

## Report for Resolution

**Report to** Norwich Highways Agency committee  
22 March 2012

**Report of** Director of Environment, Transport and Development

**Subject** Norwich Area Transportation Strategy (NATS)  
Implementation Plan and Norwich Northern Distributor  
Route (NDR)/Postwick Hub Update

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**Item**  
**9**

### **Purpose**

To update members on progress of the NATS IP, NDR and the Postwick Hub.

### **Recommendations**

Members are asked to:

- (1) consider the report taken to the ETD Overview and Scrutiny Panel on 14 March 2012;
- (2) note the report details and recommendations and provide comments for the Norfolk County Council's cabinet to consider when it receives the report in April 2012.

### **Financial Consequences**

None at this stage.

### **Strategic Priorities and Outcome/Service Priorities**

This report provides an update on the progress made to date in delivery of the NATS Implementation Plan, adopted by the County Council's Cabinet in April 2010. Some key achievements have already been made and these are included within the report, including delivery of elements of the Bus Rapid Transit corridors, highway improvements and other bus and cycle improvements. In addition, details are provided about forthcoming bids for funding under the Local Sustainable Transport Fund and the Better Bus Area bid.

Specific details are also provided in relation to the progress of the NDR and Postwick Hub, key elements of the NATS IP and the proposed timescales for delivering these projects. Financial information is also included as well as a range of recommendations related to the NDR, in particular the section from the A140 to the A1067.

**Contact Officers**

David Allfrey (Norfolk County Council)

01603 223292

Jon Barnard (Norfolk County Council)

07909 89214

**Background Documents**

None

# Report

## Background

1. In April 2010, Norfolk County Council's Cabinet approved recommendations to adopt the NATS Implementation Plan, make changes to a small number of NATS' policies and approve the application for planning permission for the NDR to the A1067. The report also included an agreement of Cabinet to underwrite the funding shortfall of £39.7m for the NDR by use of prudential borrowing.
2. Since that time a number of events have taken place that have impacted on the delivery of the project and the appended report to the ETD Overview and Scrutiny Panel sets these out and provides an update of the current position. It also sets out the work already completed as part of the NATS Implementation Plan delivery and what is planned in the forthcoming period. The Plan is an essential and key element of the economic growth strategy for Norfolk, and it is vital in order to achieve LTP targets.

\* The report of the Director of Environment, Transport and Development, "Norwich Area Transportation Strategy (NATS) Implementation Plan and Norwich Northern Distributor Route (NDR)/Postwick Hub Update" to the ETD Overview and Scrutiny Panel, 14 March 2012 is attached to this report as an Appendix.

**Norwich Area Transportation Strategy (NATS)  
Implementation Plan and Norwich Northern Distributor  
Route (NDR)/Postwick Hub Update**

Report by the Director of Environment, Transport and Development

**Summary**

This report provides an update on the progress made to date in delivery of the NATS Implementation Plan, adopted by the County Council by Cabinet in April 2010. Some key achievements have already been made and these are included within the report, including delivery of elements of the Bus Rapid Transit corridors, highway improvements and other bus and cycle improvements. In addition, details are provided about forthcoming bids for funding under the Local Sustainable Transport Fund and the Better Bus Area bid.

The NDR, a key element of the NATS Implementation Plan, has been through the Department for Transport's (DfT) Development Pool bidding process. DfT confirmed in December 2011 that it was providing £86.5m towards the cost of delivering the NDR and Postwick Hub junction (which accounts for £19m of the DfT contribution). The report sets out the latest position for both the NDR and Postwick.

Postwick Hub has planning consent and now has a final stage of completing the Public Inquiry for the Side Roads Order. It is expected that this will take until the summer to complete and, if so, there is potential for the works to start by the end of 2012. This would result in a completion of the junction by the Spring of 2014.

The NDR still has to go through its own planning process (and completion of the necessary statutory Orders). It is anticipated that the planning application will be submitted in the Autumn of 2012. A communications plan has been developed to ensure that the public have the opportunity to review the proposals as part of a pre-planning consultation. These exhibitions are set out in the report and are planned between mid-April and mid-May 2012.

