

# Greater Norwich Development Partnership

**Date:** Monday 15 November 2021

**Time:** 2.00pm

**Venue:** Virtual Meeting

## **Board Members:**

### **Broadland District Council:**

Cllr Sue Lawn

Cllr Ian Moncur

Cllr Shaun Vincent (Chairman)

### **South Norfolk Council:**

Cllr Florence Ellis

Cllr John Fuller

Cllr Lisa Neal

### **Norwich City Council:**

Cllr Cate Oliver

Cllr Mike Stonard

Cllr Alan Waters (Vice-Chairman)

### **Norfolk County Council:**

Cllr Stuart Clancy

Cllr Andrew Proctor

Cllr Barry Stone

### **Broads Authority:**

Cllr Melanie Vigo di Gallidoro

## **Officers:**

Trevor Holden

Phil Courtier

Graham Nelson

Matt Tracey

Marie-Pierre Tighe

## **AGENDA**

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<b>1. To receive Declarations of Interest</b>	
<b>2. Apologies for Absence</b>	
<b>3. Minutes of the meeting held on 24 June 2021</b>	<b>4</b>
<b>4. Matters arising therefrom (if any)</b>	
<b>5. Questions</b>	
<p>To consider any questions received from members of the public in accordance with the Board's Terms of Reference.</p>	
<b>6. Greater Norwich Local Plan Update (Mike Burrell)</b>	<b>13</b>
<b>7. Transport for Norwich Strategy (Matt Tracey)</b>	<b>24</b>
<b>8. East Norwich Stage 1 Masterplan (Graham Nelson)</b>	<b>89</b>
<b>9. New Settlements – Verbal Update (Phil Courtier)</b>	

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Please call Mike Burrell, Greater Norwich Planning Policy Manager on 01603 222761 or email [mike.burrell@norfolk.gov.uk](mailto:mike.burrell@norfolk.gov.uk) in advance of the meeting if you have any queries regarding access requirements.

# Greater Norwich Development Partnership Board Meeting Minutes

**Date:** Thursday 24 June 2021

**Time:** 2.00pm

**Venue:** Virtual meeting

## **Board Members:**

### **Broadland District Council:**

Cllr Sue Lawn, Cllr Ian Moncur, Cllr Shaun Vincent (Chairman)

### **Norwich City Council:**

Cllr Mike Stonard, Cllr Alan Waters

### **South Norfolk Council:**

Cllr Florence Ellis, Cllr John Fuller, Cllr Lisa Neal

### **Norfolk County Council:**

Cllr Barry Stone, Cllr Martin Wilby

### **Broads Authority**

Cllr Melanie Vigo di Gallidoro

**Officers in attendance:** Trevor Holden Phil Courtier, Jonathan Pyle, Helen Mellors, Phil Morris, Graham Nelson, Matt Tracey, Richard Doleman, John Walchester, Judith Davidson and Marie-Pierre Tighe.

## **1. DECLARATIONS OF INTEREST**

The Chairman advised the meeting that through his consultancy Abzag, he was promoting, on behalf of the landowner, a site for residential development in Colney through the Greater Norwich Local Plan. When this site was under consideration he would declare a disclosable pecuniary interest and shall vacate the chair and leave the room.

In the interests of transparency, he also brought to the Board's attention, that his father, Malcolm Vincent, through his company Vincent Howes, was promoting, on behalf of the landowners, a site for residential development in Costessey/Bawburgh through the Greater Norwich Local Plan. In this case under the provisions of the Code of Conduct, there was no interest to declare which would prevent him from participating in the debate and chairing the meeting.

He added that he would be declaring the same interests when chairing Broadland District Council's Cabinet and at Council when GNLP matters were

considered.

Cllr John Fuller and Cllr Barry Stone advised the meeting that they were members of the Royal Norfolk Agricultural Association.

## **2. APOLOGIES FOR ABSENCE**

Apologies were received on behalf of Cllr Stuart Clancy.

## **3. MINUTES**

The Minutes of the meeting held on 16 December 2020 were agreed as a correct record.

## **4. QUESTIONS FROM THE PUBLIC**

The following four questions, and the officer responses to them, had been received from members of the public.

### **Bryan Robinson**

My various queries on the housing numbers in the Reg. 19 representations were not answered and therefore I wish to submit the following question.

The Household Projections between 2018 and 2038 as set by the Government in the Table 406 for the 3 districts of Greater Norwich is 29,954. This figure is adjusted by a separate local affordability adjustment for each district to give the Housing Need. This establishes the base figure of 40,541 for Greater Norwich for 2018 to 2038. The Reg. 19 proposes further contingencies, buffers and windfalls to set a delivery target of 52,646 homes over this period which is 76% above the Household Projections. The reason given is to ensure sufficient homes are available to ensure growth targets. The Council Response to Main Issues states "*if the anticipated economic growth is not delivered the homes above the housing need will not be delivered as there will not be a market for them*" for which the 76% overall contingency above the Household Projections seems excessive. Also the ratio of new jobs: homes since 2008/09 as the AMR figures is 1 : 1.08 but that set out in Reg. 19 is 1 : 1.5 meaning that there is an overprovision based on historic evidence. Based on the previous ratio 35,640 homes would be required for the 33,000 jobs over the 20 year period.

If it is acknowledged that market forces will prevail and past performance ratio of jobs and homes suggest a lower number of homes is sufficient to meet the anticipated economic growth (jobs), what is the justification for this overprovision of homes?

### **Officer response**

The Government's standard methodology provides the base position and identifies a need for 40,541 homes in the plan period. Typically, some sites take longer to develop than envisaged and some planning permissions are not implemented. To ensure that housing needs are met in full and a steady supply of sites is available, the plan identifies at least 10% additional provision. Such

provision provides replacement opportunities and choice to ensure delivery of the 40,541 homes needed; it is not necessarily expected to be additional growth. In total, the GNLP identifies opportunities for 49,492 homes. The additional uplift within this total provides greater certainty of delivering need and also ensures that faster economic growth and a larger number of jobs than the trend-based target can be supported. This uplift will also address the possibility of higher levels of household growth as indicated in the Office for National Statistics 2018 projections. Comparing the ratio of jobs to homes for different time periods is not necessarily a useful indicator as it will be affected through time by demographic change, the performance of the local economy and changes to work patterns such as commuting flows and home working.

### **Dr Catherine Rowett**

In Appendix 11a of the papers, the GNLP have responded to each submission on the Norwich Western link (NWL) road that the NWL is solely a Norfolk County Council (NCC) infrastructure scheme. However, the NWL is included in the plan in these places in the Regulation 19 draft plan: section 3 “the vision and objectives for Greater Norwich” at para 138 (“By 2038 our transport system...will include the Norwich Western Link ...”); at para 243 (“Strategic transport improvements in policy 4 include ... the Norwich Western Link”; and under Policy 4 on page 81 (“delivery of the Norwich Western Link road”).

If the NWL is solely an NCC project, will the GNLP remove all the above references to the NWL from the plan? And if not, why not?

### **Officer response**

The Norwich Western Link is not an allocation in the GNLP. The plan recognises the scheme as part of a wide-ranging package of proposed strategic transport improvements provided by a range of bodies with transport responsibilities. These also include trunk road schemes and rail enhancements. It is appropriate to identify such schemes and proposals in the local plan as they affect the strategic context for growth and development.

The NWL would be delivered by Norfolk County Council. As the NWL progresses to a preliminary design for which planning permission and statutory orders can be sought, it would be assessed through the planning application process. An application for planning permission for the NWL would be determined in accordance with the development plan prevailing at the time, and the environmental effects of the NWL would be assessed against the relevant legislative and regulatory requirements and against the policies contained in the GNLP (if adopted) including the environmental policies contained in Policy 3 (Environmental Protection and Enhancement), together with all other material considerations.

## **David Pett, Stop the Wensum link campaign**

In Appendix 11a of the papers, the GNDP have responded to each submission on the Norwich Western link (NWL) road with the proposition that the NWL is solely a Norfolk County Council infrastructure scheme and that the planning, habitats, environmental, climatic and other impacts of the NWL do not need to be considered in the GNLP making process. As in the SWL submission at the Regulation 19 consultation, the NWL is clearly included in the GNLP whilst pretending not to be. For example, paragraphs 139 and 243 of the Regulation 19 document, without doubt, identify the NWL as a deliverable of Policy 4 of the plan. The Plan is unsound at several levels in including the NWL in this misleading way and attempting to delegate impacts of the NWL, which should be assessed by the GNLP's sustainable appraisal and environmental assessments, to other governance and planning realms.

Will the GNDP chair share with the GNDP Board, the legal advice which GNDP has taken on the above, so that members are fully aware of the legal risks involved before agreeing at recommendation 1 "that the Greater Norwich Local Plan is sound and to submit the plan to the Secretary of State for independent examination"?

### **Officer response**

As in the answer to Dr Catherine Rowett above.

It is not considered that the references to the Norwich Western Link in the GNLP raise any legal risks to the plan.

## **Dr Andrew Boswell, Climate Emergency Planning and Policy (CEPP)**

In September 2019, climate lawyers ClientEarth, who litigate in the UK and around the world, wrote to the Greater Norwich planning authorities about the need to integrate carbon emissions reduction objectives throughout the GNLP local plan policies. This was followed by ClientEarth consultation responses at Regulation 18C (March 2020) and Regulation 19 (22<sup>nd</sup> March 2021): the Regulation 19 response noted "none of the issues raised in our response to the Regulation 18 consultation appears to have been addressed", and found the plan unsound and not legally compliant. In response (Appendix 11a of papers, page 420, GNDP have responded "The GNLP conforms to legislation and national planning policy and guidance, and, subject to the above, has had regard to climate change issues".

Will the GNDP chair share with the GNDP Board, the legal advice which GNDP has taken on the above, so that members are fully aware of the legal risks involved before agreeing at recommendation 1 "that the Greater Norwich Local Plan is sound and to submit the plan to the Secretary of State for independent examination". ?

### **Officer response**

The objectors have given their opinion that the plan is unsound and not legally compliant. It is for the Planning Inspector to assess whether this is the case. Having reviewed the relevant legislative and policy requirements, we are

comfortable that the GNLP has been positively prepared to address climate change within the proper legislative framework and that the plan does what we are legally required to do. This is reflected in our statement on Climate Change in Section 4 of the GNLP. In addition, we are confident that the plan expresses some quite ambitious objectives about how land use can contribute to delivering improvements in our carbon performance.

## **5. SUBMISSION OF THE GREATER NORWICH LOCAL PLAN (GNLP)**

The report set out the main issues raised through the Regulation 19 stage of plan-making. It concluded that the representations had identified no significant issues, in principle, that could not be addressed or were such a risk to the GNLP that it should not be submitted in the near future. The recommendation provided the caveat that submission of the plan was subject to progress being made on key issues relating to protected habitats and Gypsy and Traveller sites.

Graham Nelson reminded members that this plan-making process had started in 2015 when the Board made the decision to draft a replacement for the Joint Core Strategy, which would be a significantly larger undertaking, as it would include not only the strategic approaches and policies to be applied across Greater Norwich but also the significant scale sites that would deliver the growth need required for the area.

The plan-making process commenced in spring 2016 with a comprehensive call for sites exercise. This was followed by a consultation in early 2018 on growth options site proposals and a further consultation at the end of 2018 on new revised and small sites.

Throughout this process the plan had taken shape through engagement with developers, communities and interest groups and the level of concerns expressed had tended to diminish as the plan progressed.

The publication of a White Paper that proposed a radical overhaul of the planning system and the Government's reiteration that the current round of local plans in development had to be adopted by 2023 had led to the Board deciding to accelerate its plan-production to the Regulation 19 stage. This work culminated in a full draft plan, which was consulted upon over its soundness and legal compliance in early 2021.

At all the earlier stages of this process the plan was being shaped through consultation and engagement with communities and interested parties. At this stage the final plan is presented and a decision is required of the Board and the constituent councils about the soundness and legal compliance of the plan, before its submission to the Secretary of State for Public Examination.

Overall, 1,316 representations were made on the plan (263 in support and 1,053 objections), but in officers opinion no representations had been made that would require further Regulation 18 consultation or a repeat of the Regulation 19 stage. However, some representations had raised issues which had to be addressed



before submission, in particular, with Natural England on protecting key habitats from increased visitor pressure due to growth. This would be addressed through a Statement of Common Ground in relation to the mitigation necessary to protect sites under the Habitat Regulations.

Ongoing work was also required to proactively identify and bring forward sufficient Gypsy and Traveller sites to meet identified need.

Legal advice had confirmed that the above issues did not make the plan unsound.

The other recommendations in the report were procedural and would allow the planning inspector to make any main modifications necessary to make the plan sound and legally compliant. The modifications would be reported back to each authority to ensure that they were satisfactory.

A member advised the meeting that, as the Chair of the Duty to Cooperate Board, he could confirm that utility companies were aware of the proposed growth areas in Greater Norwich and were focused on delivering the infrastructure to meet this need.

In respect of green infrastructure he was pleased that an accommodation was to be arrived at with Natural England, but he suggested that this was a first stage that should be bolstered with greater governance and clarity of approach and to be aware about what must be done in each area so that it was proportionate to growth. He also welcomed a commitment to a review in the future.

In respect of Village Clusters, he advised the meeting that this was currently out for Regulation 18 consultation, with over 400 sites being considered across 120 parishes. Seventy sites were now preferred and a further 15-20 were seen as reasonable alternatives. He noted that custom build homes were only a small proportion of houses proposed and over the whole of Greater Norwich it was only around 7 percent of dwellings.

In regard to Gypsy and Traveller sites he suggested that need be assessed and apportioned across each local authority in a fair and equitable way, possibly in proportion to the housing numbers of the general population.

In general he suggested that the plan was sound and proportionate and that it laid the groundwork for the next plan and any decision that might need to be made regarding a new settlement in the future.

In response to a query, it was confirmed that the concern raised by Natural England was in regard to the mechanism in place to give effect to protecting habitats, rather than the Policy itself. It was intended that the Statement of Common Ground would address this issue. It was emphasised that it would not require any amendment to the plan.

A member advised the meeting that the City Council's Sustainability Development Panel had raised some concerns about the timescales and

outcomes regarding Gypsy and Traveller sites in the plan. The concerns raised by Natural England had been noted and it was welcomed that this was close to being resolved and that a review would be undertaken. The Panel would also be requesting further information about water resources, as raised by the Environment Agency, although it was also noted that mitigation was to be put in place. Finally the difference in approach to housing allocations between the City and Broadland and South Norfolk was raised as a possible area where the plan could found unsound.

A member confirmed that the City Council was happy with the plan and he emphasised the importance of getting it agreed by each constituent authority and submitted by the due deadline. In respect of recommendation 2 he emphasised the importance of identifying need for Gypsy and Traveller sites and of treating all communities in Greater Norwich equally.

Another member noted that South Norfolk was to invest a six figure sum to enhance a Gypsy and Traveller transit site. He suggested that all three authorities should work together to deliver transit sites to relieve pressure on both the settled and the travelling community.

The Chairman called for a show of hands and it was unanimously:

## **AGREED**

To recommend member councils to:

1. Agree that the Greater Norwich Local Plan is sound and to submit the plan to the Secretary of State for independent examination subject to an agreement in principle being reached with Natural England, in the form of a signed statement of common ground, in relation to the mitigation necessary to protect sites protected under the Habitat Regulations;
2. Commit to proactively identify and bring forward sufficient Gypsy and Traveller sites to meet identified needs in accordance with the criteria-based policies of the current and emerging Development Plans;
3. Agree to request that the appointed independent inspector make any Main Modifications necessary to make the plan sound and legally compliant;

and,

4. Delegate authority within the councils to:

- a. agree minor modifications to the GNLP prior to its submission

and,

- b. negotiate any main modifications necessary to make the GNLP sound as part of the Independent Examination.

The Chairman thanked officers for all their hard work in bringing together the GNLP to its submission stage.

## **6. REGULATION 19 GREATER NORWICH LOCAL PLAN (GNLP) – REPORT 2: SUBMISSION ARRANGEMENTS AND COMMUNICATIONS PLAN**

The report described the arrangements for submission of the GNLP to the Secretary of State and the proposed communication plan.

The Chairman called for a show of hands and it was unanimously:

### **AGREED**

To endorse the approach to communication to partner authorities.

## **7. TRANSPORT FOR NORWICH STRATEGY REVIEW**

The report provided an update on the work to review the current transport strategy for Norwich. It set out the scope of the work, the progress to date and the timeline to adoption.

The Board was advised that the current Norwich Area Transportation Strategy was adopted in 2004 and set out a transportation strategy for the Norwich area, until 2021 and was, therefore, overdue for a refresh.

A review of governance was to be undertaken that would focus on the Transforming Cities Joint Committee and it was suggested that this work be brought to the Board in regular updates.

This first update covered the scoping work being carried out which would begin with the establishment of an officer working group from the three Greater Norwich local authorities and Norfolk County Council. The group had an important role in bringing the work forward and provided a regular opportunity for officers from all partners to steer the development of the work and resolve issues.

The review of the Strategy would have three outputs;

- The Transport for Norwich Strategy
- An Action Plan to accompany the Strategy
- A Sustainability Appraisal report.

The emerging themes in the Strategy were:

- Norwich and Norfolk (supporting LTP4 objectives)
- A Zero Carbon future
- Improving the Quality of our air

- Changing attitudes and behaviours
- Supporting Growth Areas
- Meeting Local Needs
- Reducing the dominance of traffic
- Making the Transport system work as one (integration of modes)
- Long Term investment
- Making it Happen (governance)

A consultation would take place later in the summer, followed by analysis and final Strategy preparation when it would be brought back to the Board for consideration and input ahead of final adoption at the end of the year. Alongside the consultation there would be a series of member workshops.

In response to a question about longer term joint working on transport issues beyond the projects in the Strategy, Matt Tracey acknowledged that there was work to be done regarding the governance structure of the Committee, which could be looked at once the Strategy had been adopted.

In answer to a query about emerging policy themes, such as zero carbon and improving air quality taking more prominence in the Strategy, it was confirmed that officers were working on putting more detail behind these themes and as part of the refresh of the Strategy some of these themes would be prioritised. The geography of transport in Greater Norwich would also play a significant role as increasingly the move away from cars was encouraged and the full use of public transport returned following the pandemic.

It was confirmed that there was no stipulated end date for the Strategy, which would be an ongoing project.

The Chairman suggested that a timetable might help drive forward priorities given the host of technological changes that were being developed.

The Chairman called for a show of hands and it was unanimously:

## **AGREED**

To note the form and progress on development of the strategy and endorse the approach to developing the Transport for Norwich Strategy.

The meeting closed at 3.04pm

<b>Greater Norwich Development Partnership</b>	
<b>Report title: Greater Norwich Local Plan (GNLP) update report</b>	
<p><b>Summary:</b> This report provides updates on the progress made on the GNLP with some further detail, as far as it is currently available, on the forthcoming examination.</p> <p><b>Recommendation:</b> Greater Norwich Development Partnership Board members are asked to note the contents of this report.</p>	
<b>Date: 15th November 2021</b>	<b>Agenda Item 6</b>

## Introduction

1. The Greater Norwich Local Plan (GNLP) was submitted for examination on July 30th 2021. Two Inspectors, Mike Worden BA (Hons) Dip TP MRTPI and Thomas Hatfield BA (Hons) MA MRTPI, have been appointed to hold the examination. Their role is to independently assess the soundness of the plan and to check that the statutory requirements for its preparation have been followed. Now that the plan has been submitted, the examination timetable is largely the responsibility of the Inspectors.
2. A Programme Officer, Annette Feeney, has also been appointed to deal with procedural, administrative and programming matters. The Programme Officer is independent from the Greater Norwich Development Partnership (GNDP) and reports directly to the Inspectors.
3. [A report](#) recommending submission of the GNLP was considered by the GNDP on 24th June 2021, before submission was approved by the constituent councils in July.
4. Based on the representations made at the Regulation 19 stage, national policy/guidance and experience of previous examinations, the June report set out three likely key issues for the examination:
  - The overall housing numbers and the locations and deliverability of growth, including site viability and the impact on climate change;
  - Addressing Habitats Regulations visitor pressure issues through an agreed approach with Natural England;
  - Provision of a site/s to meet the needs of Gypsies and Travellers.
5. The June and July GNDP and council reports also highlighted other work to be progressed ahead of the plan's examination hearings. In line with standard practice, the reports secured delegated powers within the councils so that the Partnership can assist the Inspectors with any main modifications they consider necessary to make the GNLP sound as part of its examination (see below for further detail). The next input from GNDP members will be to make recommendations to the councils on adoption of the plan at the end of

the examination process. Local plans can only be adopted including the modifications required by the Planning Inspectorate.

## Recent work progress

6. [Topic papers](#) covering the GNLP's strategic policies have been sent to the Inspectors. They are available on the examination website. The papers provide detailed explanation of the approach taken in the GNLP strategy, along with links to background evidence and an overview of consultation comments. They are primarily produced for the Inspectors at their request, although they will also be of benefit for all of those involved in the examination of the plan.
7. The topic papers cover all aspects of the strategy, including growth in our urban area, towns and villages, sustainable communities, environmental protection and enhancement, infrastructure, homes and the economy.
8. GNLP Policy 1 and its supporting topic paper are likely to be scrutinised in detail at the examination. This is because the policy covers overarching strategic issues including housing numbers, broad growth locations and development deliverability, with the topic paper providing updates on the housing trajectory to evidence when new housing will be built. As part of this, significant additional work has taken place on Statements of Common Ground with site promoters. The statements evidence commitment by site promoters to delivering sites in line with both the housing trajectory and the forthcoming GNLP policy requirements.
9. The Homes topic paper includes coverage of the policy approach for accommodation for Gypsies and Travellers. Updated evidence work is being produced by consultants on overall need. Critically, work is also ongoing to identify a site or sites which can be progressed through the development management process, or possibly the GNLP if required by the Inspectors.
10. Work has also been ongoing to address Habitats Regulations visitor pressure issues through an agreed approach with Natural England. A draft agreement has been produced, which is in the process of being reviewed by the Norfolk planning authorities as part of the Norfolk Strategic Planning Framework.
11. A draft Duty to Cooperate Statement was submitted with the GNLP to show how the plan-making requirement to cooperate with other local planning authorities and statutory bodies such as the Environment Agency, Historic England and Natural England has been met. Updates to this, including a specific Statement of Common Ground with Breckland on working together on infrastructure issues related to growth in the Cambridge Norwich Tech Corridor, have been progressed. The updated [Duty to Cooperate Statement](#) will assist the Inspectors in assessing process matters at the examination.

12. The [GNLP website has been updated](#). All submitted documents, and supporting evidence documents, are available in the Document Library. The site also provides a location for new documents to be uploaded throughout the examination process. The Inspectors identify which additional documents should be uploaded.
13. Finally, an [addendum to the Regulation 19 Sustainability Appraisal](#) (A6.5 in the document library) has been produced in response to a representation which raised issues relating to the selection process for the chosen spatial strategy of the GNLP. The addendum provides a clear narrative showing how the plan's preferred strategy and reasonable alternatives to it were shaped over time.

## **Current and Forthcoming Work**

14. The [Initial Questions Letter \(IQL\)](#) was received from the Inspectors on October 18th. The [Partnership's response](#) to it was sent on November 5<sup>th</sup>. The IQL is a standard early stage of the examination. Its purpose is to ask the Partnership questions which will help the Inspectors to define the Matters, Issues and Questions (MIQs) for the examination. The IQL also provides the opportunity to clarify for the Inspectors where evidence is available.
15. Overall, the IQL does not include any surprises or major causes of concern beyond the issues highlighted in paragraph 4 above. The team has commissioned the additional work on the addendum to the Sustainability Appraisal (SA) requested by the Inspectors. This work is likely to be submitted to the inspectors by 26th November, but we do not anticipate that it should delay the examination.
16. We are currently anticipating receipt of the MIQs from the Inspectors in mid to late November. The MIQs are critical to the examination as they guide its content.
17. To enable the public hearings part of the examination to take place in February/March 2022, it will be necessary to produce Hearing/Matters Statements in response to the MIQs by mid-December 2021. Consequently, this will form the main work for GNLP officers in late November and early December.

## **Examination Hearings**

18. The starting point for local plan examinations is the assumption that local planning authorities have submitted what they consider to be a sound plan. As part of the standard process, the Greater Norwich authorities have requested that the Inspectors make any main modifications necessary to make the plan sound and legally compliant. The focus of the examination will be on identifying where such main modifications may be required.

19. At the time of writing this report, there is no certainty over the content and timing of the public hearings. If available, updates will be reported to the GNDP meeting.
20. Early indications are that the examination hearings will take place over two separate two-week periods in February and early March, most likely at the King's Centre in Norwich. At present, we are planning for the hearings to be in person with appropriate social-distancing measures and alternative arrangements in place for those unable to attend in person. We are also planning for audio recordings of the sessions to be posted on the examination website. Should the public health situation change, however, the hearings will be held virtually.
21. The likelihood is that the early examination hearings will cover the Duty to Cooperate, plan-making process and strategic issues (including strategic sites, housing numbers and Gypsy and Traveller policy). Sites will most likely be covered in March. The issues which will be debated at the examination hearings should have been addressed by officers in the responses to the MIQs, with reference to the plan, topic papers and other supporting evidence.
22. The precise timing and content of the examination hearings should be clarified through the MIQs, thus allowing its location to be confirmed.
23. During the hearings, officers will produce updates on the website to enable members to be informed of progress.
24. After the hearings, the Inspectors will hold a consultation on the main modifications required to make the plan sound. To enable this, the Partnership is required to produce a main modifications schedule for approval by the Inspectors. Before this approval is possible, the main modifications will need to be assessed by the SA and Habitats Regulation Assessment (HRA) consultants. The consultation will then be run by GNLP officers with the feedback going to the Inspectors. The current assumption is that this consultation will take place in early Summer 2022.
25. The Inspectors' Report will follow the main modifications consultation. To reiterate, the Greater Norwich councils can only adopt the plan with these main modifications included. It is anticipated that the Inspectors Report will be considered by the GNDP, followed by the Cabinets and Councils.

### **Examination sign-off authority**

26. As agreed by each council, delegated authority has been given to directors and portfolio holders to agree the content of the consultation on main modifications to the Plan.



