



Annex 5 – Letters of Support



26 November 2019

[REDACTED]
Transport for Norwich Manager
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

Dear [REDACTED]

Support for Transforming Cities Fund business case

The City Council recently led a collaborative process to create a vision for what we want Norwich to be in 2040 – a city that is creative, liveable, fair, connected and dynamic. The contribution the Transforming Cities Fund programme would make to achieving this explicitly recognised.

It will nurture creativity by providing access to our cultural assets and applying design flair to public realm improvements. The city will become more liveable by prioritising cleaner forms of transport that take up less space. We will give people in our more deprived communities fair and affordable access to jobs and training. Mobility hubs are planned at the heart of neighbourhoods where shared transport services can be reached easily on foot and by bike. The economic dynamism of knowledge-rich business that cluster in the city centre and elsewhere will benefit from a bigger labour market.

We have worked energetically with your team at the County Council to shape a programme of investment and communicate its benefits through this strategic outline business case. We hope the Department for Transport agree with us that it will transform Norwich in profoundly beneficial ways.

Yours sincerely

[REDACTED]
Leader of the council

Ask for:

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Date:

25 November 2019

[REDACTED]
Transport for Norwich Manager
Norfolk County Council
Martineau Lane
Norwich
NR1 2DH
21 November 2019

Dear [REDACTED]

Transforming Cities Strategic Outline Business Case Submission

Broadland District Council fully supports Norfolk County Council's application to the Department for Transport's Transforming Cities Fund.

The Council has been working in close partnership with Norfolk County, Norwich City and South Norfolk Councils to deliver sustainable growth for the Greater Norwich area for well over a decade. The City Deal signed with Government, committing to ambitious levels of growth and developing enterprise and skills; the adopted Joint Core Strategy that sets out the overarching plan for the growth; the pooling of CIL across the authorities that helps prioritise key infrastructure; and the ongoing work on a new Greater Norwich Local Plan looking to 2036, are all testament to this.

Consequently, the Council has been fully engaged in the preparation of this application, recognising that this is a fantastic opportunity for Greater Norwich and the infrastructure supporting our growth ambition.

This city region is the perfect mix of urban and rural living with a thriving city centre, suburban residential areas, key employment centres and beautiful countryside all within easy reach of one another. However, the current transport infrastructure, whilst of a high quality, is not fully maximising the connections between these areas in a way that benefits the free and easy movement of the population. Should this bid be successful then the funding received would be used to achieve this as highlighted in the bidding document and would transform this city region's transport infrastructure.

I commend the Transforming Cities Fund proposals in the strongest possible terms and keenly await the opportunity to see the very significant benefits of this project realised.

[REDACTED]
[REDACTED]
[REDACTED]
Leader, Broadland District Council

South Norfolk Council
Cygnet Court
Long Stratton
Norwich
NR15 2XE

██████████
Transport for Norwich Manager
Norfolk County Council
Martineau Lane
Norwich
NR1 2DH

25 November 2019

Dear ██████████

Transforming Cities Strategic Outline Business Case Submission

South Norfolk Council fully supports Norfolk County Council's application to the Department for Transport's Transforming Cities Fund.

The Council has been working in close partnership with Norfolk County, Norwich City and Broadland District Councils to deliver sustainable growth for the Greater Norwich area for well over a decade. The City Deal signed with Government, committing to ambitious levels of growth and developing enterprise and skills; the adopted Joint Core Strategy that sets out the overarching plan for the growth; the pooling of CIL across the authorities that helps prioritise key infrastructure; and the ongoing work on a new Greater Norwich Local Plan looking to 2036, are all testament to this.

Consequently, the Council has been fully engaged in the preparation of this application, recognising that this is a fantastic opportunity for Greater Norwich and the infrastructure supporting our growth ambition whilst amplifying the attraction of our Research Park and Enterprise Zone and enhancing investments in and the usefulness of new rolling stock on the Norwich/Cambridge line by AbellioGA.

This city region is the perfect mix of urban and rural living with a thriving city centre, suburban residential areas, key employment centres and beautiful countryside all within easy reach of one another. However, the current transport infrastructure, whilst of a high quality, is not fully maximising the connections between these areas in a way that benefits the free and easy movement of the population. Should this bid be successful then the funding received would be used to achieve this as highlighted in the bidding document and would transform this city region's transport infrastructure.

Hours of opening: Monday to Friday 8.15am to 5pm
Text phone: 01508 533622
Out of hours service: 01508 533633
Freephone: 0808 168 2000

www.south-norfolk.gov.uk

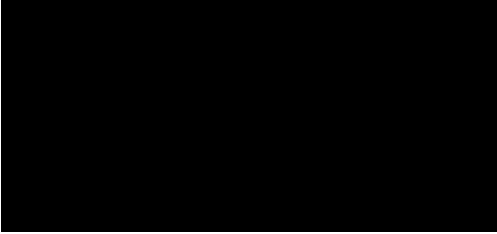


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I commend the Transforming Cities Fund proposals in the strongest possible terms and keenly await the opportunity to see the very significant benefits of this project realised.

Yours sincerely



Leader, South Norfolk Council

First Bus

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21st November 2019

[REDACTED]
Executive Director of Community & Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich
NORFOLK NR1 2DH

Dear [REDACTED]

TRANSFORMING CITIES FUND

The Transforming Cities Fund offers Norwich the chance to make a serious and significant step change in how public transport operates in and around the city. Having been given the chance to work with you as a key partner and help shape the final bids, we are pleased that you are putting forward bold and ambitious plans that will benefit more sustainable ways of travelling. The fact that such a large proportion of the bid is supporting bus measures is very much welcomed and is the main reason for the level of investment detailed below.

Congestion is the most pressing day to day issue that we face, the measures and interventions detailed in the bids will make a significant difference to this. Not only will the journey times be quicker, but the variability in journey times that we experience will be lessened, giving passengers the confidence to switch to using the bus.

With this in mind, we are now in a position where we can indicate how we will invest in our fleet if you are successful in securing funding. The investment will be introduced on each service once the work along the corridors has been completed.

55 New Vehicles - We have identified 4 routes where we will invest in new vehicles. They would all include audio and visual next stop announcement equipment, USB charging and free WiFi.

In the case of the *Blue and Pink Lines*, we would be interested in the potential for switching the proposed diesel investment for fully electric vehicles, subject to an assessment of suitability and the availability of additional funding for both the difference in cost between diesel and electric and the associated charging infrastructure, such as the Green Bus Fund.

[Commercially Confidential] This Norwich centred investment, will be complemented by significant additional investment in the XL Norwich-Kings Lynn-Peterborough service.

67 refurbished vehicles and/or the “cascade in” of newer vehicles – The investment in 55 new vehicles will significantly improve the customer experience for the services identified above. We are aware however that this will potentially lead to a distinct difference in quality for customers across the network.

We will therefore commit to carrying out a full refurbishment and/or cascade in of newer vehicles to upgrade all the remaining vehicles in our Norwich fleet, to provide a consistent, high standard customer offering across our network, which will include new flooring, interior panels, seating including USB charging and next stop audio and visual announcement equipment.

Tackling the emissions of our fleet is also extremely important to us, and this investment will mean that we are able to remove all our existing Euro III and Euro IV vehicles from our Norwich fleet. As we operate around 75% of the public transport network in and around the city, this will result in a significant improvement in the emissions of the city's public transport network, helping to tackle the air quality issues in the city.

It will also mean that all the Norwich fleet would have next stop audio and visual capability, which would be step change for Norwich, significantly reducing and enhancing the experience of those with visual impairments.

Fares and Capping - We recognise that fares play an important part in how people choose to travel, so by 2022 we will deliver a contactless price cap on day and weekly tickets, so people know that no matter how much they travel, they will always pay the best fare for their journeys.