Whilst the DfT funding is for the project to the A140, the report also includes details for the section from the A140 to the A1067 and invites Members to indicate whether this should be included as part of the planning application, the timing of its delivery and its funding.

**Recommendation / Action Required**

Members are requested to:

- Comment on the delivery of NATS Implementation Plan.
- Recommend to Cabinet submitting a planning application for the NDR to the A1067.
- Recommend to Cabinet whether to continue to progress a dual carriageway NDR between the A140 and A1067 as part of the planning submission, or consider a single carriageway option.
- Recommend to Cabinet delivering construction of the NDR as a single project to A1067, or consider a staged delivery (ie to the A140 first, then to the A1067 at a later date).
- Recommend to Cabinet the forward funding profile as provided in the DfT bid for the A140 NDR project (Appendix A) and for the A1067 NDR (Appendix B).
- Recommend to Cabinet to continue to underwrite the NDR (value depending on dual or single option between A140 and A1067), but taking note of the GNDP in principle funding of up to £40m towards the NDR and related measures.

## 1. **Background**

- 1.1. In April 2010 Cabinet approved recommendations to adopt the NATS Implementation Plan, make changes to a small number of NATS policies and approve the application for planning permission for the NDR to the A1067. The report also included an agreement of Cabinet to underwrite the funding shortfall of £39.7m for the NDR by use of prudential borrowing.
- 1.2. Since that time a number of events have taken place that have impacted on the delivery of the project and this report sets those out and provides an update of the current position. It also sets out the work already completed as part of the NATS Implementation Plan delivery and what is planned in the forthcoming period. The Plan is an essential and key element of the economic growth strategy for Norfolk, and is vital in order to achieve LTP targets.
- 1.3. The report asks Panel to comment on progress to date with NATS and make recommendations to Cabinet about the NDR planning application.

## 2. **NATS Implementation Plan**

- 2.1. The Implementation Plan identifies a range of transport measures, some of which are only made possible by the NDR.  
The key features of the Plan are:
  - A bus rapid transit (BRT) network
  - Improvements to a core bus network as well as integrated ticketing and improved information
  - City centre improvements
  - A package of cycling and walking improvements
  - Specific rail service improvements
  - Smarter Choices initiatives, like travel planning
  - The NDR
- 2.2. Since adopting the plan, a lot has already been achieved and the following schemes have been completed, or are nearing completion:
  - St Augustines Gyrotory
  - A11 Newmarket Road (BRT) bus lane extension
  - Dereham Road (BRT) junction improvement at Barn Road and new bus lane
  - Dereham Road (BRT) junction proposal consultation for Old Palace Road
  - Development of elements of the Rackheath BRT corridor
  - Improved multi-trip/operator ticketing for bus journeys
  - Improved off-bus ticketing facilities
  - Continued work with businesses to develop smarter travel plans
  - Development of a cycling network for Norwich
  - Walking schemes such as Aylsham Rd/Woodcock Rd and Newmarket Rd/Eaton Rd crossing improvements
  - Lady Julian Bridge at Riverside with associated walking/cycle links
  - Cycling schemes including Lakenham Way Cycle Route combined and Improved City Centre Cycle Parking
  - Bus traffic light priority city wide
  - Improved bus shelters through negotiated contract.
  - Castle meadow low emission zone

- Real time car parking information

2.3. In addition to the details in 2.2, work has also progressed on other major projects which are the subject of funding bids. These include:

#### Local Sustainable Transport Fund (LSTF)

The County Council is bidding for approximately £4.1m of government funding under the LSTF initiative. This includes details for a scheme to deliver two-way bus movements and the removal of general through traffic from Chapelfield North. The scheme will also provide access to/from the Chapelfield shopping centre for deliveries. It includes improvements to the Grapes Hill Inner Ring Road roundabout junction and changes to traffic movements through Westlegate. This provides significant bus priority benefits and journey time and journey reliability improvements for bus passengers. It is hoped that if the bid is successful, the scheme can start construction towards the end of the 2012/13 financial year. The proposals have already been approved by the Norwich Highways Agency Joint Committee.