## Communications

27. In line with the councils' Statements of Community Involvement, pre-submission publication respondents who requested to be notified will be advised of the public hearing dates via email or letter. We will also write to all parish and town councils. Information will be placed on the website. In line with regulations, notification will be six weeks before the start of the hearings.
28. The independent Programme Officer will notify participants of the provisional hearings programme. This will be published on the website along with guidance notes and the MIQs.
29. In accordance with the agreed communications protocol (Appendix 1), Cllr. Vincent, as chair of GNDP, will be the nominated spokesperson for all media. Other councillors and council communications teams should refrain from commenting. All media responses will be co-ordinated by the communications lead for the project, Broadland & South Norfolk Joint Marketing and Communications team, in liaison with other partners.
30. Cllr. Fuller is the nominated spokesperson for matters relating to the South Norfolk Village Clusters Housing Allocation Plan.

## Appendix 1

### Approved protocol re GNLP consultation

In 2017 The Greater Norwich Development Partnership (GNDP) Board members agreed a Communications Protocol to ensure that the media and the public were effectively informed about the consultation process for Greater Norwich Local Plan (GNLP).

We will continue to follow the agreed protocol which is designed to:

- raise awareness of the need for a joint Local Plan and the benefit to Broadland, Norwich and South Norfolk communities of planning for housing and jobs needs to 2038;
- demonstrate to residents and other stakeholders that the plan making process is sound, rigorous and based on an objective evaluation of evidence;
- highlight when opportunities arise to promote the benefits of the Local Plan and make communities and business aware of any developments or consultations;
- inform the public and other stakeholders of the emerging content of the GNLP, when and how they can get involved in its production and encourage them to respond to consultations.

### Key messages

The following key messages will appear in materials to support the ongoing work of the Plan:

The Greater Norwich Local Plan

- will support creating a range of employment opportunities, including high-quality, high-value jobs;
- highlights that economic prosperity is central to the GNLP;
- can deliver jobs growth, but this can only be achieved if supported by the delivery of new homes;
- will meet the housing needs of all our residents;
- will meet the needs of current and future generations that need somewhere affordable to live;
- will ensure new homes and jobs are well related and are supported by the services, facilities and infrastructure needed;
- will also look to protect and enhance the environment, ensuring patterns and types of development that contribute to the mitigation of, and adaptation to, the impacts of climate change;
- will highlight that growth can help to support vibrant, well-designed and attractive communities with new job opportunities, new facilities, greenspaces and an enhanced natural and built environment;
- supports growth that provides opportunities to support and maintain existing community facilities;
- can only succeed if the views of the public, developers, service and infrastructure providers are understood.

## **Available communications channels**

It was agreed that the following communications channels would be used to promote the Local Plan and we will continue to use:

Website/intranet

Media (print, broadcast, specialist publications)

Social media

Residents' magazines

Tenants' magazines

Leaflets

Letters

Consultations

Internal emails

Elected Members (via emails/intranet etc.)

Telephone

Face-to-face where appropriate

Presentations

Q&A sessions

## **Scope of the Protocol re GNLP Consultation**

The protocol will be followed in:

- Press releases
- Media briefings
- Media enquiries
- Member updates
- Social media
- Publicity
- Residents' magazines
- Timescales

### **Press releases**

The lead Communications authority (currently Broadland District Council and South Norfolk Council) will take the lead in initiating proactive press releases that are related to the overall delivery of the GNLP.

It will be ensured, where possible, that the Communications Officer from each authority is given at least two days prior warning of press releases and other communications for everyone to comment on if they wish, and to circulate to their lead Member/senior officer if necessary.

Press releases relating to the plan and proposed sites will be branded jointly by the GNLP partners and will need to be signed off by the relevant communications contacts before issue. Any media statements relating to the new village cluster sites in South Norfolk must be signed off, in consultation with all GNLP comms leads, by the communication contact for that authority.

To facilitate speed of delivery and to ensure consistency in delivery, only one elected member comment will usually be required, normally the chair of the Greater Norwich Development Partnership.

Political comments (one from each authority) can be added within a specially created 'Additional political quotes' section of the release, if necessary.

There is potential for additional press releases which are not directly about GNLP work (like Greater Norwich Growth Board) but reference it. These will all be subject to the same sign-off procedure as described above.

### **Media briefings**

When a targeted media briefing (either written or verbal) is a preferred option to other proactive communications options (e.g. issuing a press release), the lead Communications Officer will pull together the information for the briefing with the help of the GNLP lead officer.

All such briefings, where possible, will need to be signed off by the relevant communications contacts ahead of the briefing.

It will be ensured, where possible, that the Communications Officer from each authority is given at least two days prior warning of briefings for everyone to comment on if they wish, and to circulate to their lead Member/senior officer.

To facilitate speed of delivery, only one elected Member will be put forward to comment, normally the chair of the GNDP.

Media enquiries Any enquiries made by members of the media should be directed through one of the communications contacts at Broadland District Council, Norwich City Council, South Norfolk Council or Norfolk County Council.

Approaches from the media on issues relating to specific matters in a particular local authority area will be the responsibility of each Communications Officer. If possible, could each authority check that the lead communications officer (currently Emily Egle) is aware in case there is direct GNLP follow up required.

If it is directly about work of the GNLP, the contact should be handed off to the lead Communications Officer (currently Emily Egle).

If it is a question directly for an authority related to the GNLP, the communications contact will send the response to all other communications contacts an hour before responding to the reporter, where feasible, and it will be issued if there is no response.

Approaches from the media on issues directly related to the delivery or work of the GNLP as a whole will be referred in the first instance to the chair of the Greater Norwich Development Partnership, by the lead Communications Officer (currently Emily Egle).

Details of the enquiry must then be circulated to the other communications contacts for comment/information.

## **Social media**

The nature of social media platforms usually requires a much quicker response than all other forms of publicity.

For the purposes of this project the one designated social media channel will be used proactively is Twitter.

## **Use of Twitter**

### **Proactive Tweets**

These will need to be planned and agreed in advance by the communications leads to dovetail with our Communications Plan with regard to controlled and timed messages. Agreed Tweets and timings will need to be co-ordinated via the communications leads so they are simultaneously published on each authority's Twitter account.

## **Reactive Tweets**

In order to respond to a tweet in a timely manner it will not be practical or possible for the communications leads to liaise with one another for sign-off on reactive tweets.

This being the case, each Communications Officer will need to take responsibility for any reactive Tweets by using factual information which has already been published and confirmed (e.g. – as we move forward with the project this could be about identified sites, timing of implementation of the revised Local Plan, signposting to information, how people can have their say etc.).

Communications leads should use their judgement on whether their reply directly relates to the work of the GNLP, and whether the contact should be handed off to the lead communications officer (currently Emily Egle) to answer or at least be aware of.

## **Publicity**

When any of the communications leads produce website material or articles for in-house publications about any aspect of the work of the GNLP the same applies as outlined above – i.e. all communications leads need to give sign-off.

## **Conferences and invitations**

- When one local authority or the other is invited to an event, asked to speak at a conference, or asked to take part in something else as a direct result of the GNLP, the general principle of partnership working should be upheld.
- A chance to take part in events of this kind should always be signed off by the communications leads, and where possible, they should also be invited.

## **Publications**

- When a communications lead is asked to contribute to a paper, or author an article for publication (including residents' magazines), the general principle of partnership working should be upheld.
- Any publication of this nature should be shared and signed off by the communications leads.
- The new GNLP logo along with a supporting strapline should be used as well as individual council logos when necessary.

## **Residents' magazines (frequency and copy deadlines for 20/21)**

Each authority will try and use their council magazines to engage with local communities if the timings are appropriate.

### **Broadland District Council**

Name of residents' magazine – *Broadland News*

Frequency of publication – three to four per year

Distribution dates - Spring 2020, Winter 2020 (this consultation does not coincide with these deadlines).

Copy deadline dates – about one month before going to print but need an idea of potential stories before this so editorial space can be allocated if necessary.

### **Norfolk County Council**

Name of residents' magazine – *Your Norfolk*

Frequency of publication – three per year, however this is currently under review.

Distribution dates – (TBC)

Copy deadline dates – advertising booking deadline 12 January. No further dates for 2020 scheduled at the moment as publication is under review.

### **Norwich City Council**

Name of residents' magazine – *Citizen*

Frequency of publication (four per year, linked to each season)

Distribution dates: (TBC)

### **South Norfolk Council**

Name of residents' magazine – *Link Magazine*

Frequency of publication – three per year

Distribution dates – last week in February, first week in July, first week in November. (This consultation completes mid-March therefore use is TBC)

Copy deadline – usually eight weeks prior to distribution.

### **Timescales**

With the exception of media enquiries, which often have a very short turn-around, at least 48 hours should be allowed for communications sign-off as a rule.

The exception would be emergency short-notice communications, should these be necessary. If a quick turn-around is needed, the person who is asking for sign-off should give a clear deadline for a response and justify the urgency.

If, after 48 hours, no response has been made and the issuing person has checked it has been received, the communication can be assumed to have been signed off and can be sent out.

## Greater Norwich Development Partnership

### Report title: Transport for Norwich Strategy

**Summary:** This report summarises the outcome of the recent consultation on the Transport for Norwich Strategy. Results of the online closed question consultation responses are in Appendix 1. The outcome of the consultation shows broad support. The key issues to emerge from written and online responses about the relationship to the surrounding areas, the need to support the vitality of the city and ensuring implementation considers the needs of users of the city. Many of the views relate to the implementation of the strategy and will be helpful in developing an action plan. A number of amendments are recommended, and these are set out in Appendix 2.

**Recommendation:** The Greater Norwich Development Partnership Board are asked to consider the responses and proposed changes.

**Date: 15 November 2021**

**Agenda Item 7**

### Background and Purpose

- 1.1 The County Council is undertaking a review of the transport strategy for the Norwich Area. The strategy has been produced in partnership from Broadland District Council South Norfolk Council and Norwich City Council. The new Transport for Norwich (TfN) Strategy was consulted on from 26th August to 8th October 2021 and is a high-level strategy that sets out transport policy commitments and direction for the long term to tackle issues such as decarbonisation, air quality, active travel and housing and jobs growth.
- 1.2 This report summarises the outcome of the consultation and sets out the changes proposed to the consultation version.
- 1.3 The consultation was primarily online and sought views on the strategy's themes, policies, and proposed actions to progress the strategy.
- 1.4 A report is attached as Appendix 1 and sets out an analysis of the online closed question responses received. Appendix 2 is a schedule of proposed changes to the consultation version of the Transport for Norwich strategy following analysis of on-line and written responses received.



## **Proposal**

- 2.1 The proposal is for Greater Norwich Development Partnership to consider the responses received through the recent consultation, the proposed changes and provide any further views before the strategy is finalised for adoption.
- 2.2 The schedule of proposed changes is shown in Appendix 2. The key issues to emerge from written and online responses were the relationship to the surrounding areas, picking up that users of the city may come from longer distances and rural areas and their needs must be recognised in the development of interventions, the need to support the vitality of the city, ensuring sustainable travel options meet peoples travel needs and ensuring implementation considers the needs of users of the city. Further, more specific changes have been made to make policies and actions clearer. Many of the views relate to the implementation of the strategy and will be helpful in developing an action plan.

## **Impact of the Proposal**

- 3.1 The impact of the proposal will be to make changes to the TfN strategy consultation version, to take into account views received through the recent public consultation.

## **Evidence and Reasons for Decision**

- 4.1 256 responses were received through the online survey and the Have Your Say email address, including comments from the Broads Authority, First Eastern Counties, Konnect Bus, Pulham Market Parish Council Costessey Town Council and Norfolk Police Traffic Management. A further 7 written responses were received from Norwich Green Party, Breckland Council, Norwich Business Improvement District, Chantry Place, Broadland District Council, South Norfolk Council and Norwich City Council.
- 4.2 The consultation on the strategy was split into two parts. The first section covered the vision and themes proposed for the strategy and the second part of the questionnaire sought comments on the individual policies and proposed actions by theme.
- 4.3 There was strong support for the strategy with support or strong support the dominant response for each of the themes. 80% of respondents chose to answer the first section only.
- 4.4 The second part of the questionnaire sought comments on the individual policies and proposed actions by theme. Only 20% of respondents chose to complete some or all this section. All policies and actions received more agreement than disagreement.

- 4.5 As well as asking whether respondents supported the themes policies and actions, there was an opportunity provide free text responses to explain why that view was put forward. In all 232 respondents provided free text responses to one or more of the questions. The main themes that emerged the free text responses are summarised below.

#### **Public Transport** (265 comments)

Comments mostly related to the barriers to public transport use with concerns that bus travel is too expensive, not reliable, or frequent enough. Other points highlighted the lack of rural services and that not all areas are accessible bus. There were also concerns that buses are polluting and there should be a move towards a zero-emission fleet.

#### **Active travel** (99 comments)

There was a good level of support for active travel. People thought that there should be incentives for active travel backed with appropriate infrastructure so that people feel safe to walk and cycle. There also need to be measures to reduce private car use. There were comments concerned that prioritising active travel could penalise those who need the car, and it could make the city inaccessible.

#### **Growth** (86 comments)

Growth needs to be targeted in locations to prevent car use and should come along with a sustainable transport strategy. There was concern that new infrastructure lags new developments. A number of comments were keen to see that infrastructure for electric vehicles was a part of new development.

#### **Harming the city centre** (57 comments)

Concern was expressed that interventions to remove vehicles from the city centre would make it a difficult place to get to. As a result, people would not be able to access jobs facilities and services in the city and city centre businesses would suffer. Some respondents commented that any restrictions within the city would need to be very carefully thought out

#### **Road charging and levies** (46 comments)

There was concern that charging or levies would disadvantage those that cannot pay or have no alternative to the car and lead to inequality. Respondents also felt that it would make the city unattractive and harm the economy of the city. Others commented that these things will require careful thought through before introduction.

### **Traffic Dominance** (64 comments)

Overall, it was considered by those that responded to be a good thing to reduce the dominance of traffic. However, concern was raised that in reducing the dominance of traffic it would harm the ability for people to access services facilities and jobs. Viable alternatives to the car would need to be provided

### **Electric Vehicles** (62 comments)

There was support for electric vehicles (EVs), though some commented that it was not the total solution to air quality and decarbonisation. The strategy shouldn't just rely on a shift to EVs. It was pointed out that EVs are expensive and still have environmental impacts. There was a concern that charging infrastructure was not available in rural areas would be hard to put in place in existing residential areas that rely on on-street parking.

### **Road improvements** (39 comments)

There were a wide variety of comments, but most said that improvements should support sustainable transport measures. Some comments said that restrictions would be counterproductive increasing distances travelled, congestion and pollution. Some respondents commented that they did not feel recent schemes had not met intended users' needs.

### **Strategy** (99 comments)

There was support for the overall thrust of the strategy promoting public transport walking and cycling. There were a number of things needed to be thought about carefully. Respondents pointed out that the Strategy must consider the needs of a city do not fit with a rural area and the strategy should not disadvantage rural communities. The attractiveness of the city should not be harmed. There is a need to consider all sections of society and ensure that interventions do not disproportionately impact on those with limited travel choices. The strategy needs to be backed up with the right interventions.

### **Next Steps** (89 comments)

The strategy needs to be backed up with action. The views of people need to be listened to and the governance needs to strong enough to make real change.

- 4.6 Many of the comments received relate to the next steps and implementation of the strategy rather than putting forward specific changes to the proposed vision, themes and policies. Some of the comments received relate to factual updates and suggested wording changes that do not affect the overall direction of the

strategy. One issue for consideration is the relationship between the city and the rural areas surrounding this and whilst the strategy recognises this there is merit in amending wording in the strategy to be clear on this point. This is reflected in the schedule of proposed changes.

4.7 Many of the points put forward in the free text responses although not directly relevant to the strategy are useful in helping us develop an action plan to take forward the strategy and will be used to shape that next stage of work.

4.8 Written responses received from Norwich Green Party, Breckland Council, Norwich Business Improvement District, Chantry Place, Broadland District Council, South Norfolk Council and Norwich City Council.

4.9 The key themes from written responses were.

- Recognition of issues in rural areas and ensuring that the strategy does not harm rural communities that rely on their access into Norwich
- The need to ensure that the strategy supports the vitality of the Norwich and its strategic growth area
- Support for a review of governance for delivery of the strategy
- Concern over long term commitment and funding
- The balance in funding between major road projects and sustainable transport interventions
- A number of specific wording changes for clarity

In addition, a range of comments were submitted that relate to the expectations for the next stages of work. As with the comments received on-line these will help us to develop an action plan to support the strategy and we intend to continue to do this in collaboration with Norwich City Council, Broadland District Council and South Norfolk Council.

4.10 Results from the consultation support the approach taken in the strategy and the themes it contains. The responses received endorse the work that is done so far and provide evidence that the strategy can be taken forward to adoption with relatively few changes. Some of the comments received relate to issues beyond the scope of the strategy, particularly in respect of future funding and comments received on established schemes including the Norwich Western Link. The focus of this report is on the views received on the strategy, its themes policies and actions, and amendments to improve the strategy in light of those views.

4.11 The Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA) were consulted on alongside the strategy and these will be updated to reflect any changes proposed to the strategy.

4.11 On the basis of the general support and agreement to the strategy gathered through the consultation process it is recommended a number of amendments are made to the strategy and it is taken forward for adoption. The details of these can be found in Appendix 2 - Schedule of proposed changes.

## **Alternative Options**

5.1 An alternative option would be to make no changes to the consultation version of the Transport for Norwich Strategy. This option is not preferred as it does not draw on evidence and comments received through the consultation to shape and refine the final version of the Transport for Norwich strategy.

## **Financial Implications**

6.1 Currently there are no financial implications. The consultation is being undertaken within existing financial resources secured for delivery of the Strategy. The remaining funding secured will be used post strategy adoption to develop some of the more significant actions emerging through the Action Plan

6.2 Delivery of the strategy will require funding. Limited funding is committed to start to take forward the actions. Further work on evidence gathering and delivery of interventions will need to be funded from a variety of sources including capital programmes, bids for funding and developer contributions.

## **Recommendation**

1. To consider the responses received to the consultation and the proposed changes as set out in Appendix 2.

## **Background Papers**

12.1 Transport for Norwich Strategy Sustainability Appraisal

12.2 Transport for Norwich Strategy, Habitats Regulation Assessment

12.3 Transport for Norwich Strategy Consultation version

**Officer Contact**

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

**Officer name: Richard Doleman**

**Telephone no.: 01603 223263**

**Email: [richard.doleman@norfolk.gov.uk](mailto:richard.doleman@norfolk.gov.uk)**



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

## **Appendix 1**

### **Transport for Norwich Strategy Consultation - On-line consultation closed question responses**

## Proposed Transport for Norwich Strategy

<https://norfolk.citizenspace.com/consultation/proposed-transport-for-norwich-strategy>

This report was created on Monday 11 October 2021 at 11:03

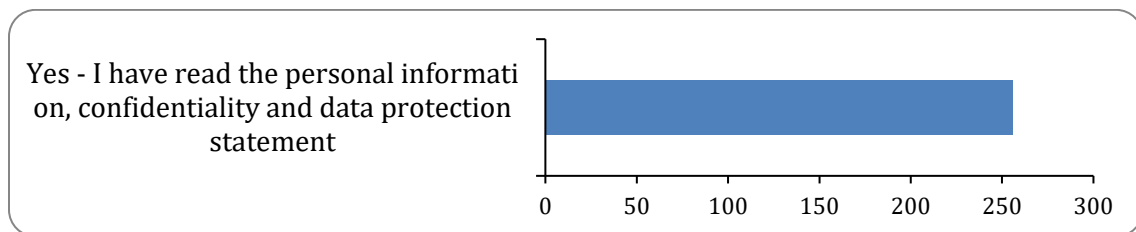
The activity ran from 26/08/2021 to 08/10/2021

Responses to this survey: **256**

Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.

### Data protection agreement

There were 256 responses to this part of the question.



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	256	100.00%
Not Answered	0	0.00%

### What is your name?

#### Name

There were 218 responses to this part of the question.

### What is your email address?

#### Email

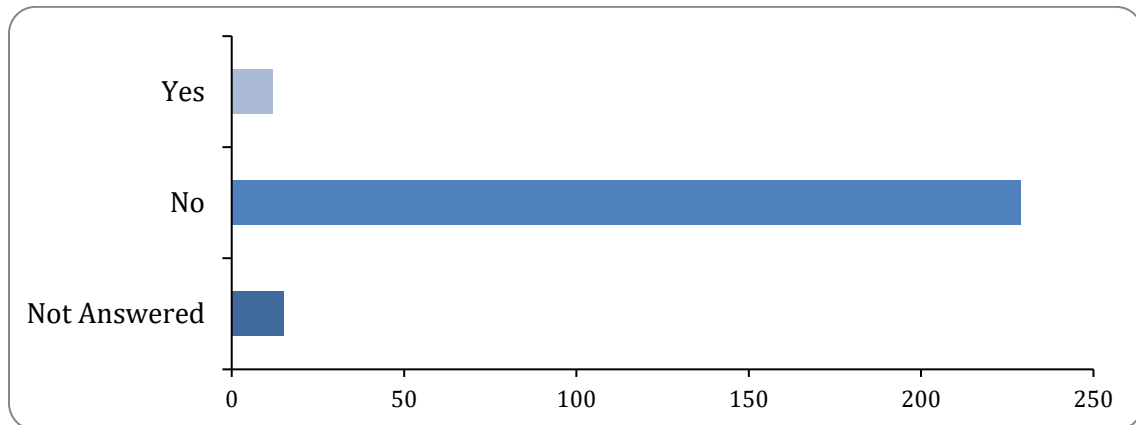


There were 210 responses to this part of the question.

### Are you responding on behalf of an organisation?

#### Are you responding on behalf of an organisation?

There were 241 responses to this part of the question.



Option	Total	Percent
Yes	12	4.69%
No	229	89.45%
Not Answered	15	5.86%

### If yes, what is the name of your organisation?

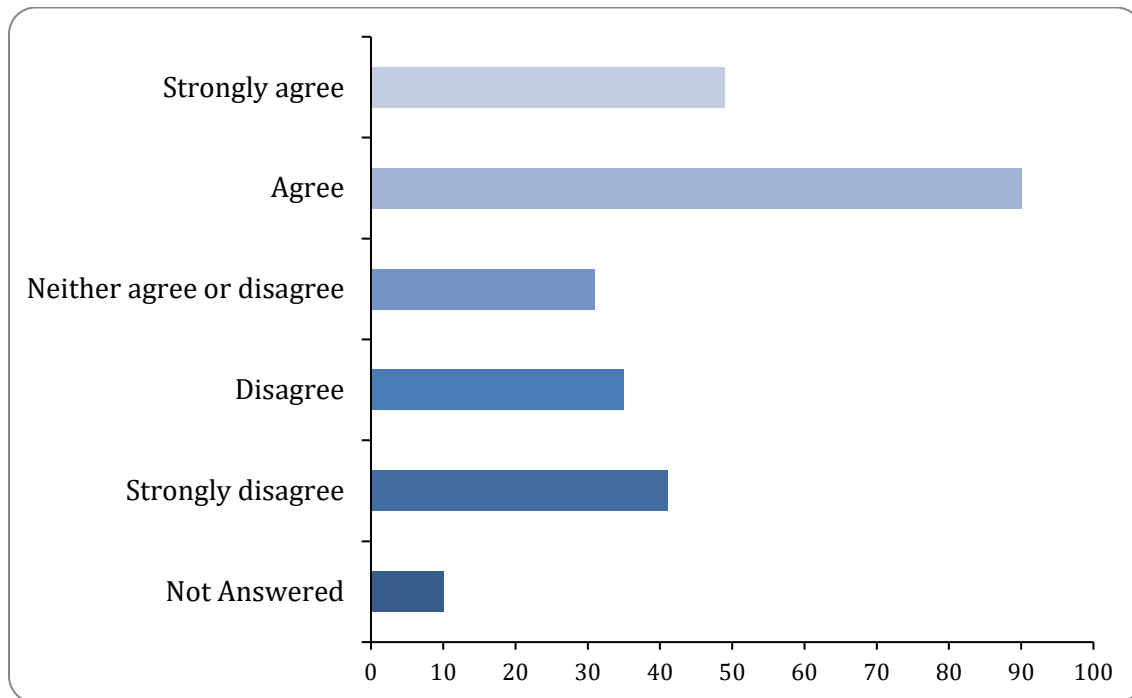
#### Organisation

There were 20 responses to this part of the question.

### To what extent do you agree or disagree with our overall vision? (Please select only one item)

#### agree or disagree with our overall vision?

There were 246 responses to this part of the question.



Option	Total	Percent
Strongly agree	49	19.14%
Agree	90	35.16%
Neither agree or disagree	31	12.11%
Disagree	35	13.67%
Strongly disagree	41	16.02%
Don't know	0	0.00%
Not Answered	10	3.91%

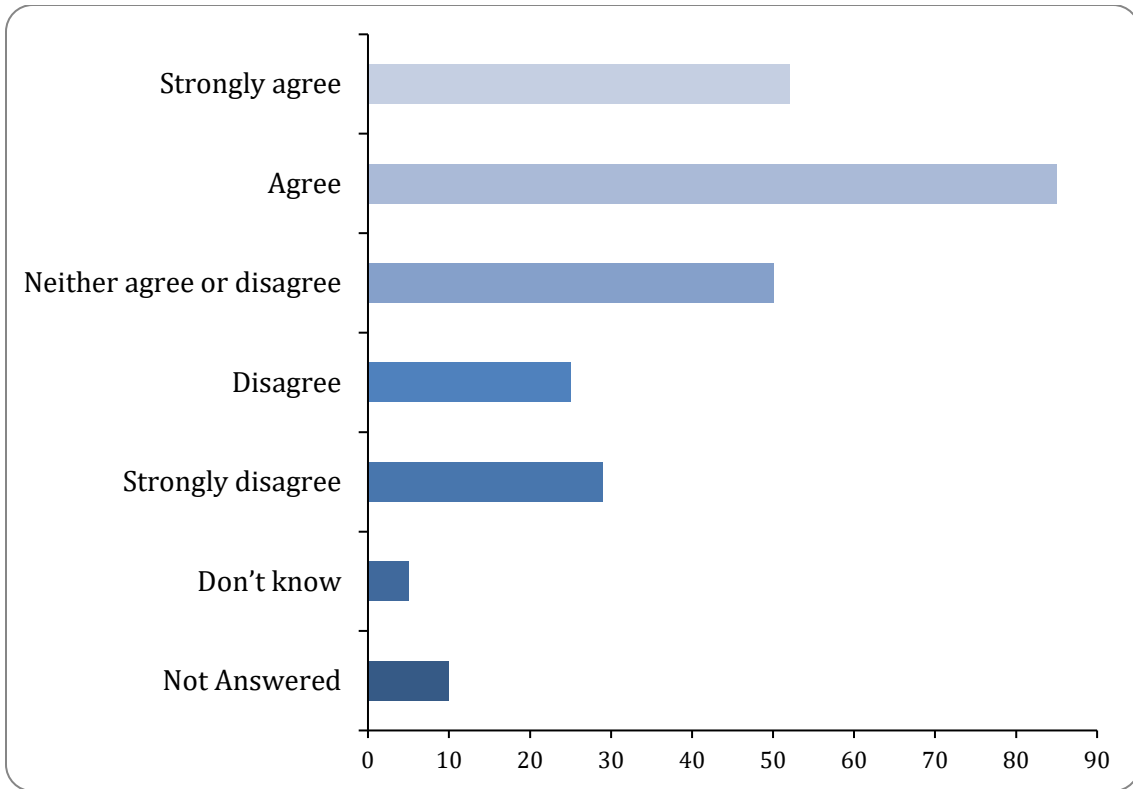
**Why do you say that? Please write below:**

There were 186 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'Norwich and Norfolk' theme? (Please select only one item)**

**Norwich and Norfolk theme**

There were 246 responses to this part of the question.