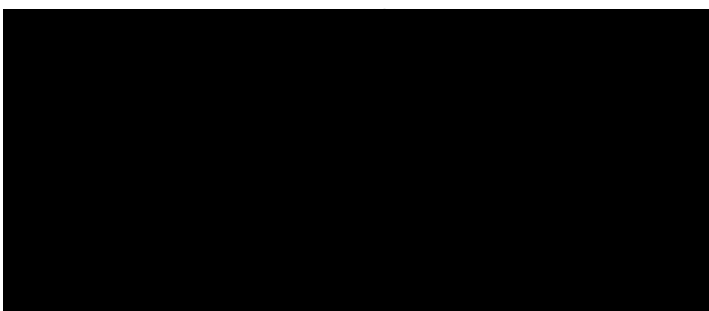
The capping scheme we need for the Norwich network requires a different solution, so within the bid, there is a request for additional card readers to be funded so that passengers can "tap on" and "tap off". If the Transforming Cities bid provides these, we will commit to bringing forward the capping scheme significantly earlier from 2020.

We also intend to extend this to become a multi operator scheme, once the technology becomes available in a sustainable and affordable format.

As you can see, this is a significant level of investment that is designed to match the ambitious nature of the bids and if successful, we will work with you and other key stakeholders to provide a truly transformative change to the city's public transport network.

We commend this bid to DfT and look forward to hearing positive news on the outcome of the TCF funding for Norwich.

Yours sincerely,



Managing Director – First Bus

INVESTMENT DETAIL

55 New Vehicles - We have identified 4 routes where we will invest in new vehicles. They would all include audio and visual next stop announcement equipment, USB charging and free WiFi.

Blue Line – 18 new Euro VI vehicles (currently Euro V)

These services link the city centre and rail station with the University of East Anglia. It is anticipated the proposed bus measures will allow us to extend certain journeys through to Norwich Research Park and the Norfolk and Norwich University Hospital, providing direct links to these locations from the rail station.

If these projected time savings are realised, as a minimum, we will commit to the following combined frequencies –

Weekdays – 12 journeys per hour up to 19.00, 4 journeys per hour up to 24.00. Saturdays - 8 journeys per hour up to 19.00, 4 journeys per hour up to 24.00. Sundays – 6 journeys per hour up to 18.00, 4 journeys per hour up to 24.00.

We are interested in the potential for switching the proposed diesel investment for fully electric vehicles, subject to an assessment of suitability and the availability of additional funding for both the difference in cost between diesel and electric and the associated charging infrastructure, such as the Green Bus Fund

Pink Line – 13 new Euro VI vehicles (currently Euro VI)

These services link the Sprowston corridor across the city centre, to the Norfolk and Norwich University Hospital. It is anticipated the proposed bus measures will allow us to extend certain journeys through to Norwich Research Park and the University of East Anglia, providing direct links to these locations.

If these projected time savings are realised, as a minimum, we will commit to the following combined frequencies –

Weekdays – 6 journeys per hour up to 19.00, 2 journeys per hour up to 24.00. Saturdays - 6 journeys per hour up to 19.00, 2 journeys per hour up to 24.00. Sundays – 3 journeys per hour up to 18.00, 2 journeys per hour up to 24.00.

We are interested in the potential for switching the proposed diesel investment for fully electric vehicles, subject to an assessment of suitability and the availability of additional funding for both the difference in cost between diesel and electric and the associated charging infrastructure, such as the Green Bus Fund

Red Line – 19 new Euro VI vehicles (currently a mixture of Euro III and Euro V)

These services link the Easton corridor across the city centre, to the Rackheath corridor, encompassing some of the most deprived areas of the city. The proposed bus measures will allow us to increase the frequencies of these services.

If the projected time savings are realised, as a minimum we will commit to the following combined frequencies –

Weekdays – 10 journeys per hour up to 19.00, 4 journeys per hour up to 24.00. Saturdays - 10 journeys per hour up to 19.00, 4 journeys per hour up to 24.00. Sundays – 4 journeys per hour up to 18.00, 2 journeys per hour up to 24.00.

Purple Line 39/39A – 5 new Euro VI vehicles (currently Euro V)

These services link the Airport corridor across the city centre, to an area south of the city. It is anticipated the proposed bus measures will allow us to increase the frequencies of these services.

There are a number of other Purple Line service that operate along the Airport – City corridor. If these projected time savings are realised, as a minimum we will commit to the following combined frequencies along this corridor:

Weekdays – 8 journeys per hour up to 19.00, 2 journeys per hour up to 24.00. Saturdays - 8 journeys per hour up to 19.00, 2 journeys per hour up to 24.00. Sundays – 4 journeys per hour up to 18.00, 2 journeys per hour up to 24.00.

Frequency enhancements and changes

Green Line – (currently Euro VI)

These services link the Wymondham corridor across the city centre, to the Broadland BP corridor. It is anticipated the proposed bus measures will allow us to increase the frequencies of these services.

If these projected time savings are realised, as a minimum we will commit to the following combined frequencies:

Weekdays – 5 journeys per hour up to 19.00, 2 journeys per hour up to 24.00. Saturdays - 5 journeys per hour up to 19.00, 2 journeys per hour up to 24.00. Sundays – 2 journeys per hour up to 18.00, 1 journey per hour up to 24.00.

Purple Line 38/38A – Euro V vehicles (currently Euro III)

These services link the Airport corridor across the city centre, to villages and towns south of the city. The proposed bus measures will allow us to provide a direct service to the expanding Norwich Airport from the city centre.

We will work with stakeholders to establish how this could be routed via the rail station and how the timetable would be constructed to provide the most suitable journeys for both staff and travellers.

First Eastern Counties match funding for Norwich TCF Bid:

Service group	TCF Corridor	New Vehicles	Refurb costs	Total
		000's	000's	000's
Blue Line	Wymondham - City	£6,300		£6,300
Pink Line	Sprowston - City Wymondham - City	£3,500		£3,500
Red Line	Easton - City Rackheath - City	£5,100		£5,100
Purple Line	Airport – City	£900	£565	£1,465
Green Line	Broadland BP - City Wymondham - City		£275	£275
Orange Line	Easton – City		£455	£455

Turquoise Line	Wymondham - City		£315	£315
Yellow Line	Non TCF		£320	£320
Charcoal Line	Non TCF		£225	£225
Total TCF related spend		£15,800	£2,155	£17,955

Complementary spend

Commercially Confidential	XL Norwich-Kings Lynn-Peterborough service	£5,300		£5,300
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22 November 2019

██████████
Transport for Norwich Manager
Norfolk County Council
By e-mail

Dear ██████████

Support for Transforming Cities Fund Bid

These are exciting times for the bus industry with the Transforming Cities Fund, which I write to express our support for, and the new package of measures to support bus services announced by government. Bus operators have set out a vision for improving the contribution to transport in the CPT's "Moving Forward Together" strategy which we fully support, whilst noting the role that needs to be played by government at all levels to achieve the objectives. In general we are committed to play a central role in the development and deployment of a National Bus Strategy by working with government and manufacturers to deliver the investment and innovation required for a world-class future transport network in England.

Konectbus is a subsidiary of the Go Ahead Group PLC. We are a relatively small company of about 70 buses which provides secondary services around Norwich rather than the primary high frequency city operations. Trading is difficult for all bus companies, but particularly a small business unit like ours, so for us to deliver our side of the bargain we need NCC to deliver real changes in bus priority, and this is why we are keen to support your TCF bid which provides a mechanism to achieve that.

Our scope of operation includes:-

- Norwich Park & Ride
- Part-subsidised/commercial Inter-urban/rural routes from the small towns of Dereham, Watton, and Rackheath around Norwich
- Wholly subsidised contract routes, including those to Diss, Harleston and Mousehold Heath

We do not provide the main network of local bus services on any of the proposed improved public transport corridors, other than on Yarmouth Road where we already provide a 15 minute frequency service with new Euro 6 buses which we have invested in to show our support for the current strategy and the first round of TCF funding. We have also experimented with developing the new alignment identified between the University, Hospital and City Centre.

We are committed to the following specific improvements. They need to form part of a comprehensive partnership arrangement that enables the assessments of cost reduction and revenue growth to inform decisions about the appropriate level of reinvestment.

The impact of negative developments, such as changes to land use and car parking development must also be understood in this context. For example if local authority city centre parking charges were cut or electric cars allowed into bus lanes during the TCF period then this would negate many of the benefits in both cost and revenue and consequently these proposals wouldn't be possible to implement.

