

**Report to** Cabinet  
10 September 2014  
**Report of** Head of city development  
**Subject** Greater Norwich Growth Board (GNGB)

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**Item**

11

## **Purpose**

To consider the Community Infrastructure Levy (CIL), Greater Norwich annual delivery programme 2014-15 and draft annual business plan 2015-16.

## **Recommendations**

To:

1. recommend to council to approve the Greater Norwich annual growth programme for 2014/5
2. recommend to council inclusion of £161,000 for the Norwich projects in the Council's capital programme for 2014-5 (to be funded through income from the Community Infrastructure Levy (CIL))
3. recommend to council to approve the draft Norwich annual business plan for 2015/6
4. present the business plan for 15/6 to the greater Norwich growth board (GNGB) to form the Norwich element of the greater Norwich annual growth programme.

## **Corporate and service priorities**

The report helps to meet the corporate priority prosperous city.

## **Financial implications**

The council agreed in February 2014 to pool CIL income (not including the neighbourhood funding and administrative funding elements (i.e. excluding 20% or 30% depending on whether there is a neighbourhood plan). £161,000 for 2014/5 from the pooled fund is proposed to be allocated for projects in Norwich. This now needs to be included in the Capital Programme.

The total pooled amount for Greater Norwich is currently projected to be as follows:

- Collected in 2013/4- £74,690
- Predicted 2014/5- £1,203,750
- Predicted in 2015/6- £2,675,110

Note- the figures have changed slightly from previous reports as Broadland has now predicted a slightly higher level of CIL income for 2014/5.

Taking account of existing commitments, this means that £3,702,550 pooled CIL funding will be available in 2015/6

The report seeks £1,000,096 for 2015/6 from the pooled funding for projects in Norwich.

**Ward/s:** All

**Cabinet member:** Councillor Brenda Arthur, leader of the council.

**Contact officers**

Gwyn Jones, city growth and development manager 01603 212364

**Background documents:**

None

## **Background**

1. In February 2014, council approved the Greater Norwich Growth Board (GNGB) agreement and constitution. Council also agreed to pool its CIL income (not including the neighbourhood element or the proportion retained to cover its administrative costs) across greater Norwich to pay for strategic infrastructure. Delivery of the strategic programme is vital to keep planned housing and jobs growth on track.
2. In June 2014 cabinet and council considered the draft Norwich business plan for 2014/5 (setting out strategic infrastructure projects for Norwich to be funded from the pooled CIL pot) and recommended that it be presented to GNGB for inclusion in the greater Norwich growth programme.

### **The 14/15 greater Norwich growth programme**

3. The first meeting of the GNGB was held on 31 July 2014. The board considered the greater Norwich growth programme and resolved to:
  - a) approve the 2014/5 growth programme, compiled from the annual business plans and subject to acquiring additional information on costs and delivery for particular schemes;
  - b) delegate to the Greater Norwich Infrastructure Delivery Board to collect further information on schemes as required and report any amendments to the annual growth programme;
  - c) ask the Greater Norwich Infrastructure Delivery Board to report progress on the annual growth programme to this board;
  - d) recommend to the promoters that they develop the schemes listed for preparatory work carried out in 2014/5 to support development of the 2015/6 programme.
4. The growth programme is included in Appendix 1 and includes all the Norwich projects proposed in the Norwich business plan, considered by cabinet and council in June 2014.
5. These Norwich projects now need to be included in the council's capital programme for 2014/5, recognising that the funding will be provided from pooled CIL income.
6. The GNGB also approved all projects in Norwich where funding for preparatory work was sought from the scheme promoter. These are also set out in Appendix 1.