Option	Total	Percent
Strongly agree	52	20.31%
Agree	85	33.20%
Neither agree or disagree	50	19.53%
Disagree	25	9.77%
Strongly disagree	29	11.33%
Don't know	5	1.95%
Not Answered	10	3.91%

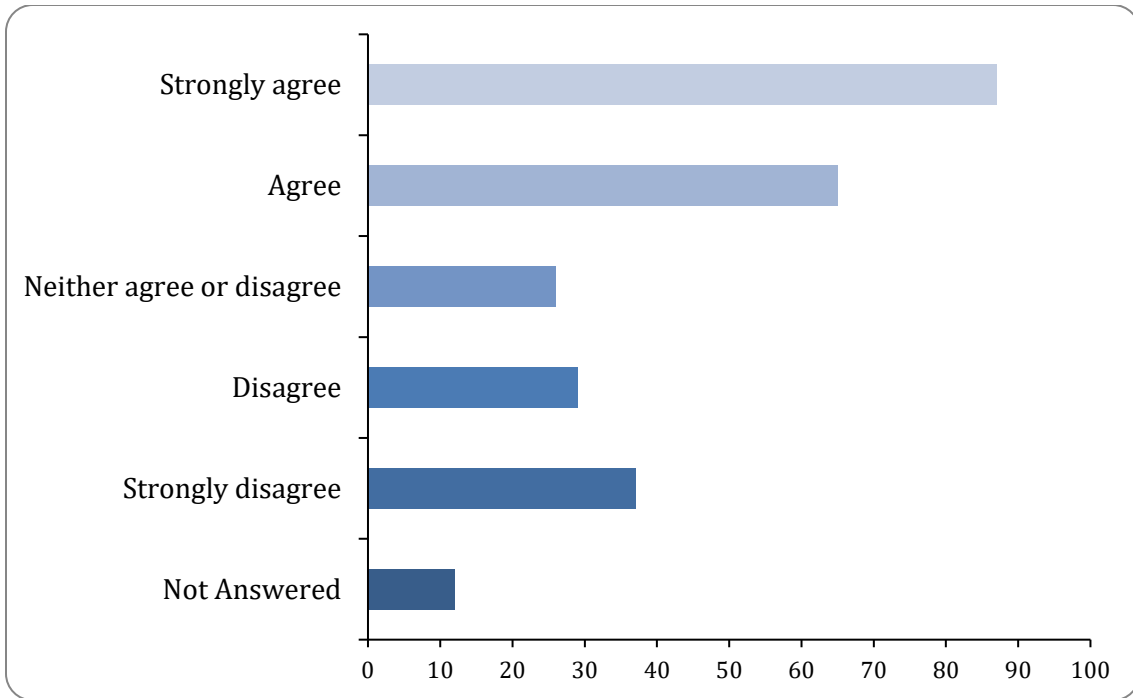
**Why do you say that? Please write below:**

There were 142 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'A zero-carbon future' theme? (Please select only one item)**

**Zero Carbon theme**

There were 244 responses to this part of the question.



Option	Total	Percent
Strongly agree	87	33.98%
Agree	65	25.39%
Neither agree or disagree	26	10.16%
Disagree	29	11.33%
Strongly disagree	37	14.45%
Don't know	0	0.00%
Not Answered	12	4.69%

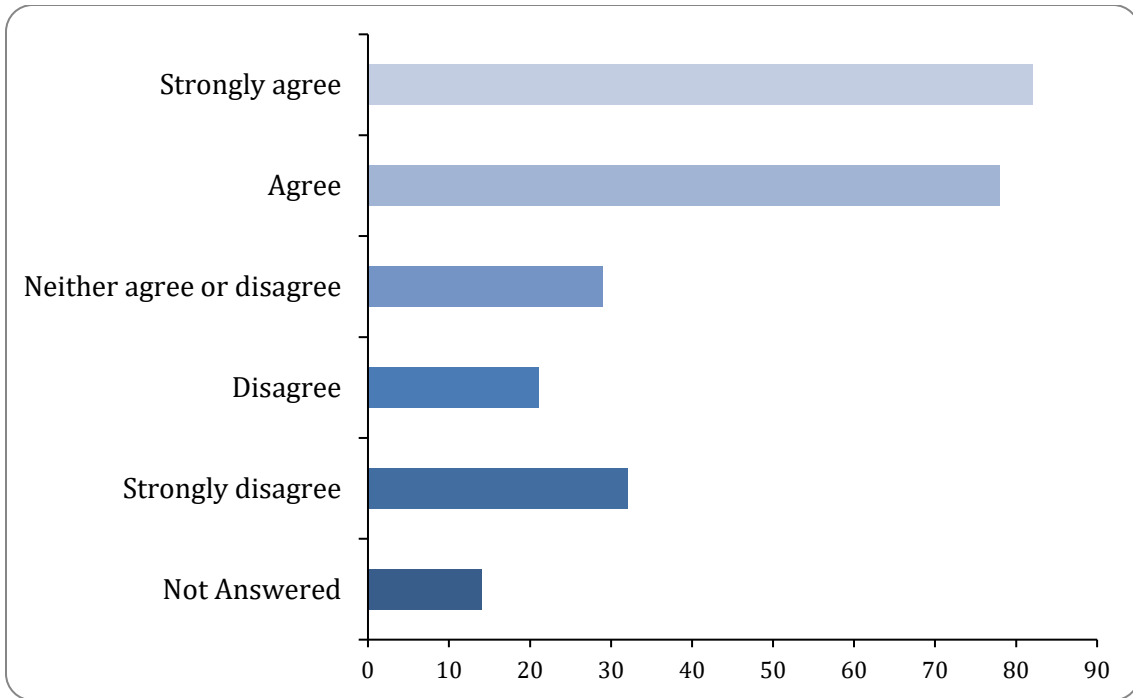
**Why do you say that? Please write below:**

There were 169 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'Improving the quality of our air' theme? (Please select only one item)**

**Air quality theme**

There were 242 responses to this part of the question.



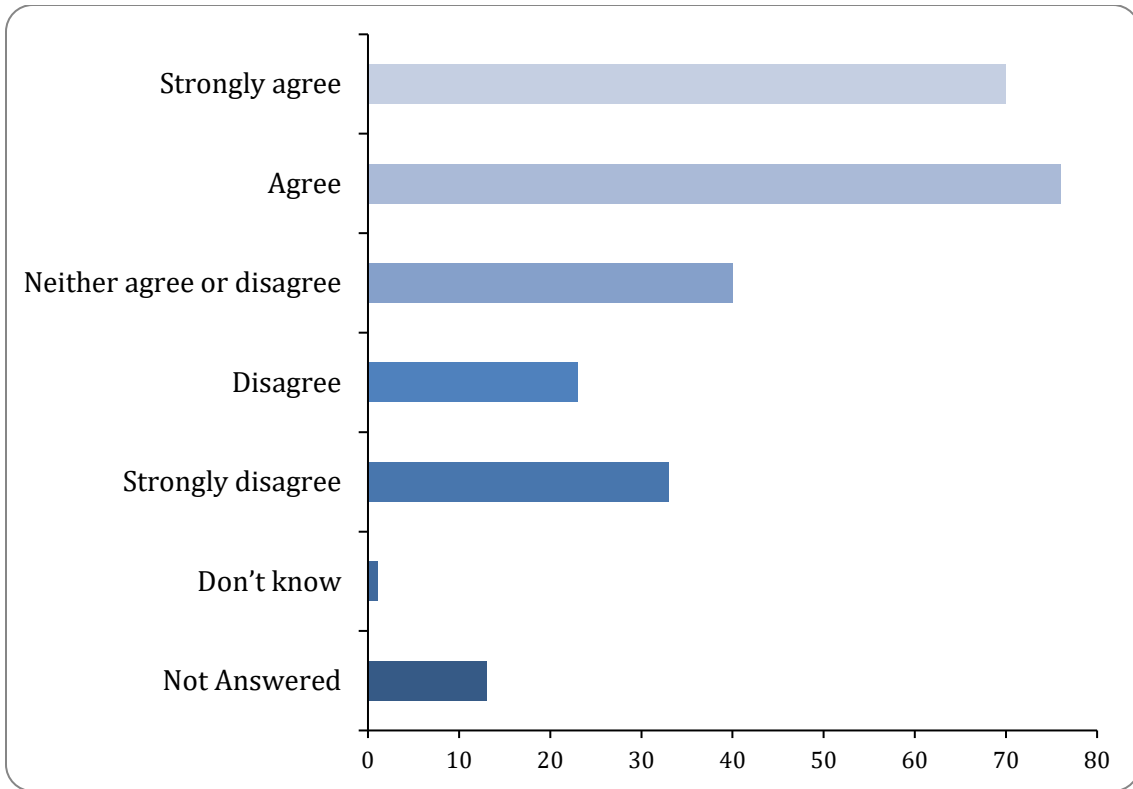
Option	Total	Percent
Strongly agree	82	32.03%
Agree	78	30.47%
Neither agree or disagree	29	11.33%
Disagree	21	8.20%
Strongly disagree	32	12.50%
Don't know	0	0.00%
Not Answered	14	5.47%

**Why do you say that? Please write below:**

There were 168 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'Changing attitudes and behaviours' theme? (Please select only one item) attitudes and behaviours theme**

There were 243 responses to this part of the question.



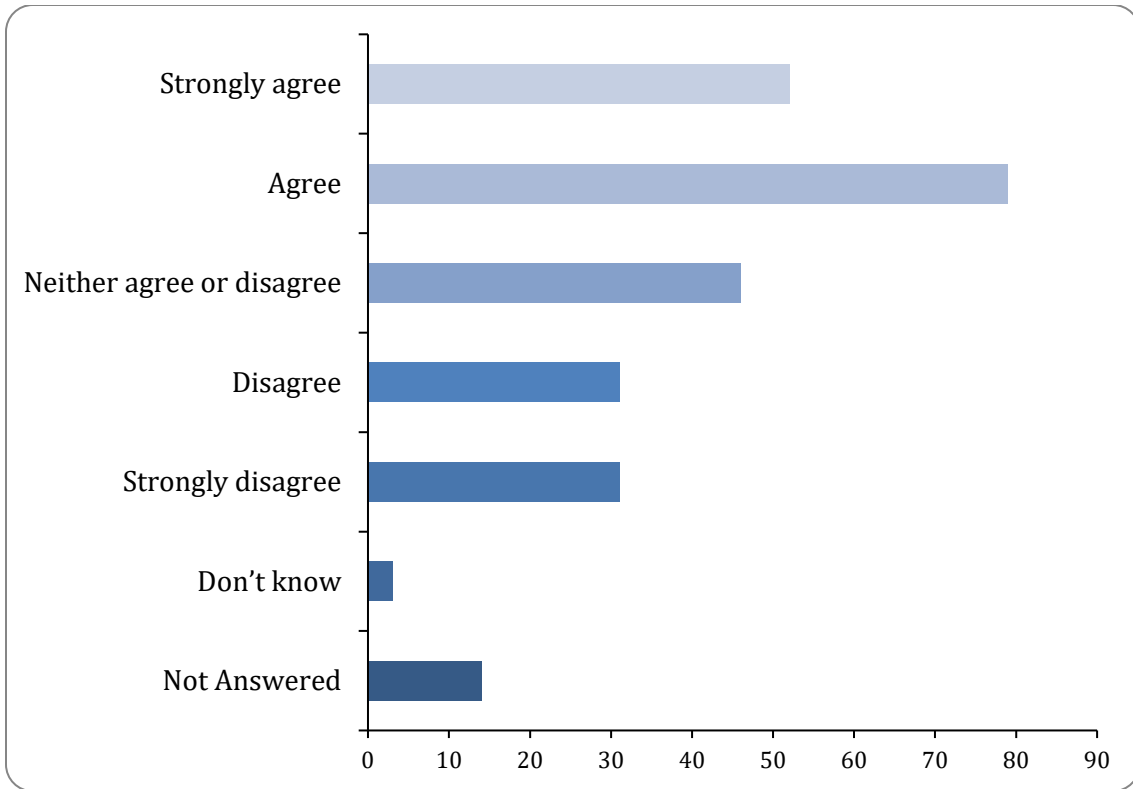
Option	Total	Percent
Strongly agree	70	27.34%
Agree	76	29.69%
Neither agree or disagree	40	15.62%
Disagree	23	8.98%
Strongly disagree	33	12.89%
Don't know	1	0.39%
Not Answered	13	5.08%

**Why do you say that? Please write below:**

There were 158 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'Supporting growth areas' theme? (Please select only one item)**  
**supporting growth areas theme**

There were 242 responses to this part of the question.



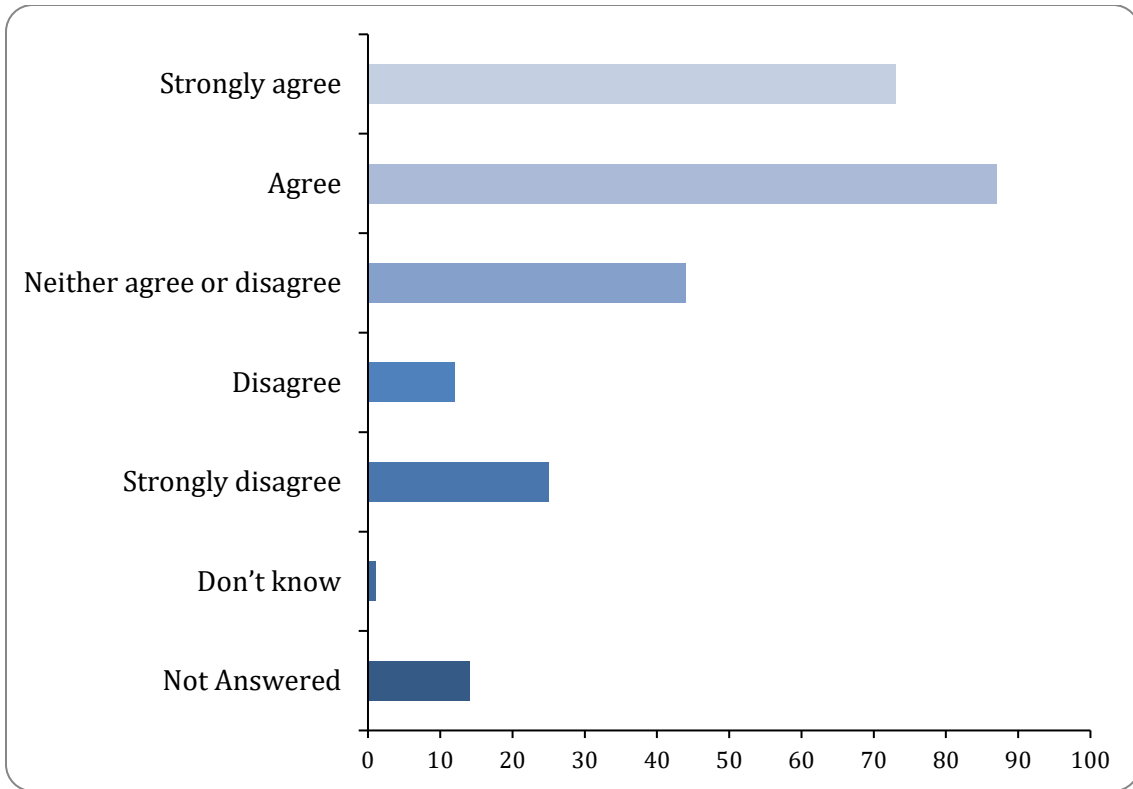
Option	Total	Percent
Strongly agree	52	20.31%
Agree	79	30.86%
Neither agree or disagree	46	17.97%
Disagree	31	12.11%
Strongly disagree	31	12.11%
Don't know	3	1.17%
Not Answered	14	5.47%

**Why do you say that? Please write below:**

There were 157 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'Meeting local needs' theme? (Please select only one item)**  
**meeting local needs theme**

There were 242 responses to this part of the question.



Option	Total	Percent
Strongly agree	73	28.52%
Agree	87	33.98%
Neither agree or disagree	44	17.19%
Disagree	12	4.69%
Strongly disagree	25	9.77%
Don't know	1	0.39%
Not Answered	14	5.47%

**Why do you say that? Please write below:**

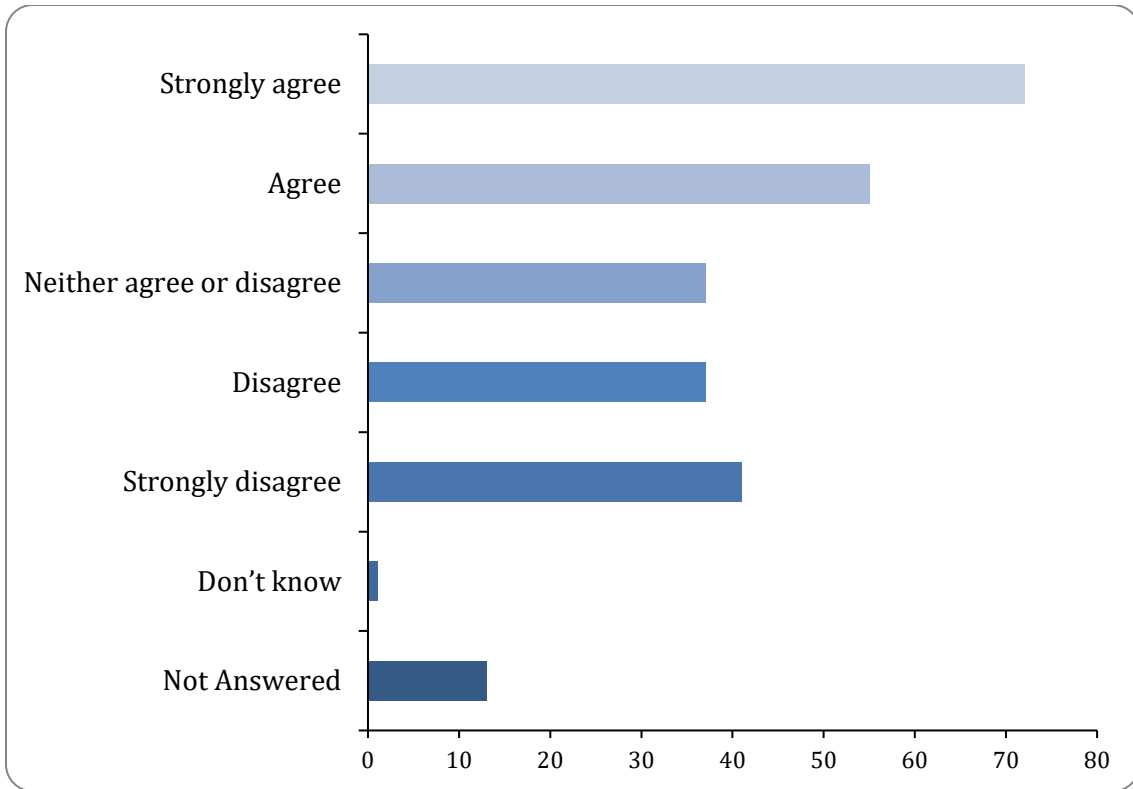
There were 149 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'Reducing the dominance of traffic' theme? (Please select only one item)**

**Reducing dominance of traffic theme**

There were 243 responses to this part of the question.





Option	Total	Percent
Strongly agree	72	28.12%
Agree	55	21.48%
Neither agree or disagree	37	14.45%
Disagree	37	14.45%
Strongly disagree	41	16.02%
Don't know	1	0.39%
Not Answered	13	5.08%

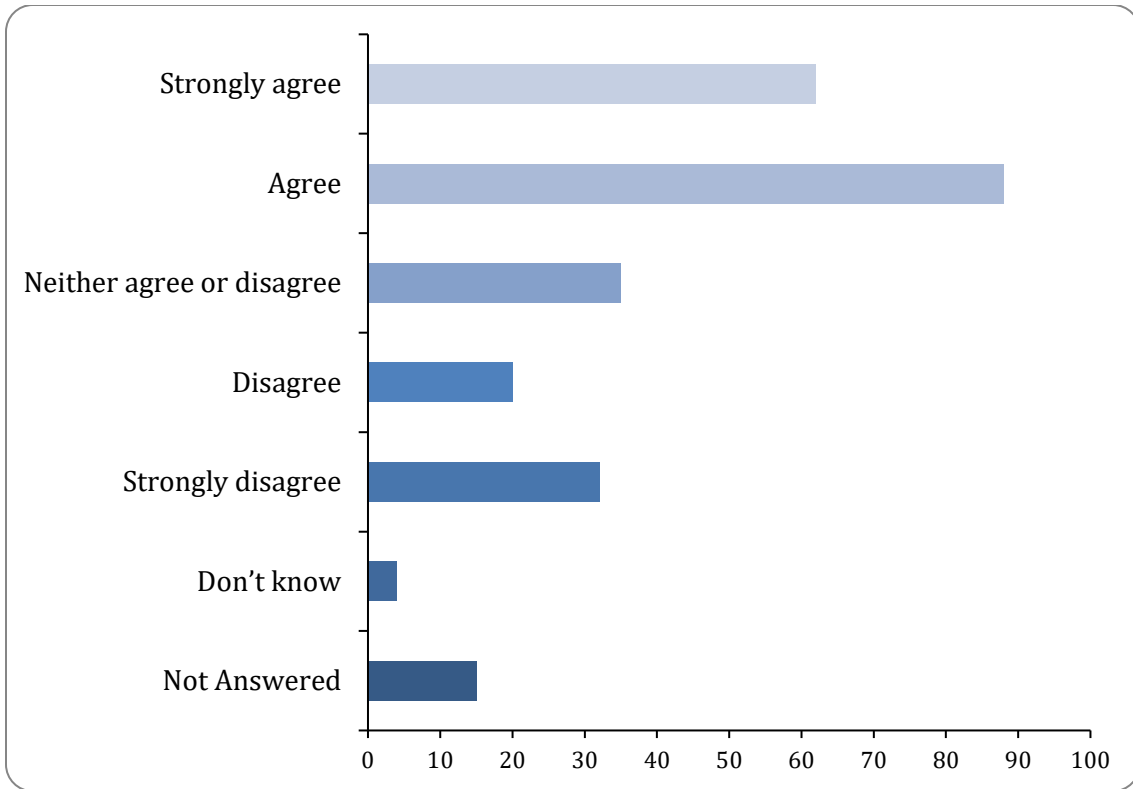
**Why do you say that? Please write below:**

There were 163 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'Making the transport system work as one' theme? (Please select only one item)**

**Making the transport system work as one theme**

There were 241 responses to this part of the question.



Option	Total	Percent
Strongly agree	62	24.22%
Agree	88	34.38%
Neither agree or disagree	35	13.67%
Disagree	20	7.81%
Strongly disagree	32	12.50%
Don't know	4	1.56%
Not Answered	15	5.86%

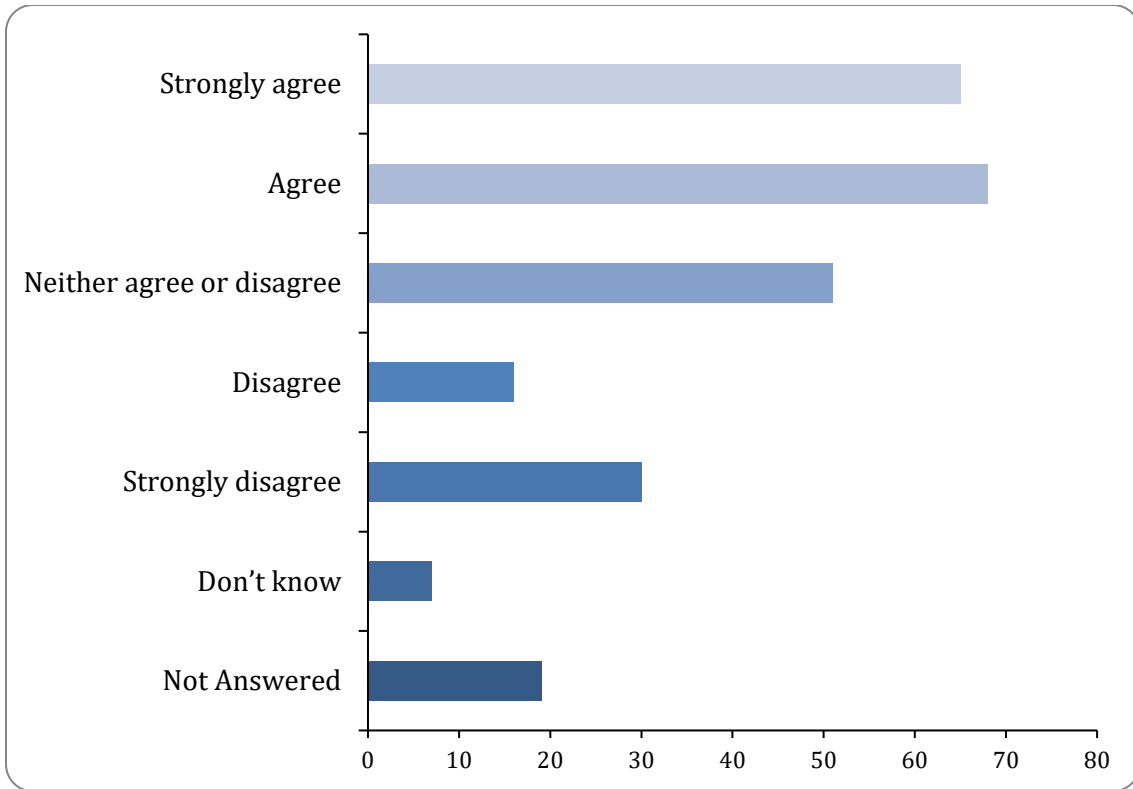
**Why do you say that? Please write below:**

There were 159 responses to this part of the question.

