Road project in principle and will provide financial assistance to develop the Outline Business Case which we plan to submit later in 2022.

### *A140 Long Stratton Bypass*

Norfolk County Council is currently working in collaboration with South Norfolk District Council, Norfolk Homes Ltd and Norfolk Land Ltd to develop proposals to deliver a long-awaited bypass of Long Stratton on the eastern side of the town, which will cut congestion and support the local economy. This work is in the context of wider planning for the area including an area action plan, and neighbourhood plan. This wider work will ensure that other objectives, around town centre environment and active travel and public transport links are achieved.

The outline business case was approved by government in July 2021. This estimates the current overall cost of delivery at £37.44m. The project would be mainly externally funded with 70% from the Major Road Network Fund and 30% from local contributions made up primarily of developer contributions and Community Infrastructure Levy (CIL) contributions.

Revised planning applications from the developers have now been submitted to South Norfolk District Council.

The target date for work to start on construction is mid-2023, with the road open to traffic before the end of 2024 subject to planning approval, procurement and completion of other necessary statutory approval processes.

### *A17/A47 Pullover Junction, King's Lynn*

The A17/A47 Pullover Junction improvement is required to reduce congestion and delay in the King's Lynn area and to support the planned growth set out in the adopted Local Plan. The county council is currently working with National Highways on developing proposals. A pre-strategic outline business case has been completed and work is starting on a strategic outline business case. This work will identify a preferred option and – on completion – be submitted to government for approval. At present, dependent on identification of a suitable scheme and satisfactory progression to secure funding and necessary consents delivery could start before April 2025.

## Schemes on national networks

### Trunk roads

The NSIDP contains the following projects on trunk roads. These projects are additional to those included within the national Roads Investment Strategy for a start prior to 2025 (for Norfolk, these are Great Yarmouth Junctions, A47 Blofield to Burlingham dualling, A47/A11 Thickthorn Junction and A47 North Tuddenham to Easton dualling):

- A11 Thetford Bypass Junctions: Evidence has shown that even without the proposed growth at Thetford, the junctions on the A11 are forecast to operate over their theoretical capacity by 2026. National Highways is leading on work to consider potential options, working in partnership with the local authorities
- A47 Wisbech Bypass Junctions: Improvements to the Broadend Road junction and minor improvements to the existing Elm High Road / A47 roundabout will be brought forward with the Growth Deal Funding from the Cambridgeshire Peterborough Combined Authority
- A47 Tilney to East Winch Dualling and A47 Acle Straight Dualling: These two schemes are not included in current trunk road improvement programmes but have been identified by the A47 Alliance, which the county council chairs, as two of its priorities for a future programme.

### Railways

The NSIDP contains the following projects on the rail network:

- Norwich to London Rail (Norwich in 90): Subject to government funding approval a Strategic Outline Business Case will be completed on a package to deliver performance and journey time benefits. This includes timetable performance work for the line and also looking at the benefits of Bow Junction and Trowse, Norwich.
- Great Yarmouth Rail Station: Although not included in a funded programme, a significant improvement is required at Great Yarmouth rail station to improve the arrival experience at this key public transport gateway to the town
- Ely Area Enhancements: A large number of rail services pass through Ely. A package of improvements has been identified and an Outline Business Case is being prepared for submission to government
- East West Rail (Cambridge to Oxford): The complete East West Rail scheme comprises a strategic rail route that will link Ipswich and Norwich to Cambridge, Bedford, Milton Keynes, Bicester, and Oxford. Government has set up a Special Delivery Vehicle for the project and this is currently taking forward design and development work on a new line from Cambridge to Bedford. Delivery of this could be completed in the mid-2020s.

## **Schemes within local authority control**

The transport projects within local authority control are listed below. The NSIDP includes details of the current stage of development and the required next steps. In most cases, funding will be required to enable these to progress; this funding coming from the local authorities themselves potentially supplemented by funding from other sources:

- **Broadland Growth Triangle Link Road:** A road linking the strategic employment areas of Broadland Business Park and Norwich Airport through the development sites within the northern suburbs of Norwich. It will significantly increase the accessibility of employment sites in the Broadland Growth Triangle area and support the development of approximately 55 hectares of employment land in this vicinity
- **Attleborough Link Road:** A link road between the B1077 near Bunns Bank to London Road to the south of the town. It is required for planned strategic growth (4,000 dwellings) in Attleborough. It will distribute new and existing traffic away from the town centre
- **A148 Fakenham Roundabout Enhancement:** Required to support the delivery of one of North Norfolk's largest Local Plan allocations of 950 dwellings
- **Broadland Business Park Rail Station:** A new station adjacent to Broadland Business Park, a strategic employment site located adjacent to the Norwich to Sheringham rail line just east of Norwich
- **Weavers Way:** New walking and cycling infrastructure in rural Norfolk. Weaver's Way links Cromer, Aylsham, Stalham. and Great Yarmouth. This project will focus principally on revitalising the disused railway line between Aylsham and Stalham
- **The Green Loop:** A 46-mile circular route for walking / cycling and disabled use. Encompassing the Marriott's Way, Bure Valley Path and Broadland Way. It will also connect to the Three Rivers Way Cycle route and to Weaver's Way.

## **Up-and-coming projects in local authority control**

The NSIDP contains a list of up-and-coming projects, to assist in the creation of a pipeline of schemes. These projects fit the NSIDP criteria but are at an early stage of development. The county council will work with other partners on bringing them forward. Details of the current stage of development and the required next steps are in the NSIDP. In most cases, funding will be required to enable these to progress; this funding coming from the local authorities themselves potentially supplemented by funding from other sources:

- **North Walsham Link Road:** A new road required to open up development identified in the review of the North Norfolk Local Plan, which was consulted on early 2022 and is due to be adopted in Winter 2022/early 2023. North Walsham link road unlocks growth on the land to the west of North Walsham to provide a mixed-use sustainable urban extension amounting to 108 hectares, which is allocated for approximately 1,800 dwellings, 7 hectares of employment land, green infrastructure and community facilities.
- **Thetford A134 to A11 connection:** Although this project was included in the 2021 NSIDP, further work is now focusing on working with National Highways in respect of mitigating the impacts of growth in the town on the A11, and improvements within the town itself. The form and nature of these are not yet known, with work planned during 2022
- **Longwater additional access:** A potential new link from Queens Hills onto the A1074 Dereham Road in Norwich
- **Transport Infrastructure to support Norwich East:** New infrastructure across a range of modes to facilitate an exciting regeneration opportunity in east Norwich
- **A149 King's Lynn Bypass:** Work will look at how congestion and delay on the A149 could be overcome including by moving trips across the town and along the bypass to active travel or public transport modes, or reducing trips altogether, to achieve wider outcomes around decarbonisation
- **A10 Setchey (south of West Winch):** Investigation of issues on the A10 south of the proposed West Winch Housing Access Road
- **A140 north of Long Stratton:** Investigation of issues on the A140 north of the proposed Long Stratton Bypass
- **Great Yarmouth Town Centre Improvements:** A range of measures aimed at regeneration of the town
- **Active Travel in Breckland:** Active travel measures to link towns, employment sites and services.