#### Better Bus Area

This is a further bid to government for approximately £2.9m for bus related improvements which include some large bus priority capital infrastructure improvements in Norwich. The bid is also likely to include quality bus partnerships on some corridors into Norwich, traffic signal prioritisation, enhanced passenger information and bus stop improvements and enhanced ticketing and bus journey options. The bid was submitted on 24 February and a funding decision is expected by 31 March 2012.

Schemes promoted as part of these bids will be subject to further local consultation before details are taken forward through the construction phases. All details will be considered by the Norwich Highways Agency Joint Committee.

2.4. This is an ongoing delivery programme. Some elements of the Plan are dependent upon the delivery of the NDR and the benefits this brings in reducing traffic levels on key radial routes and on the ring roads. Some City Centre enhancements will need to be considered in the context of traffic reductions made possible by the NDR.

Delivery of the Plan is anticipated to need up to 15 years to fully implement and it is anticipated that there will be a range of funding opportunities that will become available during the period. Part of the funding plan will be the possible use of income generated by the Community Infrastructure Levy (CIL) made possible following the adoption of the Joint Core Strategy.

### **3. NDR Update**

#### **3.1. Department for Transport (DfT) Approval**

3.1.1. In the April 2010 Cabinet report, details were provided that set out the approval of the Major Scheme Business Case for the NDR by the Department for Transport (DfT). The report also set out the funding requirements for the project and the need for the County Council to underwrite £39.7m towards the cost of the project. Since

that time, the change of government and the subsequent Spending Review resulted in a need to slow down project delivery and respond to the new requirements set out by government – called the ‘Development Pool’ bidding process.

- 3.1.2. The original funding for 2010/11 was set out at £3.2m, however this was significantly reduced as a result of the spending review to £1.6m part way through that year. A funding allocation of £750k, from Growth Point funds, was agreed for the 2011/12 financial year to complete the DfT bidding process for the NDR and Postwick Hub.
- 3.1.3. This bid was submitted in September 2011 and DfT confirmed in December 2011 that the bid was successful and that Programme Entry status was re-confirmed. DfT have provided a funding allocation of £86.5m, which includes £19m towards the delivery of the Postwick Hub junction. The DfT project assessment is published on their website. It includes a number of positive statements in relation to the project, which still retains a cost benefit ratio of 5.4, representing very high value for money.
- 3.1.4. In their confirmation letter, DfT have set out a requirement for NCC to commit to ‘a funded and programmed package of sustainable transport in the city centre, on the basis of the Norwich Area Transportation Strategy’. This commitment is necessary prior to Full Approval of the project. NCC has an extremely good track record of delivering the NATS Implementation Plan and such a commitment has already been made since the adoption of the Plan (as set out earlier in this report).
- 3.1.5. Discussions have already been held with DfT to establish their requirements in relation to the sustainable transport commitment. This has established a need to develop and publish a tracker that shows the extent of work already completed as part of NATS and what else is planned, when and how it will be funded. This is currently being developed and will be regularly updated.
- 3.1.6. The funding to deliver the NDR and Postwick was set out in the Development Pool bid document. An extract of that profile is included at Appendix A. This sets out that funding of £1.481m for the NDR for the forthcoming year will be necessary. Funding for Postwick Hub will be further balanced through Growth Point funds until the Public Inquiry process is completed and full funding from DfT can be drawn down (see section 4 below).

## 3.2. **A140 to A1067**

- 3.2.1. The next stage for the NDR is the submission of the planning application. This is programmed for the Autumn 2012. A key decision in taking this forward is the extent of the scheme being promoted. The County Council has made a commitment to deliver the NDR to the A1067 and this is also the scheme set out in the Joint Core Strategy. Our analysis indicates that the benefits of this scheme are greater than those of the scheme that stops at the A140.
- 3.2.2. The A140 NDR scheme is the limit to which government funding will be provided. This was as set out in the original Programme Entry for the Scheme (confirmed in 2010) and also as part of the Development Pool process (and was therefore the scheme that DfT asked the County Council to submit).
- 3.2.3. Cabinet can decide which scheme should be taken forward to planning. It is clear that the A1067 NDR is consistent with the JCS and also provides greater economic