**To what extent to you agree or disagree with the content of the 'Making it Happen (governance)' theme? (Please select only one item)**

**Making it happen theme**

There were 237 responses to this part of the question.



Option	Total	Percent
Strongly agree	65	25.39%
Agree	68	26.56%
Neither agree or disagree	51	19.92%
Disagree	16	6.25%
Strongly disagree	30	11.72%
Don't know	7	2.73%
Not Answered	19	7.42%

**Why do you say that? Please write below:**

There were 129 responses to this part of the question.

**Please consider our visions and themes as a whole. Is there anything else you feel should be considered when finalising the content of the TfN strategy?**

**Please consider our visions and themes as a whole. Is there anything else you feel**

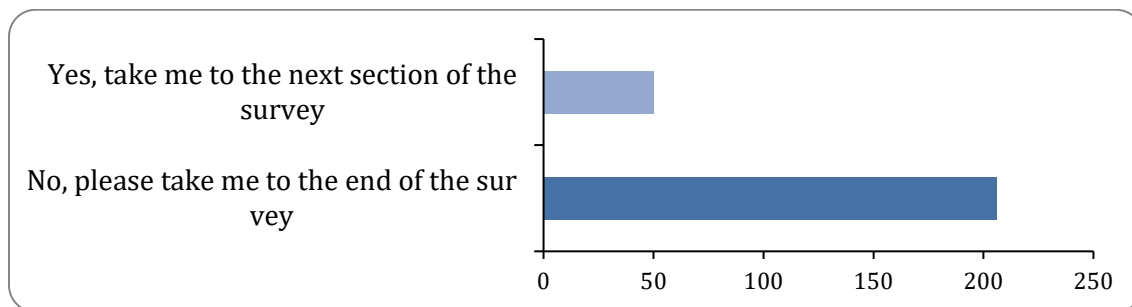
**should be considered when finalising the content of the TfN strategy? Please write in the box below.**

There were 166 responses to this part of the question.

**Would you like to continue to the more detailed section of the survey?**

**Do they want to complete the next section?**

There were 256 responses to this part of the question.



Option	Total	Percent
Yes, take me to the next section of the survey	50	19.53%
No, please take me to the end of the survey	206	80.47%
Not Answered	0	0.00%

**What are your thoughts regarding the conclusions of the HRA?**

**Thoughts on HRA**

There were 26 responses to this part of the question.

**Do you agree with the outcomes of the SA assessment?**

**Do you agree with the outcomes of the SA assessment?**

There were 28 responses to this part of the question.

### Do you agree that the mitigation and monitoring measures are sufficient?

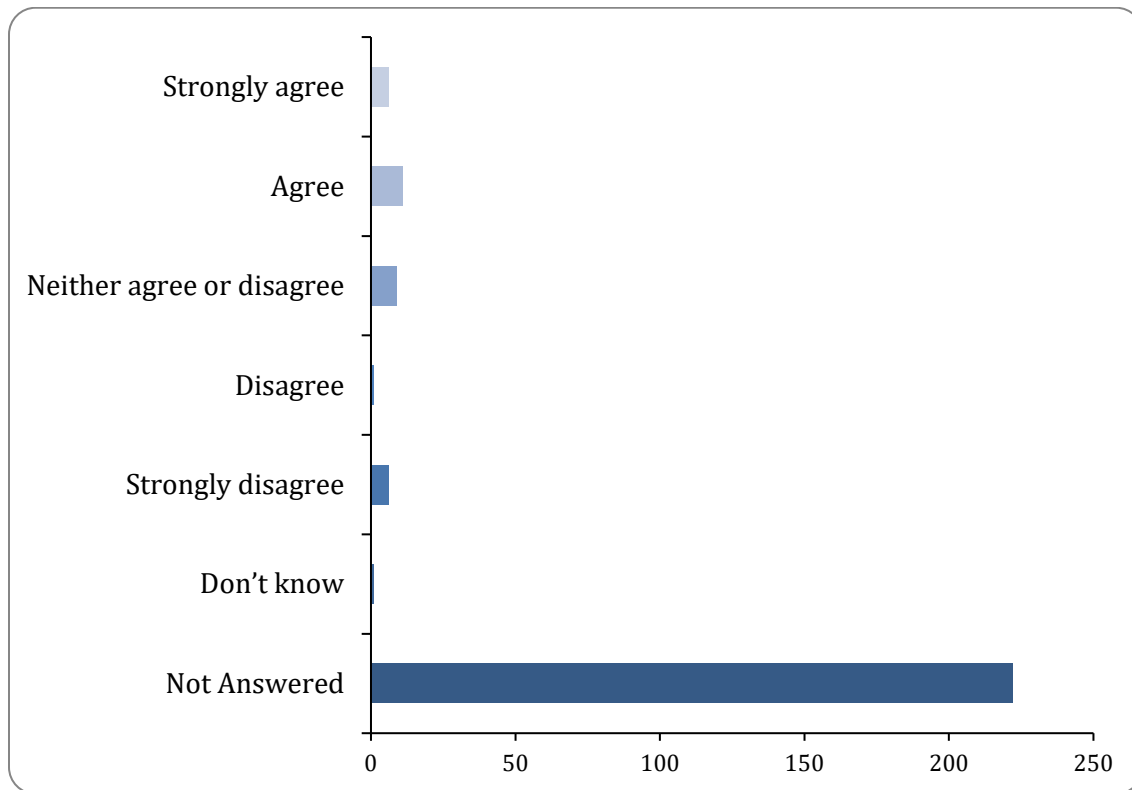
#### Do you agree that the mitigation and monitoring measures are sufficient?

There were 29 responses to this part of the question.

To what extent do you agree or disagree with the statement of policy, which can be found in the purple box on page 5 of the pdf? (Please select only one item)

#### Norwich and Norfolk theme statement of policy

There were 34 responses to this part of the question.



Option	Total	Percent
Strongly agree	6	2.34%
Agree	11	4.30%
Neither agree or disagree	9	3.52%
Disagree	1	0.39%
Strongly disagree	6	2.34%
Don't know	1	0.39%
Not Answered	222	86.72%

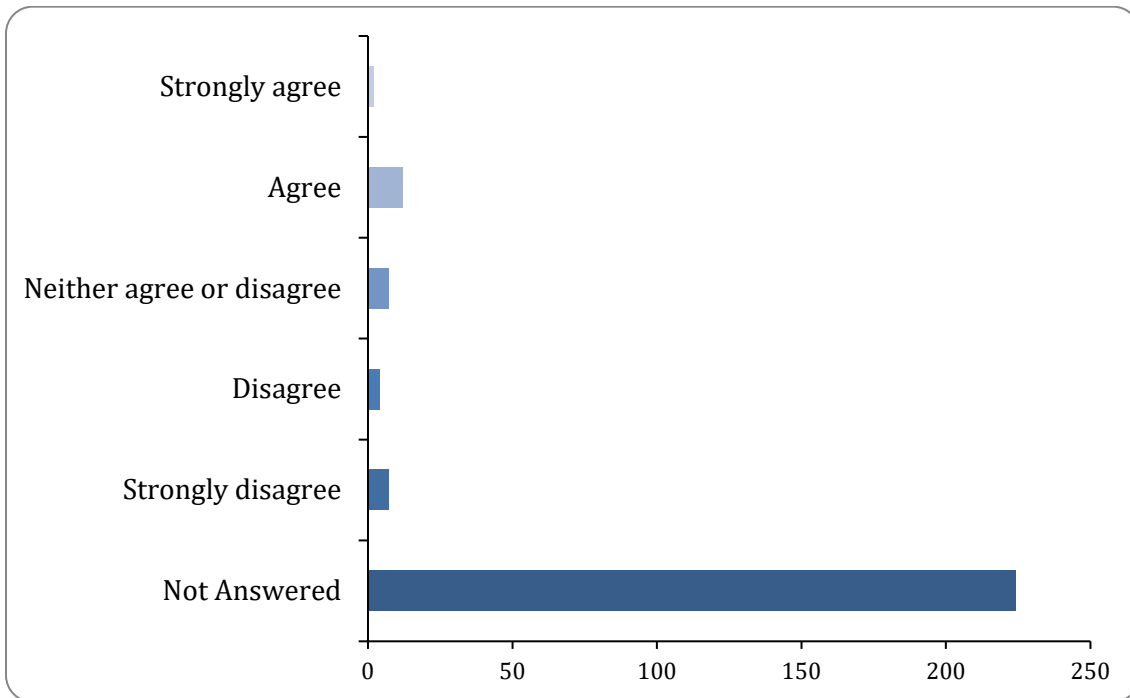
**Why do you say that? Please write below:**

There were 17 responses to this part of the question.

**To what extent do you agree or disagree with the key actions of this theme, which can be found on page 5 of the pdf? (Please select only one item)**

**Norwich and Norfolk theme key actions**

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	2	0.78%
Agree	12	4.69%
Neither agree or disagree	7	2.73%
Disagree	4	1.56%
Strongly disagree	7	2.73%
Don't know	0	0.00%
Not Answered	224	87.50%

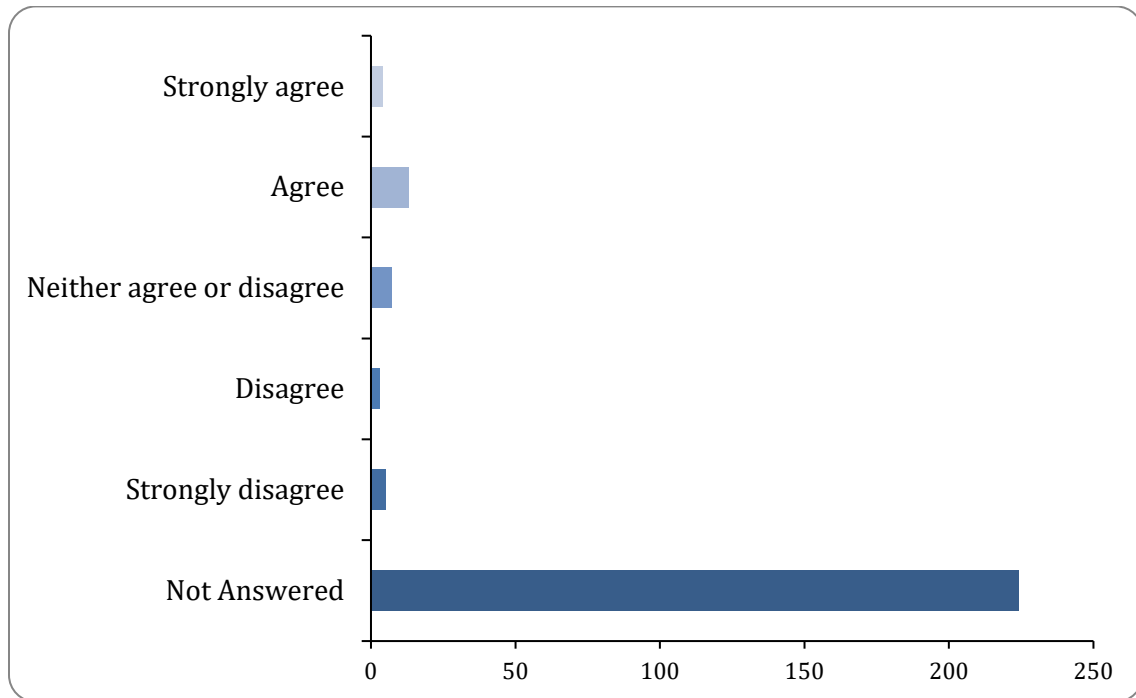
**Why do you say that? Please write below:**

There were 15 responses to this part of the question.

**To what extent do you agree or disagree with the supporting actions of this theme, that can be found on page 5 of this pdf? (Please select only one item)**

**Norwich and Norfolk theme**

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	4	1.56%
Agree	13	5.08%
Neither agree or disagree	7	2.73%
Disagree	3	1.17%
Strongly disagree	5	1.95%
Don't know	0	0.00%
Not Answered	224	87.50%

**Supporting actions Norfolk and Norwich**

There were 14 responses to this part of the question.

**Is there anything else you feel we should consider in delivering this theme?**

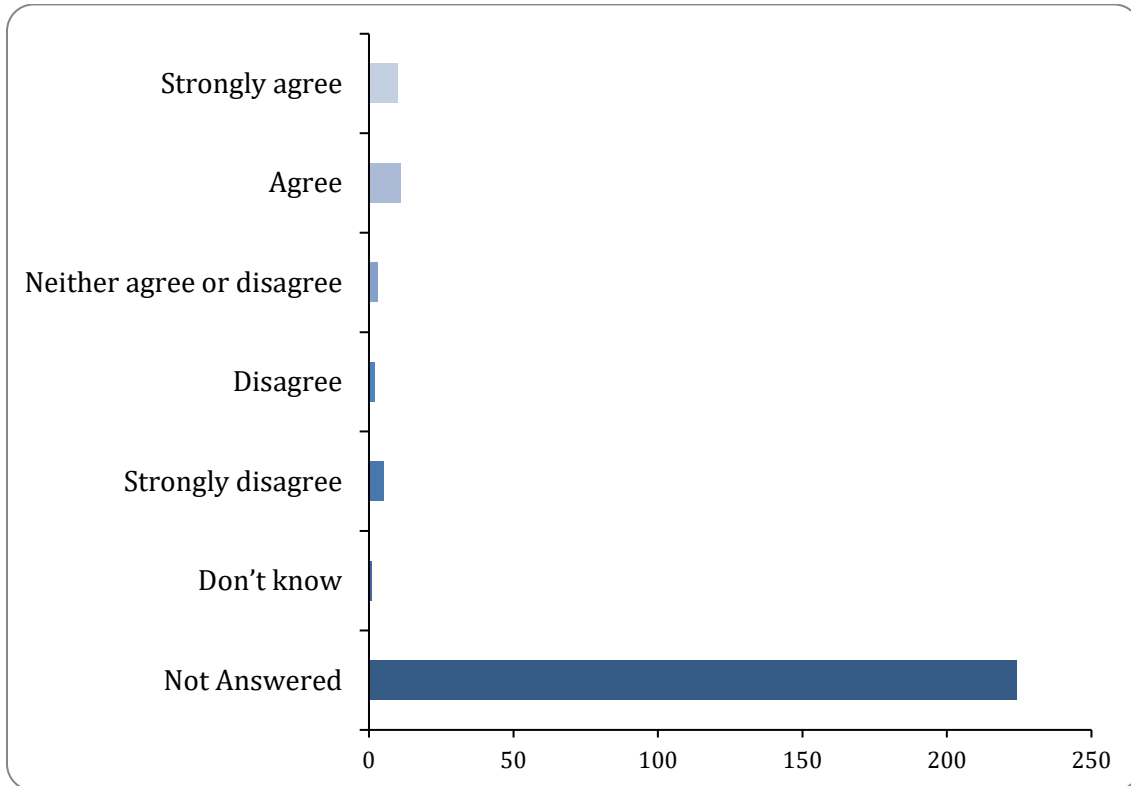
**s there anything else you feel we should consider in delivering this theme? Please write in the box below**

There were 8 responses to this part of the question.

**To what extent do you agree or disagree with the statement of policy for this theme, which can be found in the purple box on page 4 of the pdf? (Please select only one item)**

**zero carbon future statement of policy**

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	10	3.91%
Agree	11	4.30%
Neither agree or disagree	3	1.17%



<b>Disagree</b>	2	0.78%
<b>Strongly disagree</b>	5	1.95%
<b>Don't know</b>	1	0.39%
<b>Not Answered</b>	224	87.50%

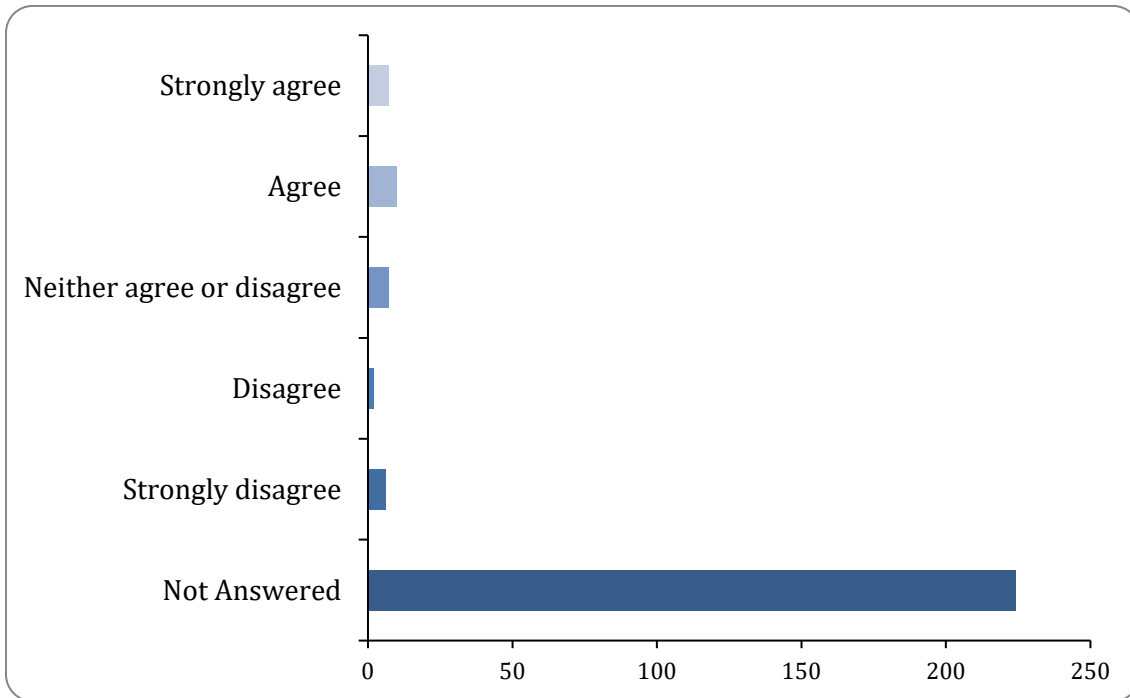
**Why do you say that? Please write below:**

There were 16 responses to this part of the question.

**To what extent do you agree or disagree with the theme's key actions which can be found on page 4 of the pdf? (Please select only one item)**

**Norwich and Norfolk theme**

There were 32 responses to this part of the question.



<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Strongly agree</b>	7	2.73%
<b>Agree</b>	10	3.91%
<b>Neither agree or disagree</b>	7	2.73%
<b>Disagree</b>	2	0.78%
<b>Strongly disagree</b>	6	2.34%

<b>Don't know</b>	0	0.00%
<b>Not Answered</b>	224	87.50%

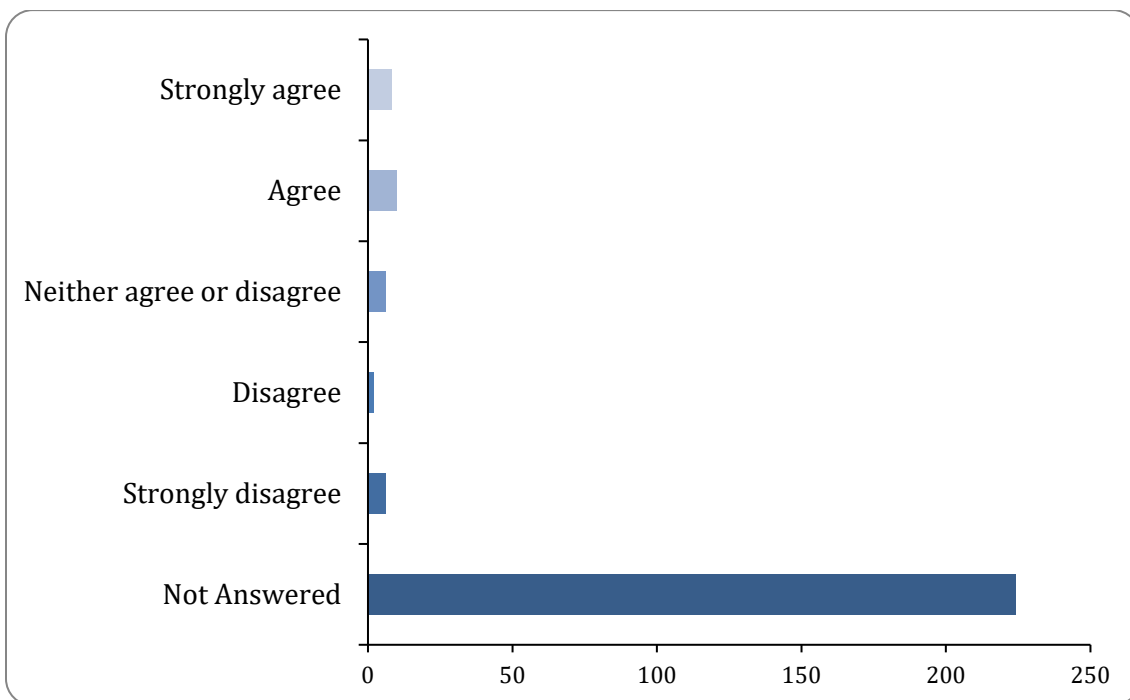
**zero carbon key actions**

There were 14 responses to this part of the question.

**To what extent do you agree or disagree with the theme's supporting actions which can be found on page 4 of the pdf? (Please select only one item)**

**zero-carbon supporting actions**

There were 32 responses to this part of the question.



Option	Total	Percent
<b>Strongly agree</b>	8	3.12%
<b>Agree</b>	10	3.91%
<b>Neither agree or disagree</b>	6	2.34%
<b>Disagree</b>	2	0.78%
<b>Strongly disagree</b>	6	2.34%
<b>Don't know</b>	0	0.00%
<b>Not Answered</b>	224	87.50%

**Why do you say that? Please write below:**

There were 14 responses to this part of the question.

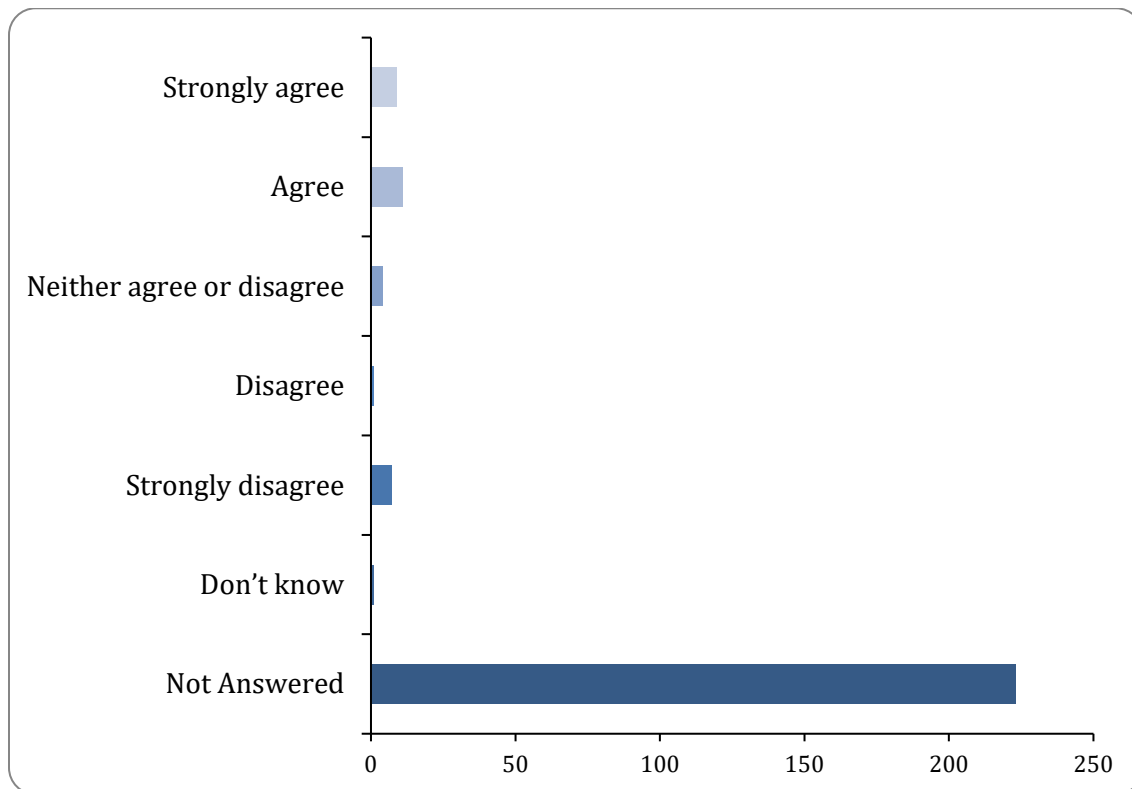
**Is there anything else you feel we should consider in delivering this theme?**

**Is there anything else you feel we should consider in delivering this theme?  
Please write in the box below**

There were 11 responses to this part of the question.