### **Up-and-coming projects not in local authority control**

- **Trowse Rail Bridge:** The single-track bridge on the approach to Norwich Station has been identified as a pinch-point restricting service frequencies and timetabling, and being a cause of unreliability to current services. Work on development of an improvement is being closely linked to the work ongoing to regenerate East Norwich.

# Chapter 4: Funding and Delivery Structures

This Chapter summarises funding, showing typical sources used to develop and deliver projects and programmes. It also sets out the risks to delivery of the future works programmes and actions identified in this Implementation Plan. Much of our delivery relies on working in partnership, with most projects and programmes being developed and delivered with others, utilising a number of different sources of funding. We will look to continue to work in partnership and to draw in funds from a range of areas to support the work.

The Chapter also includes a section summarising the relationship of the local transport plan with other strategies, policy documents and guidance produced by the county council, and a summary of how we work in partnership from inception to delivery of projects. More detail on partnerships is shown in Appendix 1, and funding in Appendix 2.

## Funding Sources

Delivery of the LTP Implementation Plan will be funded from a number of sources.

Core funding for local transport plan delivery is provided via a government grant with allocations for integrated transport (improvement schemes) and maintenance.

Government makes other funding available, often through competitive bidding processes. The council has been very successful at securing money through competitive bidding and would expect to maintain this record in the future. Currently, development and delivery of the major projects (Great Yarmouth Third River Crossing, Long Stratton Bypass, and Norwich Western Link) is being largely funded from the large local major road and major road network funding streams supported by local contributions. We would expect similar funding for West Winch Housing Access Road and A47 / A17 Pullover Junction, King's Lynn.

The Transforming Cities programme in Norwich has also received government support together with a substantial local contribution from the council and other partners including bus companies. Several of the initiatives currently being developed within King's Lynn and Great Yarmouth are to be funded from the Towns Fund. This is a government fund investing in towns as part of government's levelling-up agenda.

Although the council has secured significant additional funding through bids, they are developed at-risk to the authority with no guarantee of success.

Funding is also secured from developers. This funding is generally via Community Infrastructure Levy or S106 contributions. These are planning tools that can be used to provide infrastructure to support development and mitigate its impact.

The county council also puts its own money in to support transport. The council provides bus subsidies for supported routes and has recently allocated additional money into maintenance. We also put our own resources, including staff time, to initiatives and projects. We will continue to commit resources to delivery including the identification and assessment of schemes, projects and programmes to take them forward to a point where they can secure funding for delivery.

Further detail is provided in Appendix 2.

### **Core Funding: Capital funding from the Local Transport Plan maintenance and integrated transport blocks**

Government provides a grant allocation for delivery of the local transport plan, broken down into allocations for Structural Maintenance and Integrated Transport. The six-year formula ended in 2020/21, at which time for Norfolk it was £23.043m and £4.141m respectively. A one-year settlement was allocated for 2021/22. Government announced funding amounts for the next three years, as shown below, in 2022.



**Table: DfT Local Transport Plan Funding Settlement 2022 to 2025**

<b>Funding Source</b>	<b>Amount</b>
Potholes	£15,892,000
Highways Maintenance Block needs element	£15,892,000
Highways Maintenance Block incentive element	£3,973,000
Integrated Transport Block	£4,173,000
<b>Total:</b>	<b>£39,930,000</b>

In previous years, Norfolk County Council has allocated some of the integrated transport block to maintenance to ensure that the asset remains in good condition. In 2021/22, £1.3m was allocated to integrated transport, with the remainder of the allocation put towards structural maintenance.

In 2021/22 some £84m of 'other funding,' including the county council's own money, funding from developers and funding secured through successful bids was allocated to integrated transport.

The capital programme summary shown in the table below sets out how the local transport plan allocation is proposed to be allocated to different scheme types. The programme will be agreed by the council in March 2022. The final version of the Implementation Plan, following consultation, will show details.

It should be noted that this programme shows secured funding only. Therefore, in future years, the 'other' funding, which includes funding received from successful bids or from developers, reduces or is zero. It is probable that the county council will be successful in securing additional funding and the figures for future years will be closer to those for this year. However, the future funding environment is tight, and we do not yet know which opportunities might present themselves.



**Table:**  
**Capital Spending Summary**  
**2022/23 to 2024/25**

Note: This table shows the programme recommended to Norfolk County Council's Cabinet in March 2022.

Year	2022/23		2023/24		2024/25	
Scheme Type	LTP	Other	LTP	Other	LTP	Other
Major schemes	0	41,882	0	40,108	0	96,993
Bus infrastructure	20	5,273	20	3,118	20	0
Bus priority schemes	0	897	0	5,367	0	0
Public Transport Interchanges	145	2,962	145	0	145	0
Cycling schemes (County)	50	865	283	633	70	0
Walking schemes	640	240	365	300	365	300
Road crossings	0	75	0	0	0	0
Local road schemes	681	5,967	522	2,706	735	0
Traffic Management & Traffic Calming	115	5	0	0	0	0
Local Safety Schemes	326	0	317	0	317	0
Other Schemes, Future Fees & Carry Over Costs	0	840	0	840	0	0
<b>Integrated transport</b>	<b>1,977</b>	<b>59,007</b>	<b>1,652</b>	<b>53,072</b>	<b>1,652</b>	<b>97,293</b>
Structural/Routine/Bridge Maintenance	42,596		41,326		41,326	
<b>Totals:</b>	<b>44,573</b>	<b>59,007</b>	<b>42,978</b>	<b>53,072</b>	<b>42,978</b>	<b>97,293</b>

#### Notes

- Figures in £000s
- LTP is the DfT grant allocation
- Other funding includes Section 106, Section 278, CIL, county council funding and major scheme / major road network scheme funding

For the purposes of the Implementation Plan, it has been assumed that funding levels remain at similar levels to 2021/22. In real terms, this means a reduction in spending power since inflation in the construction sector is currently around 15% per annum.

