

Cabinet

Date: Wednesday, 16 January 2018

Time: 17:30

Venue: Mancroft Room, City Hall, St Peters Street, Norwich, NR2 1NH

Committee members:

Councillors:

Waters (chair)
Harris (vice chair)
Davis
Jones
Kendrick
Maguire
Packer
Stonard

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Agenda

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1 Apologies

To receive apologies for absence.

2 Public questions/ petitions

To receive questions/ petitions from the public.

Please note that all questions must be received by the committee officer detailed on the front of the agenda by 10am on Friday 11 January 2019.

Petitions must be received by the committee officer detailed on the front of the agenda by 10am on Tuesday 15 January 2019.

For guidance on submitting public questions or petitions please see appendix 1 of the council's constitution.

3 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting.)

4 Minutes

4-12

To approve the minutes of the meeting held on 12 December 2018.

5 Draft Equality Information Report

13-40

Purpose - To consider the annual equality information report.

6 Response to the Norfolk County Council consultation on the Norwich Western Link route options

41-49

Purpose - To consider the proposals for the route options for the Western Link, which will connect the Broadland Northway (formerly the NDR) to the A47.

7 Greater Norwich Joint Five Year Infrastructure Investment Plan

50-121

Purpose - To consider whether to endorse the five year investment plan.

8 Key decisions

A 'key decision' means a decision which is likely to either:-

- (a) result in the council incurring expenditure which is, or making savings which are, significant in relation to the council's total budget for the service or function to which the decision relates (for these purposes the presumption is that "significant" means any sum exceeding whichever is greater of the thresholds established by the European public procurement directive 2014/24/EU for local government in respect of contracts for supplies or services), or;
- (b) be significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the Norwich city area.

EXEMPT ITEMS:

(During consideration of these items the meeting is not likely to be open to the press and the public.)

To consider whether the press and public should be excluded from the meeting during consideration of an agenda item on the grounds that it involves the likely disclosure of exempt information as specified in Part 1 of Schedule 12 A of the Local Government Act 1972 or it being confidential for the purposes of Section 100A(2) of that Act.

In each case, members are asked to decide whether, in all circumstances, the public interest in maintaining the exemption (and discussing the matter in private) outweighs the public interest in disclosing the information.

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Item Title

Date of publication: **Tuesday, 08 January 2019**

Cabinet

17:30 to 19:00

12 December 2018

Present: Councillors Waters (chair) Harris (vice chair), Davis, Jones, Kendrick and Maguire

Apologies: Councillors Packer and Stonard

Also present: Councillors Carlo and Wright

1. Public Questions/Petitions

The chair said that one public question had been received:

Mr Jamie Osborn asked the cabinet member for safe and city environment the following question:

"The report on Norwich as a city Fit for the Future states that the city council is 'committed to shifting to clean energy by 2040 (carbon-neutral by 2050)'. However, as new information is made available to us, I'm aware and I'm sure you are aware, that other cities are recognising the urgency of reducing carbon emissions in line with the targets set by the Paris Agreement and in accord with the limits that are now being shown by scientists, including the International Panel of Climate Change (IPCC).

The world is on track to overshoot the Paris Agreement's 1.5°C limit before 2050 and cities across the UK are, therefore, declaring a climate emergency and have committed to become carbon neutral by 2030, taking into account both production and consumption emissions.

As the threats to us from climate change are now being shown to be more serious than many people thought, will the cabinet of Norwich City Council recognise the climate emergency and consider committing to become carbon neutral by 2030. These are measures that are essential if today's citizens are to have a better chance of meeting the needs of the present without compromising future generations and are not only essential but also entirely achievable?"

Councillor Maguire, the cabinet member for safe city environment, replied as follows:

"Thank you for your question calling for Norwich City Council to consider declaring a climate change emergency and, correspondingly, for Norwich to become a carbon neutral city by 2030.