1. Vehicles with improved emission standards

The *Moving Forward Together (MFT)* commitment to new standards of vehicles being purchased from 2025 is outside the timeframe of the TCF scheme. However, *MFT* highlights our commitment to re-invest savings made from improvements delivered through local planning and infrastructure measures and we are keen to commit to re-investing in our fleet and retrofitting vehicles to Euro 6 standard as a consequence of:-

- a) Grants available for retrofitting from government or this scheme, or requirements for tenders, as proposed by *MFT*
- b) Additional operating surplus on Park & Ride arising from reduced operating costs (ie. Journey time savings as a result of infrastructure improvements on the routes) or increased revenues (ie additional stops at mobility hubs) as part of a new long term contract
- c) Journey time savings on other routes that result in operating cost reductions or increased revenue arising from shorter journey times, co-ordination of the network to increase passengers per bus, or other improvements to the user experience (such as information provision and ticketing).

We would be prepared to commit to upgrading city centre Park & Ride routes with new Euro 6 buses as part of a new contract and business plan based upon the improved infrastructure and its consequent impact upon cost and revenue.

As noted above we have already introduced new Euro 6 buses on the Yarmouth Road local bus corridor (to which our service is integral to the frequent operation within the Park & Ride contract) as part of our commitment to the first stage of the TCF bid process. Most of our other operations are longer distance semi-rural routes which are not integral to the frequencies on the main corridors of the TCF bid and consequently the precise impact of the improvements is difficult to estimate. We would propose to share data on the performance of these routes post-improvements with NCC and to devise a plan for progressive upgrades as revenue increases and journey times remain consistent.

2. Improvements to timetables

- a) Working with Transport for Norwich through the existing voluntary partnership agreement to ensure frequencies on multi-operator corridors are optimised.
- b) continuing to expand Sunday services in line with rising demand.
- c) supporting the increase in frequency of Park & Ride routes and the inclusion of mobility hub stops through a new contract as noted above. However, we believe that for this to work economically further constraints need to be applied to city centre parking.
- d) considering enhanced evening services if demand increases and the night time economy grows – this is not a market we are engaged in at present.
- e) supporting improved overall frequencies on the Wymondham – NRP – City corridor as a consequence of the cross-Valley link between UEA and NNUH and reductions in cost and

increases in passenger numbers which that would generate, provided that additional congestion and abstraction of demand is not created by additional parking spaces,

3. Ticketing and information technology

There is a commitment in *MFT* to introduce contactless, multi-operator, price-capped, daily and weekly tickets by 2022 in urban areas, subject to appropriate commitments from government. We would progress contactless Pay As You Go ticketing as part of the national scheme in tandem with the delivery of initial infrastructure improvements in TCF and continuing the existing all operator Fusion and PLUSBUS schemes. This process and operation are expensive and it must be understood that it can be afforded quickly in Norwich because of the proposed reductions in journey time that improved infrastructure will facilitate.

MFT also commits us to embrace the opportunity provided by Open Data to make travel easier by providing simple, comprehensive information for our customers, encouraging the use of online ticketing, Mobility as a Service (MaaS) and other emerging digital platforms. We are committed to providing real time information on our bus services and will develop improved notifications on disruption and delays for our customers. We are engaging at Group level with Government's open data initiative which will result in a variety of local benefits.

These are exciting times for bus travel in Norwich and we look forward to being an integral part of these exciting developments.

[Redacted]

[Redacted]

[Redacted]

Managing Director



Hempstead Road Business Centre, Holt, Norfolk, Nr25 6EE – Tel: 01263 712800

Norfolk County Council Transforming Cities Bid:

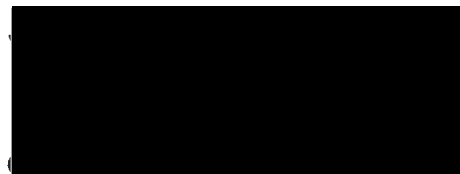
To whom it may concern

I am writing this letter in support of Norfolk County Council's transforming cities bid. Norwich is an old City that has many challenges for the modern day world. It is also a very fast growing and dynamic city that will generate significant employment and additional visitors to its Cultural Centre and expanding employment areas both now and in the future.

This will need a massive rethink by the City planners to ensure that all the infrastructure required to service the new employment hubs and City itself is provided. That, of course, must go hand in hand with the immense challenges of Global warming. This is going to become the number one issue, we as a world, will face in the next 30 years. Speaking to my insurance agent he thinks if floods and major fires continue, insuring against these freak weather events will become impossible as premiums would be so massively high as to be unaffordable. Houses on high ground will increase in value and low lying properties severely devalued. Planning for a carbon neutral future will take a lot of vision and of course money. Difficult decisions will need to be taken for the greater good of the planet. Hopefully the solutions to these problems are still in our own hands and it is not too late to build into all future plans scope to implement changes needed as required.

As a provider of rural transport it will be even more important that both the young people and workers who live in rural areas are able to access the vibrancy and employment opportunities that Norwich and the Greater Norwich area will undoubtedly offer both in education, further education and job opportunity. Accessing the City is currently difficult on many corridors and quicker access to City Centre and direct links to Colleges and business Centres would be a very valuable asset for the rural communities across the County.

We cannot afford to lose opportunities to forward plan to reduce global warming whilst a City like Norwich is expanding so rapidly. The transforming cities fund would give Norwich an opportunity that would otherwise be lost and I wholeheartedly support their application.



Managing Director.

[REDACTED]
Transport for Norwich Manager

Norfolk County Council

Dear [REDACTED]

Transforming Cities Fund

I write on behalf of Beryl in support of the Norwich Transforming Cities bid.

We strongly support this application and the focus on reducing congestion in the region by promoting active travel and particularly cycling.

With the recent news that Norwich is the 18th (/111) most congested urban area in the U.K. there is a pressing need to look at large scale reform to transport in the region. As the provider for bike share in Norwich for the next five years we are an important stakeholder and have formed an excellent partnership with the transportation team to ensure success.

With the transformative proposals being proposed as part of the TCF bid, we believe we can maximise the cycling potential through through bike share. The funding provided through Tranche 1 Transforming Cities has allowed us to develop a “best in class” bike share scheme in collaboration with Norfolk (/Norwich) Council. This scheme will deliver ‘Healthy Streets’ principles applied through our network of parklets and parking bays to benefit everyone that lives, works or studies in Norwich, not just those that use the bike share scheme.

Tranche 2 of the Transforming Cities bid will further benefit the work we are undertaking with initiatives such as ‘Mobility Hubs’ providing sustainable transport interchanges (including our bikes) at important sites across the region.

Beryl will be investing a huge amount in Norwich over the next five years and we only see this bid as greatly enhancing this investment. We believe the opportunity provided by this funding will allow us to realise the potential



Smidsy Ltd.
VAT: 168262490



21 November 2019

of cycling in Norwich and greatly improve the mode share of cycling in the city and surrounding areas.



The Green House,
244-254 Cambridge Heath Road,
London, E2 9DA, UK



Norwich Business Improvement District Ltd
Unit 4.3, Floor 4
Kiln House
Pottergate
Norwich NR2 1DX
Tel: 01603 559570

E-mail: [REDACTED]

Date: 20th November 2019

To whom it may concern:

The Norwich Business Improvement District (BID) fully supports Norwich's Transforming Cities Bid and specifically the opportunity to deliver a sustainable high-quality integrated transport network for Norwich city centre. We support the opportunity to improve the infrastructure and public realm in Norwich city centre based around the vision of investing in clean and shared transport, creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning.

Norwich, 'The City of Stories' is one of the most beautiful, modern cities in Britain, whilst at the same time boasting the largest intact medieval street pattern in Europe. The total value of tourism in Norwich is estimated at £731m and the city was recently awarded 'Purple Flag' status to recognise how the city centre manages the evening and night time economy. We want all the city centre users to be able to access to the city through multi-modal transport that supports our wider strategic goals.

Norwich BID has identified that there is a clear need to improve the infrastructure of the city centre through the key projects outlined in the Norfolk County Council bid to Transforming Cities and supported by partner organisations.

The step change improvement in public transport is a necessity to support the growth aspirations of the city, alongside the requirement to improve infrastructure for all transport modes, especially where it improves social mobility through access to education and employment. The emphasis on making workplaces and education more accessible is crucial and the targeted investment in the three corridors outlined in the application will bring about tangible and long-lasting benefits.