## **Delivery Risks**

We have assessed risks to delivery of the Implementation Plan. The major risks considered are set out in summary below. We will compile and maintain a more detailed risk assessment for delivery of the plan following its adoption. In addition, the county council has established governance arrangements around individual schemes and projects, and comprehensive risk registers will be compiled and maintained for the individual schemes, projects and programmes as we deliver them.

### **Risk Description: Inadequate Staff Resources**

#### *Causes*

- Lack of skilled and experienced staff across the industry
- Staff moving to external organisations or to other locations
- Inability to recruit, retain and employ staff due to funding pressures within the local authority

#### *Consequences*

- Outcomes not delivered or delayed
- Reputational issues for the authority
- Opportunities not being able to be followed up (eg no suitable staff resources to develop funding bids)

### **Risk Description: Cost pressures**

#### *Causes*

- Construction inflation currently running at 15% across the industry
- Funding pressures within the local authority for scheme development and delivery

#### *Consequences*

- Outcomes not delivered or delayed
- Asset condition continues to deteriorate
- Reputational issues for the authority
- Opportunities not being able to be followed up (eg no resources to develop funding bids; or local authority unable to risk putting resources into a bid with no guarantee of success)

## **Risk Description: Lack of certainty around long-term funding**

### *Causes*

- Government is yet to announce longer-term settlement for LTP capital grant and is currently reviewing funding streams including for major schemes
- Local authority budgets remain under pressure

### *Consequences*

- Outcomes not delivered or delayed
- Reputational issues for the authority
- Inability to plan with any certainty over the medium to long-term, affecting the ability to develop – in particular – larger projects or programmes to delivery (as such projects require large up-front investment from the local authority and there is no certainty they will ultimately receive funding for delivery)

## **Risk Description: Changes in priorities**

### *Causes*

- Political change can result in changes to priorities
- Levelling Up White Paper might lead to change in political structures within the county
- Partners' priorities can change, or others' agendas can be different from ours
- Local Transport Plan guidance expected from government

### *Consequences*

- Outcomes not agreed
- Reputational issues for the authority or other partners
- Resources utilised on abortive projects

## **Risk Description: Recovery from covid**

### *Causes*

- Pandemic has radically affected people's lives and habits
- Timing of return (if at all) to pre-covid habits remains uncertain

### *Consequences*

- Planning for the long-term is uncertain
- Funding opportunities might remain restricted with uncertain economic outlook, therefore outcomes not delivered or delayed.

## **Relationships with other strategies / policies and duties**

The Norfolk Local Transport Plan describes the council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions. There is a suite of transport policy and guidance documents that sit below it. These documents provide more detail about specific geographical areas (eg urban areas, market towns), different transport modes (Bus Service Improvement Plan) or how the council deals with specific issues (Safe Sustainable Development). In this Implementation Plan we have indicated that we propose to review a number of these so that they are brought up to date with LTP4 following adoption of the Implementation Plan.

A summary of the main documents can be seen in Appendix 1. These include the Electric Vehicle Strategy, Bus Service Improvement Plan and Safe Sustainable Development, which have been referenced in other chapters of this document.

## **Partnerships**

Delivery is complex, with most projects and programmes being delivered in partnership with others, utilising several different sources of funding. Partnerships are key in strengthening delivery and reach of projects, as well as providing a more robust case for many funding bids. Norfolk County Council works in partnership with other local authorities and outside organisations to help deliver transport improvements within Norfolk or for the benefit of Norfolk residents.

Looking ahead, delivery structures will need to continue to evolve to take account of the changing roles and decision-making responsibilities of local authorities and to reflect funding arrangements and availability. Norfolk County Council will continue to work hard to foster new and existing partnerships.

Norfolk County Council is an active member of numerous partnerships to support the delivery of key transport improvements. A more comprehensive list of key partnerships can be seen in Appendix 2.

# Chapter 5: Targets

We propose the targets shown in the table below for the Implementation Plan.

These targets are ambitious but achievable. As set out in Chapter 4, for the purposes of the Implementation Plan it has been assumed that funding levels remain at similar levels to 2021/22. Other uncertainties include that we are: emerging from restrictions put in place due to the pandemic, which have affected travel and the outlook still remains uncertain; awaiting the outcome of our Bus Service Improvement Plan submission to government and expect to be advised of funding in spring 2022; and some funding streams are yet to be fully announced (eg levelling-up, shared prosperity).

Government has indicated that it intends to publish guidance on local transport plans. We will need to consider this when it is published and assess whether this means we need to review the targets (or other parts of the plan).

## Targets for LTP4

This section provides a short description of LTP4 targets shown in the table following.

### *1. Objective 1: Embracing the Future*

#### **Target: Public satisfaction with transport and highway services**

This target measures overall satisfaction with transport and highway services. Data is obtained from The National Highways and Transport (NHT) network survey which is carried out each summer. For the 2020 survey, 3,300 Norfolk residents, chosen at random, were asked to rate a range of highway and transportation services. Our target is to maintain current satisfaction levels. In 2021 these were 56%. Holding satisfaction at current levels is considered to be ambitious given the current resource pressures and bearing in mind that there are uncertainties around future funding levels. Norfolk has ranked top for two years in the ratings for this measure across the authorities participating.

### *2. Objective 2: Delivering a Sustainable Norfolk*

#### **Target: Percentage of new residential development with travel plans**

The strategy is to work with partners on development proposals to ensure – as far as is practicable – that development is sited in places within easy reach of services and facilities, and that these local links can be made by active travel and public transport. We are examining a suitable target for this and are considering two potential targets:

- Percentage of new residential development with travel plans
- Mode share at residential developments with travel plans.

### *3. Objective 3: Enhancing Connectivity*

#### **Target: Journey reliability on the Primary and Main Distributor Network**

Congestion levels have been derived from several million vehicle telematic records for each month between 7am and 7pm daily. Separate figures have been calculated for the local road network with the highest strategic function (primary and main distributor roads (typically, A roads excluding the A47 and A11)) and local access roads (linking larger villages, bus routes and HGV generators to the primary and main distributor network). Over the past year we have been developing reliable statistics and have worked up provisional results subject to further validation once additional monthly datasets have been analysed. Our target therefore is to improve journey reliability against the current levels. We will give further review to the target once the dataset is fully established.