We are, of course, aware that Bristol City Council recently voted to declare a climate change emergency and that several other councils in the UK are also considering doing the same. I understand that the Forest of Dean has just joined that number. In fact the same question was asked on

27 November at full council. (The minutes and my reply are available on-line on the council's website at www.norwich.gov.uk). I could just repeat that answer but instead I shall expand on it.

You will be pleased to know last week both council officers and councillors from all parties met with representatives from the Tyndall Centre for Climate Change Research to discuss their findings ahead of COP24 (United Nations Climate Change conference), and to allow attendees to gain a better understanding of the problems of climate change at a global, national and local level. In addition, councillors from all parties have recently been consulted with for their views on what they would like to see as actions to deliver against in the council's new Environmental Strategy for 2019 and beyond. Their suggestions will be assessed to see how they can be translated into measurable and deliverable actions within available resources. You may not be aware of the severe funding cuts being imposed on local authorities. These cuts as well as cuts from central government for funding home improvements or renewable energy, for example, severely limit our efforts to drive sustainability locally, but will not stop us. We are working as best we can against those cuts.

Norwich City Council recognised nearly 10 years ago the need to reduce CO2 emissions. Since then we have worked hard to reduce both the council's own carbon footprint where we have achieved a 57.1% reduction in CO2 emissions (against our benchmark year of 2007), and across the wider city where the city has achieved a reduction in per capita CO2 emissions of 44.3% in the period 2005 to 2016, (the most recent dataset available) and, incidentally, is the same reduction as achieved by Bristol City Council over that period. We've done the same as Bristol without the subsidy for our efforts.

As you will be aware, carbon emissions and climate change are extremely complex subjects with a multitude of variables, and as such what a 'carbon neutral city' actually is and how it could be achieved is currently a topic of some considerable debate and disagreement. Norwich city council is taking a considered approach to the problem of climate change because we are keen to avoid a scenario where empty promises are made in haste and then cannot later be delivered upon. Ultimately have a deleterious impact on the environment. Instead we want to set actions which are able to maximise the resources available whilst having the biggest impact possible on reducing carbon emissions in Norwich.

We recognise that for Norwich to continue to reduce carbon emissions it will require all sectors working together to make this happen, which is why the aspiration to become a carbon neutral city is stated in the City Vision and is a suggested blueprint for the future of Norwich.

In regards to Norwich City Council's carbon emissions we will continue to drive out the remaining 42.9% via our new Carbon Management Programme. Hopefully this will be an aspiration for other businesses to follow our lead.

I am pleased to announce that Norwich City Council will be setting up its own 100% renewable energy company that will help Citizens and businesses alike to achieve the carbon neutrality you ask.

So to conclude we do recognise the urgency of reducing emissions, that's why we are working on the best possible plan to achieve the largest reductions possible within the available resources nationally and locally.

As discussed if Norwich City Council becomes a Carbon neutral authority and by when will be directed by our ongoing work on developing a new Environmental Strategy and our associated actions. Thank you."

By way of a supplementary question, Mr Osborn welcomed the council's work on its environmental strategy and hoped that information would be made available as it progressed. He said the effects of climate change called for more pressing action as soon as possible to save lives and called on the committee to hold a minute's silence to reflect on those who have been the victims of climate change, including those across the globe who have been killed by wild-fires, drought or floods.

The chair replied that Mr Osborn was welcome to have a minute's silence and led the meeting in a moment's quiet reflection.

2. Declarations of interest

Councillor Kendrick declared an other interest in item 17* (below), Establishment of a New Council Owned Company to Manage Private Sector Rental Income Collection - (paragraph 3) as director on the board of Norwich Regeneration Ltd.

(Three members declared an other interest in item *15 (below), Commercial Services Strategy. A list of these members and officers with a conflict of interest is set out in the report.)

3. Minutes

RESOLVED to agree the accuracy of the minutes of the meeting held on 14 November 2018.

4. Norwich City Council - Fit for the Future Update

The chief executive explained that the report was in two parts with an exempt appendix. Members confirmed that they had read the appendix but would not be discussing it at the meeting.