Co-ordination of the public transport offering is welcome, as is the commitment to minimum levels of service, improved ticketing and low/zero emission vehicles. This will allow employers and their employees to change and plan their commuting and business-related travel with confidence, delivering complementary benefits to health, well-being and the vitality of the city centre.

We have been in discussions with the Norwich City Council and Norfolk County Council regarding the need to tackle congestion on the ring road network and are pleased to see that meaningful use will be made of the significant survey data collected recently by both authorities.

We have now worked with both Local Authorities on the Transforming Cities bid to ensure it meets the needs of the business community and its employees. The infrastructure work and the improvements to the public realm will assist in accessibility of the city and ensure the future viability of the city economically. Our objectives align with the identified priorities for the transforming cities funding:

- Improving access to employment and delivering growth
- Encouraging the use of new mobility systems and technology
- Tackling air pollution and reducing carbon emissions
- Delivering more homes
- Delivering apprenticeships and improving skills

The Norwich BID welcomes the opportunity to support and work in partnership with the Norfolk County Council and Norwich City Council on the delivery of these proposals.

Yours faithfully,



Executive Director

To whom it may concern

Date 20 November 2019

Our ref Our Ref: [REDACTED]

Your ref

Dear Sir/Madam,

Transforming Cities Fund

The Broads is the 'National Park' for the East Anglia and through its tourism contributes over £600 million to the local economy as well as hosting 25% of the country's rarest wildlife. The Broads Authority is also a navigation and harbour authority and the boundary of its Executive Area includes the River Wensum into the middle of the city of Norwich. An efficient and effective public transport system is therefore an important asset for the Authority and visitors to the area.

The Broads Authority welcomes and supports the submission for funding from the Transforming Cities Fund for Norwich both as a local service provider and as an employer in the city. The proposals to improve public transport and walking and cycling networks are consistent with the Authority's approach in its Broads Plan, the Management Plan for the 'Broads National Park'.

The Authority is of the view that the strategic aims of: strengthening Norwich as the regional capital, providing access for all and keeping people on the move are critical not just for Norwich but for the wider region including the 'National Park'.

I would like to commend the submission to the Department for Transport.

Yours faithfully,

[REDACTED]
Chief Executive

Head of Corporate Affairs
Greater Anglia
11th Floor
One Stratford Place
Montfichet Road
London E20 1EJ

Transport for Norwich

20 November 2019

Dear Sir/Madam

Transforming Cities – Letter of support from Greater Anglia

I am pleased to confirm that Greater Anglia supports the Transforming Cities proposals being developed and put forward by Transport for Norwich and Norfolk County Council and, in particular, the initiative to improve access to the westbound platform at Wymondham station.

In parallel, we have submitted an Access for All mid-tier scheme to provide matched funding towards the same scheme and, along with Network Rail, we are keen to play our part in helping this important upgrade come to fruition. We also aware that South Norfolk District Council is looking to contribute towards this positive project through a pooled business rates bid.

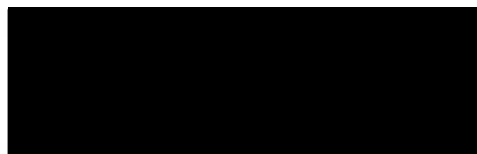
More widely, we are keen to see the improvements to public transport being sought under the Transforming Cities bid and to maximise the impact of rail transport in that respect. We are currently in the process of rolling out a complete fleet of new trains which will make rail travel in Norfolk and wider East Anglia more attractive, convenient and reliable. Therefore, improving connectivity with the rail network and implementing further upgrades to local rail infrastructure would help optimise the potential of rail travel in Norfolk – especially as customer and stakeholder feedback about our new trains has been excellent.

We welcome plans to improve integrated transport links with buses, cycling and walking and we will look to play our part in helping to improve these arrangements.

We also support wider Transforming Cities aims of :

- Improving access to employment and delivering growth
- Encouraging the use of new mobility systems and technology
- Tackling air pollution and reducing carbon emissions
- Delivering more homes
- Delivering apprenticeships and improving skills

We therefore welcome and support these Transforming Cities proposals. If you have any further queries about this matter, or any other rail issues, please do not hesitate to contact me.



Head of Corporate Affairs

M :
E :



21st November

Connected Places Catapult
3rd Floor, The Pinnacle
170 Midsummer Boulevard
Milton Keynes MK9 1BP

██████████
Transport for Norwich Manager
Norfolk County Council County Hall
Martineau Lane
Norwich
NR1 2DH

Dear ██████████

Re: Norwich Transforming Cities Fund

On behalf of the Connected Places Catapult, I am pleased to provide our Letter of Support to Norfolk County Council for their submission into the Transforming Cities Fund (TCF) launched by the Department for Transport (DfT). This is an exciting opportunity to deliver a sustainable, high-quality integrated transport network for the Greater Norwich area, centred around the vision of investing in clean and shared transport, creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning.

The programme is intended to encourage an increase in the journeys made by low carbon sustainable modes of transport, with a specific focus on public transport, cycling and walking. This will support access to employment whilst; delivering growth, encouraging use of new mobility systems and technology, tackling air pollution and reducing carbon emissions, delivering new homes and improving skills.

We write to express our support to Norfolk County Council with the development of the detailed bid and delivery of your proposed scheme for Norwich. As an independent and neutral organisation (part of Innovate UK), we can provide unique insight and experience to develop and deliver a compelling proposition for your proposed scheme.

Our primary objective is the creation of UK jobs and economic growth through supporting UK industry and academia to bring innovative products and services to market. Our key initiative areas include Connected & Autonomous Transport, New Mobility Services and Data Sharing. Through our work in these areas we have developed unique and in-depth technical skills and experience in these and adjacent areas. This includes:

- Taking a leading role in the thought leadership and development of MaaS propositions in the UK1;
- Supporting and enabling the first real-world trials of autonomous vehicles in the UK2;
- Working with DfT and industry to support the development of next generation mobility management within Local Authorities
- Working with Academia and SME partners to assess demand and model the impact of new demand responsive mobility services and then supporting the trial of such services in the real-world

+44 (0)1908 359999 ██████████ cp.catapult.org.uk

The Connected Places Catapult is one of a network of elite technology and innovation centres established by Innovate UK, as a long-term investment in the UK's economic capability. Applying business-led research, Catapults help businesses transform great ideas into valuable products and services to compete in the global markets of tomorrow.

The Connected Places Catapult is a company limited by guarantee, registered in England and Wales with company number 11837978.

Registered office: 3rd Floor, The Pinnacle, 170 Midsummer Boulevard, Central Milton Keynes, MK9 1BP.

How can CPC support Norfolk County Council?

Our technical capabilities and experience mean that we have the ability to work with you and other partners, in a collaborative manner to deliver the Norwich TCF.

The TCF's ambition to reverse the culture of car dependency through embracing the use of big data is directly aligned with our own primary mission and also aligned with our technical capabilities.

Using our past experience, we will support the development of a whole system approach to mobility, place and innovation within the Norwich Area. Services that we can provide that will add value to your detailed proposal include:

- Horizon Scanning to ensure solutions exploit emerging technologies;
- Reviewing existing and where necessary undertaking new user research;
- Demand & social impact modelling of new mobility services;
- Governance advice, sharing and co-ordination of data (including data governance);
- Support in the design and safe delivery of trials of new services and modes

We believe that the CPC can significantly add value to your proposal. In this context, we are interested to work with Norfolk County Council as an industry partner. We therefore hope that the assessment of the proposal is successful and look forward to supporting the Norwich TCF in the future.

We look forward to working with you on this exciting opportunity.

Yours sincerely



Chief Engagement Officer

██████████
Transport for Norwich Manager,
Community and Environmental Services,
County Hall,
Martineau Lane,
Norwich, NR1 2DH

15th November 2019

Dear ██████████

Re: Norwich Transforming Cities Fund Tranche 2 Bid

On behalf of intu Chapelfield, I would like to express our full support for Norwich's bid to deliver an exciting programme of sustainable transport schemes through Tranche 2 of the Government's Transforming Cities Fund.