### *4. Objective 4: Enhancing Norfolk's Quality of Life*

#### **Target: Carbon emissions from transport**

We propose to adopt a target to reduce carbon emissions from transport in Norfolk in line with the projections of domestic transport emissions to 2050 in government's decarbonising transport plan. This is a credible, deliverable pathway to net zero emissions by 2050, with large reductions achieved by 2040. Achieving these reductions in the county will be challenging as many current journeys are lengthy and therefore not easily made by active travel, and not easily served by the largely commercial public transport market. This is due to the historical spatial distribution of settlements and other services. We have included actions to try to ensure that new development is sited within easy reach of services so that we achieve a reduction in travel, and mode shift to active travel and public transport, alongside a more general shift to electric vehicles. Together, the actions we set out, and the national actions shown in the decarbonisation plan, including half of all journeys in towns and cities to be cycled or walked by 2030 and the end of sale of new petrol and diesel cars also by 2030, will reduce carbon. We consider this a challenging, realistic and practicable target.

Like all targets, we will regularly monitor progress and develop and refine the measures brought forward to stay on track. This target will be given further consideration following publication of government guidance on local transport plans, which is expected to provide more guidance in this area.

This target will support the county council's adopted environmental policy. This has the following target: "Striving to meet this collective global challenge [of protecting and improving our global environment], we will work with our neighbours within the region, specifically Suffolk County Council and the Broads Authority, to collectively achieve 'net zero' carbon emissions on our estates by 2030, but within our wider areas, work towards 'carbon neutrality' also by 2030."

## *5. Objective 5: Increasing Accessibility*

### **Target: Grow annual bus patronage in Norfolk**

The Bus Service Improvement Plan includes the target to grow annual bus patronage in Norfolk, returning to 2019/20 patronage levels by March 2023, then growing bus patronage in the County by 1% per annum between 2023 and 2027. The baseline for this outcome is 28.911 million journeys, leading to a future total of more than 30m journeys per year. The trajectory is subject to funding for the BSIP.

This indicator, alongside implementation of our Bus Service Improvement Plan, will help to support government's Levelling up Mission 3: By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing.

## *6. Objective 5: Increasing Accessibility*

### **Target: Increase rural accessibility**

The Bus Service Improvement Plan also includes a target to improve Norfolk's index of rural accessibility to 85% by 2027. The baseline for this outcome is 74.4%. The index measures a target level of service for each parish based on its population size (for example, a parish with 1,000-2,000 people should be able to expect a journey to health services, and a shopping service five days a week, a commuter journey at peak times and a Saturday service).

This indicator, alongside implementation of our Bus Service Improvement Plan, will also help to support government's Levelling up Mission 3: By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing. The trajectory is subject to funding for the BSIP.

## *7. Objective 6: Improving Transport Safety*

### **Target: Reduction in the number of people killed or seriously injured in road traffic collisions:**

The county council is part of the Road Safety Partnership. The partnership has not set a target for levels of reduction of casualties. As set out above, our priority, and therefore the target we propose to adopt, is to reduce the rate of killed and seriously injured casualties.

## 8. Objective 7: A Well Managed and Maintained Transport Network

### **Target: Percentage of principal roads where maintenance should be considered.**

Carriageways (roads) are by far the largest of the council's assets and account for an estimated 85% of the total highway asset value (ignoring land value). In the Implementation Plan we set out that our priority will be to prioritise the A road network. With current funding levels, we have seen a slight decline in condition. In the target, we have assumed that future funding levels will be similar to current levels. Given high trade inflation, our buying power will decrease over time. This is reflected in our target (which will need to be reviewed when future funding levels are announced).

**Table: Summary of targets for LTP4**

Continued 

Target			Baseline
<b>1</b>	Public satisfaction with transport and highway services	Maintain current satisfaction levels	2021: 56%
<b>2</b>	Developments with good access to sustainable travel with an active Travel Plan in place	94% by 2027	2022: 90%
<b>3</b>	Journey reliability on the Primary and Main Distributor Network (100% = consistent journeys)	To improve on current levels	2021: 58.6%
<b>4</b>	Carbon emissions from transport	To achieve net zero carbon emissions from transport by 2050	2018: 1,824,000 (1,000 tCO <sub>2</sub> e)
<b>5</b>	Grow annual bus patronage in Norfolk (Actual passenger numbers to be included in consultation draft)	1% per annum between 2023 and 2027	2022: 18.7m
<b>6</b>	Increase rural accessibility (Using Norfolk's index of rural accessibility)	85% by 2027	2022: 74.4%
<b>7</b>	Number of people killed or seriously injured in road traffic collisions	To reduce from current levels	Index of 100
<b>8</b>	% of principal roads where maintenance should be considered	Below 5.2% by 2027/28	2022: 4.30%



	2022	2023	2024	2025	2026	2027
	56%	56%	56%	56%	56%	56%
	90%	90%	92%	92%	94%	94%
	58.6%	58.6%	58.6%	58.6%	58.6%	58.6%
	1,729,000	1,705,000	1,681,000	1,657,000	1,599,000	1,541,000
	18.7m	28.9m	29.2m	29.4m	29.7m	30m
	74.4%	77%	79%	81%	83%	85%
	100	100	100	100	100	100
	4.30%	4.48%	4.65%	4.82%	5.00%	5.17%

# Appendices

## 1. Relationships; Policies and Partnerships

### **Relationships with other Norfolk County Council strategies and policies**

The Local Transport Plan and Implementation Plan cover Norfolk County Council's overarching transport strategy, policies and projects in Norfolk. Several other documents are produced by Norfolk County Council which sit below the LTP and go into more specific detail based on area or transport mode for example. The main documents are provided below.

#### **Norfolk Environmental Policy**

This policy sits above the LTP and reflects the areas that the Council sees as key to protecting and maintaining the health of Norfolk's distinctive environment and its occupants. The Policy itself signposts to overarching activity that spans a range of environmental interactions that the Council is involved with, including those where it already has its own statutory environmental responsibilities.

*The Norfolk Environmental Policy can be found [here](#).*

#### **Norfolk Electric Vehicle Strategy**

The Strategy includes several recommendations to help increase electric vehicles (EV) uptake in Norfolk. EVs currently make up 0.6% of the total vehicles on the road in Norfolk in 2020. This is projected to increase in Norfolk to 5% (26,000 vehicles) in 2025, before rapidly increasing to 27% (168,000) in 2030.