Councillor Waters, leader of the council and chair of the committee, presented the report. He pointed out that the scrutiny committee would be considering the draft

corporate plan at its meeting the next day (13 December 2018). During his presentation he thanked all the employees of the council, for helping reshape the council as an organisation, and in particular the employees who had volunteered to take part in focus groups and workshops.

Councillor Carlo, leader of the Green Group, asked a question about the council's commitment to energy and carbon reduction targets when the planning applications committee had approved a major development at Anglia Square (6 December 2018) which she considered was below "progressive guidelines". The chief executive advised members that the standard of energy efficiency for Anglia Square scheme met and exceeded current guidelines. The chair said that the planning applications committee had considered applications in detail and that the level of energy efficiency, including renewable, depended on the constraints of the site. The questions at council (27 November 2018) and at this meeting demonstrated the council's commitment to carbon reduction.

RESOLVED to:

- (1) endorse the progress made to date on developing a new vision, corporate plan and operating model for the council; and,
- (2) continue with the approach previously agreed to balance future budgets within the MTFS.

5. Emerging 2019/20 Budget, Medium Term Financial Strategy (MTFS) and HRA Business Plan Update

Councillor Kendrick, cabinet member for resources presented the report

The chief finance officer referred to the report and explained that the emerging proposals were a good indication of the final budget proposals which would be presented in February 2019.

In reply to a question from Councillor Carlo, leader of the Green Party Group, the chief executive explained that the replacement of the waste recycling centre at Mile Cross was not included in the capital programme because it was not a city council function.

RESOLVED to note the direction of travel currently being taken to establish robust and balanced budget proposals.

6. Quarter 2 Corporate Performance Report for 2018-19

Councillor Waters, leader of the council, said that the council had received an award from Inphase for the "Best looking portal 2018" for the citizen's portal on the website. He considered that it was a good exemplar to share with other local authorities and congratulated the strategy manager and his team..

Councillor Waters then presented the report.

RESOLVED to note progress against the corporate plan priorities for quarter 2 of 2018-19.

7. Revenue and Capital Budget Monitoring 2018-19 – Period 7

Councillor Kendrick, cabinet member for resources, presented the report.

RESOLVED to:

- (1) note the forecast outturn for the 2018/19 General Fund, HRA and capital programme;
- (2) note the consequential forecast of the General Fund and Housing Revenue Account balances;
- (3) approve the addition to the capital programme, as detailed in paragraph 11; and
- (4) note the General Fund and HRA capital programme virements, as detailed in paragraph 12 and 13 of the report.

8. Treasury Management Mid-year Review Report 2018-19

Councillor Kendrick, cabinet member for resources presented the report.

Councillor Harris, deputy leader and cabinet member for social housing, commented that the HRA debt cap had been lifted and said that it still meant that the council must be prudent with its borrowing.

RESOLVED to:

- (1) note the contents of the report, the treasury activity undertaken, and briefing on regulatory updates;
- (2) approve the amendments to the council's use of AAA rated money market funds to include AAA rated Constant Net Asset Value Money Market Funds (CNAV) and AAA Low Volatility Money Market Funds (LVNAV) due to money market regulatory changes and note that this change is not expected to change the Council's risk appetite; and
- (3) note that there are no longer specific recommended treasury management indicators in respect of interest rate exposures and credit risk; and
- (4) approve the revised maturity structure of borrowing indicator included in this report.

9. Commercial Property Investment Strategy - Key Decision

(The following item had been included on the agenda as an exempt from publication item in error and was therefore moved up the agenda to be considered in the public part of the meeting. Copies of the report had been published on the website and were available at the meeting.)

Councillor Kendrick, cabinet member for resources, introduced the report.

The chief finance officer presented the report.

In reply to a question from Councillor Wright, chair of scrutiny committee and leader of the Liberal Democrat group, the chief finance officer explained that increasing the delegated authority to purchase commercial property investments to £20 m for an individual acquisition was in line with that of other similar local authorities.