Our centre opened in 2005 and sits on the south-west corner of Norwich's historic city centre, occupying a place where businesses have been trading for centuries, and is now East Anglia's leading retail and dining location. We provide the region with a great range of exciting retail and leisure opportunities, attracting some 15 million visits per annum from across Norwich, Norfolk and beyond, playing a significant role in the local economy, contributing £118.5 million and supporting 3,146 jobs (circa. 2.5% of all jobs in the region) in 2018.

Operating our centres in a sustainable manner is an integral part of intu's corporate social responsibility ethos - in 2016, we invested £190,000 into a rooftop solar panel array which has helped reduce the centre's power consumption by 9.5% and halved our carbon emissions vs. 2010's output. This ethos extends to the provision of a diverse mix of transport modes and facilities, which is itself a vital element in ensuring the continued attraction and success of our centres. In this respect, we are pleased to see this TCF bid adopts a multi-faceted approach for speeding up bus journeys, improving traffic flows, making the environment safer for pedestrians and cyclists, cutting carbon emissions and tackling poor air quality, all of which are to be commended.

It is important for us to take a holistic view as the private car will continue to be an important element of our operations, so we are keen to work closely with the bid team on those workstreams which impact on surface access and egress to/from the centre's car park. Sustainable modes of transport are also extremely vital to our operations and sustaining our centre's footfall – our latest available figures indicate 63% of staff and 55% of visitors travel by non-car means to intu Chapelfield.

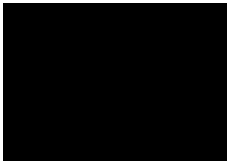
Whilst we recognise all traffic generated by our centre's operations forms part of the local problem, we are also an integral part of any future solution. As such, the team at intu Chapelfield very much welcome the chance to lend our support to what we believe is a significant opportunity for delivering transport and connectivity improvements on an unprecedented scale across the Greater Norwich area, helping underpin Norwich's position as the regional capital.

The ambitious plans to introduce mobility hubs across Greater Norwich plus proposed enhancements to bus corridors and Park & Ride schemes will provide a range of attractive options for travelling across the region. Another key area of interest for intu's CEO are those measures which improve mental health and well-being, so it is very encouraging to see the raft of initiatives included which will help promote greater uptake of active travel. Whilst cycling currently forms a modest proportion of our overall travel to work figures, we believe there is untapped potential for encouraging more cycling to work, should the proposed routes and facilities be implemented by this bid.

In conclusion, the suite of projects and initiatives contained within Norwich's TCF bid will help take our city forward, bring economic benefits through improved connectivity, deliver environmental benefits and open up new opportunities for everyone.

Myself and my team at intu Chapelfield very much look forward to the ambitious aims of the bid being realised and seeing the much-needed transport and economic benefits it will bring to the city and wider region. Wishing you and the team every success in this bid and look forward to working closely to deliver on this exciting opportunity.

Your sincerely,



General Manager, intu Chapelfield



[REDACTED]
Norwich Biosciences Institutes Bicycle User Group
Norwich Research Park
Norwich
NR4 7UH
[REDACTED]

21/11/2019

Re: Norwich City Council's bid for the Transforming Cities Fund.

Dear Sir/Madam,

I am writing on behalf of the Norwich Biosciences Institutes Bicycle User Group (NBI BUG) to offer our strong support for Norwich City Council's bid for the Transforming Cities Fund.

The NBI are 4 world-leading scientific research institutes cited within the Norwich Research Park (NRP) at the western edge of Norwich. The NRP is home to over 12,000 staff and students. The NBI BUG work to promote cycling for the benefit of health and the local environment. Currently a significant proportion of our staff are prevented from cycling to work from the surrounding area because of the lack of safe cycling routes to the NRP.

The plans laid out in the NCC's bid include 2 elements in particular that we, and others have long campaigned for. Firstly, the completion of the cycle route from the NRP to Hethersett would provide a safe link between Norwich and the surrounding towns and villages to the west and open up the option of cycling to several hundred staff and students at the NRP. Secondly the desperately needed improvements to the NCC pink pedalway across the campus of the University of East Anglia would greatly improve the safety for the several thousand cyclists that use this route from the city every day.

Our analysis, based on staff surveys, show that these improvements could facilitate an increase in the numbers of people choosing to cycle to work at the NBI on a regular basis from the current levels of around 12% to as much as 30% with the concomitant benefits for local traffic, the health of staff and students and for the environment.

The improvements planned in the NCC bid will greatly improve access to employment on a rapidly growing hub of high-tech employment and will greatly reduce air pollution and carbon emissions.

Yours Sincerely,

[REDACTED]

[REDACTED]

(Chair) Norwich Biosciences Institutes Bicycle User Group

Minister of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Thursday 21st November 2019

Dear Minister of State

TRANSFORMING CITIES FUND

This letter is written in support of Norfolk County Council's bid to the Transforming Cities Fund to improve sustainable transport movements within the Norwich and Greater Norwich area which covers Broadland District Council, Norwich City Council and South Norfolk Council areas. As clean growth is the 'golden thread' of our submitted Local Industrial Strategy we fully support their bid.

The city has a long tradition of creative, radical thinking, and has a fast growing digital and creative hub as well as an established cultural scene. The area is home to centres of global excellence at the University of East Anglia, Norwich University of the Arts and Norwich Research Park, a centre of expertise for the global challenges of healthy ageing, food and energy security, sustainability and environmental change. The city also has a successful financial and insurance cluster, home to Aviva, Marsh and Virgin Money and a growing number of start-ups and fin-tech companies. Finally, Norwich Airport is a centre for operations for our Energy Coast and home to the world's first Aviation Academy.

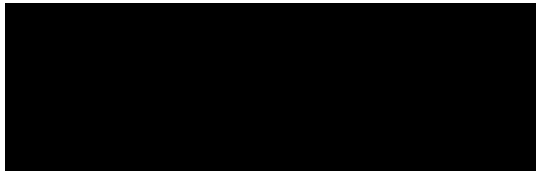
Greater Norwich concluded a successful City Deal with Government which focussed on infrastructure improvements, skills and business support. This has helped deliver a wide range of transport improvements, with more funded through the LEP's Growth Deal. Norwich and Greater Norwich is also a priority place in the Norfolk and Suffolk Economic Strategy.

The area is one of huge potential, with recent investments in green transport and last mile commuting and a significant cultural and quality of life offer for its residents. As such we support their ambition for improving movements within the city region to reduce commuter journey times, reduce congestion and increase productivity. Their bid identifies key commuter corridors and how capacity can be unlocked by delivering additional sustainable transport routes to improve access to jobs and training opportunities, boosting social inclusion while also improving the environment of the city through air quality improvements.

The programme will also look to deliver new mobility systems and technology, a key theme in our Integrated Transport Strategy.

Improving sustainable transport in and around the Norwich and Greater Norwich area will support economic growth and the delivery of both our Norfolk and Suffolk Economic Strategy and our submitted Local Industrial Strategy.

Yours sincerely

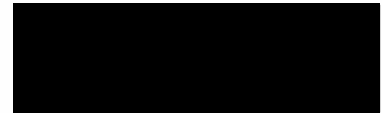


Chief Executive Officer

21 November 2019


Transport for Norwich Manager
Community & Environmental Services
Norfolk County Council
Martineau Lane
Norwich
NR1 2DH

Associate Director of Estates and
Facilities
West Annex 1
Norfolk and Norwich University Hospital
Colney Lane
Norwich
NR4 7UY



Dear 

Ref: Norfolk County Council Transforming Cities Funding Bid

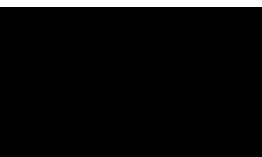
The Trust fully supports the bid from Norfolk County Council for Transforming Cities funding. This funding will contribute significantly to improving accessibility and delivering growth, not just for the Norfolk and Norwich University Hospital, but across the wider Norwich Research Park.

In the absence of this Transforming Cities funding, the Trust would find it difficult to progress the mobility hub and improved road connectivity to the hospital. As a demonstration of our commitment we are pleased to confirm:

- Site availability - although the hospital or our PFI partner (depending on the location of the mobility hub) will need to retain ownership of any land required for the link road into the hospital roundabout and the mobility hub, the chosen sites will be made available to support the delivery and ongoing operation of the two schemes.
- Project Resource - the Trust confirms a commitment to allocate the required resource (e.g. project management) to progress the road and mobility hub projects.
- We have appointed an external consultancy in transport planning and engineering to provide us with expert advice specific to the two projects - the mobility hub/public transport interchange.