**To what extent do you agree or disagree with this theme's statement of policy,  
which can be found on page 4 of the pdf? (Please select only one item)  
quality of air statement of policy**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	9	3.52%
Agree	11	4.30%
Neither agree or disagree	4	1.56%
Disagree	1	0.39%
Strongly disagree	7	2.73%
Don't know	1	0.39%
Not Answered	223	87.11%

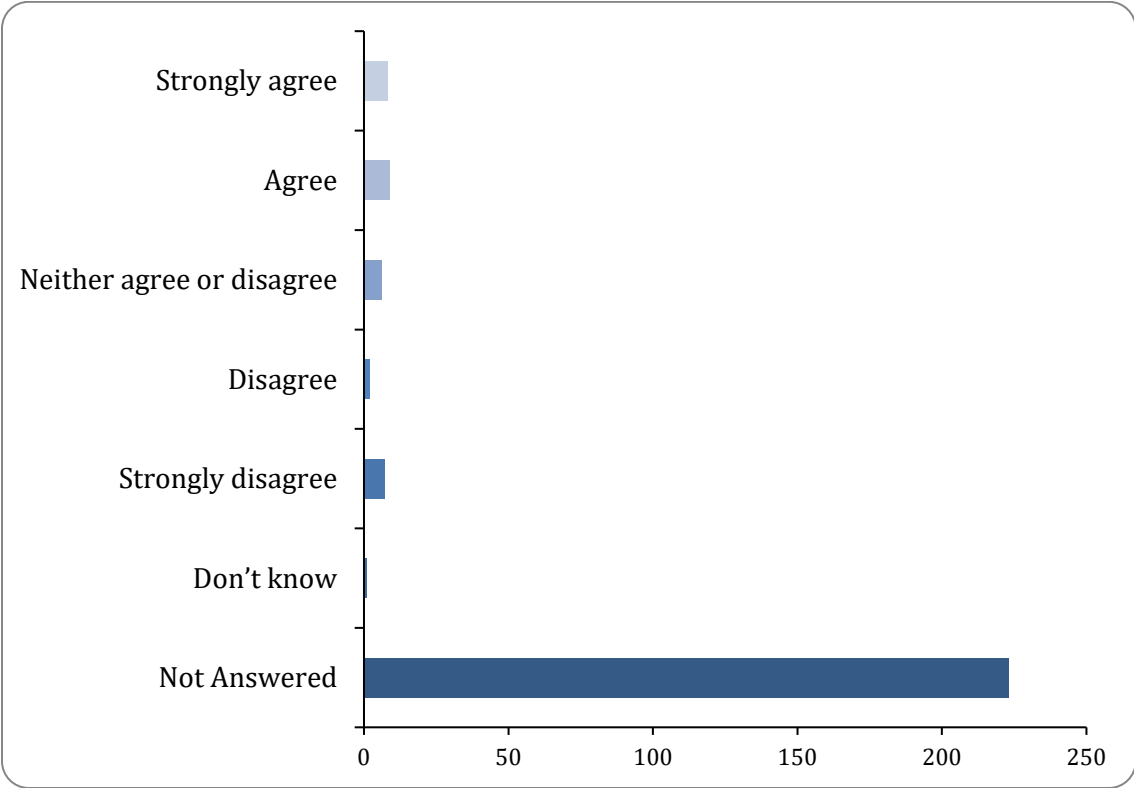
**Why do you say that? Please write below:**

There were 16 responses to this part of the question.

**To what extent do you agree or disagree with this theme's key actions, which can be found on page 4 of the pdf? (Please select only one item)**

**Norwich and Norfolk theme**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	8	3.12%
Agree	9	3.52%
Neither agree or disagree	6	2.34%
Disagree	2	0.78%
Strongly disagree	7	2.73%
Don't know	1	0.39%
Not Answered	223	87.11%

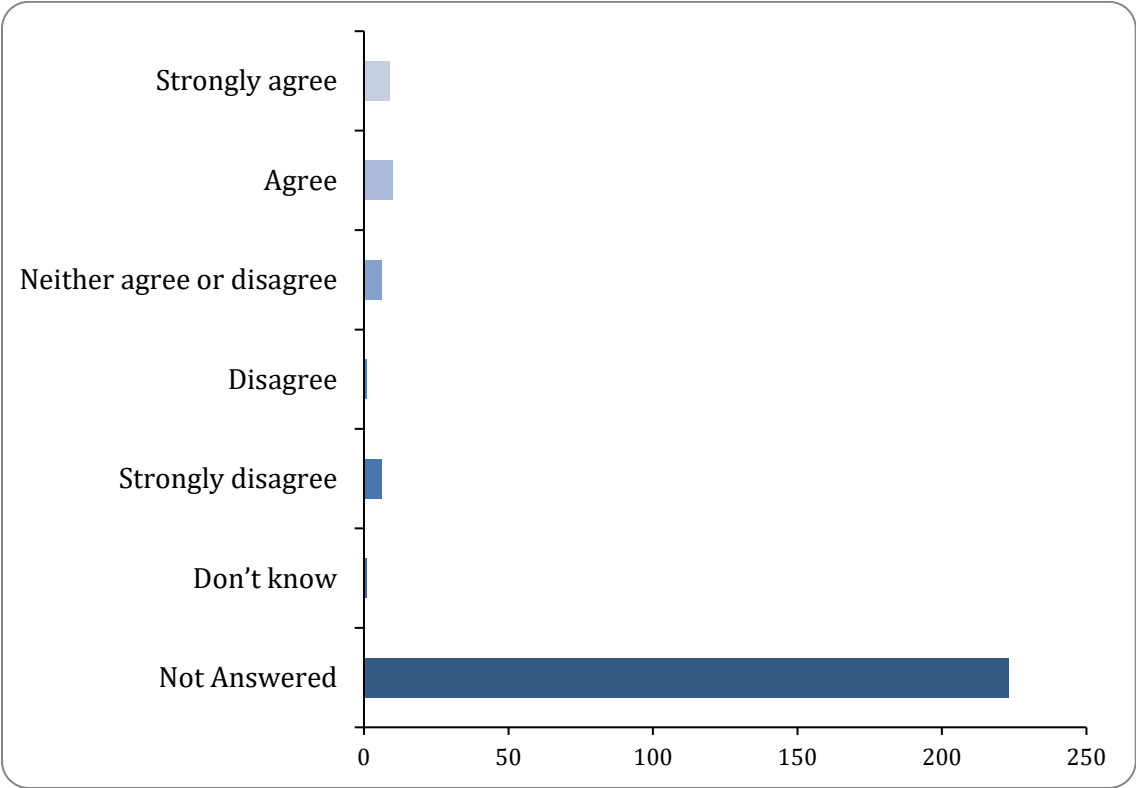
**air quality key actions**

There were 16 responses to this part of the question.

**To what extent do you agree or disagree with the theme's supporting actions that can be found on page 5 of the pdf? (Please select only one item)**

**Norwich and Norfolk theme**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	9	3.52%
Agree	10	3.91%
Neither agree or disagree	6	2.34%
Disagree	1	0.39%
Strongly disagree	6	2.34%
Don't know	1	0.39%
Not Answered	223	87.11%

**quality of air supporting actions**

There were 13 responses to this part of the question.

**Is there anything else you feel we should consider in delivering this theme?**

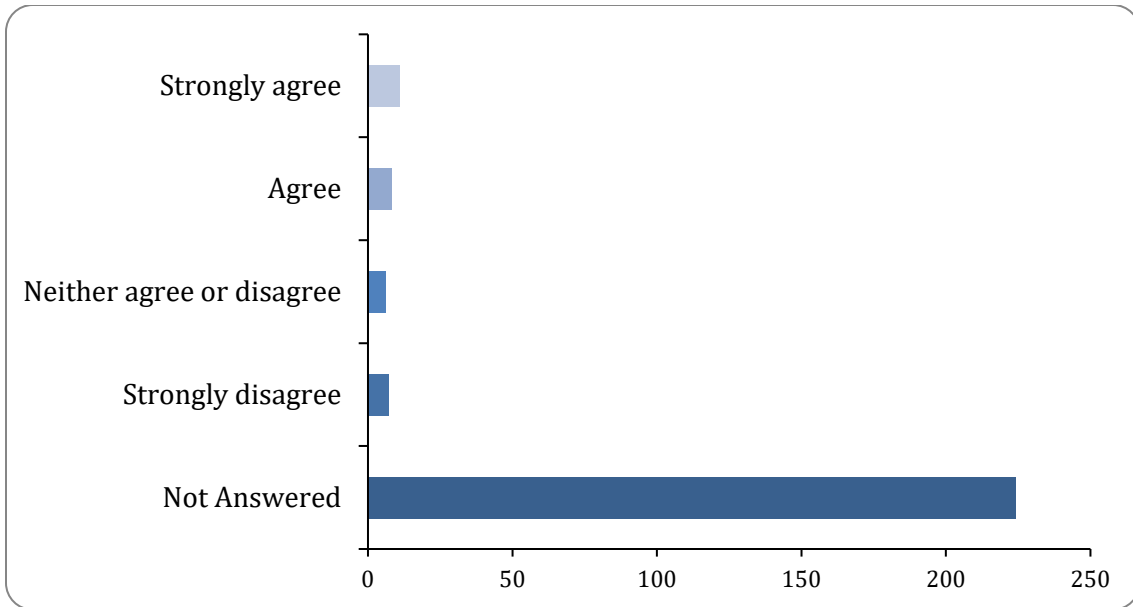
**Is there anything else you feel we should consider in delivering this theme?  
Please write in the box below**

There were 11 responses to this part of the question.

**To what extent do you agree or disagree with this theme's statement of policy listed on page 4 of the pdf? (Please select only one item)**

**Norwich and Norfolk theme**

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	11	4.30%
Agree	8	3.12%
Neither agree or disagree	6	2.34%
Disagree	0	0.00%
Strongly disagree	7	2.73%
Don't know	0	0.00%
Not Answered	224	87.50%

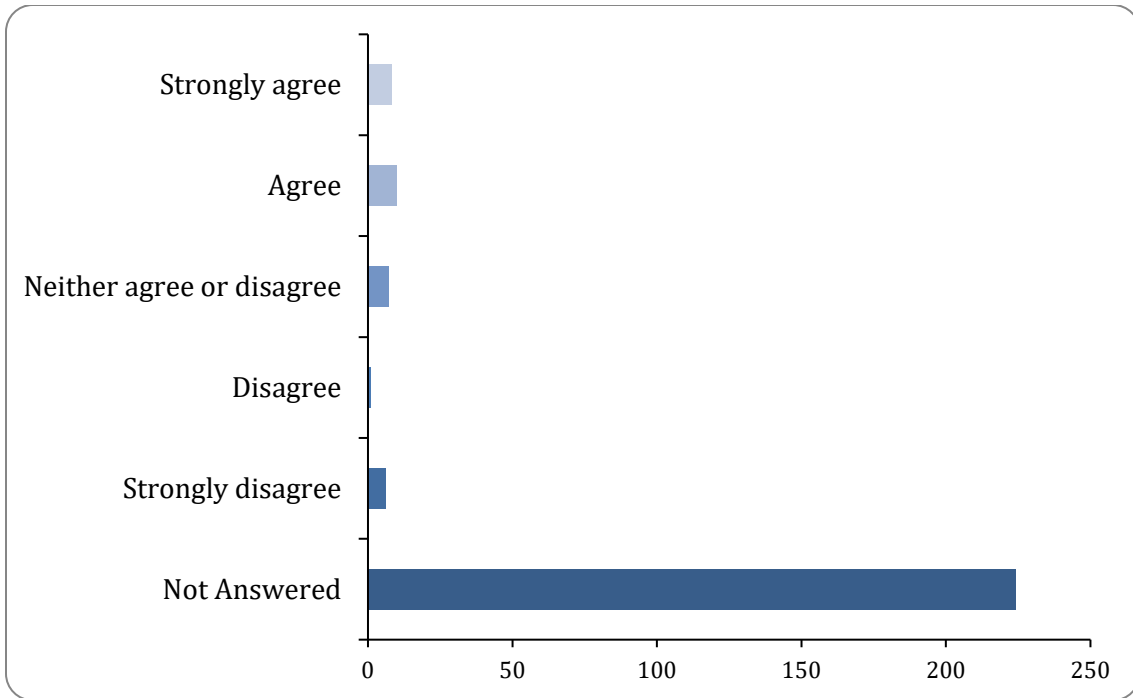
### Changing attitudes statement of policy

There were 12 responses to this part of the question.

To what extent do you agree or disagree with the key activities of this theme, which can be found on page 5 of the pdf? (Please select only one item)

### Changing attitudes Key activities

There were 32 responses to this part of the question.



Option	Total	Percent
Strongly agree	8	3.12%
Agree	10	3.91%
Neither agree or disagree	7	2.73%
Disagree	1	0.39%
Strongly disagree	6	2.34%
Don't know	0	0.00%
Not Answered	224	87.50%

**changing attitudes key activities**

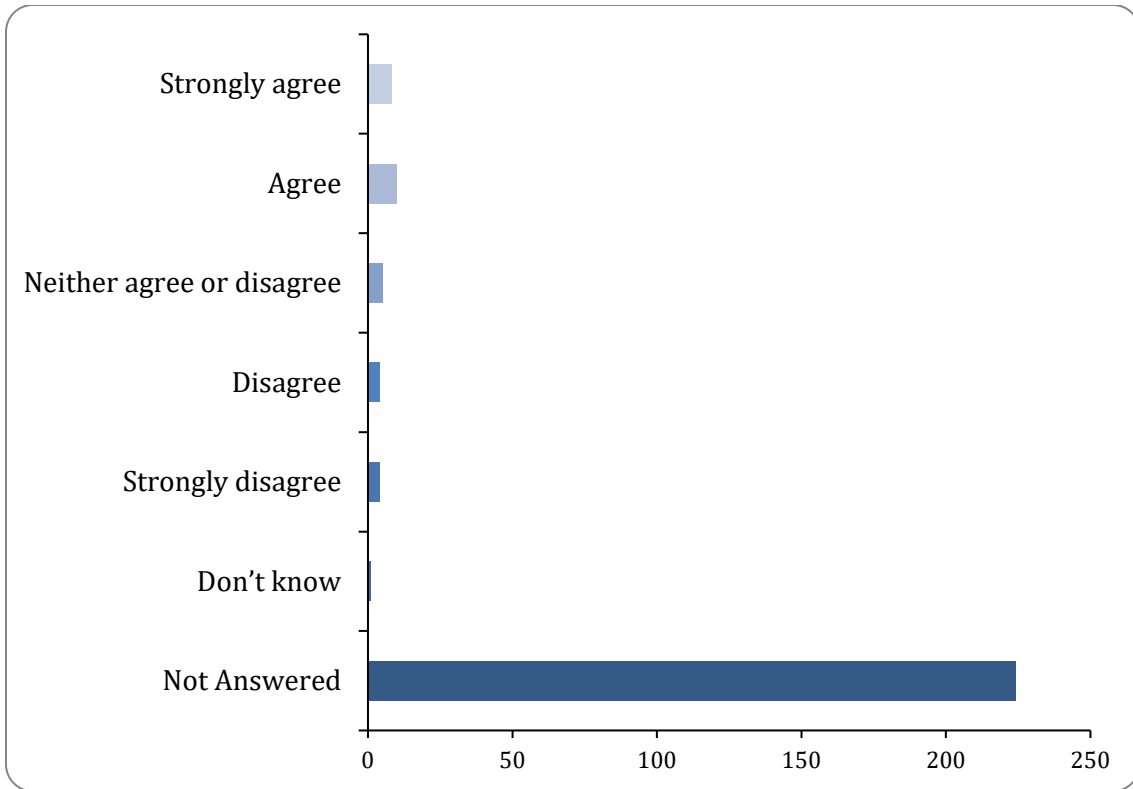
There were 13 responses to this part of the question.

**To what extent do you agree or disagree with this theme's supporting actions, which can be found on page 5 of the pdf? (Please select only one item)**

**Norwich and Norfolk theme**

There were 32 responses to this part of the question.





Option	Total	Percent
Strongly agree	8	3.12%
Agree	10	3.91%
Neither agree or disagree	5	1.95%
Disagree	4	1.56%
Strongly disagree	4	1.56%
Don't know	1	0.39%
Not Answered	224	87.50%

### Changing attitudes supporting actions

There were 13 responses to this part of the question.

**Is there anything else you feel we should consider in delivering this theme?**

**Is there anything else you feel we should consider in delivering this theme?**

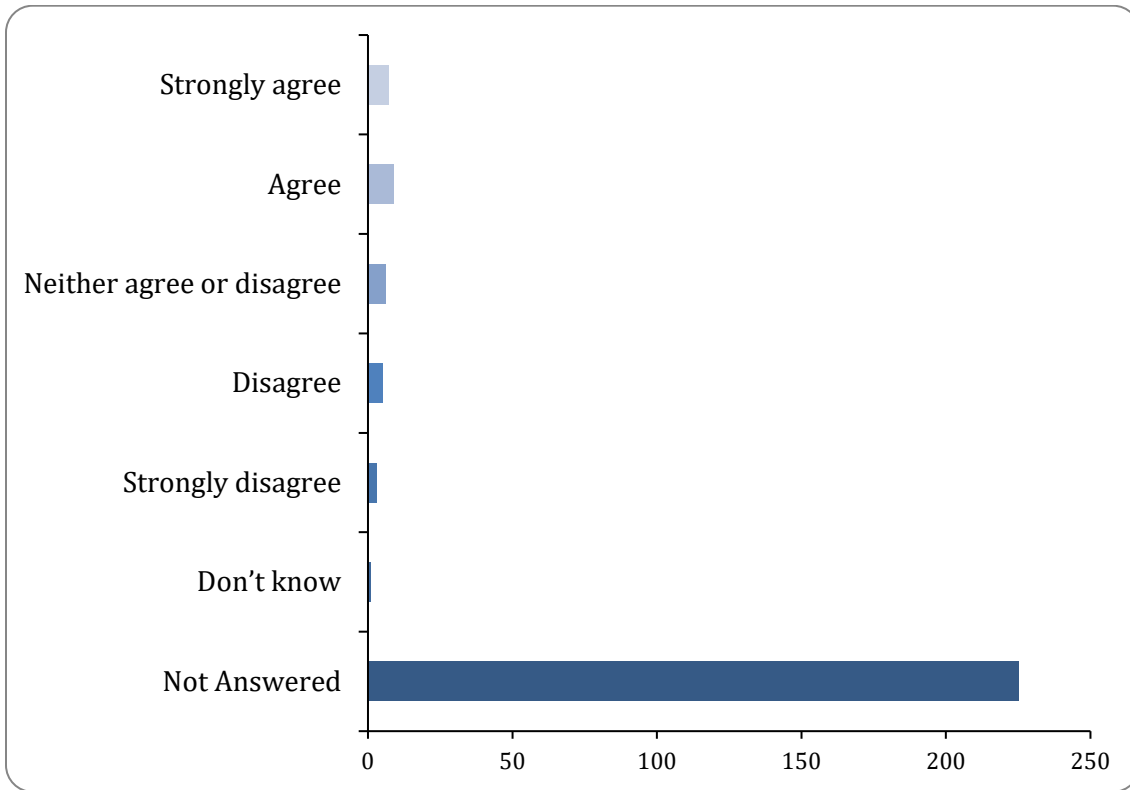
**Please write in the box below**

There were 8 responses to this part of the question.

To what extent do you agree or disagree with this theme's statement of policy which can be found on page 5 of the pdf? (Please select only one item)

**Supporting growth statement of policy**

There were 31 responses to this part of the question.



Option	Total	Percent
Strongly agree	7	2.73%
Agree	9	3.52%
Neither agree or disagree	6	2.34%
Disagree	5	1.95%
Strongly disagree	3	1.17%
Don't know	1	0.39%
Not Answered	225	87.89%

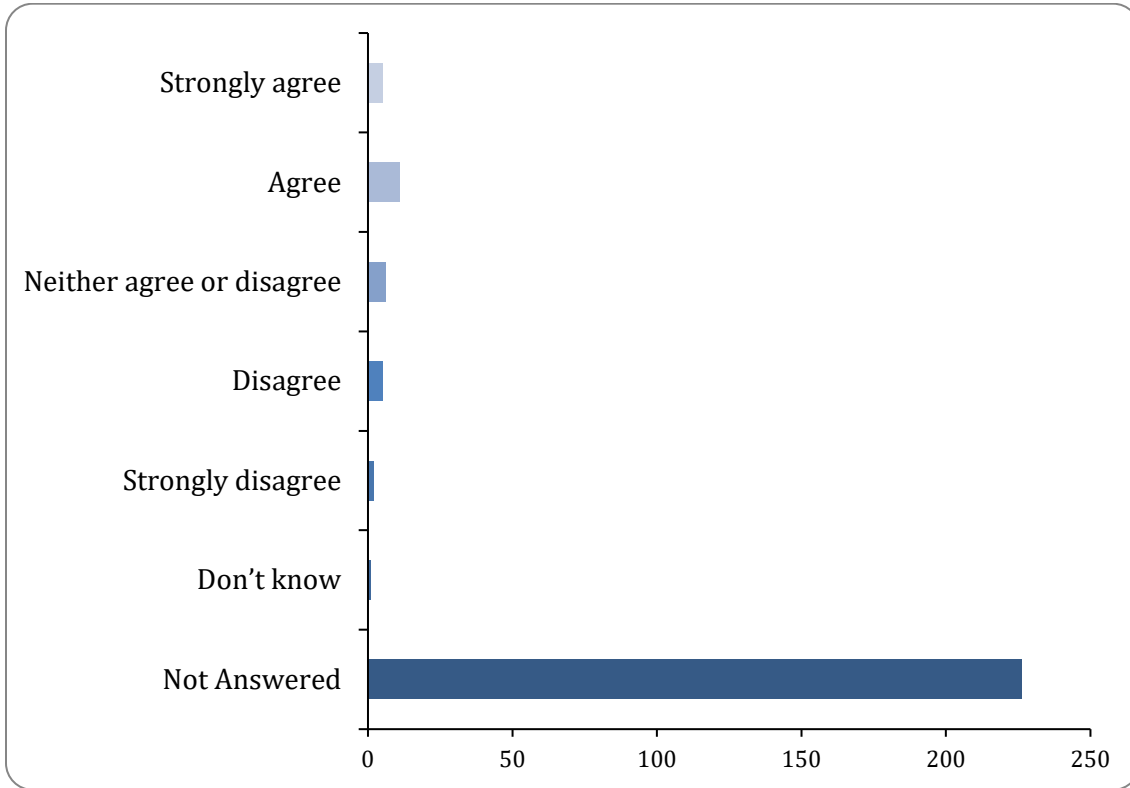
**Why do you say that? Please write below:**

There were 14 responses to this part of the question.

To what extent do you agree or disagree with this theme's key actions that can be found on page 5 of the pdf? (Please select only one item)

**Norwich and Norfolk theme**

There were 30 responses to this part of the question.



Option	Total	Percent
Strongly agree	5	1.95%
Agree	11	4.30%
Neither agree or disagree	6	2.34%
Disagree	5	1.95%
Strongly disagree	2	0.78%
Don't know	1	0.39%
Not Answered	226	88.28%

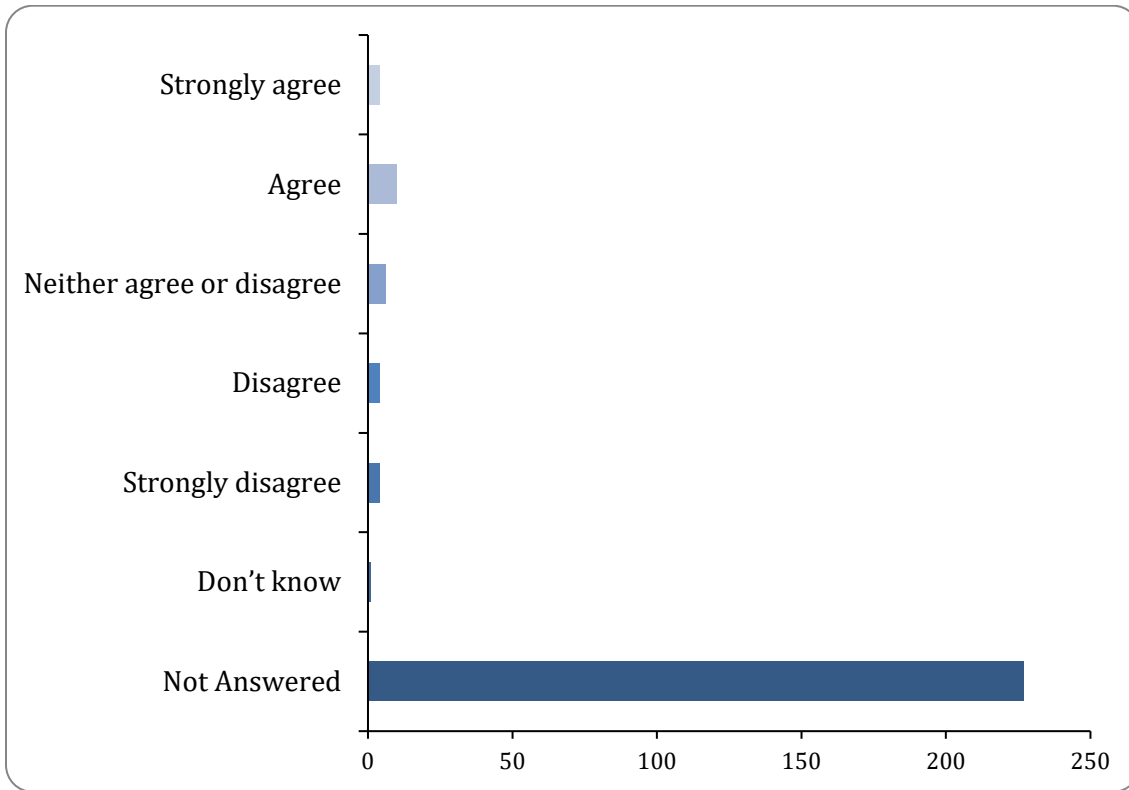
**Key actions Supporting growth areas**

There were 10 responses to this part of the question.

To what extent do you agree or disagree with this theme's supporting actions that can be found on page 6 of the pdf? (Please select only one item)

**Supporting growth areas supporting actions**

There were 29 responses to this part of the question.



Option	Total	Percent
Strongly agree	4	1.56%
Agree	10	3.91%
Neither agree or disagree	6	2.34%
Disagree	4	1.56%
Strongly disagree	4	1.56%
Don't know	1	0.39%
Not Answered	227	88.67%

**Why do you say that? Please write below:**

There were 10 responses to this part of the question.