benefits. However, in order to keep the costs of the section from the A140 to the A1067 within reasonable limits of the overall budget it would be necessary to consider this section as a single carriageway, rather than dual, as originally proposed. The decision to change to a single carriageway would also enable the delivery of an at-grade junction at the A140 – something that DfT also requested that the County Council investigated as part of its funding bid. A dual carriageway would most likely require a grade separated junction (as previously proposed) due to the additional traffic demand and the necessary structures for this make it significantly more expensive.

3.2.4. In addition, the section of the A140 to the A1067 has some of the more significant environmental mitigation requirements, particularly for bats. The dual carriageway scheme would require more substantial bat bridges whereas a single carriageway could possibly adopt less expensive alternatives.

3.2.5. In view of the details in section 3.2.1 & 3.2.4, Members need to decide:

- Should the NDR planning application be for Postwick to the A140 or Postwick to the A1067
- Should the section from the A140 to the A1067 be single carriageway or dual carriageway

Depending on this decision, further work will need to be completed to assess whether the A140 junction could be promoted as an at-grade roundabout design with a dual carriageway from the A1067, which takes account of the cost reduction exercise required by DfT for this junction.

3.2.6. There is scope to stage the delivery of the NDR. The A140 to A1067 section could be delivered at a later date following completion of the NDR to the A140. However, the immediate benefits of the section to the A1067 would not be realised and the costs of a later scheme would be higher as it would require a further contract stage and would need to allow for additional mobilisation costs for the works. It would also lose the economies of scale effect that is gained from delivering the scheme as one. It is therefore recommended, subject to establishment of funding, that the scheme is taken forward as one to the A1067.

3.2.7. The costs of delivering a scheme to the A1067 are estimated to be £30m for a single carriageway and £40m for a dual carriageway and are in addition to the costs set out in Appendix A (which is only for the DfT scheme to the A140). Significant efforts have been made to constrain the costs, however the delays to the project have created inflationary impacts.

### 3.3. **Funding**

3.3.1. The County Council has previously underwritten £39.7m towards the NDR (agreed by Cabinet in April 2010). The Greater Norwich Development Partnership (GNDP) has agreed in principle a commitment to provide up to £40m towards the cost of the NDR and related measures, as priority 1 key infrastructure projects essential to delivering the objectives set out in the JCS.

3.3.2. A new delivery funding profile for the scheme to the A1067 is shown at Appendix B. It includes the early estimates for the additional cost of the A1067 project and an



indication of the funding that the County Council will need to underwrite. The two tables provided set out a total cost to deliver the project to the A1067, one assuming a dual carriageway to the A1067, the other a single carriageway. Detailed cost information for the section from the A140 to A1067 is still to be finalised. The tables indicate the cost to deliver the scheme from April 2012 to construction completion.

- 3.3.3. The figures provided also assume that the A1067 scheme is delivered as part of the A140 project. This minimises the overall construction costs, however there is potential to delay the delivery of the section to the A1067, but this would increase the total project costs. Additional works mobilisation, loss of economies of scale and balance of materials usage, purchasing power, and possibly re-procurement would add to delivery costs. There would also be an additional inflation impact which would depend on the period between delivering the A140 project and completing the A1067 section.
- 3.3.4. As set out in Appendix B, it is anticipated that the cost of a dual carriageway scheme from the A140 to the A1067 will require approximately an additional £10m of investment compared with a single carriageway scheme. This is due to the additional carriageway and earthworks construction, but also due to the more significant environmental mitigation measures that are necessary for a dual carriageway option between the A140 and A1067, and the potential additional cost of a grade separated A140 junction. There is a risk that further work on these elements will increase the overall project costs. In addition, Members should be aware that the NDR to the A140 will cost some £101m from now of which the County Council needs to underwrite approximately £13m, but the full cost of the A140 to A1067 section will be borne by the County Council.

