

# Great Yarmouth Transport and Infrastructure Steering group

<b>Report title:</b>	<b>Great Yarmouth – Sustainable Transport Priorities</b>
<b>Date of meeting:</b>	<b>17 July 2017</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe</b>
<b>Strategic impact</b> This report sets out progress on the development and delivery of <b>Sustainable Transport schemes</b> for Great Yarmouth funded from the New Anglia Local Enterprise Partnership (NALEP) Growth Fund (£2.89m) that will support and assist housing and employment growth.	

## Executive summary

Extensive work on Issues and Opportunities, including consultation, has been used to determine Sustainable Transport Priorities for Great Yarmouth. A methodical process has then been followed to identify a long list of schemes which was then narrowed down to a short list. This work has been overseen by the officer working group which supports this Member Steering group.

These priorities are set out in section 4 of this report and already have approval from the funding body the New Anglia Local Enterprise Partnership subject to member endorsement. The measures comprise priorities for the next two years and priorities up to 2021.

The schemes set out for the first two years are well defined and should be implementable within that time period to meet the agreed NALEP funding profile. Some of these schemes are complimentary to the Great Yarmouth Town Centre Masterplan which was adopted in June 2017. The remaining schemes set out for the period up to 2021 will require some more detailed consideration and feasibility work.

Overall there are probably more schemes in the period to 2021 than the funding will stretch to, so some will not be implemented. In view of this, further detailed prioritisation from members will be required for schemes in the later years in due course as further development work is carried out. Further reports on this subject will be brought to this steering group on these later years schemes.

## Recommendation

**Members are asked to note the contents of this report and agree the Sustainable Transport Priorities as set out for the first two years for implementation.**

# Great Yarmouth Sustainable Transport Priorities

## 1.0 NALEP funding

The NALEP growth fund bid included a sum of £2.4m for Great Yarmouth Sustainable Transport Priorities to be determined. Some other named schemes allocated funding have been delivered more cheaply and so a further total of £490k became available. This means that some £2.890m is now available as per the revised spending profile below recently agreed with the Local Transport Body (LTB).

### Revised Summary Spending Profile (£1000s)

	<b>Total</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>
<b>Total</b>	<b>2,890</b>	15	500	525	925	925

## 2.0 Scheme development

Since the award of NALEP Growth funding Norfolk County Council has been working with partners, principally Great Yarmouth Borough Council, to identify the highest priority, best value schemes to which to allocate this funding. A particular focus has been on identifying measures that are complimentary to the Great Yarmouth Town Centre Masterplan which was adopted in June 2017.

2.1 In order to provide a detailed understanding of the study area a comprehensive sustainable transport audit was carried out during the week of August 1st–5th, 2016. The audit systematically reviewed individual links, with the outputs taking the form of quantitative scores for walking, cycling and public transport waiting areas supported by further qualitative commentary.

2.2 Based on this extensive work which then went on to look at Issues and Opportunities the following objectives were devised for the determination of the Sustainable Transport Priorities:

High-level objectives:

- Support economic growth
- Improve public health
- Address issues of inequality

Project specific objectives:

- Improve connectivity and access for communities to employment, education, skills and training
- Support active travel by enhancing facilities for walking and cycling to help reduce private car use for short journeys
- Support integrated multi-modal travel to increase public transport trips and help reduce private car use

- Improve safety and security to reduce the number of casualties for vulnerable road users
- Enhance and improve access to open spaces, the seafront and other key destinations
- Enhance health, wellbeing and quality of life for residents, workers and visitors; including reducing levels of noise and air quality.

### 3.0 **NALEP Local Transport Body (LTB) approval**

3.1 Ideally these priorities would have been taken to this member Steering group for agreement before presenting the business case to the LTB to release the funding.

3.2 However, because NCC nominations for the Steering group were only made on 21 June 2017 there was not the opportunity for this Steering group to meet and agree these priorities before taking them to the LTB on 6 June 2017. Therefore, to meet LTB funding timetables, these priorities in the business case were submitted to the LEP LTB on 6 June 2017, **subject to member approval**. The LTB supported this business case such that the allocated funding can be released for sustainable transport measures set out in this report.