Accordingly, we have no hesitation in providing our full and unequivocal support for this bid for Transforming Cities funding.

Kind Regards



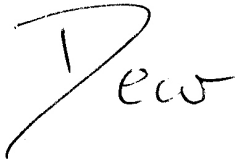

Associate Director for Estates and Facilities
for Norfolk & Norwich University NHS Foundation Trust



Norfolk Car Club

Transport for Norwich Manager
Norfolk County Council
County Hall
Martineau Lane
NORWICH, NR1 2DH

18th November 2019



Transforming Cities Fund bid – Greater Norwich

Norfolk Car Club supports Norfolk County Council's Transforming Cities Fund bid to deliver a sustainable high-quality integrated transport network in Greater Norwich based on the vision of investing in clean and shared transport, creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to learning and employment.

Norwich is at the heart of "*the UK's Clean Growth Region*"...
www.norfolksuffolkunlimited.co.uk

Clean Mobility is a vital part of Clean Growth.

As a UK leader in shared clean mobility, Norfolk Car Club was chosen as the Department for Transport's first national car club demonstration project.

Norfolk Car Club is now the **largest independent car club in the UK**, with the car club doubling in size every two years.

Norfolk Car Club helps to reduce car ownership, improve air quality and promote sustainable urban mobility, with nearly half of members disposing of a car and members walking, cycling and using public transport more.

Our vision is for Norwich to be a **global leader in the deployment of shared wireless charged electric Car Club vehicles.**

Norfolk Car Club has also been pioneering the use of mobility (driving) credits and is currently promoting **mobility credits** to 5,000 housing association tenants across the region.

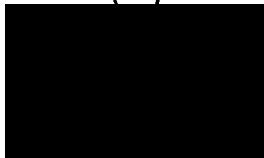
Match Funding. Norfolk Car Club and partners are able to provide **£1.65 million** match funding, based on DfT funding of £3.28m and the following deliverables...

1. Reduction in private car commuting and single occupancy journeys by linking Park & Ride services with an increase in Car Club vehicles available in the City Centre.
2. Expansion of Car Club along key transport corridors.
3. Geographical expansion of Car Club across Greater Norwich.
4. **Mobility hubs**: integrate Car Club with other mobility options at mobility hubs.
5. Shared **electric** Car Club vehicles launched alongside EV charging infrastructure.
6. **Mobility credits**: developed and extended
7. Disability: shared wheelchair accessible vehicles launched.
8. Trial shared **wireless charged electric vehicles**.

Norwich's Transforming Cities Fund programme will deliver a sustainable high-quality integrated transport network based on investing in clean and shared transport.

As the UK's first sharing city, Norwich is uniquely suited to deliver clean shared mobility and we commend this bid to you.

Kind regards




Founder
Norfolk Car Club

Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

Thursday, 21 November 2019

Dear Sirs

Transforming Cities Fund

We are writing in support of the Transforming Cities funding bid being submitted by Norfolk County Council.

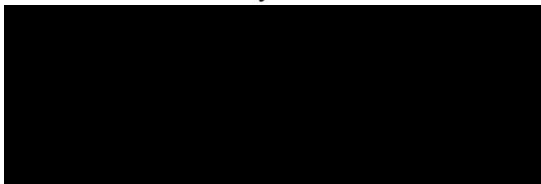
Norfolk Chambers of Commerce is a business membership organisation representing over 900 Chamber members across the county, who employ over 100,000 people.

The Transforming Cities funding will enable the delivery of a sustainable high quality integrated transport network for Greater Norwich. This will facilitate improved access to employment sites around the region and will help a wide range of local businesses.

An integrated transport system that encourages the use of new mobility systems and technology through public transport, cycling and walking, will help tackle air pollution and reduce carbon emissions, as well as delivering more homes.

Overall this funding will help make the Greater Norwich region both attractive and accessible, thereby boosting economic growth and jobs in the long term.

Yours sincerely



Head of Policy, Governance & Public Affairs

[REDACTED]
Cabinet Member for Highways, Infrastructure and Transport
Norfolk County Council,
County Hall,
Martineau Lane,
Norwich
NR1 2DH

21st November 2019

Dear [REDACTED]

Transforming Cities

Norwich Airport wholeheartedly supports the ambition of Norfolk County Council in applying to the Transforming Cities Fund to secure capital funding to invest in “clean and shared transport” and delivering a high-quality integrated transport network for the Greater Norwich area fit for the 21st century.

We recently outlined our own aspirations for the future growth and success of Norwich Airport – including the opening up of new routes, investing in our airport’s infrastructure, and the creation of a new business park, set to create hundreds of new jobs locally. The Airport’s Master Plan has been recently endorsed and a Surface Access Strategy will be documented within the next 12 months. The improvement of transport links from the City to Airport/Airport Industrial Estate and International Aviation Academy Norwich would help the local community and economy to maximise the potential benefits that our airport’s growth strategy can bring.

As a major local business and local employer, we regularly work with other stakeholders and bodies to support investment in Norfolk, the creation of new jobs locally, and greater economic growth for our region. We firmly believe that the proposed investment in the Transforming Cities Project will act as an enabler for further investment and growth, and we are keen to support Norfolk County Council in their ambition to make this a reality.

We welcome the improved connectivity that the proposed Transforming Cities Project will bring, including improved links from Norwich City to the Airport.

Norwich Airport are pleased to offer our support to the Norwich Transforming Cities Project and are keen to work with Norfolk County Council to help make this a reality.

Yours sincerely,

[REDACTED]
[REDACTED]
Managing Director
Norwich Airport



THE
NORWICH
SOCIETY

Please reply to: [REDACTED]
Email: [REDACTED]

Dear [REDACTED]

November 16, 2019

We welcome your application for Transforming Cities funding as the programme reflects many of the long held ambitions that we have for the development of the city. We very much hope that your application is successful and would be happy to assist in supporting this in any way that we can.

Yours sincerely,

Chair

[REDACTED]
Community & Environmental Services
Norfolk County Council
Martineau Lane
Norwich NR1 2DH



send to:
transportfor Norwich@norfolk.gov.uk

NCC contact number: 0344 800 8020
Textphone: 0344 800 8011

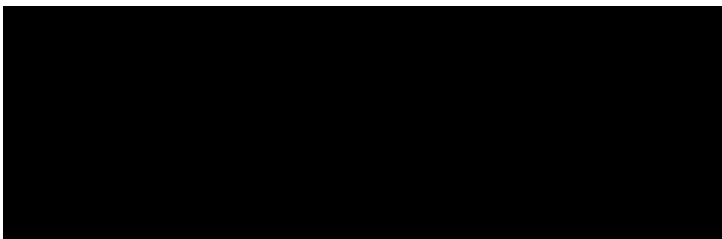
Your Ref:
Date: 21st November 2019

My Ref: Transforming Cities
Tel No.: 0344 800 8020
Email: 

To whom it may concern

I am writing in support of the Norfolk county council application for the second tranche of Transforming Cities Funding from the Department of Transport. Transforming Cities has the potential to influence Norwich residents and visitors to use the public realm and network in healthy and active ways. We welcome the vision to “Invest in clean and shared transport, creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning.” In addition, the opportunity of a culture led approach to the design of mobility hubs and wayfinding will benefit the wellbeing of residents, commuters and visitors to the Greater Norwich area. The Transforming cities bid for the greater Norwich area is one I am happy to endorse.

Yours sincerely



Director of Public Health
Norfolk County Council

Our ref: 211119.Norwich.TCF

[REDACTED]
Transport for Norwich
County Hall
Martineau Lane
Norwich
NR1 2DH

27 November 2019

Dear [REDACTED]

Transforming Cities - Norwich

Sustrans very much supports all the work that Norfolk County Council and Norwich City Council have put in, to developing the Tranche 2 bid to the DfT Transforming Cities Fund.

The aim of providing sustainable modes of transport, particularly through low carbon use journeys, with a focus on public transport, walking and cycling are certainly part of our Sustrans Vision. They are therefore objectives that we wholeheartedly support in your bid, for the benefit of improving sustainable access, economic growth and the attractiveness within the Greater Norwich area. We particularly back:

a. Looking at the six corridors as a 'whole corridor' approach.