*The Electric Vehicle Strategy can be found [here](#).*

#### **Norfolk Bus Service Improvement Plan**

This is a five-year plan which proposes an ambitious and highly deliverable programme of measures and schemes to deliver outcomes, identifying funding streams for each element of the programme and outlines the governance and processes that will be put in place to deliver these measures

and schemes once the funding is available, based upon a county-wide Enhanced Partnership Plan and scheme.

*The Bus Service Improvement Plan can be found [here](#).*

### **Local Cycling and Walking Infrastructure Plans**

Current plans are being developed in Greater Norwich, King's Lynn, Great Yarmouth and Dereham. The Cycling and Walking Infrastructure Plans provide information about proposed cycling and walking networks and share a list of prioritised improvements which can be delivered over the short, medium and long term.

*Local Cycling and Walking Infrastructure Plans can be found [here](#).*

### **Norfolk Rural Economic Strategy**

The 2021-24 strategy was consulted on with a wide range of partners, and endorsed by Norfolk County Council's Cabinet in December 2021. The Strategy's priority themes are: New rural economy and market towns; World class environment and the green economy; Community resilience; Skills and rural innovation; Digitalisation and technology adoption; and Modern infrastructure. A Delivery Plan is being prepared and will consider new funding streams when they become available.

*Norfolk Rural Economic Strategy can be found [here](#).*

### **Parking Guidelines for new developments in Norfolk**

This document is currently under review. Norfolk County Council produces parking guidelines for new developments in Norfolk. Districts and Borough Councils now have an obligation to adopt their own standards for inclusion within their Local Plans.

*Parking Guidelines for new developments in Norfolk can be found [here](#).*

### **Safe, Sustainable Development**

This document is currently under review. Safe, Sustainable Development contains aims and guidance notes intended to act as best practice and provide general guidance for use by local authorities, developers, designers, councillors, and the community on what is likely to be acceptable to the Local Highway Authority. The intention is to ensure good design is achieved, thereby improving the safety and quality of the places in which we live.

*Safe, Sustainable Development can be found [here](#).*

### **Transport Asset Management Plan**

Highway authorities exercise their duties to maintain, operate and improve their highway assets (physical things such as roads and bridges). Norfolk County Council's Transport Asset Management Plan (TAMP) identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future users. The TAMP contains the Highway Asset Management Strategy and its Performance Framework. This will be reviewed on sight of the proposed grants for Norfolk over the next 3-year period.

*The Transport Asset Management Plan can be found [here](#).*

### **Norfolk Rail Prospectus**

The document is currently under review. The Norfolk Rail Prospectus covers Norfolk County Councils ambition for the future of the rail network in and to Norfolk.

*The Rail Prospectus can be found [here](#).*

### **Transport for Norwich**

The document is currently under review. The transport strategy has been designed to help deliver the growth that will happen within the Norwich area and address problems, such as congestion. The strategy should ensure that Norwich develops as a sustainable urban community, with a transport system that meets its needs. The strategy promotes travel choice, recognising the need to maintain the economic health of the Norwich area.

*Transport for Norwich can be found [here](#).*

### **King's Lynn Transport Strategy**

Transport study work was carried out for King's Lynn including extensive data collection, traffic model building, option testing and appraisal. The Implementation Plan measures will address issues on the transport network such as congestion and accessibility and should also help to make King's Lynn more attractive to economic investment and assist existing and new businesses within the town. They also take account of the planned growth set out in the local plan to ensure the town can grow sustainably.

*The King's Lynn Transport Strategy can be found [here](#).*

### **Great Yarmouth Transport Strategy**

Transport study work was carried out for Great Yarmouth including extensive data collection, traffic model building, option testing and appraisal. The implementation of the transport strategy will take account of environmental policies and any implications of the current Coronavirus crisis.

*The Great Yarmouth Transport Strategy can be found [here](#).*

### **Market Town Network Improvement Strategies**

Market Town Network Improvement Strategies identified potential measures to help address existing transport network constraints and transport improvements to facilitate growth identified in Local Plans. Strategies were produced for Aylsham, Dereham, Diss, Downham Market, Fakenham, North Walsham, Swaffham, Thetford, Wroxham and Hoveton and Wymondham.

*The Market Town Network Improvement Strategies can be found [here](#).*



# 2. Funding

## Introduction

Norfolk County Council seeks and secures funding from wide variety of sources including:

- Capital funding from the Local Transport Plan maintenance and integrated transport blocks, a government funding stream
- Large local majors, a government funding stream
- Major road network, a government funding stream
- Developer funding: Community Infrastructure Levy and S106 contributions
- Government grants and bids including: Active Travel Fund; Growth Deal and its successor; Transforming Cities; Levelling Up Fund
- EU funding and its successor
- Delivery partners, such as Sustrans, Homes England
- Roads Investment Strategy (trunk roads)
- Rail Network Enhancement Pipeline
- City Deal (Greater Norwich)
- County council's own funding and similar local initiatives: Revenue Support Grant and initiatives such as Business Rates Pool; Enterprise Zone Fund
- Private investment.

This section provides a summary of sources of funding, where they are significant and currently known.

## Revenue Funding

Norfolk County Council uses its own money for transport improvements and maintenance, with income coming from council tax, schools funding, government grants, business rates, grants from joint projects and other income.

The county council has recently put in £1m over four years from 2021/22 to the Road Safety Community Fund and £10m over four years, £2.5m per annum from 2021/22, to the Highways Maintenance Pothole Fund. More detail on these is included below.

Current annual spending on passenger transport across all services is £3.5m for public transport, £0.5m for community transport, £0.2m for the rural mobility fund, £44m for school transport, £6m for adult transport, £0.2m for information and publicity, £0.2m for bus stations, and £0.2m on the capital programme.

The county council also allocates its own money to project and scheme development, to fund the necessary technical work and staff time needed to bring projects forward to a point where they can secure external funding.

## **Major Road Network Programme**

In December 2017, government consulted on proposals for the creation of a Major Road Network, which would form a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network and the rest of the local road network. In December 2018, government published the guidance Major Road Network and Large Local Majors Programmes: programme investment planning. In that year's budget, government announced the National Roads Fund would be £28.8 billion between 2020-2025, £3.5 billion of which is expected to be spent on local roads.