**Is there anything else you feel we should consider in delivering this theme?**

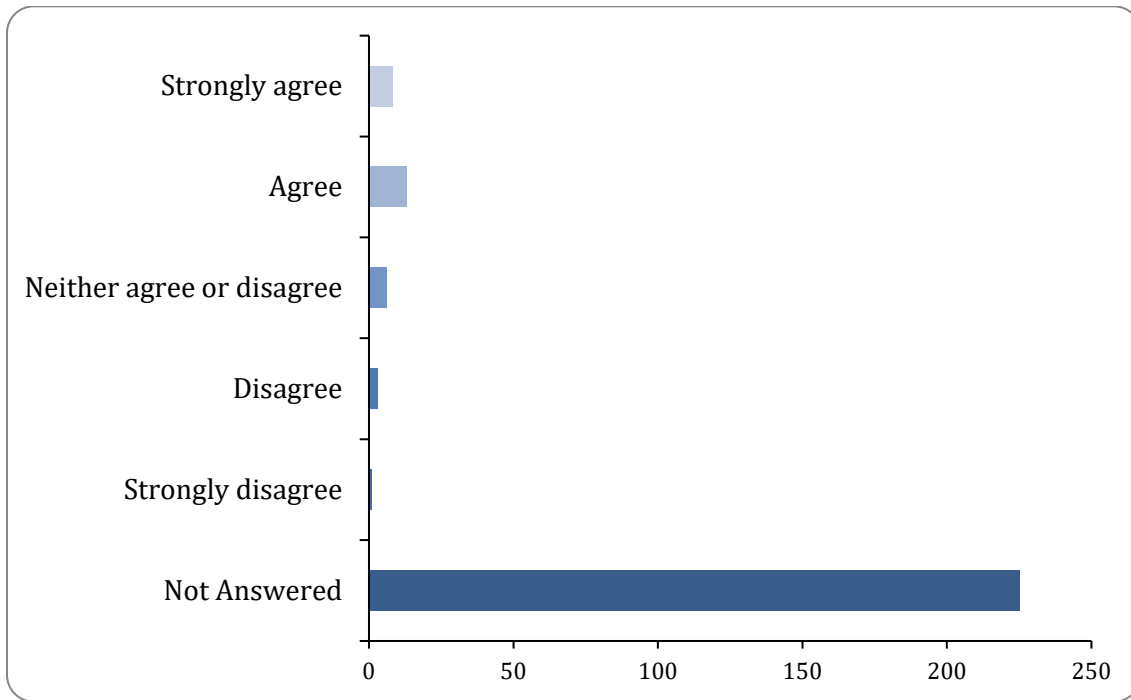
**Is there anything else you feel we should consider in delivering this theme?**

**Please write in the box below**

There were 8 responses to this part of the question.

**To what extent do you agree or disagree with this theme's statement of policy which can be found on page 5 of the pdf? (Please select only one item) meeting local needs statement of policy**

There were 31 responses to this part of the question.



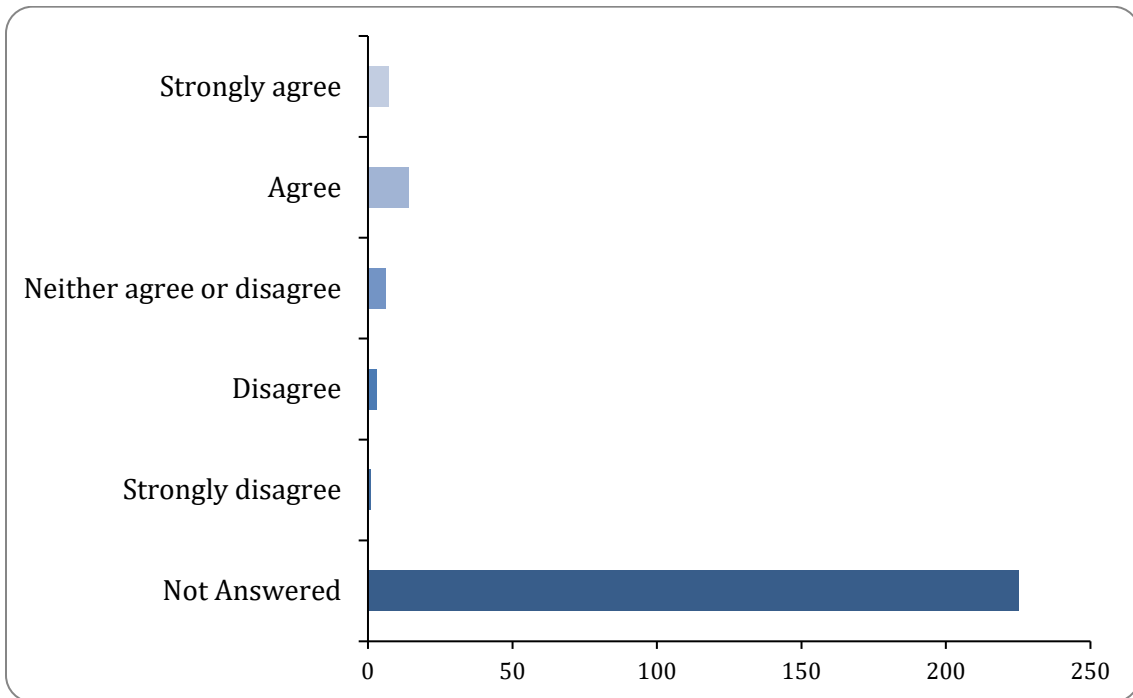
Option	Total	Percent
<b>Strongly agree</b>	8	3.12%
<b>Agree</b>	13	5.08%
<b>Neither agree or disagree</b>	6	2.34%
<b>Disagree</b>	3	1.17%
<b>Strongly disagree</b>	1	0.39%
<b>Don't know</b>	0	0.00%
<b>Not Answered</b>	225	87.89%

**Why do you say that? Please write below:**

There were 10 responses to this part of the question.

**To what extent do you agree or disagree with this theme's key actions listed on page 5 of the pdf? (Please select only one item)  
meeting local needs key actions**

There were 31 responses to this part of the question.



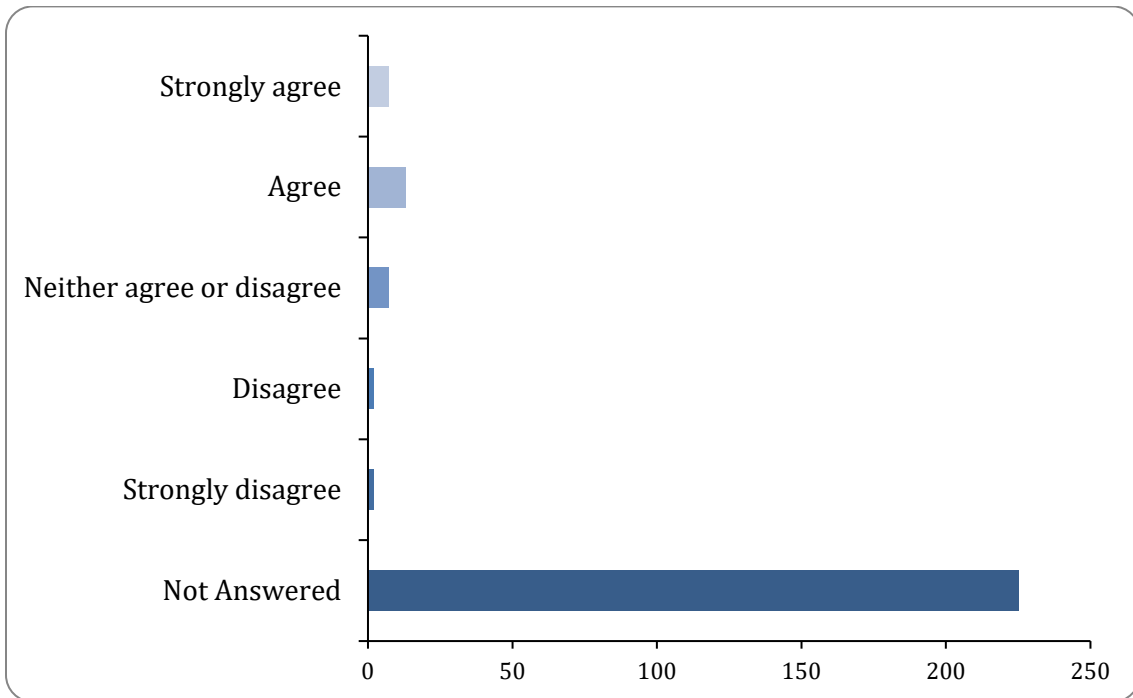
Option	Total	Percent
Strongly agree	7	2.73%
Agree	14	5.47%
Neither agree or disagree	6	2.34%
Disagree	3	1.17%
Strongly disagree	1	0.39%
Don't know	0	0.00%
Not Answered	225	87.89%

**Why do you say that? Please write below:**

There were 9 responses to this part of the question.

**To what extent do you agree or disagree with this theme's supporting actions, listed on page 5 of the pdf? (Please select only one item)**  
**meeting local needs supporting actions**

There were 31 responses to this part of the question.



Option	Total	Percent
Strongly agree	7	2.73%
Agree	13	5.08%
Neither agree or disagree	7	2.73%
Disagree	2	0.78%
Strongly disagree	2	0.78%
Don't know	0	0.00%
Not Answered	225	87.89%

**Why do you say that? Please write below:**

There were 9 responses to this part of the question.

**Is there anything else you feel we should consider in delivering this theme?**

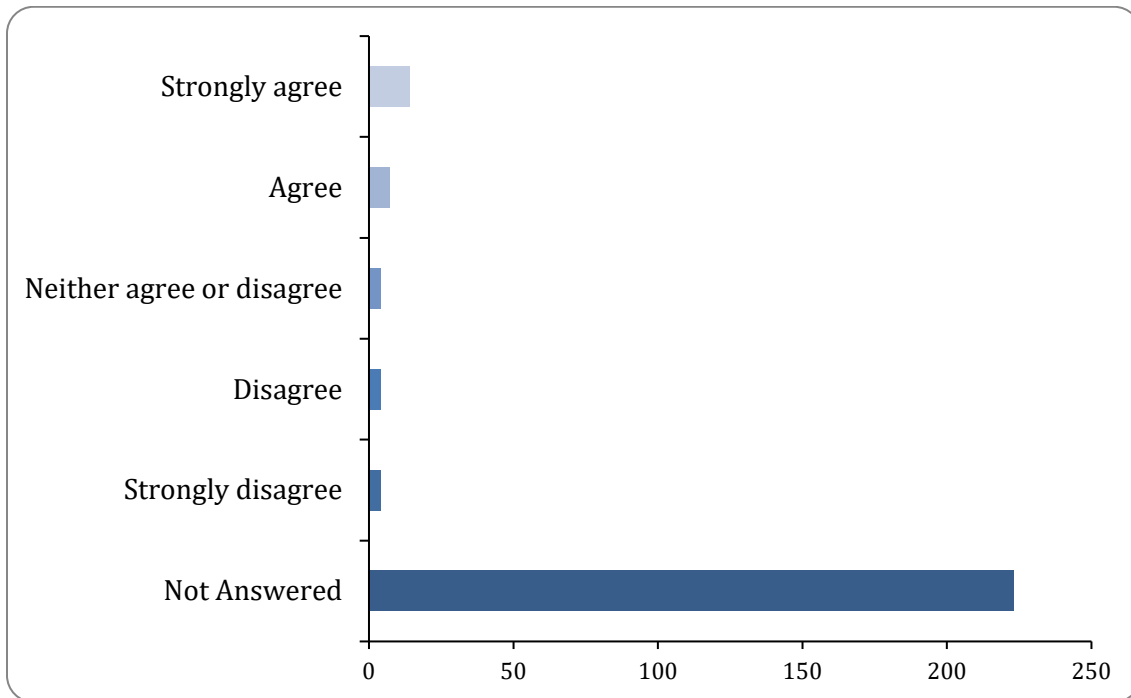
**Is there anything else you feel we should consider in delivering this theme?  
Please write in the box below**

There were 8 responses to this part of the question.

**To what extent do you agree or disagree with this theme's statement of policy  
which can be found on page 5 of the pdf? (Please select only one item)**

**Reducing dominance of traffic statement of policy**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	14	5.47%
Agree	7	2.73%
Neither agree or disagree	4	1.56%
Disagree	4	1.56%
Strongly disagree	4	1.56%
Don't know	0	0.00%



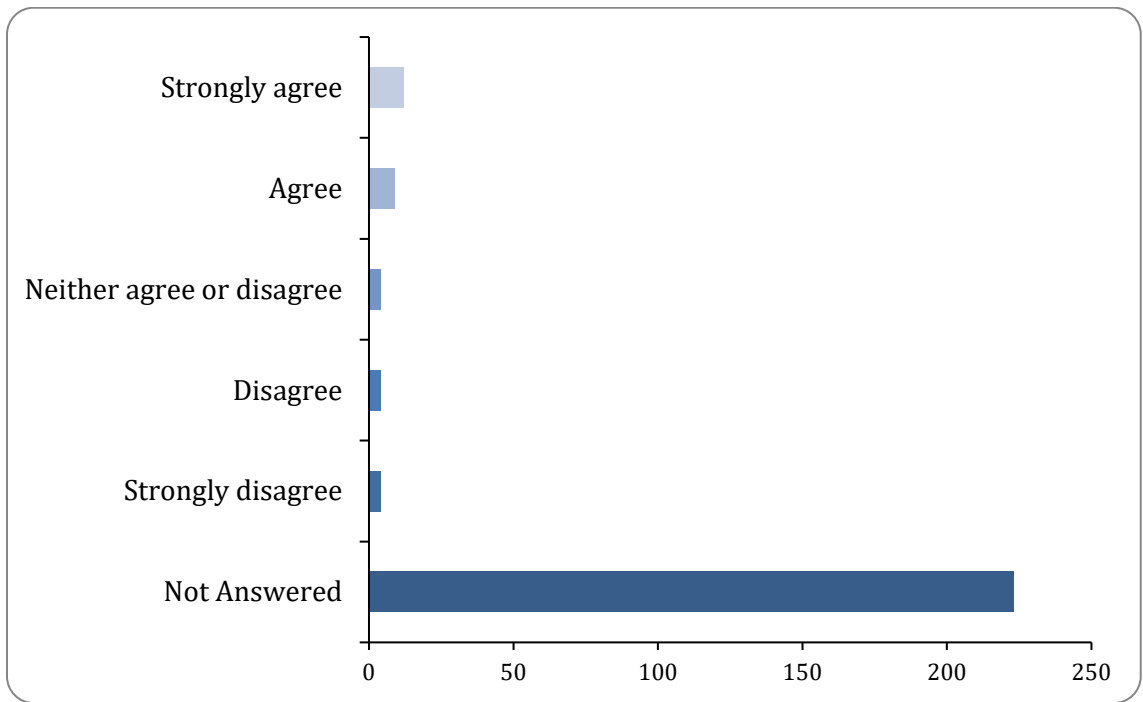
<b>Not Answered</b>	223	87.11%
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**Why do you say that? Please write below:**

There were 10 responses to this part of the question.

**To what extent do you agree or disagree with this theme's key actions which can be found on page 5 of the pdf? (Please select only one item) reducing dominance of traffic key actions**

There were 33 responses to this part of the question.



Option	Total	Percent
<b>Strongly agree</b>	12	4.69%
<b>Agree</b>	9	3.52%
<b>Neither agree or disagree</b>	4	1.56%
<b>Disagree</b>	4	1.56%
<b>Strongly disagree</b>	4	1.56%
<b>Don't know</b>	0	0.00%
<b>Not Answered</b>	223	87.11%

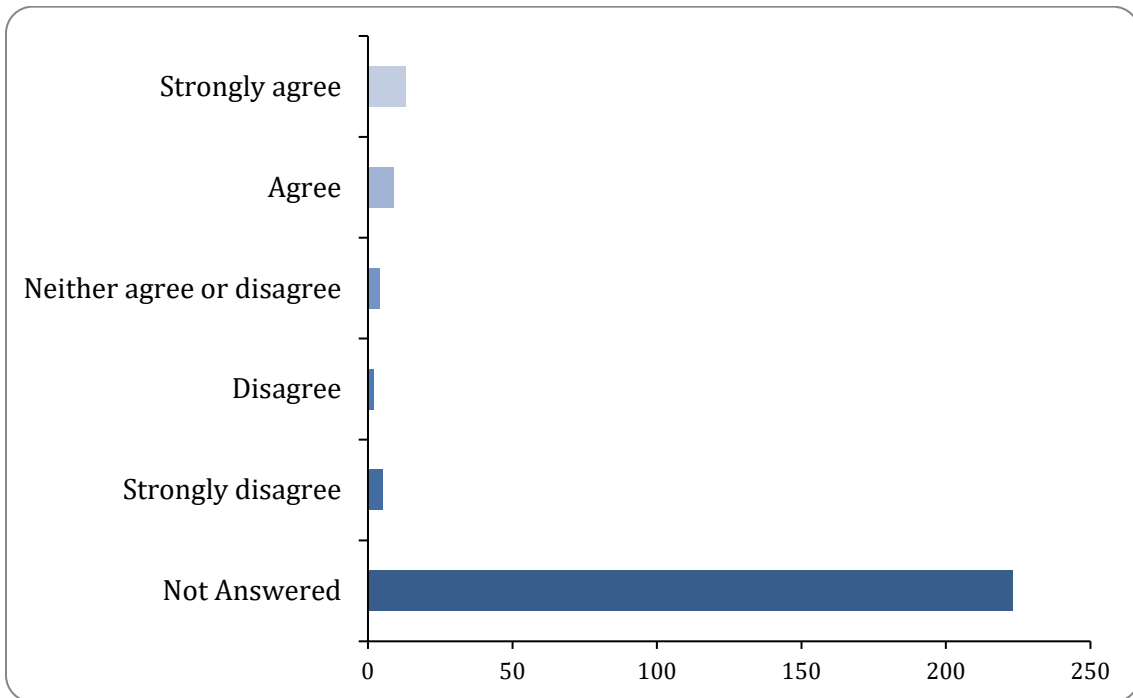
**Why do you say that? Please write below:**

There were 8 responses to this part of the question.

**To what extent do you agree or disagree with this theme's supporting actions, which can be found on page 5 of the pdf? (Please select only one item)**

**Reducing dominance of traffic supporting actions**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	13	5.08%
Agree	9	3.52%
Neither agree or disagree	4	1.56%
Disagree	2	0.78%
Strongly disagree	5	1.95%
Don't know	0	0.00%
Not Answered	223	87.11%

**Why do you say that? Please write below:**

There were 11 responses to this part of the question.

**Is there anything else you feel we should consider in delivering this theme?**

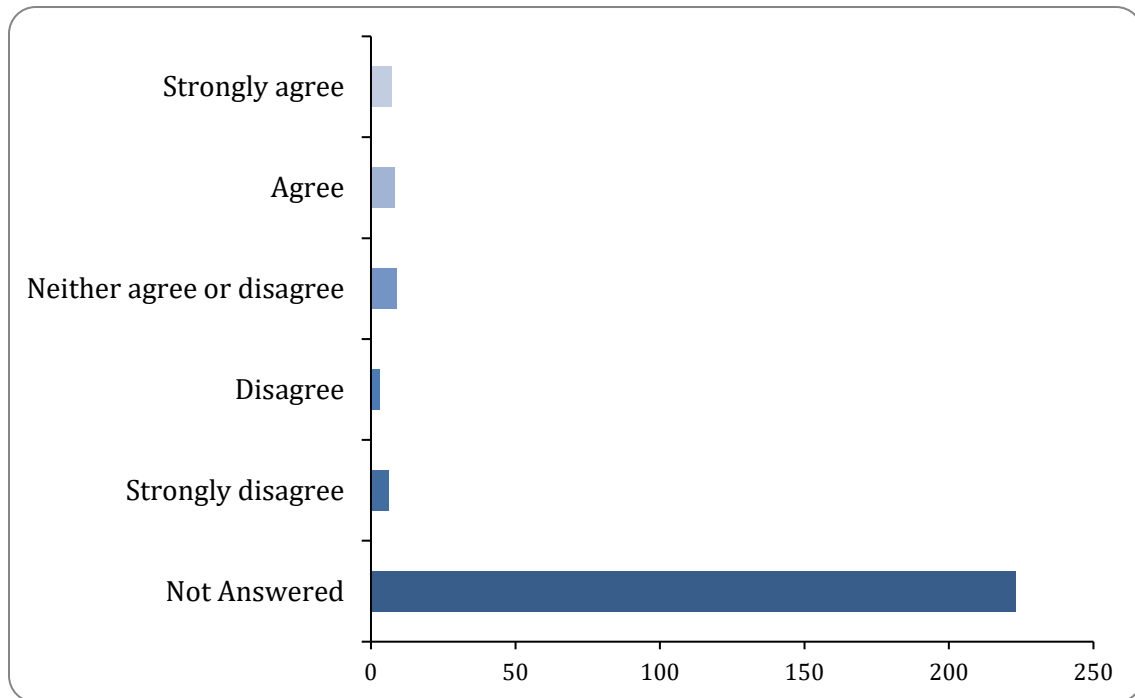
**Is there anything else you feel we should consider in delivering this theme?  
Please write in the box below**

There were 10 responses to this part of the question.

**To what extent do you agree or disagree with the theme's statement of policy,  
which can be found on page 5 of the pdf? (Please select only one item)**

**Transport system work as one statement of policy**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	7	2.73%
Agree	8	3.12%
Neither agree or disagree	9	3.52%
Disagree	3	1.17%

<b>Strongly disagree</b>	6	2.34%
<b>Don't know</b>	0	0.00%
<b>Not Answered</b>	223	87.11%

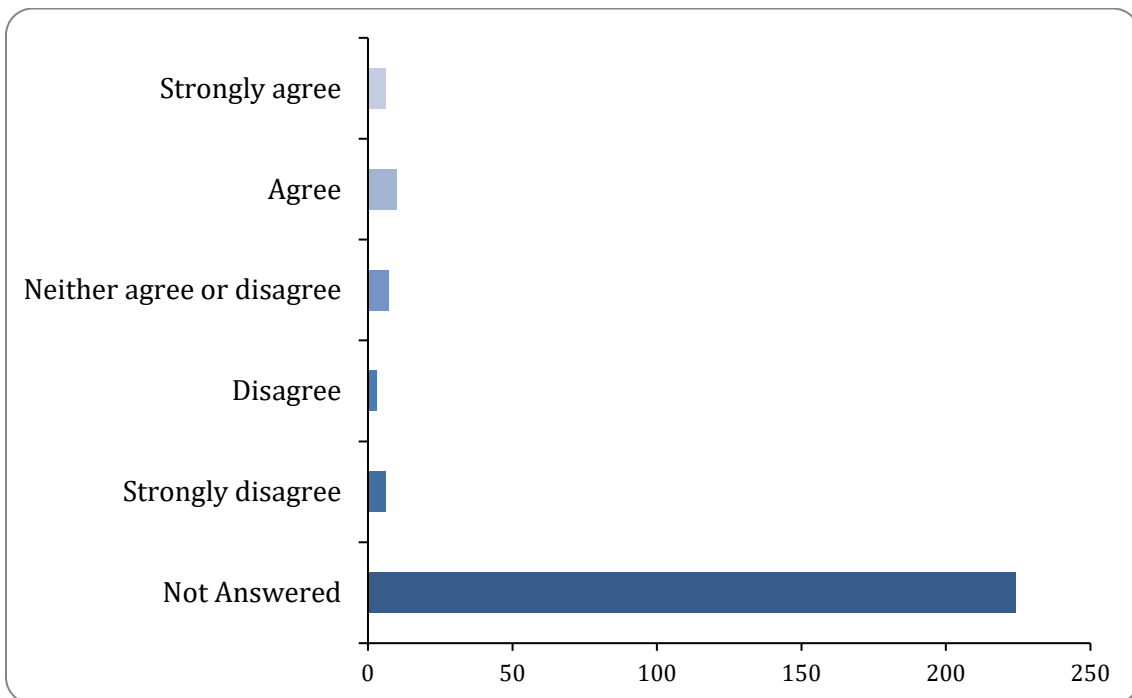
**Why do you say that? Please write below:**

There were 12 responses to this part of the question.

**To what extent do you agree or disagree with this theme's key activities which can be found on page 5 of the pdf? (Please select only one item)**

**Transport system work as one key actions**

There were 32 responses to this part of the question.



<b>Option</b>	<b>Total</b>	<b>Percent</b>
<b>Strongly agree</b>	6	2.34%
<b>Agree</b>	10	3.91%
<b>Neither agree or disagree</b>	7	2.73%
<b>Disagree</b>	3	1.17%
<b>Strongly disagree</b>	6	2.34%
<b>Don't know</b>	0	0.00%

<b>Not Answered</b>	224	87.50%
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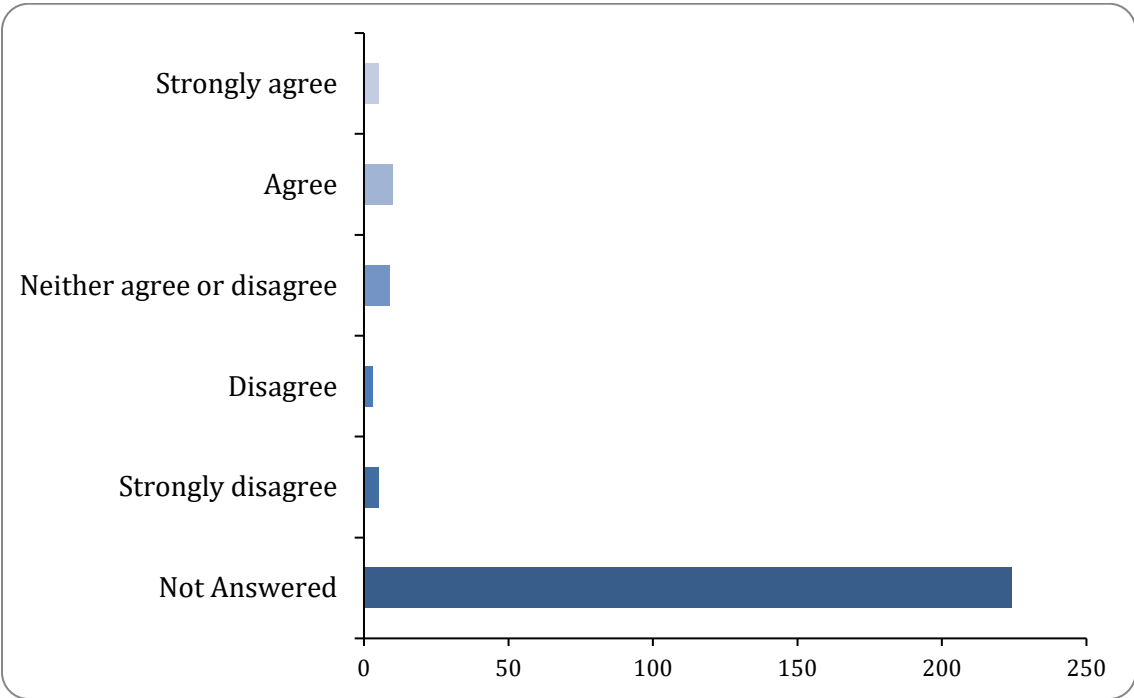
**Why do you say that? Please write below:**

There were 9 responses to this part of the question.

**To what extent do you agree or disagree with this theme's supporting activities, which can be found on page 6 of the pdf? (Please select only one item)**

**Transport system work as one supporting actions**

There were 32 responses to this part of the question.