Councillor Carlo, leader of the Green Party group, asked whether carbon emissions were taken into account when considering commercial property acquisitions. The chief finance officer said that properties with a high energy performance certificate were preferred. The chief executive referred to the report and said there was no specific reference to carbon emissions. She pointed out that the council would never consider investing in a nuclear power station. However, the main criteria would be that the asset produced a decent return on the council's investment.

RESOLVED to:

- (1) approve the revised commercial property investment strategy;
- (2) increase the delegated authority to purchase commercial property investments under this strategy by £10m so that the maximum lot size for an individual acquisition is £20m;
- (3) recommend to council, as part of the overall budget setting process in February 2019, to approve:
 - (a) a departure from the DHCLG's (Department for Housing, Communities and Local Government) Investment Code as set out in paragraphs 4.11 to 4.15 of the strategy;
 - (b) the setting aside of 20% of the net new income achieved from the investment into the commercial property earmarked reserve as set out in paragraph 2.17 of the strategy.

10. Scrutiny Committee Recommendations

Councillor Kendrick, cabinet member for resources asked Councillor Wright in his role as chair of scrutiny to present the report.

Councillor Wright said that the scrutiny committee had considered key information on domestic abuse and the work that council officers were progressing with partners to help tackle the issues in Norwich. He was grateful to the representatives of Leeway

and Spurgeons Children's Charity for attending the meeting and answering members' questions. The main issues from discussion with these partners was the need for long-term commitment funding for services, and the important role that children's service play in identifying and addressing domestic abuse.

The chair thanked Councillor Wright and the members of the scrutiny committee for the valuable and informative recommendations.

RESOLVED to consider the recommendations of the scrutiny committee made at its meeting on 22 November 2018 as follows:

- (1) commit to long-term funding arrangements when commissioning domestic abuse services;
- (2) continue to enable staff and members to spot potential signs of domestic abuse, including sharing lessons learnt from serious case and domestic homicide reviews with members;
- (3) liaise with the local Job Centre about equipping their staff to spot potential signs of domestic abuse, so that it can explore split payments within Universal Credit;
- (4) work with the county council to ensure that domestic abuse is factored in any work around locality development of early years provision in the light of proposed changes to children's centres; and
- (5) consider how gendered language and stereotypes can form part of a wider social context that may increase the likelihood of domestic abuse occurring.

11. Procurement of a Housing Structural Repairs Contract - Key Decision

Councillor Harris, cabinet member for social housing, presented the report.

RESOLVED to award the contract for housing structural repairs to flats at William Mear Gardens to Bawburgh Installations Limited.

12. Procurement for the Supply, Installation and Commissioning of New Boilers and Associated Equipment at Meadowsweet Sheltered Housing – Key Decision

Councillor Harris, cabinet member for social housing, presented the report.

She pointed out that Meadowsweet Sheltered Housing scheme was in Catton Grove ward.

RESOLVED to delegate approval to the director of neighbourhoods in consultation with the deputy leader and cabinet member or social housing to award the contract for supply, installation and commissioning of new boilers and associated equipment at Meadowsweet sheltered housing.

13. Procurement of Works to Clear, Demolish and Remediate Ex-works Depot at Mile Cross - Key Decision

Councillor Kendrick, cabinet member for resources presented the report.

RESOLVED to delegate approval to the director of regeneration and development in consultation with the cabinet member for resources to award the contract for the clearance, demolition and ground remediation of the ex-works depot at Mile Cross.

14. Exclusion of the Public

RESOLVED to exclude the public from the meeting during consideration of items *14 to *17 (below) on the grounds contained in the relevant paragraphs of Schedule 12A of the Local Government Act 1972 (as amended).

15. *Norwich City Council Fit for the Future Update (Paragraphs 3 and 5)

RESOLVED to note (considered under Item 4, above).