### 3.4. **Delivery Timescales**

- 3.4.1. Assuming the recommendations set out in this report are taken forward, the programme for delivering the NDR is set out below:

<b>Milestone</b>	<b>Expected Completion Date</b>
<b>NDR</b>	
Approval of BAFB from DfT	December 2011
Submit Planning Application	Late 2012
Determination of Planning Application	Spring 2013
Statutory Orders published	Spring 2013
Public Inquiry Starts	Late Summer 2013
Agree Target Cost	Autumn 2013
Confirmation of Orders	Spring 2014
Submit Full Approval application to DfT	Summer 2014
Site Clearance Works/Mobilisation Start	Autumn/Winter 2014
Work Starts on Site	Spring 2015
Work Completed	Spring 2017
Opening / commencement of operations	Spring 2017

- 3.4.2. Prior to the planning application submission, set out in the table above, there is a need to complete a planning pre-consultation exercise. A communications plan has

been developed to support this process and a series of exhibitions are planned in April and May 2012. These are:

19 Apr 12	Rackheath	12:00-19:30	Holy Trinity Church Hall
23 Apr 12	Taverham	12:30-19:00	Taverham Village Hall
26 Apr 12	Sprowston	12:00-19:30	Parish Council Offices
30 Apr 12	Horsford	12:00-19:30	Horsford Village Hall
02 May 12	Spixworth	12:30-19:00	Spixworth Village Hall
04 May 12	Postwick	12:00-19:30	Postwick Village Hall
08 May 12	Great Plumstead	12:00-19:30	Gt Plumstead Village Hall
11 May 12	Horsham st Faith	12:00-19:30	St Faith's Centre

#### 4. **Postwick Hub Update**

- 4.1. In the April 2010 report to Cabinet, the planning consent for Postwick Hub had been granted and a decision whether or not a public inquiry into the Side Roads Orders (SROs) was still awaited. The scheme has moved forward since that time as set out below.
- 4.2. The planning consent was the subject of a legal challenge. This was largely focussed on procedural issues relating to the planning process and the way information was presented to the Planning Committee. A decision was taken to accept the legal challenge and request the courts quash the planning consent, such that an updated application could be re-presented to the Planning Committee.
- 4.3. This happened in August 2011 and planning permission was granted again in October 2011 (following completion of signing the necessary land and Section 106 agreements). A further legal challenge period of 3 months has since elapsed and no challenges have been received and therefore the planning consent is now confirmed.
- 4.4. It is worth also noting that the planning consent decision was also referred to the Secretary of State (SoS) to determine whether the planning permission should be the subject of a public inquiry. The SoS determined that an inquiry was not required.
- 4.5. In addition to the updated application for the Broadland Gate/Postwick Hub scheme, an application was also submitted for the Brook Farm development. This includes the extension of the existing Broadland Business Park and a new housing development of 600 properties just north of the business park.
- 4.6. Planning consent has also been granted for the Postwick Park and Ride extension. As part of the DfT Development Pool bid process however, a decision has been taken to deliver the access road element of the Park and Ride (P&R) site as part of the construction of the Postwick Hub junction improvement and defer the delivery of the additional parking spaces until approximately 2015 (depending on demand for additional spaces at the site). This rationale was set out in the bid and accepted by DfT as part of that process. It provides sufficient flexibility to deliver the P&R extension to meet demand.

- 4.7. A decision regarding the need for a public inquiry into the SROs was also taken by the Secretary of State (SoS). In making this decision the SoS determined that even though there were no statutory objectors, the number of non-statutory objections were sufficient for the SoS to decide that a public inquiry should be held.
- 4.8. As part of the spending review announcement, initially Government confirmed that no new public inquiries would be instructed. This position has since changed and now that the funding of the project has been re-confirmed, following the DfT Development Pool announcement, the public inquiry process has now commenced.
- 4.9. The County Council is working with the Highways Agency (HA) to progress the inquiry. The HA are leading this process as the SROs have been published by them because the junction is linked to their network (ie the A47 southern bypass). Due to the delays in moving forward with the public inquiry, a further round of publishing the orders (ahead of the inquiry process) is reasonable to ensure objectors have the opportunity to maintain or withdraw their objection and to ensure they have sufficient time to prepare for the inquiry. This re-advertising/posting of the notices process will be completed by the end of March 2012.
- 4.10. The timescales for the delivery of the Postwick Hub project are set out below:

<b>Milestone</b>	<b>Expected Completion Date</b>
<b>Postwick Hub</b>	
Statutory Orders (Side Roads Orders) published	Autumn 2009
Planning Approval (reconfirmed)	October 2011
Approval of BAFB from DfT	December 2011
Re-advertise Side Roads Orders	February 2012
Public Inquiry Starts	Summer 2012
Agree works Target Cost	Summer 2012
Submit Full Approval application to DfT	Late Summer 2012
Confirmation of Side Road Orders	Autumn 2012
Work Starts on Site	Late 2012
Opening / commencement of operations	Spring 2014

- 4.11. Funding the Postwick Hub junction works will be via a £19m allocation from DfT – set out in their funding approval following the Development Pool announcement. This however cannot be drawn down until the public inquiry process has been completed. Prior to this, funding towards the P&R extension works (ie delivery of the new access) from Growth Point will be utilised to support the project delivery through public inquiry. This therefore means that the County Council will not be required to find funding towards Postwick Hub during 2012/13.

## 5. **Joint Core Strategy (JCS) Legal Challenge**

- 5.1. The JCS completed its examination in public late in 2010 and was adopted by the Local Planning Authorities (Norwich City Council, Broadland District Council and South Norfolk District Council) in March 2011. Since its adoption, a legal challenge was submitted and this has been heard at the High Court (in December 2011).
- 5.2. The Judgement following the High Court has dismissed the challenge in relation to the NDR, but it does uphold the challenge regarding the JCS Sustainability Appraisal (SA) and the assessment of the 'growth triangle', in particular the assessment and presentation of housing allocation options..

5.3. The implications of this are that the JCS team must agree with the Judge what action is required. This will potentially be agreed by the Judge at a further hearing on Wednesday 29<sup>th</sup> February and these details will be verbally presented to Panel.

## 6. **Resource Implications**

6.1. **Finance** : The financial details for the project are set out in the main text of the report above. The profile to deliver the project from 2012 to 2018 is shown at Appendix B. This shows the cost to take the project forwards from this point, with a total value of £131.5m to deliver Postwick Hub junction and the rest of the NDR to the A1067 with a single carriageway to the west of the A140, or £141.5m for a dual carriageway. The funding is comprised of £86.5m from DfT, £1.67m of Growth Point funding and a balance of £43.33m (single A1067 section), or £53.33m (dual A1067 section) which will be covered by the NCC underwritten funding, supported by a commitment in principle by the GNPD to provide up to £40m of funding towards the NDR and related measures, as priority 1 key infrastructure projects in the Joint Core Strategy.

6.2. **Staff** : Staffing levels for the NDR project were significantly reduced as part of the Spending Review process. Following confirmation of funding from DfT a team capable of delivering the NDR is being developed with the necessary support provided by partners Mott MacDonald. It is anticipated that this team will be in place during March to enable the projects to be delivered to meet the programme set out in this report.

6.3. **Property** : Land acquisition for the NDR and Postwick Hub has continued. This is supported where necessary by CPO (for the NDR). Postwick Hub land has been agreed. These costs are included in the overall project costs.

6.4. **IT** : Additional PC's are required to support the NDR team. This has been organised and does not require the purchase of additional equipment as it is being drawn from storage.

## 7. **Other Implications**

7.1. **Legal Implications** : NP Law have been engaged as part of the project team to support and manage the specialist legal advisors also appointed.

7.2. **Human Rights** : None

7.3. **Equality Impact Assessment (EqIA)** : An EqIA has been completed for the NATS Implementation Plan and includes the NDR and Postwick Hub.

7.4. **Communications** : A communications plan has been developed that includes Member briefings (already completed), briefings with affected Parish Councils and a series of Exhibitions in late April/early May that form part of the pre-planning consultation for the NDR. The plan identifies key stakeholders and mechanisms for making/maintaining communication and will continue to evolve and adapt as the project progresses.