Option	Total	Percent
<b>Strongly agree</b>	5	1.95%
<b>Agree</b>	10	3.91%
<b>Neither agree or disagree</b>	9	3.52%
<b>Disagree</b>	3	1.17%
<b>Strongly disagree</b>	5	1.95%
<b>Don't know</b>	0	0.00%
<b>Not Answered</b>	224	87.50%

**Why do you say that? Please write below:**

There were 7 responses to this part of the question.

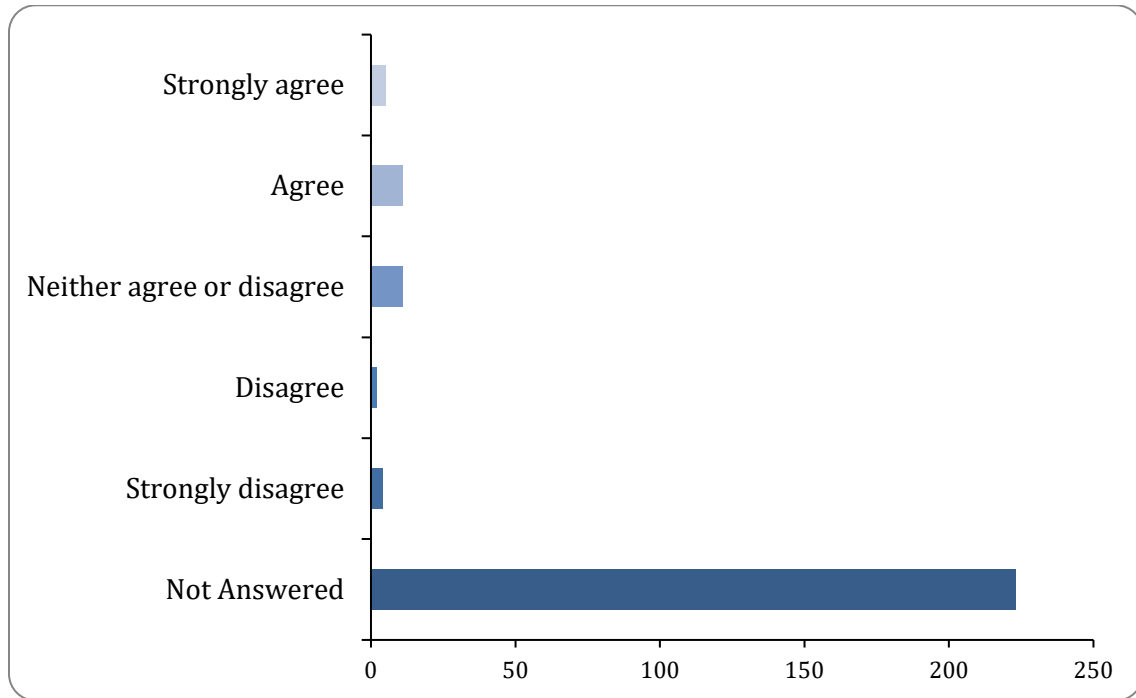
**Is there anything else you feel we should consider in delivering this theme?**

**Is there anything else you feel we should consider in delivering this theme?  
Please write in the box below**

There were 7 responses to this part of the question.

**To what extent do you agree or disagree with this theme's statement of policy,  
which can be found on page 3 of the pdf? (Please select only one item)  
making it happen statement of policy**

There were 33 responses to this part of the question.



Option	Total	Percent
Strongly agree	5	1.95%

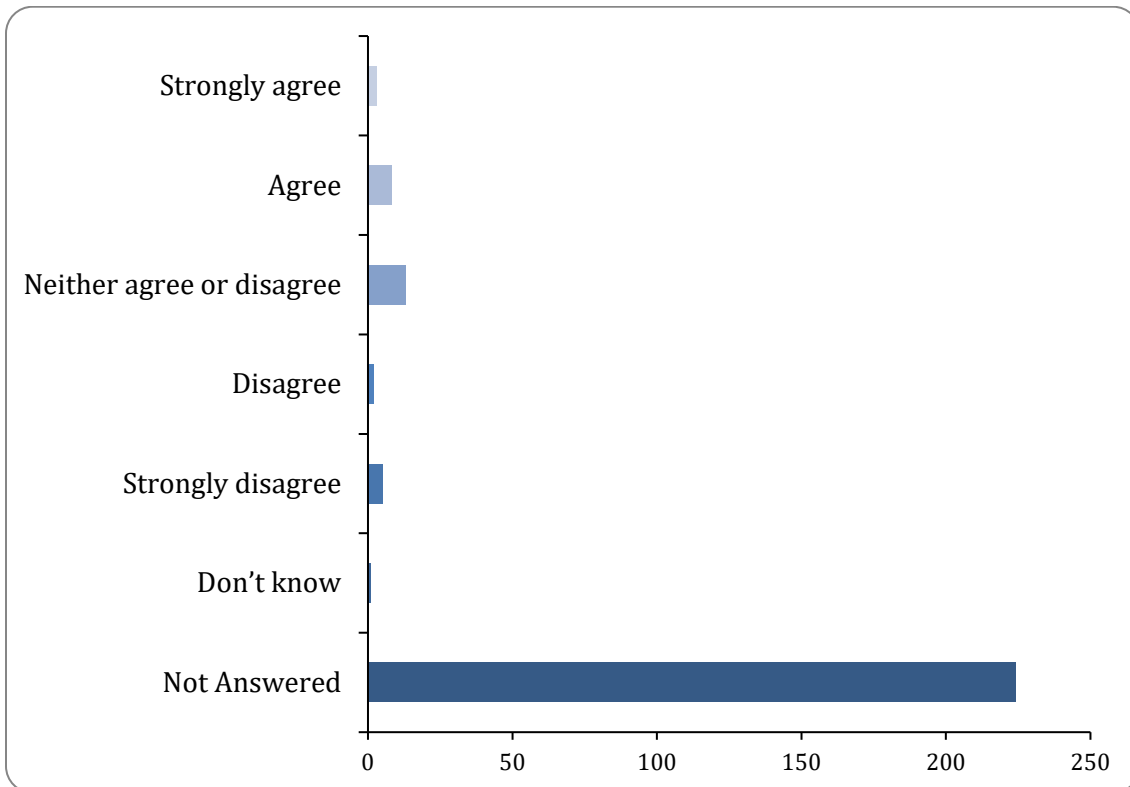
<b>Agree</b>	11	4.30%
<b>Neither agree or disagree</b>	11	4.30%
<b>Disagree</b>	2	0.78%
<b>Strongly disagree</b>	4	1.56%
<b>Don't know</b>	0	0.00%
<b>Not Answered</b>	223	87.11%

**Why do you say that? Please write below:**

There were 10 responses to this part of the question.

**To what extent do you agree or disagree with this theme's key actions which can be found on page 3 of the pdf? (Please select only one item) making it happen key actions**

There were 32 responses to this part of the question.



Option	Total	Percent
<b>Strongly agree</b>	3	1.17%

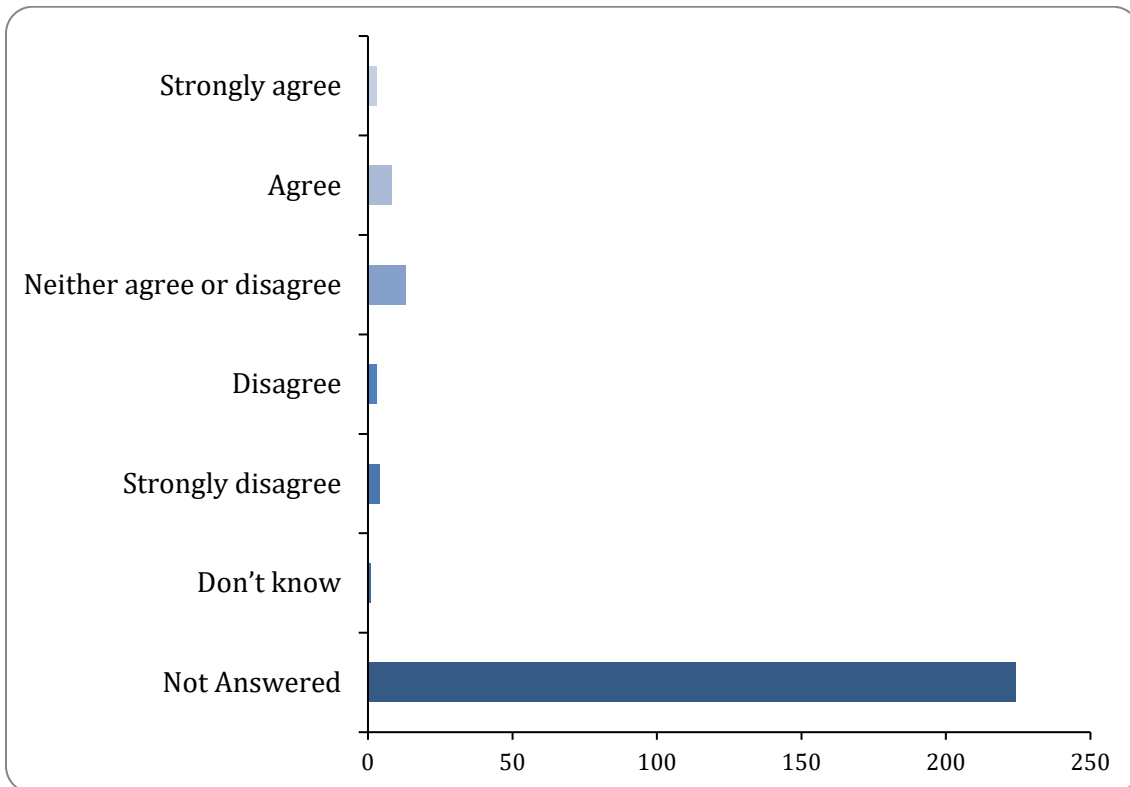
<b>Agree</b>	8	3.12%
<b>Neither agree or disagree</b>	13	5.08%
<b>Disagree</b>	2	0.78%
<b>Strongly disagree</b>	5	1.95%
<b>Don't know</b>	1	0.39%
<b>Not Answered</b>	224	87.50%

**Why do you say that? Please write below:**

There were 9 responses to this part of the question.

**To what extent do you agree or disagree with this theme's supporting actions which can be found on page 4 of the pdf? (Please select only one item) making it happen supporting actions**

There were 32 responses to this part of the question.



Option	Total	Percent
<b>Strongly agree</b>	3	1.17%



<b>Agree</b>	8	3.12%
<b>Neither agree or disagree</b>	13	5.08%
<b>Disagree</b>	3	1.17%
<b>Strongly disagree</b>	4	1.56%
<b>Don't know</b>	1	0.39%
<b>Not Answered</b>	224	87.50%

**Why do you say that? Please write below:**

There were 8 responses to this part of the question.

**Is there anything else you feel we should consider in delivering this theme?**

**Is there anything else you feel we should consider in delivering this theme?  
Please write in the box below**

There were 8 responses to this part of the question.

**Lastly, is there anything else you feel should be considered when finalising the overall content of the TfN strategy?**

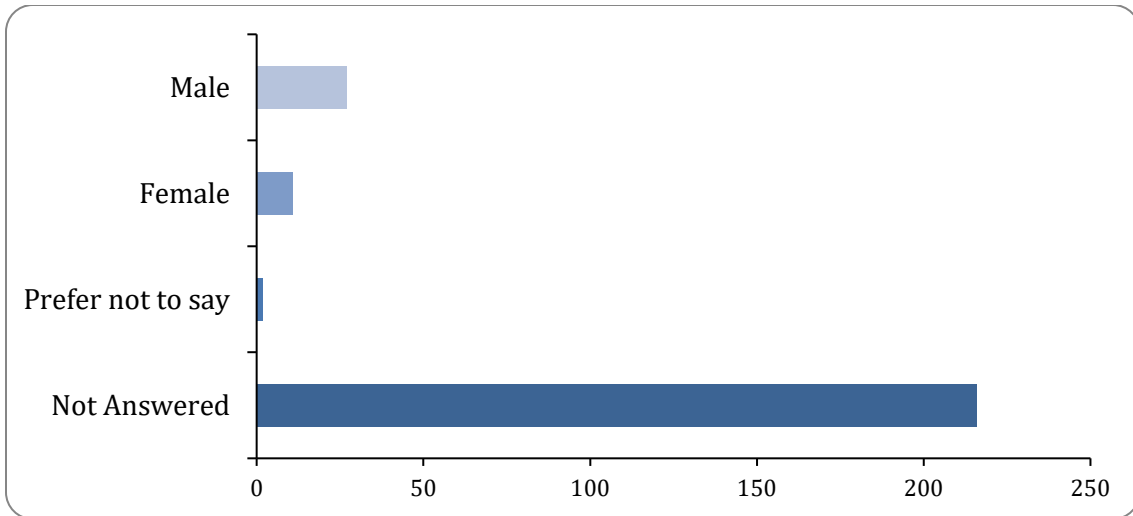
**Is there anything else you feel should be considered when finalising the overall content of the TfN strategy? Please write in the box below**

There were 20 responses to this part of the question.

**Are you...?**

**Gender**

There were 40 responses to this part of the question.



Option	Total	Percent
Male	27	10.55%
Female	11	4.30%
Prefer to self-describe (please specify below)	0	0.00%
Prefer not to say	2	0.78%
Not Answered	216	84.38%

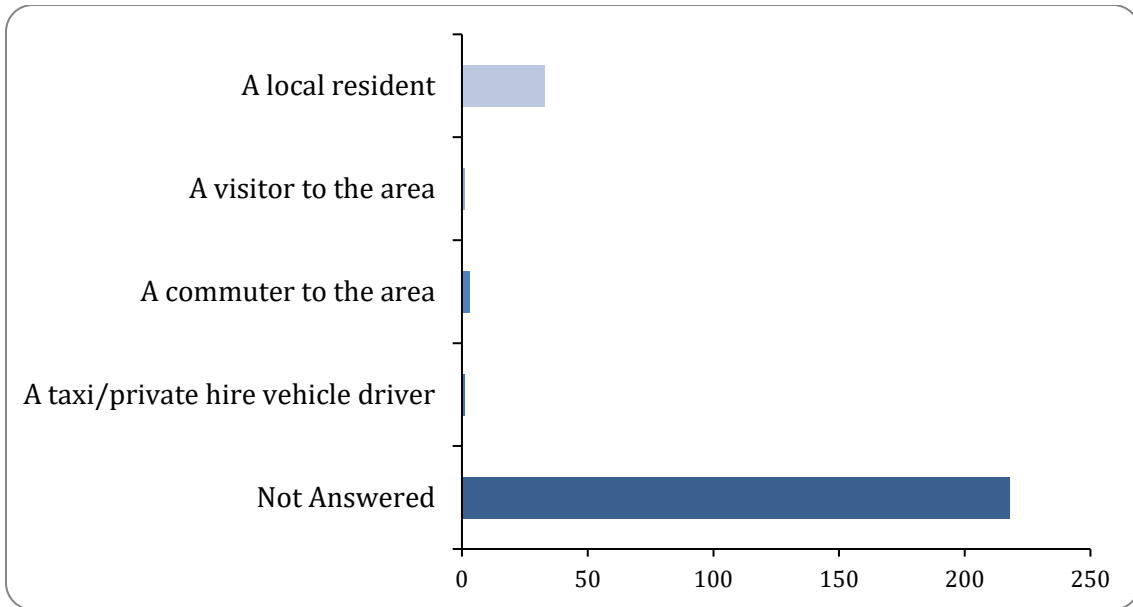
**If you prefer to self-describe please specify here:**

There were 0 responses to this part of the question.

**Are you responding as...? (Please select all that apply)**

**Responding as**

There were 38 responses to this part of the question.



Option	Total	Percent
A local resident	33	12.89%
A local business owner	0	0.00%
Employed locally	0	0.00%
A visitor to the area	1	0.39%
A commuter to the area	3	1.17%
Not local but interested in the scheme	0	0.00%
A taxi/private hire vehicle driver	1	0.39%
Not Answered	218	85.16%

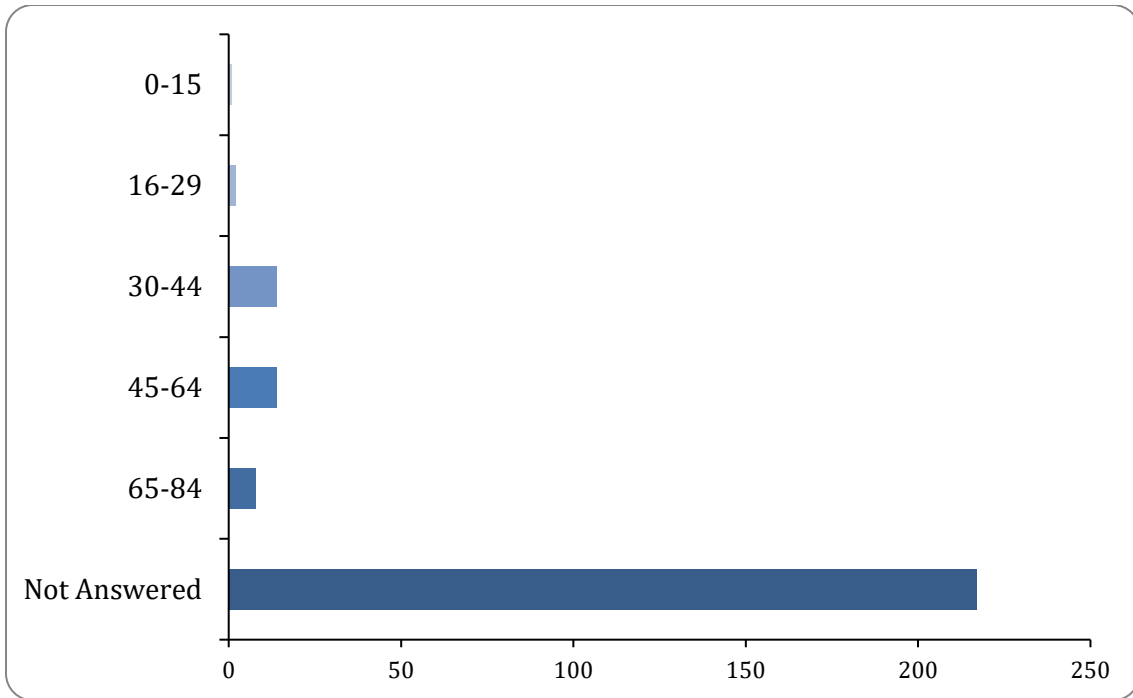
### Other, please specify

There were 4 responses to this part of the question.

### How old are you?

#### Age

There were 39 responses to this part of the question.

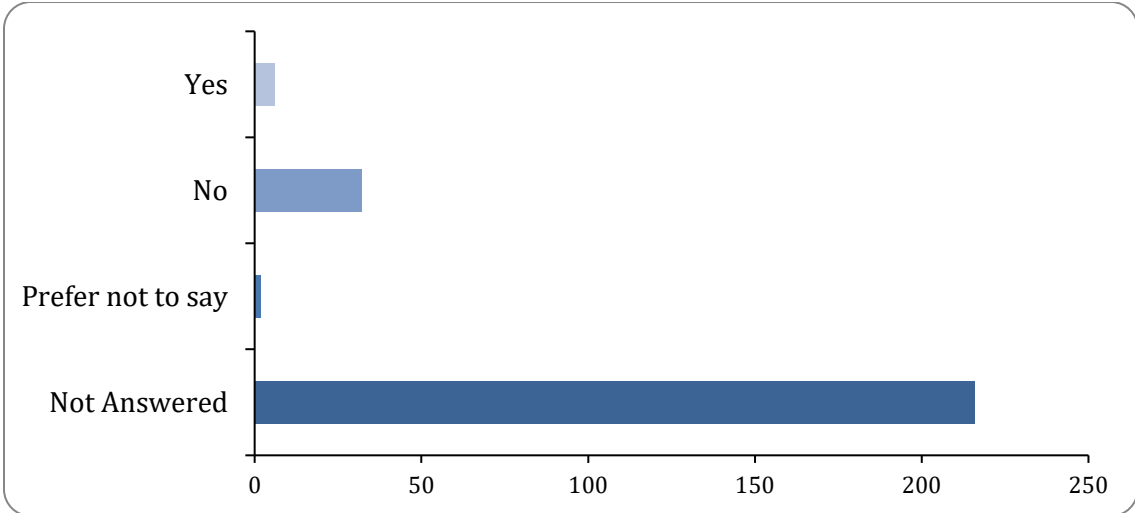


Option	Total	Percent
0-15	1	0.39%
16-29	2	0.78%
30-44	14	5.47%
45-64	14	5.47%
65-84	8	3.12%
85+	0	0.00%
Not Answered	217	84.77%

**Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do?**

**Disability**

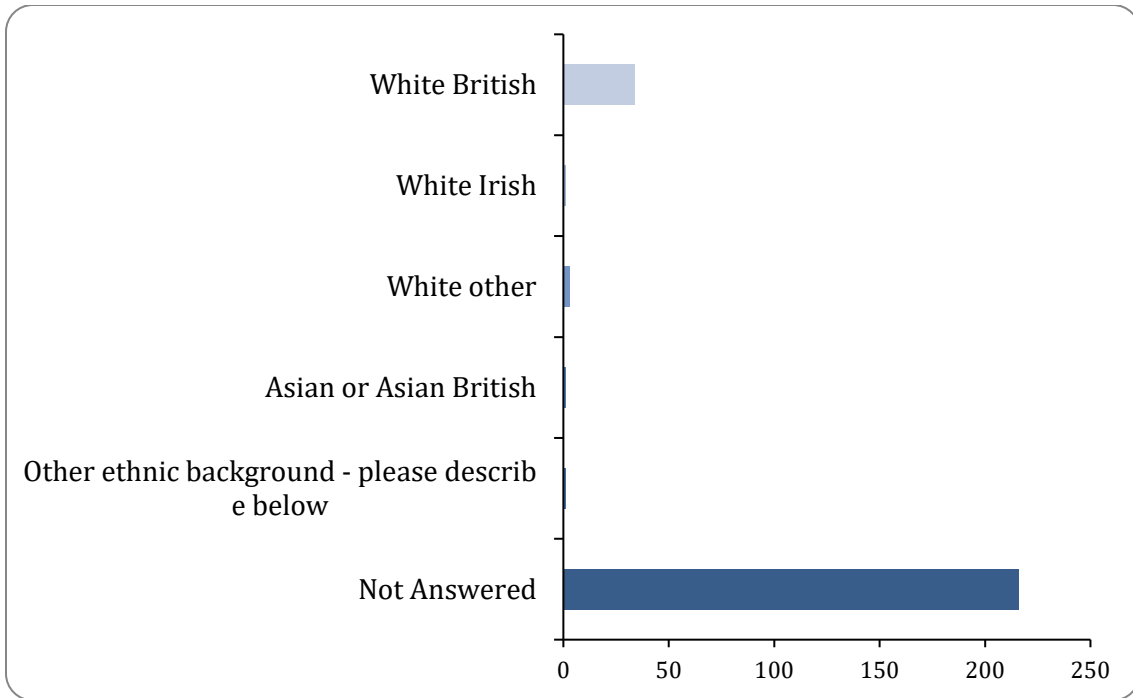
There were 40 responses to this part of the question.



Option	Total	Percent
Yes	6	2.34%
No	32	12.50%
Prefer not to say	2	0.78%
Not Answered	216	84.38%

**How would you describe your ethnic background? Please select one only**  
**Ethnicity**

There were 40 responses to this part of the question.



Option	Total	Percent
White British	34	13.28%
White Irish	1	0.39%
White other	3	1.17%
Mixed	0	0.00%
Asian or Asian British	1	0.39%
Black or Black British	0	0.00%
Chinese	0	0.00%
Other ethnic background - please describe below	1	0.39%
Not Answered	216	84.38%

## Ethnicity 2

There were 2 responses to this part of the question.

## What is the first part of your postcode? (e.g. NR4)

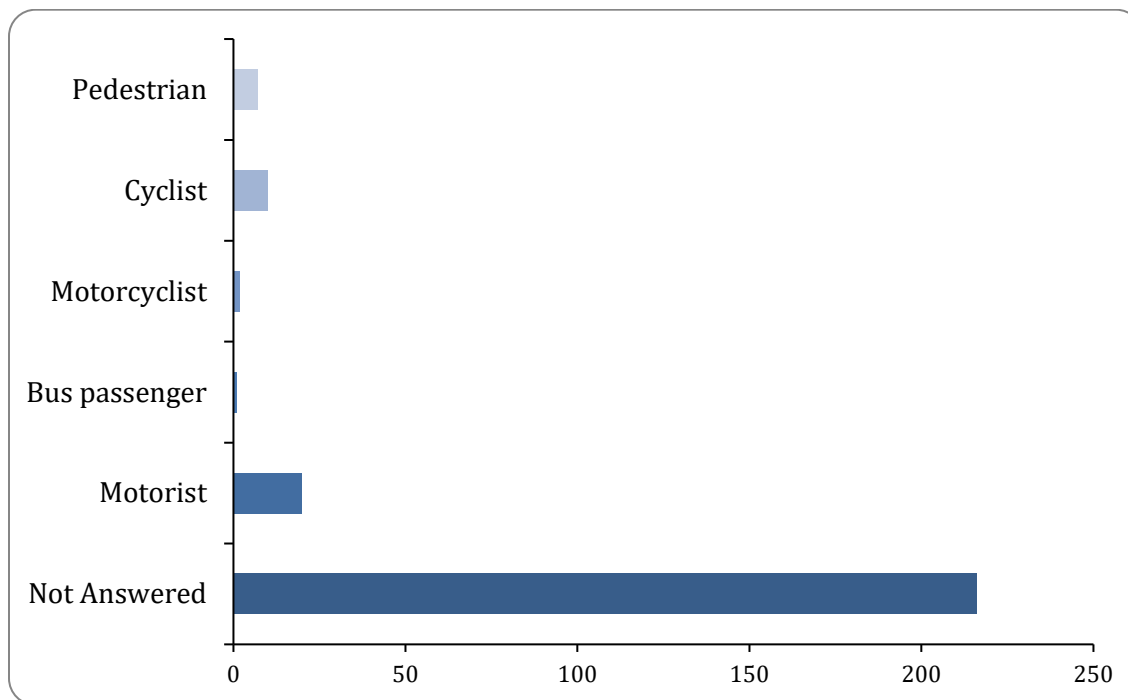
### Postcode

There were 40 responses to this part of the question.