16. *Commercial Services Strategy – Key Decision - (paragraphs 3, 4 and 5)

(Members and officers who had an other interest in this item were listed in the report.)

The director of business services presented the report and, together with the chief executive, answered questions on the financial aspects of the proposals and referred the member to the Fit for the Future exempt appendix for further information.

RESOLVED to agree the recommendations as set out in the report.

17. *Establishment of a New Council Owned Company to Manage Private Sector Rental Income Collection - (paragraph 3)

(Councillor Kendrick had declared an other interest in this item.)

Councillor Kendrick, cabinet member for resources, presented the report.

The chief finance officer said that the name of the new company would be subject to discussion with the relevant parties.

RESOLVED to:

- (1) establish a wholly owned company limited by shares which will manage all private rental sector properties built by Norwich Regeneration Ltd (NRL) or those that the new company may purchase itself as a business opportunity; and,

- (2) note that a detailed Business Plan for the new company will be presented to cabinet for approval in the New Year.

CHAIR

Report to Cabinet
16 January 2019
Report of Strategy manager
Subject Draft Equality Information Report

Item

5

Purpose

To consider the annual equality information report.

Recommendation

To approve publication of the annual equality information report.

Corporate and service priorities

The report helps to meet the corporate priority a fair city

Financial implications

None

Ward/s: All Wards

Cabinet member: Councillor Davis - Social inclusion

Contact officers

Adam Clark, Strategy Manager

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Background documents

None

Equality Information Report

1. The draft annual equality report is submitted for review and approval in appendix 1.
2. As a local authority, the council has a statutory requirement to publish an annual Equality Information Report. Given the timing of previous reports, this document needs to be published before 31 January 2019. This year's Equality Information Report follows a new format as explained below.
3. Previous years' reports have been largely textual documents that have provided key data and commentary about Norwich residents and city council customers and employees, especially those with protected characteristics under The Equality Act 2010. These reports can be found on the council website.
4. Although previous reports have been comprehensive and met the statutory duty, they have not necessarily supported the wider equality duty of the council. We have therefore revamped the format for the latest version to make it more infographic led, so that the key messages are clear. By doing this we anticipate that it will make it easier for stakeholders to source the key data that they need quickly, as well as making it more accessible to a range of audiences.
5. The review of the format has taken into account a wider review of how we can support officers to undertake Equality Impact Assessments for specific pieces of work. The simplification of the Equality Information Report is intended to ensure that the key data about residents, tenants and employees is easily available to officers so that they can include this in their scoping of projects and services. Once they have identified key groups who may be affected, they can then draw on wider evidence and work with those groups to shape projects and services.
6. The report also includes brief commentary on some of the key data, especially where there are notable changes or local variances. The information is mainly provided at a city level, but some of the data is also available at other geographies through national and local data sources. Where possible, these sources are referenced at the end of the Equality Information Report.
7. The data covering the gender pay gap for city council employees that is included in the current draft of the report is for the year 2016-17. If the updated data for 2017-18 is available before the publication date, this will be included.
8. This year there is no comprehensive data on the working age population claiming benefits. Due to the launch of Universal Credit, working age benefits split by type has been discontinued, so we are unable to show a true picture during this transition period. Once the claimant count data has been updated to include Universal Credit, this will be included in the future.
9. A draft version of this report was presented to Scrutiny Committee on 13th December, and where possible, comments and recommendations from the committee have been reflected in this draft.