The objectives for the Major Road Network programme are:

- Reducing congestion
- Support economic growth and rebalancing
- Support housing delivery
- Supporting all road users
- Supporting the Strategic Road Network

Government invited Sub-national Transport Bodies to complete a Regional Evidence Base, which would identify priority schemes. Transport East submitted their REB in July 2019, which contained the following schemes in Norfolk. The REB was accepted by government and work has progressed to develop these schemes. This is outlined below. More information is shown in Chapter 3: Major and Significant Transport Schemes:

- West Winch Housing Access Road
- A47/A17 Pullover Junction, King's Lynn
- A140 Long Stratton Bypass.

## Large Local Major (Road) Scheme Programme

In addition to the REB and advice on potential MRN schemes, government invited STBs to also provide advice on the Large Local Majors (LLM) pipeline. The eligibility rules for these schemes were that the lower threshold for consideration was £50m, and – as the programme is funded through the National Roads Fund – only road schemes were eligible.

*In Norfolk, the Norwich Western Link has been included in this programme. More information is shown in Chapter 3.*

## Other Major Schemes

In the Major Road Network and Large Local Majors Programmes guidance, government stated that Large Public Transport schemes will be expected to be funded from other programmes such as the Transforming Cities Fund and through Devolution Deals.

Norfolk has successfully drawn down Transforming Cities funding for a package of sustainable transport measures within the Norwich area. In addition, the county council was also successful under the previous major scheme programme of securing funding for the Great Yarmouth Third River Crossing, which is currently under construction. Again, more information on these projects is shown in Chapter 3 and below.

## Transforming Cities Fund

Transforming Cities is a £2.5bn transport fund to support connectivity in some of England's largest cities, launched at the Autumn Budget 2017 and expanded in the 2018 Budget with funding running from 2018-19 to 2022-23.

In 2019/20 Norfolk County Council successfully secured £6.1m in Tranche 1 for six schemes. These schemes are now complete. In September 2020, the DfT awarded Norwich £32m capital funding from Tranche 2 to overhaul local transport links in Norwich, including a new bus interchange at Norfolk and Norwich University Hospital, improvements to cycle and pedestrian crossing facilities, and a junction redesign at Heartsease. The government funding has been matched by third party and local authority contributions of £18.8m and £7.9m respectively to make a total of £59.9m. This programme aims to complete delivery during the current 2022/23 financial year.



## Active Travel

In May 2020 the government announced final funding allocations of the active travel fund to support local transport authorities develop cycling and walking facilities. Tranche 1 enabled the installation of temporary projects related to the COVID-19 pandemic. In June 2020, DfT confirmed Norfolk's phase 1 allocation as £295,500. Tranche 2 is for longer-term projects with Norfolk allocated approximately £1.5m in total (£300,000 of this was revenue). An announcement about Tranche 3 is expected in spring 2022.

## Shared Prosperity Fund

Shared Prosperity Fund is a new fund for levelling up the economy. The three-year fund, due to be launched in spring 2022, is worth £2.6bn. We anticipate applications to be due by June/July and projects to start in January 2023. To ensure that Norfolk punches above its weight and makes a genuine impact on 'building back better' after the pandemic, and to maximise our chances of drawing down other new funds, we have commissioned a Norfolk Investment Framework, a countywide set of investment priorities based on a new, robust, evidence base.

## Levelling Up Fund and Community Renewal Fund

In 2021, government announced three investment programmes aiming to level up communities: Community Renewal Fund; Levelling Up Fund; and Community Ownership Fund. The £4.8 billion Levelling Up Fund was to invest in infrastructure that improves everyday life across the UK, including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets.

The Levelling-Up Fund Technical Note March 2021 provided the opportunity for county councils to submit one transport bid. The first round of the Fund focused on smaller transport projects that make a genuine difference to local areas; town centre and high street regeneration; and support for maintaining and expanding the UK's world-leading portfolio of cultural and heritage assets. All funding was expected to be spent by 31 March 2024 with priority given to bids able to demonstrate investment or begin delivery on the ground in the 2021/22.

As the county council did not have projects that were suitably developed for such early delivery, it did not submit a bid for round 1 and instead started to scope what might be brought forward in future rounds. Although further detail on how future rounds was expected in 2021 to date this has not been forthcoming. The council will consider bidding following further announcements on the funds.

The previously announced Local Pinch Points Fund (£150 million for 2021/22 and 2022/23) was rolled into the Levelling Up Funding stream.

## **Roads Investment Fund**

In 2014, government reformed the way that England's strategic (trunk) roads were funded. Five-year funding settlements were set out in Roads Investment Strategies. The first Roads Investment Strategy, RIS1, covered the period from 2015 to 2020 and included the following trunk road improvements in Norfolk:

- A47 North Tuddenham to Easton dualling
- A47 Blofield to North Burlingham dualling
- A47 Acle Straight (addressing safety concerns; measures implemented)
- A47 junction enhancements Great Yarmouth (schemes now confirmed as Harfreys Junction and Vauxhall Junction; measures at Acle New Road / rail station junction delivered)
- A47/A11 Thickthorn Junction.

RIS2 was announced in 2019 and committed £27.4 billion during Roads Period Two; 2020 to 2025. Delivery of the outstanding Norfolk schemes was confirmed for this period subject to the statutory processes.

*Work has now begun on development of RIS3.*

## **Rail Schemes**

Network Rail is responsible for the maintenance and improvement of infrastructure, such as track, signalling and level crossings. Rail improvements are funded by the Network Rail Spending programme, allocated by government. The other bulk of funding for improvements, particularly for services (rather than new track or signals) comes from rail operators' franchise commitments, generally raised from fare payers. The county council will continue its engagement with the rail industry to secure investment for Norfolk's benefit in future programmes.

### **The county council has contributed to a number of projects including:**

- East West Rail: Funding for Interim Strategic Outline Business Case from the East West Rail Partnership
- Local Authorities: We contributed to development of business cases for improvements to infrastructure at Ely and on the Norwich to London line
- Transforming Cities Fund: This has been used to improve walking, cycling and public transport links to Wymondham Rail Station.

### **Other potential funding sources include:**

- Developer contributions
- Community Infrastructure Levies
- Locally retained, or supplementary, business rates
- Tax increment financing.