## **Draft Norwich business plan for 2015/6**

7. The 14/5 business plan effectively covers the remaining 6 months of the financial year and the process of developing the 15/6 plan is now underway. The timing will ensure that for the 15/6 plan and future years, the final approval of the growth programme for greater Norwich ties in with the council's annual budget cycle.
8. The draft Norwich business plan for 2015/6 is included in Appendix 2. This has been prepared to set out the infrastructure priorities for Norwich in 2015/6 and to recommend projects to be delivered from pooled CIL funding. The GNGB will consider the plans from the 3 districts at its meeting in October 2014. The GNGB will need to consider whether there is sufficient funding to allow all projects proposed by the 3 districts to be included in the greater Norwich growth programme for 2015/6. Other sources of funding may need to be considered and at this stage there may need to be some prioritisation of projects across greater Norwich.
9. The draft Norwich business plan promotes schemes to the total value of £1,000,096 to receive funding from pooled contributions for delivery in 15/6. The projects identified for delivery are:
  - a) Golden Ball St / Westlegate - £500K
  - b) Yellow pedalway- £250K
  - c) Riverside Walk improvements- continuation from 2014/5- £30K
  - d) Earlham Millennium Green path improvements- continuation from 2014/5- £66K
  - e) Marriott's Way- £250K
10. All of these projects are capable of being taken forward in 2015/6 and have no land ownership or other significant constraints. A description and the rationale for selecting these projects are included as Appendix 3.
11. In addition £300,000 funding for scheme development work is required for 4 transportation projects in the strategic programme to prepare for delivery in subsequent years:
  - a) Rose Lane / Prince of Wales Road- £100K
  - b) Tombland Public Realm- £50K
  - c) Dereham Road BRT: Guardian Road roundabout- £100K
  - d) Blue pedalway- feasibility work- £50K
12. The cost of this development work is recommended to be met by Norfolk county council.

13. With the change to the CIL regime, in future years, the s.106 funding that the council has used to fund the provision and improvements to strategic parks, play and other open space projects in the city will be significantly reduced. The council therefore needs to develop some open space projects which can be delivered with CIL funding in future years. It is therefore proposed that the council should dedicate its own resource to the development of strategic parks, play and other open space projects for which CIL funds can be used for delivery in 2016 and beyond.

#### **Other business of the greater Norwich growth board**

14. In line with the GNGB constitution, it is the role of individual councils to scrutinise the work of the board. At its first meeting on 31st July 2014, the other items on the agenda were:

- a) New Anglia Local enterprise partnership
- b) Greater Norwich City deals
- c) Greater Norwich Local infrastructure funding- where the Board approved in principle, local infrastructure funding to provide on-site road and utilities at Bowthorpe Threescore to accelerate delivery of 1,100 dwellings and for a spine road, bridge and other associated works to open up the Deal Ground for development with 670 dwellings.

15. A copy of the GNGB papers is available on the GNDP web site via this link: <http://www.gndp.org.uk/content/wp-content/uploads/downloads/2014/07/AGD-Greater-Norwich-Growth-Board-2014-07-31.pdf>

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Cabinet
<b>Committee date:</b>	10 sept 2014
<b>Head of service:</b>	Andy Watt
<b>Report subject:</b>	Greater Norwich growth programme 2014-5 & Norwich Annual Business Plan 2015-16
<b>Date assessed:</b>	14 Aug 2014
<b>Description:</b>	To note the activities of the GNGB and approve the projects in the Greater Norwich Annual Growth programme for 2014-5 and recommend to council inclusion in the capital programme and to approve the draft Norwich Annual business plan for 2015-16. .

<b>Economic (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Finance (value for money)</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL income will allow delivery of projects in Norwich
<b>Other departments and services e.g. office facilities, customer contact</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>ICT services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>Economic development</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL projects eg transportation and public realm make Norwich more attractive for investors
<b>Financial inclusion</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Proposes support for transportation projects which include priority for non- car modes
<b>Social (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Safeguarding children and adults</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Human Rights Act 1998</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Health and well being</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Projects promote active lifestyles
<b>Equality and diversity (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Relations between groups (cohesion)</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Eliminating discrimination &amp; harassment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Advancing equality of opportunity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Environmental (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Projects will improve transportation in Norwich
<b>Natural and built environment</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Projects provide for improvements to strategic open space
<b>Waste minimisation &amp; resource use</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>Pollution</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sustainable transport projects will provide potential to reduce pollution through reduced car use.
<b>Sustainable procurement</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Energy and climate change</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sustainable transport projects will provide potential to reduce energy consumption through reduced car use.
<b>(Please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
<b>Risk management</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Recommendations from impact assessment</b>				
<b>Positive</b>				
The projects proposed will improve the quality of the environment and provide benefits for local people.				
<b>Negative</b>				
<b>Neutral</b>				
<b>Issues</b>				