### 4.0 **Scheme proposal**

The overall scheme devised comprises a series of inter-related measures designed to address the objectives set out above and where possible be complimentary to Town Centre Masterplan objectives. These have been identified by our consultants Mouchel, from parallel work looking at the cycle network for the town, from issues raised by councillors and stakeholders, and feedback from the general public at consultation events. The measures comprise **Priorities for next two years** and **Priorities up to 2021**.

#### 4.1 **Priorities for next two years**

The long list of measures was then appraised and sifted to form a shortlist which included early investment priorities for the next two years, 2017/18 and 2018/19, which fall into the following categories and are shown in the subsequent tables:

- Identified to align with timescales and support Masterplan
- Improving connectivity
  - *Routes, links & crossings*
  - *Wayfinding for Non-Motorised Users*
- Improving user experience

- *Public realm*
- *Public transport.*

#### Routes, links and crossings schemes

Scheme	Description	Link to Masterplan
Fullers Hill footway/cycleway	Create a new widened foot/cyclepath on the north side of Fullers Hill between Fuller's Hill Roundabout and the Minster	Creating a Sense of Arrival at the Town Centre
Broad Row cycle link between Stonecutters Way and George Street	Improved cycle route on Broad Row between Stonecutters Way and George Street	Signage and Row improvement Pilot project
Review TROs to legally allow cyclists to continue without dismounting and revise where appropriate.	Key locations were identified when devising the cycle map where cyclists have to legally dismount. Where safe for pedestrians, allow cyclists to legally continue without dismounting by revising the TRO. For example, from The Conge across the Marketplace.	Improving the markets and Market Place
Riverside Road Gorleston footpath improvement	New and improved footpath for pedestrians between Quay Road and Malthouse Lane	
Hewett Road pedestrian crossing	New crossing on Hewett Road at its junction with Garton Retail Road for pedestrians and cyclists	
Deneside/Regent Road pedestrian improvement	Improved pedestrian crossing facilities in the area outside of Costa Coffee	

#### Wayfinding Schemes

Scheme	Description	Link to Masterplan
Improved signage and wayfinding for pedestrians and cyclists	Review of pedestrian and cycle signage in Great Yarmouth town centre.	Linking it all together Creating a Sense of

to align with public realm improvements within the Masterplan	Orientation towards key destinations needs improvement in particular. Alternatively a lighter approach to signage could be taken, where key routes with minimal impact to the existing landscape is taken. This could involve reducing the number of signs, and using alternatives to hard signage methods	Arrival at the Town Centre
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#### Public realm Schemes

Scheme	Description	Link to Masterplan
Gorleston sea front amusement arcade footway improvement	Protect the footway outside the sea front arcade in Gorleston where on street parked car overhang and reduce the available width for pedestrians	
Develop Public Realm and parking Improvements to the Bleaches	Tidy up one of the Bleaches areas to provide better and more parking as an exemplar of what could be done in these areas. Involvement of the community required, with works implemented to Artillery Square or Russell Square in Year 2. Improvements including resurfacing, relining, and enforcement of parking issues	

#### Public transport Schemes

Scheme	Description	Link to Masterplan
Market Gates bus station Improvement works	Improved pedestrian lighting, information, replacement shelters, cladding on the concrete pillars	Improving the markets and Market Place
Bus stop facilities for new No.61 service to improve access to Gapton Hall retail area	Investigate locations and needs at 6 month from start of service to better understand likely service changes/requirements	

## 4.2 Costs of priorities for next two years

<b>Package</b>	<b>Cost x £1000 2017/18</b>	<b>Cost x £1000 2018/19</b>	<b>Total</b>
Routes, links and crossings	25	100	<b>125</b>
Wayfinding for NMUs	25	100	<b>125</b>
Public realm	35	50	<b>85</b>
Public transport	415	275	<b>690</b>
<b>Total</b>	<b>500</b>	<b>525</b>	<b>1025</b>

## 4.3 Priorities up to 2021

These were identified to align with timescales and support the Great Yarmouth Town Centre Masterplan objectives by improving connectivity and focus on routes, links and crossings.