The rail industry is currently undergoing a period of great change, with the formation of the new public body Great British Railways, which is due to take over leadership in 2023, integrating the railways, owning the infrastructure, collecting fare revenue, running and planning the network and setting fares and timetables. We will review new strategies as they emerge and respond to any changes in priorities for funding or funding mechanisms.

### **Road Safety Community Fund**

In September 2021, Norfolk County Council agreed to introduce this £1m fund, from our own resources, aimed to deliver 100 new road safety schemes in local communities over the next four years. The profile of funding is as follows:

- Year 1: £0.150m
- Year 2: £0.350m
- Year 3: £0.250m
- Year 4: £0.250m

## Highways Maintenance Pothole Fund

In September 2021 Norfolk County Council agreed an additional £10m of county council funding for maintenance. It was agreed to allocate £2.5m in 2021-22, and each of the following three financial years.

For 2021/22, the funding has been allocated to resurfacing works (£0.5m), surface dressing (£1.1m), resurfacing and drainage repair work (£0.4m), additional bridge maintenance repairs (£0.1m) and machine patching (smaller isolated resurfacing works to repair and prevent potholes) and other pothole repair work (£0.4m).

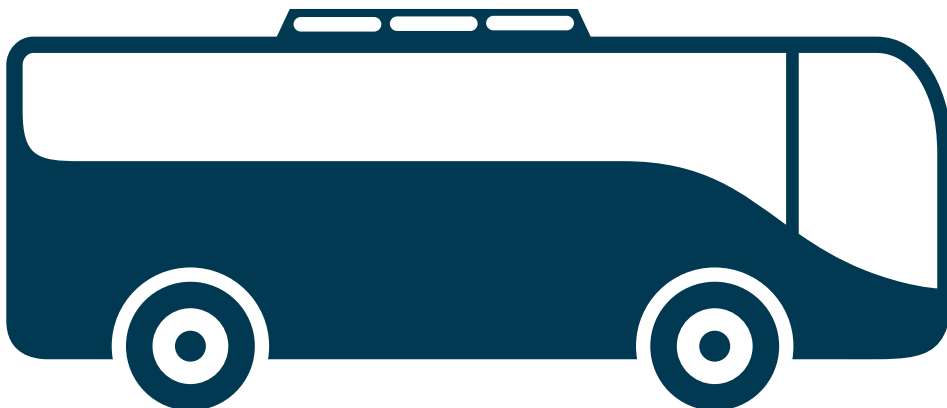
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## Pooled Business Rates

This scheme allows councils to pool business rate resources where it makes local economic sense to do so. Between 2013/14 and 2020/21 Norfolk County Council participated with other Norfolk local authorities in a Business Rate Pool. There was a higher risk and uncertainty attached to pooling because of the significant and widespread impact of the COVID-19 pandemic, and the lack of clarity at the time of budget-setting offered by Government in relation to the continuation of exceptional retail, hospitality and other reliefs provided in 2020/21. Due to this Norfolk Leaders agreed in January 2021 to withdraw from pooling in 2021/22, although the 2021/22 pool was distributed between the authorities on an agreed basis, differing from the previous mechanism for allocating money to projects.

Development of transport projects benefitted from the pooling of business rates, including funding for development of West Winch Housing Access Road and a series of market town network improvements strategies.

The opportunity for pooling is to be reviewed for 2022/23 although the continued delay around the outcomes of the Comprehensive Spending Review, Fair Funding Review, and 75% Business Rates Retention Scheme means that the council faces a very significant level of uncertainty about funding levels from 2022/23.



# 3. Monitoring and Review

## Introduction

Monitoring is carried out to assess delivery of the local transport plan. Corporately Significant Vital Signs are reported to the council's Cabinet quarterly to provide an update on performance towards achieving strategic outcomes. Highway and transport network performance is also reported to Members enabling informed decisions on agreed performance targets and for taking any necessary action to manage changing circumstances.

As set out in Chapter 2, we will review and revise the network performance report, especially to increase the focus on public transport, walking & cycling, electric vehicles, and air quality. This will enable better informed decisions about future plans across a wider range of outcomes. We also monitor outcomes and indicators in the Asset Management Strategy Performance Framework which, again, is reported to Members. As well as these reports, a wide range of data is collected and analysed to inform decisions and achieve better outcomes. A key part of our proposals in this Implementation Plan is to continue to improve our intelligence through adopting and using technology and innovation to keep us better informed and deliver better outcomes.

## Local Transport Plan 3 Targets

The targets set out in LTP3, and progress against them, is shown in the table overleaf. The table also records where changes have been made to the targets to reflect changes in areas of monitoring or performance against the targets set when the plan was adopted.

**Table: Monitoring of LTP3 Indicators and Targets**

Indicator	Target for 2026 (unless stated)	Baseline	2011/12	2012/13	2013/14
Public satisfaction with transport and highway services	To maintain current satisfaction levels	58% (2010)	Trajectory: 58% Actual: <b>55%</b>	Trajectory: 58% Actual: <b>NA</b> <sup>1</sup>	Trajectory: 58% Actual: <b>55%</b>
% of principal roads where maintenance should be considered	4.2%	3.5% (2010/11)	Trajectory: <b>3.6%</b> Actual: <b>3.7%</b>	Trajectory: <b>3.7%</b> Actual: <b>2.95%</b>	Trajectory: <b>3.9%</b> Actual: <b>3.25%</b>
% of the population in rural areas able to access a market town or key employment destination by public transport <sup>2</sup>	77%	77% (2010/2011)	Trajectory: <b>77%</b> Actual: <b>72.8%</b>	Trajectory: <b>77%</b> Actual: <b>73.7%</b>	Trajectory: <b>77%</b> Actual: <b>75.0%</b>
Number of people killed or seriously injured (KSI) in road traffic collisions	33% reduction by 2020	494 (2004-8 average)	Trajectory: <b>416</b> (2011) Actual: <b>355</b>	Trajectory: <b>406</b> (2012) Actual: <b>353</b>	Trajectory: <b>397</b> (2013) Actual: <b>39217</b>
Per capita carbon emissions from transport <sup>4</sup>	25% reduction on 2008 levels by 2020	2.44t CO2 per capita (2008)	Trajectory: <b>2.29t</b> (2011) Actual: <b>2.24t</b>	Trajectory: <b>2.24t</b> (2012) Actual: <b>2.21t</b>	Trajectory: <b>2.19t (2013)</b> Actual: <b>2.18t</b>