To achieve multi modal shift, from vehicle to bus and/or active travel, it is important that improvements along the whole corridor are delivered. A piecemeal approach will not be successful.

b. The city centre is the core of the project.

The city centre is the priority, as that is where all the corridors coalesce. Public realm improvements, which put people first, not motor vehicles, will further encourage more walking and cycling trips and modal shift.

c. Extend existing Pedalways beyond the NCR

When Sustrans undertook the review of the NDR for you, earlier this year, we identified the benefit of extending the existing Pedalways beyond the NDR. To link communities like Horsford, Horsham St Faith, Spixworth and Rackheath to support active travel, from the existing villages and new developments. With the increasing sales of electric bikes, this will make these communities, within 7-10miles, viable cycling corridors to the city for employment, education, health and recreation.

d. Secure cycle parking.

In the city centre/redundant shops, at the railway station, bus station and park and ride sites could be a way of monetising cycle parking, with payment for a fob.

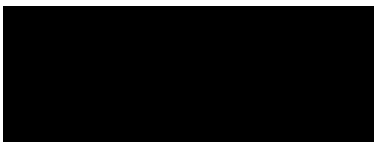
This already happens successfully at Chelmsford Station. Park and Ride sites, being in the ownership and management of the County Council should also encourage 'Park and Cycle', alongside 'Park and Ride', as happens successfully at the Cambridge sites.

e. Waymarking Pedalways in a bold single colour background

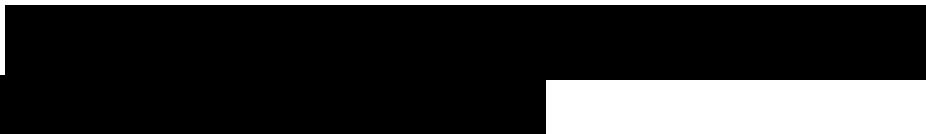
Not only for guidance to cyclists, but to build awareness of the routes with drivers. To encourage modal shift from vehicles to active travel.

We are pleased to have supported Norfolk County Council through the Transport for Norwich Stakeholder meetings and very much hope that your grant application to DfT will be successful. Sustrans look forward to working with the County Council and other partners, to develop and deliver Transforming Cities in Norwich.

Yours sincerely,



Network Development Manager | Midlands and East
Norfolk | Suffolk | Essex





University of East Anglia

Estates and Facilities Division

[REDACTED]
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

University of East Anglia
Norwich, NR4 7TJ
United Kingdom
Tel: +44 (0)1603 592213

23 October 2019

Dear [REDACTED]

Transforming Cities Bid – Cross Valley Link: University of East Anglia – Supportive Comments

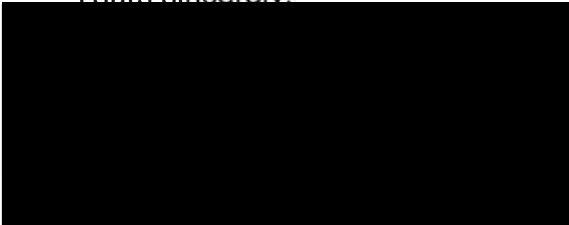
The University of East Anglia welcomes and supports Norfolk County Council's Bid to Government under the Transforming Cities Fund. Of particular interest to the University is the proposal to construct a new cross-valley transport link to Norwich Research Park and beyond to Hethersett, Wymondham and the wider A11 Corridor. The University has previously looked at the feasibility of constructing such a link, which we believe will be transformational in delivering more reliable and sustainable transport infrastructure, to genuinely influence how people travel to/from the University campus and wider Norwich Research Park. With the University's continued growth, success and expansion plans, such a step change in transportation will be needed to further reduce the reliance upon the private car as a mode of travel to and from the campus and to make the NRP more attractive to prospective employers.

Whilst we appreciate the suggestion of Euro 5 and Euro 6 engines for buses that would use the link, we would also welcome consideration is given to hybrid/electric vehicles to ensure that any increased frequency of use of this link does not have detrimental impacts upon the air quality and environment of the Research Park.

We note with interest that the emerging proposals indicate the inclusion of a 'mobility hub' at the junction of University Drive and Chancellors Drive. The University has just submitted plans for a new academic building ('the Sky House'), proposed within this part of the campus. These plans have been designed with the wider cross valley link in mind. The proposals also include the realignment of University Drive and further improvements to public transport, car sharing/car club, cycle and pedestrian facilities. The purpose being to create a key location at the gateway to the campus, where the interchange between various transport modes can occur. With this in mind, we consider our emerging development plans, complement the proposals for a cross valley link.

We also consider that with infrastructure in place, low carbon, smart transport solutions can be integrated into future transformational transport initiatives.

Yours sincerely,



Director of Estates & Facilities

THE COUNTRY'S BEST-SELLING REGIONAL MORNING PAPER

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41 places to have great vegan food

Eat Norfolk
Pages 35-40



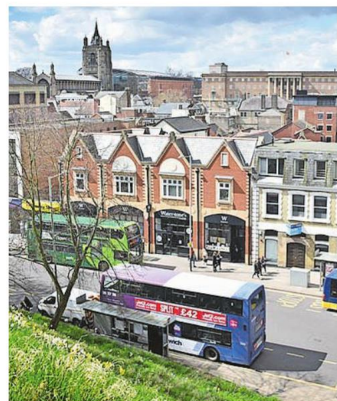
Stieper: I need to break goal drought

Sport



Norwich set for transport revolution?

Millions could be spent on infrastructure



Castle Meadow in Norwich could be in for a revamp if government money is awarded
Picture: ANTONY KELLY

Multi-million pound plans are being drawn up for one of the biggest transformations of transport in Norwich's history.

Councillors are preparing a wishlist as part of a bid to secure millions of pounds of government funds.

This will include a major revamp of Norwich's Castle Meadow, the expansion of Thickthorn Park and Ride, quicker buses and new transport links to Norwich Airport, the University of East Anglia and Norwich Research Park.

The Greater Norwich area was awarded just over £6m in the first tranche of money from the government's Transforming Cities fund, but

DAN GRIMMER
dan.grimmer@archant.co.uk

Transport for Norwich officers hope millions more will follow in the next round.

Martin Wilby, chairman of Norfolk County Council's transforming cities joint committee, said: "This funding bid has the potential to deliver investment in our sustainable transport infrastructure on an unprecedented scale which could transform how people travel around Norwich and deliver real benefit in terms of health, employment and the environment for years to come."

Full story: Pages 8-9

Page 3

We're standing up to breast cancer



Picture: SIMON DACK/VERVATE

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IN DEPTH: CITY TRANSPORT

Wishlist seeking to transform transport in city revealed

A major revamp of Norwich's Castle Meadow, the expansion of Thickthorn Park and Ride, quicker buses and new transport links to Norwich Airport, the University of East Anglia and Norwich Research Park.

Those are among projects on a wishlist to transform transport in and around Norwich, which councillors are set to submit for a share of millions of pounds of government cash.

The Greater Norwich area was awarded just over £6m in the first tranche of money from the government's Transforming Cities fund, but Transport for Norwich officers hope millions more will follow in the next round.

A dozen cities are likely to get a share of that £1.2bn fund, while Greater Norwich could also get a share of a separate £90m Future Mobility Fund to cut single occupancy car use.

Money is to encourage people to travel via low carbon, sustainable means of transport, with a significant focus on public transport, cycling and walking.

However much the government ends up awarding, it is likely to mean one of the biggest transformations of transport in the city centre which Norwich has ever seen.

For comparison, work to improve cycle lanes across the city in recent years – which has seen major changes in areas such as Tombland, Golden Ball Street and Westlegate – came about thanks to £14m worth of funding.

So, if the government awards £50m, it would mean a far bigger transformation than the city centre has already seen.

Norwich city centre is at the heart at the bid, with a focus on

If Greater Norwich is successful in a bid for a share of £1.2bn from the government, it could bring the biggest transport transformation the city has seen in generations. **Dan Grimmer** reports.

speeding up bus journeys, improving traffic flows, making it safer for pedestrians and cyclists, cutting carbon emissions and tackling poor air quality.