Routes, links and crossings

<b>Scheme</b>	<b>Description</b>	<b>Links to Master Plan</b>
Thamesfield Way - develop scope / designs / feasibility	Progress developing a highway route through private industrial land to provide an additional access into the Southtown area to relieve Southtown Road	
Contra flow on Marine Parade cycle path by cinema (east side/beach side)	Along promenade and onto north denes	
Improvements to North Drive between Marine Parade and Euston Rd to allow two way cycle without interaction with general traffic	This will link the Shared use path along the promenade northwards with the existing shared cycleway southwards Contra flow on Marine Parade cycle path by cinema (east side/beach side), along promenade and onto North Denes	
Burgh Road link to Edison Way cycleway	Track maintenance and upgrade existing PROW to cycleway.	

Haven Bridge Cycle Improvements	<p>Option 1: Move Haven bridge barriers from outside footpath to central islands. Create a shared use path on either side of bridge</p> <p>Option 2: Model impact of TRC on traffic flow over Haven Bridge to allow one lane removed for cycling, leaving three lines in tidal flow system</p> <p>Option 3: Remove central islands and create a cycle path on either side of bridge. Bridge barriers reposition further from bridge. Traffic signals at ends of Bridge Road to show barriers closing</p>	Creating a Sense of Arrival at the Town Centre
Improvements cycle route 7 to enable two directional flow for cyclists from The Conge to Regent Street with minimal interaction with traffic	Either a) improving two way cycle route along Hall Quay and Georges Street, b) enabling two cycle way route along Howard St South, c) north-south link across edge of the marketplace (from The Conge to King St).	Creating a Sense of Arrival at the Town Centre
Two way cycle lane along Regent St (SECTIONREF: 60465/38), King St (C610/150), Regent Rd(C610/140 and 60480/22)	Two way cycle lane along Regent St (SECTIONREF: 60465/38), King St (C610/150), Regent Rd(C610/140 and 60480/22)	Strengthening the heart of the town Centre
Extend shared use footway over Acle New Road Bridge	Extend shared use footway from the railway station to the Fuller's Hill roundabout (eastbound), linking in with the off-carriageway cycle path adjacent to North Quay.	Creating a Sense of Arrival at the Town Centre
Crossing from Bus Stop to East Norfolk Sixth Form College	New pedestrian crossing on Church Lane between the College and the bus stop	

Roundabout improvements for pedestrians and cyclists where B1370 meets Church Lane, Gorleston	Currently a wide oval shaped roundabout with space for two cars on roundabout. Approach is one lane from all directions. Possible improvement options: Option 1: Create a Dutch style roundabout where cyclists have free circulation away from other road traffic. Option 2: Create a shared use path around the outside of the roundabout. Option 3: Reduce 2 lanes on roundabout to one lane on roundabout.	
Roundabout Improvements for cycle safety in Great Yarmouth and Gorleston	Increase the safety of cyclists by (implementing improvements where clusters of collisions have occurred) roundabouts promoted on Great Yarmouth Cycle Map, including mini roundabouts, in Great Yarmouth and Gorleston through implementing traffic calming and providing cycle priority e.g. cycle lanes across mini roundabouts.	

#### 4.4 Costs of priorities to 2021

Package	2019/20	2020/21	Total
Routes, links and crossings	925	925	1,800
<b>Total</b>	<b>925</b>	<b>925</b>	<b>1,800</b>

#### 5.0 Way forward

5.1 The schemes set out for the first two years are well defined and should be implementable within that time period to meet the agreed NALEP funding profile.

5.2 The remaining schemes set out for the period up to 2021 will require some more detailed consideration and feasibility work.



5.3 Overall there are probably more schemes in the period to 2021 than the funding will stretch to, so some will not be implemented, In view of this further detailed prioritisation from members will be required for these later years schemes in due course as further development work is carried out. Further reports on this subject will be brought to this steering group on these later years schemes.

## **Recommendation**

**Members are asked to note the contents of this report and agree the Sustainable Transport Priorities as set out for the first two years for implementation.**

## **Officer Contact**

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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