Indicator	Target for 2026 (unless stated)	Baseline	2014/15	2015/16	2016/17
Public satisfaction with transport and highway services	To maintain current satisfaction levels	58% (2010)	Trajectory: <b>58%</b> Actual: <b>56%</b>	Trajectory: <b>58%</b> Actual: <b>56%</b>	Trajectory: <b>58%</b> Actual: <b>54%</b>
% of principal roads where maintenance should be considered	4.2%	3.5% (2010/11)	Trajectory: <b>4.2%</b> Actual: <b>3.4%</b>	Trajectory: <b>4.2%</b> Actual: <b>2.8%</b>	Trajectory: <b>4.2%</b> Actual: <b>2.8%</b>
% of the population in rural areas able to access a market town or key employment destination by public transport <sup>2</sup>	77%	77% (2010/2011)	Trajectory: <b>77%</b> Actual: <b>75.5%</b>	Trajectory: <b>77%</b> Actual: <b>68.4%</b>	Trajectory: <b>77%</b> Actual: <b>68.4%</b>
Number of people killed or seriously injured (KSI) in road traffic collisions	33% reduction by 2020	494 (2004-8 average)	Trajectory: <b>387</b> (2014) Actual: <b>410</b>	Trajectory: <b>378</b> (2015) Actual: <b>370</b>	Trajectory: <b>364</b> (2016) Actual: <b>415</b>
Per capita carbon emissions from transport <sup>4</sup>	25% reduction on 2008 levels by 2020	2.44t CO2 per capita (2008)	Trajectory: <b>2.14t</b> (2014) Actual: <b>2.04t</b>	Trajectory: <b>2.08t</b> (2015) Actual: <b>2.07t</b>	Trajectory: <b>2.03t</b> (2016) Actual: <b>2.12t</b>



Indicator	Target for 2026 (unless stated)	Baseline	2017/18	2018/19	2019/20
Public satisfaction with transport and highway services	To maintain current satisfaction levels	58% (2010)	Trajectory: <b>58%</b> Actual: <b>54%</b>	Trajectory: <b>58%</b> Actual: <b>52%</b>	Trajectory: <b>58%</b> Actual: <b>56%</b>
% of principal roads where maintenance should be considered	4.2%	3.5% (2010/11)	Trajectory: <b>4.2%</b> Actual: <b>2.5%</b>	Trajectory: <b>4.2%</b> Actual: <b>2.1%</b>	Trajectory: <b>4.2%</b> Actual: <b>2.6%</b>
% of the population in rural areas able to access a market town or key employment destination by public transport <sup>2</sup>	77%	77% (2010/2011)	Trajectory: <b>77%</b> Actual: <b>59.3%</b>	Trajectory: <b>77%</b> Actual: <b>67.3%</b>	Trajectory: <b>77%</b> Actual: <b>63.8%</b>
Number of people killed or seriously injured (KSI) in road traffic collisions	33% reduction by 2020	494 (2004-8 average)	Trajectory: <b>350</b> (2017) Actual: <b>418</b>	Trajectory: <b>366</b> (2018) Actual: <b>458</b>	Trajectory: <b>322</b> (2019) Actual: <b>525</b>
Per capita carbon emissions from transport <sup>4</sup>	25% reduction on 2008 levels by 2020	2.44t CO2 per capita (2008)	Trajectory: <b>1.98t (2017)</b> Actual: <b>2.20t</b>	Trajectory: <b>1.88t (2019)</b> Actual: <b>2.08t</b>	Trajectory: <b>2.03t (2016)</b> Actual: <b>2.12t</b>

Indicator	Target for 2026 (unless stated)	Baseline	2020/21	2018/19
Public satisfaction with transport and highway services	To maintain current satisfaction levels	<b>58%</b> (2010)	Trajectory: <b>58%</b> Actual: <b>56%</b>	Trajectory: <b>58%</b> Actual: <b>50%</b>
% of principal roads where maintenance should be considered	4.2%	<b>3.5%</b> (2010/11)	Trajectory: <b>4.2%</b> Actual: <b>3.9%</b>	Trajectory: <b>4.2%</b> Actual: <b>4.3%</b>
% of the population in rural areas able to access a market town or key employment destination by public transport <sup>2</sup>	77%	<b>77%</b> (2010/2011)	Trajectory: <b>77%</b> Actual: <b>73.48%</b> (July 2020)	Trajectory: <b>77%</b> Actual: <b>74.4%</b>
Number of people killed or seriously injured (KSI) in road traffic collisions	33% reduction by 2020	<b>494</b> (2004-8 average)	Trajectory: <b>308</b> (2020) Actual: <b>390</b>	Trajectory: <b>308</b> (2021) Actual: Not Currently Available
Per capita carbon emissions from transport <sup>4</sup>	25% reduction on 2008 levels by 2020	<b>2.44t CO2</b> per capita (2008)	Trajectory: <b>1.83t</b> (2020) Actual: Not currently available	Trajectory: <b>1.83t</b> (2021) Actual: Not Currently Available

<sup>1</sup>Norfolk County Council did not participate in the National Highways & Transport Network Public Satisfaction Survey 2012, so results are unavailable

<sup>2</sup>This indicator has been amended to remove the Flexibus services from the calculation as it does not realistically provide a journey to work service. Therefore, the Baseline has been adjusted from 83% to 77% and the 2011/12 figure has been adjusted to 72.8% (from 80.4%). As of 2020, this indicator was changed to measure 'the percentage of parishes which meet their target level of service'. This data is recorded monthly and collected slightly later than other data sets, hence the month of July is recorded in this monitoring report.

<sup>3</sup>Trajectory rolled over from 2020 as this is the year the target goes up to.

<sup>4</sup>Per capita carbon emissions from transport: The data for this indicator is now published by the Department for Business, Energy, and Industrial Strategy, and was previously published by DECC. In their 2011 release DECC revised the 2005-2010 figures "so they were directly comparable" to the new 2011 figures. The LTP3 target is to achieve a 25% reduction on 2008 levels by 2020. Hence, the LTP trajectory values have been revised since the 2012 SEASA Monitoring Report so that its starting value is the same as the revised 2008 DECC value. In November 2019 Norfolk County Council adopted its Environmental Policy which included a 2030 carbon neutrality target. This is a far more ambitious target than set for LTP3. A revised trajectory has not been shown in this monitoring report.

<sup>5</sup>Trajectory rolled over from 2020 as this is the year the target goes up to.



**Norfolk** County Council