## APPENDIX 1

### Greater Norwich growth programme 2014/5 (Table 3 from the report to GNGB July 2014)

Project	Promoter	Scheme Total (£)	14/15	15/16	16/17	17/18	18/19
Broadland							
Harrisons' Plantation	Broadland	35,000	15,000	5,000	5,000	5,000	5,000
repayment (2019/20)		(35,000)					
Norwich City							
Danby Wood	Norwich	35,000	35,000				
Marston Marsh	Norwich	30,000	30,000				
Earlham Millennium Green – Enhancement	Norwich	15,000	15,000				
Riverside Walk; improvement work to river banks, seating and interpretation	Norwich	70,000	40,000	30,000			
secured funding		(19,000)	(19,000)				
Marriott's Way	Norwich South Norfolk	60,000	60,000				
South Norfolk							
Norwich Health Walks	South Norfolk	40,000	20,000	20,000			
<b>Total (£)</b>		<b>285,000</b>	<b>216,000</b>	<b>55,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>
<b>Pooled funding requirement (£)</b>		<b>231,000</b>	<b>196,000</b>	<b>55,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>

## Greater Norwich growth programme 2014/5- Preparatory Work

Scheme	Promoter	Scheme Development Secured funding (£)	2014/15 Scheme Development Funding Need (£)
<b>Broadland</b>			
BRT Rackheath to City Centre (Salhouse Rd Gurney Rd) incl. cycling	NCC	0	30,000
St Faiths Road to Airport Industrial Estate Transport link	NCC	0	18,000
NEGT Secondary school scheme development	NCC	100,000	0
Mousehold Heath and NE Norwich Heathlands	Broadland	0	5,000
North Walsham Road Core Bus Route Enhancements – Feasibility	NCC	0	40,000
Blue Pedalway – School Lane/ Chartwell Road/ Denton Road – Toucan Crossing and associated works	NCC	0	30,000
Broadland Way – Thorpe St Andrew to NDR/ Plumstead Rd	NCC	0	15,000
<b>Norwich City</b>			
Golden Ball St and Westlegate	NCC	0	60,000
Dereham Road BRT- Guardian Road roundabout	NCC		50,000
Yellow Pedalway	NCC/ Norwich	119,000	50,000
<b>South Norfolk</b>			
A47 Thickthorn junction improvements	NCC	1,000,000	0
<b>Total</b>		<b>£1,219,000</b>	<b>£298,000</b>

NORWICH CITY COUNCIL

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Annual Business Plan 2015/6

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## **Introduction**

This Business Plan sets out Norwich city council's priorities for infrastructure investment required in 2015/6 to support the delivery of planned growth for which pooled funding support is sought through the Greater Norwich Growth Board (GNGB).

The infrastructure investment is essential to delivery of the Joint Core Strategy (JCS), adopted in January 2014. The Joint Core Strategy includes in Appendix 7 tables of infrastructure required to support the planned growth. Infrastructure planning and delivery continues to progress and the latest position is reported in the Greater Norwich Infrastructure Plan (July 2014).

## **Context**

This year's business plan identifies schemes that are considered by Norwich city council to be a priority for delivery to assist achieving our economic and growth targets set out in the greater Norwich City Deal. The 15/6 Business Plan incorporates the updated position on infrastructure delivery since the preparation of the 14/5 business plan which was agreed in July 2014. Since then changes include progress on delivery, the outcome of the Local Growth Fund settlement, revised Community Infrastructure Levy projections, work on infrastructure development and programming, an update of the Greater Norwich Infrastructure Plan (GNIP) and decisions made on the allocation of pooled funding in the 2014/5 annual growth programme.

This 2015/6 business plan, along with those of Broadland and South Norfolk will be put together into the annual growth programme for 2015/6 by the Greater Norwich Growth Board (GNGB) in October 2014.

## **Greater Norwich Growth Board**

The GNGB has had its first meeting. At that meeting the governance arrangements for preparation of the annual growth programme (AGP) were agreed. The Board also approved the 2014/15 AGP that sets the context for the future business plans.