Integrated impact assessment



NORWICH
City Council

The IIA should assess **the impact of the recommendation** being made by the report

Detailed guidance to help with the completion of the assessment can be found [here](#). Delete this row after completion

Report author to complete

| | |
|-----------------------------------|-----------------------------------|
| Committee: | Cabinet |
| Committee date: | 16 January 2019 |
| Director / Head of service | Strategy Manager |
| Report subject: | Draft Equality Information Report |
| Date assessed: | 7 January 2019 |

| | Impact | | | |
|---|-------------------------------------|--------------------------|--------------------------|----------|
| Economic (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Finance (value for money) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Other departments and services e.g. office facilities, customer contact | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ICT services | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Economic development | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Financial inclusion | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| Social (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Safeguarding children and adults | <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"/> | |
| Human Rights Act 1998 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Health and well being | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |

| | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|--|
| | Impact | | | |
| Equality and diversity (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Relations between groups (cohesion) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | The report provides information about how the council discharges its duties under the Equality Act, which allows for identification of areas for improvement |
| Eliminating discrimination & harassment | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| Advancing equality of opportunity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| Environmental (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Transportation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Natural and built environment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Waste minimisation & resource use | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Pollution | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Sustainable procurement | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Energy and climate change | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| (Please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |

| | Impact | | | |
|------------------------|--------------------------|-------------------------------------|--------------------------|---|
| Risk management | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Allows identification of risks around liabilities under the Public Sector Equality Duty |

| Recommendations from impact assessment | |
|--|--|
| Positive | |
| Officers and members should consider the evidence in the report to identify ways in which the council can enhance its activities as a provider of services and as an employer. The data included should be used to inform specific equality impact assessments | |
| Negative | |
| | |
| Neutral | |
| | |
| Issues | |
| | |



Equality Information Report 2019

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Introduction

As part of the Equality Act 2010, the council must demonstrate due regard to three general equality duties across its functions:

- advancing equality of opportunity between people who share a protected characteristic and those who do not
- eliminating discrimination, harassment, and victimisation and other conduct prohibited by the act
- promoting good relations between people who share a protected characteristic and those who do not.

The council must also publish equality data about the people:

- who live in Norwich
- who work at the council
- who use its services.

Our residents



Ethnicity

| | Norwich | Norfolk | England |
|--|--------------|--------------|--------------|
| Total White | 90.8% | 96.4% | 86.0% |
| White non-British | 6.1% | 4.0% | 5.5% |
| Total Black, Asian or minority ethnic group | 9.2% | 3.5% | 14.0% |
| Asian/Asian British | 4.4% | 1.6% | 7.5% |
| Black/African/Caribbean/Black British | 1.6% | 0.6% | 3.3% |
| Mixed heritage | 2.3% | 1.1% | 2.2% |
| Other ethnic group | 0.8% | 0.2% | 1.0% |

Age



| | Norwich | Norfolk | England |
|--------------|---------|---------|---------|
| 0-14 | 16.2% | 15.9% | 18.1% |
| 15-39 | 42.7% | 28.1% | 32.1% |
| 40-64 | 26.2% | 31.9% | 31.8% |
| 65-84 | 12.4% | 20.7% | 15.7% |
| 85+ | 2.4% | 3.4% | 2.0% |



Gender

| | |
|---------------|-------|
| Female | 50.5% |
| Male | 49.5% |

140,400 people live in Norwich

Disability

Day to day activity limited due to disability (all ages)

Physical Disability 18-64 year olds

| | Moderate | Serious |
|----------------|----------|---------|
| Norwich | 6.8% | 1.9% |
| England | 7.8% | 2.3% |

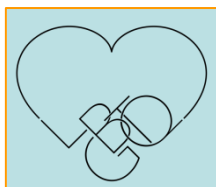


| | A little | A lot | Total |
|----------------|----------|-------|-------|
| Norwich | 9.8% | 8.6% | 18.4% |
| Norfolk | 11.0% | 9.3% | 20.3% |
| England | 9.3% | 8.3% | 17.6% |

Our residents

Sexual orientation

2/5 respondents to the national LGBT survey 2018 had experienced harassment or violence due to their sexual orientation in last 12 months



| | East | England | Great Britain |
|---------------------------------|------|---------|---------------|
| Heterosexual or straight | 94.6 | 93.0 | 93.4 |
| Gay or lesbian | 0.6 | 1.2 | 1.2 |
| Bisexual | 0.6 | 0.7 | 0.8 |
| Other | 0.9 | 0.5 | 0.5 |
| Don't know or refuse | 3.3 | 4.5 | 4.1 |