7.5. **Health and safety implications** : Nothing at this stage, however detailed Health and Safety plans are being developed under the Construction, Design and Management Regulations that apply to all construction projects. A Health and Safety Executive (HSE) project notification has been issued for Postwick Hub and the NDR.

- 7.6. **Any other implications** : Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.
8. **Section 17 – Crime and Disorder Act**
- 8.1. Requirements of the Act as it relates to the design and operation of the NDR and other NATS schemes will continue to be taken into account in the development of the project.
9. **Risk Implications/Assessment**
- 9.1. In the context of the NATS implementation plan, key risks associated with the NDR and other NATS schemes are around funding (for NATS IP projects) and planning and other statutory processes for the NDR and Postwick Hub. The scale and complexity of the project means that there are significant risks around cost and timescale, which are being closely managed through active project management and ongoing engagement with the GNDP, government bodies and specialist advisors.
10. **Alternative Options**
- 10.1. Alternatives to the NDR have been examined through the Major Scheme Business Case process and further examination by DfT as part of the Development Pool bidding process. The Postwick Hub has been developed following examination of numerous alternatives and the current proposal is the only one that meets HA design standards, has planning approval and resolves the significant site constraints.

## **Recommendation / Action Required**

- (i) Members are requested to:
- Comment on the delivery of NATS Implementation Plan.
  - Recommend to Cabinet submitting a planning application for the NDR to the A1067.
  - Recommend to Cabinet whether to continue to progress a dual carriageway NDR between the A140 and A1067 as part of the planning submission, or consider a single carriageway option.
  - Recommend to Cabinet delivering construction of the NDR as a single project to A1067, or consider a staged delivery (ie to the A140 first, then to the A1067 at a later date).
  - Recommend to Cabinet the forward funding profile as provided in the DfT bid for the A140 NDR project (Appendix A) and for the A1067 NDR (Appendix B).
  - Recommend to Cabinet to continue to underwrite the NDR (value depending on dual or single option between A140 and A1067), but taking note of the GNDP in principle funding of up to £40m towards the NDR and related measures.

## **Background Papers**

County Council Cabinet report dated 6 April 2010.

## Officer Contact

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

<b>Name</b>	<b>Telephone Number</b>	<b>Email address</b>
David Allfrey	01603 223292	david.allfrey@norfolk.gov.uk



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## **Appendix A**

Project costs as defined following completion of DfT Development Pool bid process.  
Note that figures below relate to NDR scheme to A140 only (as required by DfT).

<b>£m</b>	<b>2012/ 13</b>	<b>2013/ 14</b>	<b>2014/ 15</b>	<b>2015/ 16</b>	<b>2016/ 17</b>	<b>2017/ 18</b>	<b>2018/ 19</b>	<b>Total</b>
<b>LA contribution</b>	<b>1.481</b>	<b>1.982</b>	<b>1.069</b>	<b>3.584</b>	<b>2.988</b>	<b>2.251</b>		<b>13.355</b>
<b>Third Party contribution - Growth Point</b>	<b>1.665</b>							<b>1.665</b>
<b>CIF funding allocation (Postwick Hub)</b>	<b>10.000</b>	<b>9.000</b>						<b>19.000</b>
<b>DfT funding allocation</b>			<b>9.442</b>	<b>31.655</b>	<b>26.393</b>			<b>67.490</b>
<b>TOTAL</b>	<b>13.146</b>	<b>10.982</b>	<b>10.511</b>	<b>35.239</b>	<b>29.381</b>	<b>2.251</b>		<b>101.510</b>





DfT			9.44	31.67	26.39			67.50
Postwick Hub CIF Funding	10.00	9.00						19.00
Growth Point Funding	1.67							1.67
NCC (LA Contribution) – Supported by GNDP funding up to £40m	1.48	2.02	9.10	9.50	17.50	13.73		53.33
<b>TOTAL</b>	<b>13.15</b>	<b>11.02</b>	<b>18.54</b>	<b>41.17</b>	<b>43.89</b>	<b>13.73</b>		<b>141.50</b>