## **The Growth Deal**

New Anglia Growth Deal 15/6 award and provisional award for 16/7 onwards were announced in July 2014. This reconfirmed the Government funding for the Northern Distributor Road (NDR) and the Local Transport Body allocation of £7m to 2019 for the Norwich Area Transportation Strategy (NATS).

## **Greater Norwich Infrastructure Plan**

The Greater Norwich Infrastructure Plan (GNIP) is constantly being updated to reflect progress on infrastructure delivery and timing of projects to support the planned growth. The GNIP provides base information for preparation of this Business Plan and identifies an infrastructure programme to 2026.

List of projects for delivery in 15/6

- Golden Ball St / Westlegate - £500K
- Yellow pedalway- £250K
- Riverside Walk improvements- continuation from 2014-5- £30K
- Earlham Millennium Green path improvements- continuation from 2014-5- £66K
- Marriott's Way- £250,000

## **Future Programme**

In addition to the schemes for delivery a number of schemes have been identified for development this year to meet delivery dates over the next few years. These schemes are not seeking pooled funding support but it is a request that the delivery body commits to develop the schemes this year to meet the overall infrastructure programme.

Schemes for development in 2015/16

- Rose Lane / Prince of Wales Road- £100K
- Tombland Public Realm -£50K
- Dereham Road BRT: Guardian Road roundabout- £100K
- Blue pedalway- feasibility work- £50K

## **City Deal**

The four local authorities continue to work with Government on delivery of the outcomes from City Deals, one of which is the delivery of a programme of infrastructure facilitated by pooled funding arrangements between the Authorities. Progress on the City Deal is reported quarterly to Government.

## **Pooled Funding**

The pooled funding position is based on forecasts of CIL income. The table below give the current projections and commitments to schemes from the previous AGP

	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>
Existing commitments		£196,000	£55,000
Annual Pooled funding income projection	£74,690	£1,203,750	£2,675,110
Surplus/Deficit	£74,690	£1,007,750	£2,620,110
<b>Cumulative position</b>	<b>£74,690</b>	<b>£1,082,440</b>	<b>£3,702,550</b>

Note- the figures have changed slightly from previous reports as Broadland has now predicted a slightly higher level of CIL income for 2014-5.

### **Annual Proposal**

For the year 15/6 Norwich City Council has identified 5 schemes totalling £1,000,096 as priorities to receive pooled funding support. In addition to scheme delivery preparatory work is requested on a further 4 schemes as these are at this time considered to be priorities for delivery in 16/7

This Business Plan is to be presented to the GNGB as the Priorities for Norwich City Council to be included in the 15/6 AGP.

### **Norwich annual business plan 2015/6- project descriptions.**

#### **Projects promoted to receive CIL funding**

##### *Golden Ball Street / Westlegate*

1. The removal of traffic from Westlegate and changing Golden Ball Street from a one way road to a two way road is a key element of the city centre measures in the Norwich Area Transport Strategy (NATS) which aims to promote the use of cycling, walking and public transport across the city, as well as removing through traffic from within the inner ring road. The scheme will involve reconfiguring the signalled junction at Cattle Market Street / Farmers Avenue and Ber Street / All Saints Green to allow traffic to travel northbound as well as southbound along Golden Ball Street. Westlegate will be closed to all vehicles other than a handful of service vehicles and a public realm scheme will see the creation of an attractive and inviting route through from St Stephens to Ber Street. Implementing the Westlegate and Golden Ball Street schemes will build on the improvements realised as part of the Chapel Field North scheme that is currently under construction. Together the schemes remove much of the traffic in the heart of the shopping area between John Lewis, Marks and Spencer and The Walk creating a safer, more attractive environment for pedestrians

##### *Yellow pedalway*

2. The yellow pedalway is one of seven strategic cycle routes in the Greater Norwich cycle network. It connects the new University Technical College on Old Hall Road through Lakenham to the city centre. In the north of the city it connects the airport through Fiddlewood and Catton to the city centre. It has the potential to provide a healthy and affordable method of getting from these less affluent residential neighbourhoods to places where jobs are being created around Hall Road, the city centre and the airport. Significant improvements are required to the infrastructure at many locations along the route. These areas will be identified and outline design solutions presented in the feasibility study to be completed by March 2015. The current Push the Pedalway project will set the standard for infrastructure design.