**How do you primarily travel in the Greater Norwich area? (Please select only one item)**

**Primary use of area**

There were 40 responses to this part of the question.



Option	Total	Percent
Pedestrian	7	2.73%
Wheelchair user	0	0.00%
Cyclist	10	3.91%
Motorcyclist	2	0.78%
Bus passenger	1	0.39%
Motorist	20	7.81%
Not Answered	216	84.38%

**Other, please specify**

There were 3 responses to this part of the question.

## Appendix 2

### Transport for Norwich Strategy Consultation version – Schedule of proposed changes

Section / Para	Comment	Proposed change
Executive Summary	Norfolk and Norwich Theme description should recognise local transport and rail; and extent of connections	Amend the Norwich and Norfolk Theme description  Norwich and the strategic growth area around it is the centre for a large part of the county and the wider eastern region. Good, strategic connections <b>by clean transport modes including rail, low carbon vehicles and sustainable modes within and to places outside of the area</b> are vital for continued prosperity.
Spatial Portrait	Add reference to Attleborough and Thetford on the NCTC	Change para 1.4  The Norwich-Cambridge corridor is of key strategic importance to the planned growth <b>including Attleborough and Thetford</b> , with rail.....
1.6	The strategy should recognise issues of deprivation outside the city and be inclusive.	Amend 1.6  The city also has a higher level of deprivation than the Norfolk average. <b>Also, there are pockets of deprivation in the rural areas that rely on the Norwich urban area for services and employment.</b> This takes into account...  NB: Also note changes proposed at 10.3 in relation to this comment (see later)
1.18	Changes to be consistent with GNLP strategic growth area.	Replace Para 1.18 with  <b>The TfN strategy covers, broadly, the full extent of the Strategic Growth Area as expressed through the Greater Norwich Local Plan (GNLP) together with consideration of the longer distance trips from the county and beyond. This will be where the strategy and its action plan have their focus although TfN strategy has not identified a precise boundary. Wider are policies and actions will be taken forward through the LTP.</b>
2.1	Amend paragraph to make it clear the review covered plan projects and strategies	Amend Para 2.1  A comprehensive review of all the relevant policies, <b>plans, projects and strategies</b> for the TfN Strategy...
2.1	TfN does not reference Decarbonising	Include a reference to Decarbonising Transport in Chapter 2 (bullet points in 2.1).  New bullet:



Section / Para	Comment	Proposed change
	Transport in Chapter 2	<b>Decarbonising Transport: a better, greener Britain (July 2021)</b>
Chapter 4 Themes	Inconsistent between Exec Summary and Themes.	Change theme text throughout Chapter 4 to align with those in the Executive Summary and pick up comments (as described under Exec Summary, above) in these descriptions
5.1	Acknowledgement should be given to enhancing the public space, public realm, and green spaces to provide an attractive Norwich and Norfolk which can be enjoyed by day visitors and citizens alike	Amend 5.1  Norwich is Norfolk's largest urban area and comprises the city itself and the built-up fringe parishes in Broadland and South Norfolk districts. It is one of the largest centres of employment in south-east England, making the city and its hinterland an important focus in the region for a range of services, as well as the administrative and operational headquarters for a number of organisations. <b>It has an attractive, historic environment including parts of the transport system, intrinsic to making it a place that people want to visit and live, and for businesses (see chapter 11 for our strategy about this).</b> Due to <del>the</del> its prominence in the county...
5.8	Amend text to recognise the importance of the wider Norwich area	Amend 5.8 first sentence to read  High quality connections between Norwich, its strategic growth areas, the wider area and markets beyond Norfolk are vital to the <b>economy role of the wider Norwich area as a key driver of economic growth.</b> The city centre...
5.10	Strategy should give commitment to new rail halts	Amend para 5.10  <del>The Rail and the</del> -park and ride system plays <b>an</b> -important roles in maintaining good access into Norwich for trips from outside the urban area
5.11	3 <sup>rd</sup> supporting action to carry out strategic assessments is unclear.	Amend 3 <sup>rd</sup> supporting action under 5.11  <del>Carry out a strategic assessment to evidence the opportunities to deliver enhanced sustainable transport interventions as a consequence of completing the committed Transforming Cities interventions (a major package of improvements focussed on public transport, walking and cycling) and the Norwich Western Link</del>  Carry out strategic assessments of the traffic impacts as a consequence of completing the committed strategic schemes (including improvements to the A47, the committed transforming cities programme and the Norwich Western Link) to identify the opportunities to deliver enhanced sustainable transport measures to support public transport and active travel.

Section / Para	Comment	Proposed change
5.11	Add clarity to the final supporting action	Amend final point under 5.11  We will review the measures that weren't funded through the Transforming Cities package <del>to ensure these support the objectives</del> and incorporate them into the action plan where they remain consistent with achieving the intended outcomes of the TfN Strategy.
6.6	Update to reflect adoption of the EV strategy and give more support to EV charging points	Amend 2 <sup>nd</sup> supporting action under 6.6  <del>Work to deliver the An</del> electric vehicle strategy <del>is being that has been</del> developed and <del>which</del> will be used to assist in the transition to clean fuels
6.6	Text refers to clean buses, not zero emission. More attention is needed to greening delivery vehicles	Amend the 4 <sup>th</sup> bullet point under 6.6 supporting actions to the Net Zero Carbon policy  Work with bus companies, <del>freight operators and others</del> on <del>switching to cleaner vehicles</del> transitioning to zero emission fleets
Chapter 7 Highlights	TfN should adopt a policy of supporting zero emissions public transport	Amend the last bullet in the Highlights box at the beginning of Chapter 7  <del>Promoting less polluting</del> Support and promote a transition to zero emissions public transport
7.8	Could include reference engine switch off and brief explanation of each point	Amend all bullet points to include brief explanation of the measures, and add additional bullet point to 7.8 <ul style="list-style-type: none"> <li>• Clean Air Zone (<del>Charging to charge</del> vehicles with higher emissions <del>to enter a certain area</del>)</li> <li>• Workplace parking place levy (<del>A charge on business premises for each parking space</del>)</li> <li>• Road charging / congestion charge (<del>Charging for all vehicles, or particular types of vehicle, in a certain area</del>)</li> <li>• Vehicle bans on certain roads or areas (<del>Preventing all vehicles, or particular types of vehicle from certain areas</del>)</li> <li>• Enforcing engine switch off (Enforcement officers can issue a fixed penalty – similar to a parking ticket – where drivers do not switch off their engine when in queues or waiting at the side of the road).</li> </ul>
Chapter 8 Highlights	Typo	Second point, first word  People need to...

Section / Para	Comment	Proposed change
8.6	Would appreciate additional information to the 'disincentives' that are discussed within the key actions section	<p>Add extra sentences to 8.6</p> <p>How people choose to travel will have a significant bearing on how successful we are in meeting our ambitions. We need to make sure that we are providing the information and measures to influence the travel choices people make in order to find it easy, safe and convenient to get to where they need to get to. <b>The strategy sets out examples of some measures that will be investigated including reviewing parking policy and potential restrictions on vehicular use.</b> Our focus will be on active and clean travel. We need to engage to understand what people need, to ensure active and clean travel are suitable and that we are putting in place the right measures. We also need to show people how active and clean travel can become their first choice, to encourage them to switch how they travel. <b>In all cases, it will be necessary to engage with stakeholders to understand views and take these into account in developing measures.</b></p>
9.8	We feel that new developments should be embedding green charging points within their designs	<p>Amend 9.8 first bullet point:</p> <p>Work with district Local Planning Authorities to support masterplans, development briefs and design codes / guides that are aligned with TfN strategy. This could include securing infrastructure for electric vehicle charging <b>as part of new development proposals</b></p>
9.8	The word mobility hub should be used rather than transport hub in 9.8 to avoid confusion.	<p>Amend wording in 9.8 third bullet point</p> <p>Seek to encourage high density development where there is good access to <b>mobility transport</b> hubs, local services and employment opportunities</p>
Chapter 10 highlights	Recognise that users of the transport network may be from outside the immediate Norwich area and their needs are to be considered	<p>Amend the text in the Highlights box</p> <p>This chapter reinforces the importance of reducing casualties and that we need to have a transport system that supports the needs of everyone, being designed to take account the different needs of different people <b>including those who travel from outside of Norwich and the strategic growth area.</b></p>
10.3	Reword to ensure the text acknowledge needs of those outside the	<p>Reword 10.3</p> <p>Levels of inequality in Norwich <b>and the surrounding area</b> vary considerably which leads to disparities in people's access to transport and therefore access to employment and education opportunities. Car ownership across</p>

Section / Para	Comment	Proposed change
	<p>immediate Norwich area</p> <p>NB: These changes also respond to the comment made at 1.6</p>	<p>Norwich and its surrounding areas varies considerably. This can be a lifestyle choice for some, but for others low incomes and protected characteristics may make car ownership inaccessible. Other modes such as buses, rail, walking and cycling can be less convenient, particularly depending on where people live, the cost, scheduling, as well as concerns regarding the perceived safety of roads for walking and cycling. It is highly important that the TfN strategy seeks to provide a transport network accessible to all <b>who use it, whether local or not</b>, with the ambition to overcome barriers of transport inequality across the city <b>and the surrounding area</b> to meet the needs of the network's users and government ambitions for equal access as set out in the Inclusive Transport Strategy (2020) and Equality Act (2010).</p>
10.11	<p>advocate that the policy (traffic harm reduction) should be changed to say that "20mph will be adopted as the default speed limit across the whole urban area with higher limits only on streets that have a strategic traffic function and do not have a strong residential and local service function. Where the street design does not currently support adherence to 20mph, engineering and enforcement measures will be implemented to achieve compliance."</p>	<p>Add to the end of the 3<sup>rd</sup> supporting action</p> <p>....to 20mph <b>across the whole urban area with higher limits only on streets that have a strategic traffic function and do not have a strong residential and local service function</b> (see Chapter 11....</p>

Section / Para	Comment	Proposed change
10.15	Reference technology to provide flexible alternatives in	Add at the end of first sentence of second supporting action, under 10.15  As part of our Bus Service Improvement Plan, and other related initiatives, consider how we can improve existing services and use technology and innovation to plan and provide transport solutions <b>to reduce reliance on car ownership and increase flexibility and reliability at times and in locations where public transport is not easily available.</b> This will....
11.3	Reference to Norwich-wide 20mph speed limit, with the exception of a few A roads	Amend 11.3  ... There has been a programme to introduce 20 mph zones across parts of the city and this strategy needs to take this forward <b>across the whole urban area, with higher limits only on streets that have a strategic traffic function and do not have a strong residential and local service function.</b> This will <del>to</del> support low traffic neighbourhoods and active travel. <b>within these areas</b>
11.7 Places policy	The word changes at the beginning of the policy can be better explained and the wording can be changed to be more specific.	Change place policy  <del>Changes</del> <b>New schemes, enforcement and maintenance activities on the transport network</b> to the transport network will seek to ...
11.9	Point regarding the importance of facilities which propel Norwich City Centre into an attractive destination which all people will want to visit	Add additional bullet point in 11.9  <b>Consider the layout of streets and spaces, and the facilities provided, so that the transport network meets the needs of all users</b>
11.12	Alternative new technologies such as e-cargo bikes and drones could be explored for those deliveries within the city centre which do not require larger vehicles	Amend last bullet point in 11.12  Provision of e-cargo delivery services <b>or other innovative systems including drones</b> within the city centre
12.1	Change from vehicle focus	Amend 12.1  ... To enable this, transport interventions must prioritise

Section / Para	Comment	Proposed change
		the movement of people, <del>not just vehicles</del> , active travel and public transport.
12.5 Mode Hierarchy Policy	Comments that the policy should be people not vehicle focussed.	Amend the policy in 12.5  ROAD NETWORK AND TRAVEL MODE HIERARCHY We will adopt a road network and travel mode hierarchy that will support mobility requirements of people rather <del>than just vehicles</del> and recognises the place function as well as movement function of different parts of the network.
12.6	Typo	Correct typo in 12.6  We will introduce a hierarchy that reflects how roads, streets and spaces are used. This will range from identifying roads where essential movement will be the priority through to identifying places where the primary use will be for meeting people, eating out or socialising
12.7	TfN should reflect the needs of all users in the narrative	Amend 12.7 ...The layout and constrained nature of roads in our urban areas means it is very difficult to make improvements for all types of user, although the needs of everyone – and the function of the city – will need to be taken into account. Therefore, we will prioritise space for certain types of users rather than trying to make provision for all types of user along different corridors. We...
12.8	Reference to traffic reduction across the whole road network and not solely within the city centre and residential neighbourhoods	Amend 12.8 to make it clearer and consistent with other sections  Movement across Norwich and its strategic growth areas will seek to significantly reduce the intrusion of extraneous traffic within the city centre and residential neighbourhoods. Cross city traffic will be required to use orbital and radial primary routes rather than short cuts on neighbourhood roads. As set out elsewhere, our strategy recognises that significant and far-reaching interventions including reductions in travel demand will be needed in order to achieve our objectives.
12.10	More recognition should be attuned to alternative micro-mobility options of transport within the region	Add additional bullet point at end of 12.10  Investigate the use of micro-mobility transport solutions where they support the aims and objectives of the strategy
12.12	TfN strategy fails to address that the cost and	Add extra narrative in 12.12

Section / Para	Comment	Proposed change
	<p>availability of public transport in the rural hinterlands is the biggest deterrence for people.</p> <p>Suggestion to include a mode shift target in the Bus Services policy</p>	<p>Historically Norwich has seen high bus patronage, although <del>not all of its surrounding hinterland has good, affordable services, and</del> Covid-19 at least temporarily reduced <del>this patronage</del> because of the need to run socially distanced services. The county council <del>is forming</del> <del>has committed to develop</del> an Enhanced Partnership and Bus Service Improvement Plan with local bus operators that will influence the development of the bus network. <del>This includes an objective to increase the mode share of buses and develop location specific targets on a corridor-by-corridor basis. The council has also committed to develop an enhanced partnership with operators</del></p>
12.12 Bus Services policy	Typo (missing apostrophe)	<p>Amend bus services policy</p> <p>Bus services will continue to be a vitally important transport solution. We will work in partnership with operators to deliver services that meet <del>people's</del> travel needs.</p>
12.13 and 12.14	<p>Better reference to the Bus Service Improvement Plan</p> <p>We would like the Bus Improvement Plan and Enhanced Partnership to consider how the cost of bus travel of other groups can be reduced and for the supporting action under 12.4 to be reworded to: "consider social needs in relation to bus services, including the cost of travel".</p>	<p>Start 12.13 with</p> <p><del>Through the Bus Service Improvement Plan we will</del> continue to work in partnership ...</p>
12.14	Lack of consistency between paragraphs 12.10 and 12.14	<p>Amend 12.14</p> <p>Investigate <del>the introduction of higher priority on important bus corridors</del> appropriate bus priority measures on important bus corridors beyond committed Transforming Cities Fund work</p>

Section / Para	Comment	Proposed change
12.28 Active Travel Policy	Statement that the proposed policy is weak and needs tangible targets	Amend policy at 12.28  ACTIVE TRAVEL <del>We will promote active travel by walking and cycling. We will promote and prioritise active travel by walking and cycling to ensure that half of all journeys in Norwich are cycled or walked by 2030</del>
12.29 Active travel policy supporting action.	Needs to reference LTN 1/10	Add at end of action  ...to meet current guidance best practice.
General (Change to be made at 13.4)	The strategy should commit to review	Add to the end of 13.4  We will take opportunities to have future reviews of the strategy to reflect on progress and changing circumstance and legislation



## Greater Norwich Development Partnership

### Report title: East Norwich stage 1 masterplan: progress update

**Summary:** This report provides an update on the emerging Stage 1 masterplan which is approaching completion and will be considered by Norwich City Council's cabinet on 17 November.

**Recommendation:** Greater Norwich Development Partnership Board members are asked to note the progress being made on the preparation of the masterplan in support of the emerging GNLP strategic allocation for East Norwich (GNLP0360/3053/R10).

**Date: 15 November 2021**

**Agenda Item 8**

### Introduction

1. The East Norwich area provides a transformational regeneration opportunity for Greater Norwich and the wider region, to create a new sustainable mixed use quarter for the city linking the city centre with the Broads National Park. The GNDP was previously informed about progress on East Norwich in December 2020 prior to the commencement of the masterplan work. This is an opportunity to provide an update on progress with Stage 1 of the masterplan.
2. Norwich City Council has been committed to maximising the regeneration potential of the Deal and Utilities sites in East Norwich for many years. The announcement of the vacation of Carrow Works in 2018 sparked a renewed interest in the comprehensive regeneration of all 3 sites. The city council commissioned 5<sup>th</sup> Studio in 2018 to undertake an assessment of the scale of the regeneration opportunity. This has informed the policy for the East Norwich allocation in the GNLP and forms the starting point for the masterplan vision.
3. The three sites (approx. 50 ha combined) are allocated in a single strategic allocation in the pre-submission GNLP for residential led mixed use development, and are expected to deliver in the region of 4000 homes subject to detailed masterplanning in accordance with policy 7.1.
4. The East Norwich Partnership was established by the city council in early 2020 with a view to driving forward production of a masterplan to support GNLP policy and to deliver this regeneration opportunity. The partnership is led by the city council and members include Norfolk County Council, South Norfolk Council, the Broads Authority, Homes England, Network Rail, and New Anglia Local Enterprise Partnership, as well as the landowners for the Utilities site, Carrow Works and Deal Ground / May Gurney who are actively involved in the process.
5. At the time of writing the Stage 1 masterplan is not yet in the public domain, therefore this report provides some high level information about the masterplan evolution and key themes and approaches, plus feedback from the recent public engagement. Members of the consultant team will provide

a short presentation to GNDP members about the emerging masterplan, and respond to questions. The Stage 1 masterplan will be reported to Norwich City Council's Cabinet on 17 November for approval of the Stage 1 masterplan and agree to move to Stage 2 of the process.

## **Progress**

6. Lead consultants Avison Young were appointed in February 2021, working with Allies and Morrison masterplanners, Hydrock, and RPS. Work on the masterplan commenced in March 2021.
7. The East Norwich Partnership has secured financial commitment of £675,000 to date from the following sources: Norwich City Council, Norfolk County Council, Norwich Towns Fund, Norfolk County Council, the Broads Authority, Homes England, Network Rail, and the owners of the Deal, Utilities and Carrow Works sites. Members of the Partnership who are funding partners sit on the East Norwich Steering Group which oversees progress on the masterplan.
8. This level of partner support has been instrumental to help drive the masterplan forward and demonstrates partners' commitment to work positively towards the regeneration of this area. The funding covers the cost of the masterplan consultants, project management costs, and commissioning of any additional work required to the end of the contract (anticipated at the end of March 2022).
9. Norwich City Council has recently acquired Carrow House through the Norwich Towns Fund which gives the council a landowner stake in the delivery of regeneration in East Norwich.

## **Emerging masterplan – development and overview of content**

10. The purpose of the Stage 1 masterplan is to provide a clear understanding of the development potential of the East Norwich area in terms of a range of land uses including housing, employment and community/social infrastructure and the strategic infrastructure required to deliver these, taking into account estimates of abnormal development costs and an understanding of the impact these have on the deliverability and viability of the scheme. It is not a blueprint for development but instead provides a framework for the comprehensive regeneration of the East Norwich area for the long term, to help promote, direct and coordinate its development.
11. The emerging Stage 1 masterplan is informed by a robust and comprehensive evidence base which has fed into the development of concept masterplan options. This includes desktop and site analysis of technical information, and an extensive process of stakeholder engagement.
12. The first stage of engagement involved an extensive process of 'listening and learning', involving one to one meetings with a range of stakeholders, including ENP members and neighbouring landowners, as well as member briefings, community workshops, meetings with statutory consultees, and public drop-in sessions in late July over 2 days. These public events were very well received with over 180 people attending overall. Attendees were invited to complete an online survey which generated over 220 responses on

a range of issues including the vision for the site, opportunities for potential uses including housing, open space, community facilities, employment, sustainability, transport, access and heritage assets. This engagement helped build the evidence base on which the concept masterplan was developed and has raised the profile of the masterplan in the wider community.

13. The second stage of engagement involved another public event over two days (15 and 16 October) where the consultants fed back the messages received from stakeholders regarding key themes and priorities for East Norwich and outlined initial concepts for the area which respond positively to these issues. Again, this event was very well attended with almost 200 attendees. An on-line survey again took place: feedback was generally supportive of the emerging masterplan and will help inform the final version.
14. Details of the engagement process to date are set out in the consultant's report of engagement on the [city council's website](#).
15. In developing the concept masterplan, the consultants have identified three primary strategic objectives for East Norwich including:
  - a. Celebrating Norwich's waterfront: by extending and celebrating the waterfront in east Norwich to create vibrant new riverside environments, support new and existing wetland habitats, and support water-based activities and enterprises.
  - b. Connecting the city with the Broads: there is potential for opening new connections for all modes between the city and the Broads. The sites have long played a significant role in the city's industrial history but have been largely inaccessible in recent years.
  - c. Framing the future with the past: by making the most of the great historical significance of east Norwich, particularly the Carrow Works site which includes Carrow Abbey and many listed buildings, with new development complementing existing buildings, to form connected neighbourhoods supporting a vibrant mix of uses, activities, tenures and environments.
16. The emerging masterplan acknowledges the biggest challenges to be addressed which are flooding, the complex underground infrastructure particularly on the Utilities site, the adjacent mainline railway line and associated activities, and access to the sites which is most constrained on the Deal Ground and Utilities sites.
17. The emerging masterplan also aims to create characterful places that are responsive to the riverside location and to the different contexts throughout the site, and to create opportunities to enhance landscape setting. It has identified four distinct 'character areas' based on Carrow Works with its industrial heritage and listed buildings, Trowse village and Deal Ground which contains a significant amount of flood zone and open space, Waterside North based on the Utilities site on the north bank of the Wensum, and Waterside East which straddles the Wensum adjacent to Carrow Works and Norwich City Football Club. The intention is that the masterplan proposals will reflect the differing characteristics of these areas.

18. The emerging masterplan will also incorporate a series of strategies including the following:
  - a. A heritage strategy, setting out how the masterplan responds to the site's significance in terms of heritage and the built environment. The site's rich history is a unique asset and opportunity for the masterplan. The heritage strategy includes the retention of key built heritage assets and a framework for how their setting can be improved;
  - b. A movement strategy dealing with all principal modes of travel and outlining how the area can help deliver radically improved connections between the city centre and the Broads. The masterplan presents an opportunity to create a sustainable new quarter of the city as an extension to the city core with major improvements to the walking and cycling network and an improved public transport network;
  - c. A public realm strategy highlighting key spaces and connections within the masterplan area which offer opportunities to create durable and flexible environments;
  - d. A development strategy outlining principles and guidance to help ensure development decisions are made which do not undermine the long term success of the area and respond to issues and opportunities;
  - e. A land use strategy based on a mix of uses including residential and non-residential uses. The latter will be critical to the long-term success of the masterplan and creation of a desirable place to live, work and visit;
  - f. A building height strategy setting out a contextual and sensitive approach to building heights.
19. The emerging masterplan promotes a coordinated approach to infrastructure delivery across the East Norwich site as a whole, as all the individual sites within it will to some extent rely on provision across the wider masterplan area. The masterplan will identify key critical pieces of infrastructure to ensure that the full potential of the masterplan is met through a coordinated approach. These will include new bridge infrastructure, roads, sustainable pedestrian and cycling connections, marinas, and social and community infrastructure including educational provision and public open and play space. Further work will be required in Stage 2 to identify how and when this infrastructure will be delivered.
20. Emerging work on viability indicates that the overall development proposition is likely to be profitable but that in order to unlock the potential of East Norwich, major upfront infrastructure investment is likely to be required. The consultants' view is that the challenges of funding necessary infrastructure are considered likely to be overcome, especially given the current partnership arrangements with all stakeholders working together to plan infrastructure delivery. A key element of the work of stage 2 of the masterplan will be to look at viability, infrastructure and deliverability in greater detail, and to

develop appropriate strategies for both securing upfront investment and capture long term value to repay that investment.

## Conclusions

21. Although not yet complete at the time of writing, the Stage 1 masterplan will be completed by the time of the GNDP meeting and can therefore be reported to members at that meeting.
22. It is important to note that the Stage 1 masterplan is intended to be a high level document which will be worked up in greater detail in Stage 2, particularly in relation to infrastructure provision, phasing, deliverability and viability.
23. Whilst high level, its proposals are based on robust evidence and informed by an extensive process of public and stakeholder engagement taking on board the views of the key partners including landowners.
24. The Greater Norwich Local Plan (GNLP) public examination hearings will be held in early 2022 and will be based on the stage 1 masterplan for the East Norwich allocation. However it is anticipated that the stage 2 masterplan should be completed prior to the examination closing so may be available to inform the Inspectors' conclusions. In addition the fact that the partnership members, including landowners and national agencies such as Homes England and Network Rail, are working together in a positive manner should help give the Inspectors confidence in terms of the site's eventual deliverability.
25. Much has been achieved in relation to East Norwich in the last couple of years as noted above, particularly in setting up the East Norwich Partnership and getting buy-in from key partners. It is rare that landowners can be part of such an opportunity, and this is key to the success of the project to date and in moving forward. It is anticipated that the Stage 1 masterplan will demonstrate what can be achieved with the commitment of all key partners, with huge potential benefits for the city and wider region. Stage 2 is required to further refine the masterplan on the basis of a more detailed understanding of viability and deliverability, and to produce a supplementary planning document to support emerging GNLP policy.
26. The Stage 2 process is anticipated to run from November 2021 to March 2022, and will deliver:
  - a. An infrastructure delivery plan and refined Strategic viability assessment;
  - b. A refined masterplan;
  - c. An evidence base to support planning applications and the allocation in the Greater Norwich Local Plan; and,
  - d. A draft supplementary planning document (SPD) for East Norwich to support policy in the GNLP.
27. There will be further engagement on the draft SPD which will be subject to public consultation, expected in February-March 2022. Following that the intention is that the SPD will be adopted by the Greater Norwich partner authorities alongside the adoption of the GNLP in autumn 2022.

28. For information the original masterplan brief includes a reference to a Stage 3, focused on the preparation of a detailed business case to unlock enabling funding to ensure the successful delivery of the overall scheme. Stage 3 falls outside the contract with Avison Young, but the Stage 2 work described above will feed into this further anticipated stage of work.