One proposal is to remodel pavements and bus shelters in Castle Meadow, St Stephens Street and Red Lion Street.

That is likely to see pavements widened and lay-bys created for buses to pull into, which officers say would stop buses from queuing and increase efficiency of the services.

Following on from the recent Beryl bike launch, money is also sought to expand the successful Norwich car club, to encourage people to think about whether they need to own vehicles.

More than 30 new 'mobility hubs' could be created - where people would head to use various sorts of public transport.

Wymondham railway station and the Norfolk and Norwich University Hospital could be among the locations.

Thickthorn park and ride could be expanded, so new bus services could run from there to Norwich

Research Park, while pedestrian improvements could be made between St Stephens Street and City College Norwich. That could see pavements widened or changes to the St Stephens underpass, possibly by opening it up, so the current roundabout becomes

more of an open air plaza. Already mooted changes to Tombland are included in the bid.

A new public transport route could be created to connect Norwich Airport to the airport industrial estate, providing a key link to the International Aviation Academy.

Cash is also sought for new bus priority measures to and from Norwich Airport, from Wymondham to Norwich, on Dereham Road towards Easton and in the Sprowston area.

A new cross-valley transport link to connect the UEA to Norwich Research Park is also considered.

Some schemes would need planning permission and each would be brought to councillors, but whatever money is awarded must be spent within three years.

Council officers acknowledge that the schemes would bring disruption, but say that would be carefully timed.

Martin Wilby, inset above, left, chair of the Transforming Cities joint committee said: "This funding bid has the potential to deliver investment in our sustainable transport infrastructure on an unprecedented scale which could transform how people travel around Norwich and deliver real benefit in terms of health, employment and the environment for years to come."

Paul Martin, commercial manager at First Group, said: "Operators have been working closely with Norfolk County Council and other stakeholders, in preparing a highly significant bid that has the potential to transform the future of bus travel in Norwich and is something we look forward to playing our part in."

If approved by councillors, final plans will be lodged in November, with the government decision expected in March next year.



A KLM plane at Norwich Airport. A public transport route could connect the airport with the nearby industrial estate

What is a mobility hub?

One of the ideas which council officers want to introduce are 33 mobility hubs across Greater Norwich. Council officers say these would be key places within the city where people can head for various forms of transport - be it buses, trains, car club vehicles or hire bikes.

Key features of them would be:

- Easy to reach on foot or by bicycle.
- Close to shops, schools, libraries, places of

employment and at the heart of neighbourhoods, suburbs and settlements.

- Well designed, so people feel comfortable, secure and informed.
- Buses able to pull up alongside the kerb in the right place and at the right angle, so people can get on and off easily.

■ Regular bus services, as well as interchanges between services
The hubs could, potentially, be marked with a totem, to make them more visible.



Other potential changes

The bid for funding also includes a string of other potential changes:

- Exploring whether to make Thorpe Road, between Riverside Road and Lower Clarence Road, at Norwich railway station bus, cycle and pedestrian access only.
- Consider removing the traffic lights on Grapes Hill roundabout
- Restrict through traffic from St Andrew's Street so pavements can be widened.
- Potentially switching general traffic from Chapel

Field North to Chapel Field East, to stop buses getting caught in queues.

- Improved pedestrian crossings in Magdalen Street.
- Improvements to the Heartsease Fiveways roundabout
- Step free access to the Cambridge-bound platform at Wymondham railway station.
- Extended cycle track in Newmarket Road from Christchurch Road to outer ring road.
- New pedestrian/cycle bridge over the A47 at Longwater

Castle Meadow in Norwich could be in for a revamp if government money is awarded. Inset above left, the Centrum building at Norwich Research Park. A new bus link could be created to connect the park to the University of East Anglia

Pictures: ANTONY KELLY/ARCHANT

PET SHOP BOYS
DREAMWORLD
THE GREATEST HITS LIVE

PET SHOP BOYS

Pet Shop Boys have announced details of a greatest hits UK tour. It'll see them perform tracks from their extensive back catalogue including West End Girls, It's A Sin, Heart, and Go West to name a few.

They've also released a new song entitled Dreamland alongside Ollie Alexander of Years & Years.

Since their 1984 debut they've sold more than 500 million records worldwide, have received six Grammy nominations and three BRIT Awards including Outstanding Contribution to Music Award.

Venue: Resorts World Arena | NEC Birmingham
Seating Information: Block 5 - Rows N, P, Q & R
Excursion Joining Points
12:30 Eastons Depot Stratton Strawless (free parking)
12:40 Hellesdon Firs Bus Shelter
13:00 Norwich, Castle Meadow (Mall entrance)
13:10 Harford Park & Ride (free parking)
13:40 HSBC Bus Stop, Attleborough
14:00 Chase Public House, Thetford



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Fears raised of impact of new bus route on the Yare Valley

Concerns have been raised about a mooted new link to enable buses to get from the University of East Anglia to Norwich Research Park - because of the impact on the Yare Valley.

The possibility of such a route has been raised in the bid by Transport for Norwich for millions of pounds from the government through its Transforming Cities scheme.

A cross valley link is one of dozens of potential schemes which council officers are hoping could get a share of a £1.2bn fund.

The idea is that a direct connection across the Yare Valley, from the western end of Chancellors Drive at the UEA, would mean buses would not have to go via Earlham Road to serve the UEA, research park and Norfolk and Norwich University

DAN GRIMMER

dan.grimmer@archant.co.uk

Hospital.

But Judith Lubbock, Liberal Democrat Norwich city councillor for Eaton, raised her concerns about such a route when the Norfolk Bus Forum met in Norwich at the weekend.

She said: "It's a very special place, the Yare Valley, and we try very hard to protect it. I think, for the very small amount of journey time you'd save by going across the Yare Valley, I cannot see the saving would be worth the destruction."

Jeremy Wiggin, from Norfolk



The River Yare, near the UEA. Inset, Norwich city councillor Judith Lubbock

Pictures: ARCHANT LIBRARY/ SONYA DUNCAN

County Council, replied: "We accept there are difficulties and concerns about that scheme. At this stage of the application it is in there. It doesn't mean it will be granted funding.

"There is more work that would need to be done to get that scheme off the ground and that's

something the government is fully aware of."

The Greater Norwich area was previously awarded just over £6m in the first tranche of money from the government's fund.

But council officers hope for millions more in the next round, with programmes for £75m, £95m and £162m to be lodged in this month's application.

The application includes proposals to revamp Castle

Meadow, to create mobility hubs for people using public transport, to expand Thickthorn Park and Ride, improve the Fiveways roundabout at Heartsease and for new bus priority measures to speed up public transport.

A decision on which of the 12 cities which are in the mix to get money - and how much they will receive - is expected to be announced in March next year.

news

Sculpture will not be funded by council



From left, Carl Smith, Great Yarmouth Borough Council leader, with Paul Patterson, designer of the sculpture, and Hugh Sturzaker, chairman of the civic society

Picture: JAMIE HONEYWOOD

The leader of a Norfolk council has assured residents the authority will not put any money towards the development of a giant sculpture which is planned for the A47 roundabout in Great Yarmouth.

Plans for the 'Herring of the East' sculpture were revealed last month, with the project expected to cost between £60,000 and £100,000.

At a meeting of Great

Yarmouth's full council, at the Town Hall on Thursday, November 7, council leader, Carl Smith, was asked by a member of the public about the proposed structure.

Although Mr Smith said he supported the plans, he stressed the council would not put any money towards creating the structure.

He said: "I can assure you the council will not be funding any sculpture.

"It will need to be privately funded."

Designer of the sculpture, Paul Patterson, from Ormesby St Margaret, took inspiration from the town's proud fishing heritage and said he hopes the eight-metre-tall silver herring will provide an impressive welcome for people coming into Great Yarmouth.

Mr Patterson admitted there were still a number of obstacles to overcome for the plans to get the green light at the Vauxhall roundabout.



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- 07:40 Helleston Firs Bus Shelter (Mall entrance)
- 08:00 Norwich, Castle Meadow (Mall entrance)
- 08:10 Harford Park & Ride (free parking)
- 08:40 HSBC Bus Stop, Attleborough
- 09:00 Thetford, London Road, Rear of Chase Public House

Saturday 11th January

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Senior: £29
Child: £27

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