##### *Riverside Walk*

3. This is a continuation of work proposed for 2014-5 to improve river banks, seating and interpretation along the riverside walk in the city centre. This will lead to improved usability and attractiveness

##### *Earlham Millennium Green*

4. A continuation of the project included in the growth programme for 2014-5, this project aims to enhance Earlham Millennium Green for site users and wildlife. Specifically the site will become more resilient to cope with increased

usage generated from nearby developments, especially Three Score. It will help to create a high quality open space and wildlife area, providing improvements to access and enhanced potential for educational use. The main focus of spending in 2015/16 will be on re-dressing 500 metres of worn and washed out gravel path running through the middle of the site with more erosion resistant materials.

#### *Marriott's Way*

5. Marriott's Way follows a former railway line along the Wensum Valley. It is a key designated green infrastructure corridor and part of national cycle route 1. It allows walkers, cyclists and wildlife to move long distances without encountering traffic or urban disturbance and provides people living in the Mile Cross and Marlpit neighbourhoods with good access to the countryside and the city centre. It also gives residents living in Drayton, Taverham and Thorpe Marriott an alternative to driving into Norwich which reduces congestion and pollution on Drayton Road and Dereham Road. There are many places between Barn Road and Hellesdon Road where improvements to access, surfacing and landscape could boost the number of people using the route and its contribution to the biodiversity of the city. Officers from the City and County Council are currently reviewing the priorities and it is clear that the work will extend beyond 2014/15 and the £60k allocation for the initial phase of work this year.

#### **Further Scheme Development Work**

##### *Rose Lane/ Prince of Wales Road*

6. This is also a key element of the NATS city centre measures. Currently all vehicles travel westbound out of the city via Prince of Wales Road and come into the city from the east along Rose Lane. This scheme would see both Prince of Wales Road and Rose Lane become two way. Prince of Wales Road would be only be available for public transport and essential service vehicles to use, while Rose Lane would be available to general traffic. This change would see reductions in journey times for bus users and significant improvements to the reliability of cross city bus journeys.

##### *Tombland public realm*

7. Tombland is a profoundly important historic public space that has the potential to play a much more important role as a destination for visitors and an attractor of inward investment. The quality of the space is undermined by traffic using Tombland as a part of a through route across the city centre. There are also a variety of ground surfaces and street furniture in a poor state of repair. The northern part of Tombland is being improved as part of the Push the Pedalways project. The improvement of the main southern square will be the focus of the next phase of work. The timing of beginning feasibility design of the project is influenced by the Rose Lane / Prince of Wales project, which has the potential to alter traffic management patterns to reduce the level of traffic in Tombland and allow more creative design approaches.



*Dereham Road BRT; Guardian Road Roundabout.*

8. In recent years there have been significant improvements along the Dereham Road BRT corridor within the city boundary. However there remains one problematic location for buses along the route: the Guardian Road roundabout. Congestion at the roundabout can result in variations of up to 5 minutes in journey times, which leads to unreliability of the timetabling. Passenger satisfaction surveys indicate that journey time reliability is one of the key factors influencing the choice to use public transport.
9. The existing roundabout is also a key barrier to pedestrians crossing the outer ring road and an improved junction would also assist pedestrians.
10. A continuation of development work planned for 2014-5 is required to determine whether an improved roundabout is needed at this location, or whether traffic signals would operate more satisfactorily. It is unlikely that whichever option is selected could be accommodated within the extent of the existing highway and therefore additional land will need to be required. The development work is needed to inform the extent of this, so that negotiations to acquire that land can be started.

*Blue pedalway*

11. The blue pedalway connects Eaton to the city centre via Newmarket Road. It also extends into South Norfolk to Cringleford and Hethersett, where major housing development is planned. It connects the city centre to the Sewell neighbourhood and extends into Broadland through to the North Sprowston and Old Catton major development area. Significant improvements are required to the cycling infrastructure at many locations along the route. One of these is the proposed crossing of Chartwell Road that is included in the programme for 2014/15. A feasibility study will define the location of the others.