% Estimates based on Annual Population Survey



Religion or belief

| | Norwich | Norfolk | England |
|--------------------|---------|---------|---------|
| Christian | 44.9% | 61.0% | 59.4% |
| Buddhist | 0.7% | 0.3% | 0.5% |
| Hindu | 0.8% | 0.3% | 1.5% |
| Jewish | 0.2% | 0.1% | 0.5% |
| Muslim | 2.0% | 0.6% | 5.0% |
| Sikh | 0.1% | 0.1% | 0.8% |
| Other | 0.7% | 0.5% | 0.4% |
| No religion | 42.5% | 29.6% | 24.7% |
| Not stated | 8.2% | 7.6% | 7.2% |



Marriage and civil partnership

| | Norwich | England |
|---|---------|---------|
| Single (never married or never registered a same-sex civil partnership) | 46.9% | 34.6% |
| Married | 33.4% | 46.6% |
| In a registered same-sex civil partnership | 0.3% | 0.2% |
| Separated (but still legally married or still legally in a same-sex civil partnership) | 2.6% | 2.7% |
| Divorced or formerly in a same-sex civil partnership which is now legally dissolved | 10.7% | 9.0% |
| Widowed or surviving partner from a same-sex civil partnership | 6.1% | 6.9% |

Our residents

Gender reassignment



No reliable data is available but it is estimated that around 1% of the UK population is to be gender variant.

Pregnancy and maternity



Births in 2017

| | |
|-----------------|---------|
| Norwich | 1,554 |
| Norfolk | 8,670 |
| England & Wales | 679,106 |

Age of birth mothers in England and Wales

| | Under 20 | 20 to 24 | 25 to 29 | 30 to 34 | 35 to 39 | 40 and over |
|-----------------|----------|----------|----------|----------|----------|-------------|
| England & Wales | 3.0% | 14.4% | 28.0% | 31.9% | 18.4% | 4.3% |

Looked after children

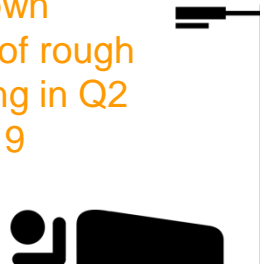


Number and rate per 10,000 children aged under 18

| | |
|-----------------|----|
| Norfolk | 69 |
| East of England | 49 |
| England | 64 |

Rough sleepers

51 known cases of rough sleeping in Q2 2018/19



Carers

| | Norwich | England |
|----------------------------|---------|---------|
| 1-19 hours of unpaid care | 5.7% | 6.5% |
| 20-49 hours of unpaid care | 1.1% | 1.4% |
| 50+ hours of unpaid care | 2.2% | 2.4% |

Our residents

Socio-Economic Classification (NS-SEC)

| Socio-Economic Classification (2011) | | | | | | | | | |
|--------------------------------------|-------|-------|-------|-------|------|-------|-------|------|-------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | L15 |
| Norwich | 9.3% | 18.4% | 10.9% | 6.8% | 6.5% | 15.3% | 12.6% | 5.4% | 14.8% |
| Norfolk | 8.3% | 19.7% | 12.5% | 11.2% | 8.0% | 17.1% | 12.4% | 3.9% | 6.8% |
| England | 10.4% | 20.9% | 12.8% | 9.4% | 6.9% | 14.0% | 11.0% | 5.6% | 9.0% |

| Socio-Economic Classification Key |
|--|
| 1. Higher managerial and professional occupations (e.g. directors, clergy and medical practioners) |
| 2. Lower managerial and professional occupations (e.g. teachers, nurses and journalists) |
| 3. Intermediate occupations (e.g. travel agents, medical secretaries and police officers) |
| 4. Small employers and own account workers (e.g. taxi-cab drivers, product designers) |
| 5. Lower supervisory and technical occupations (e.g. electricians, train drivers, bakers) |
| 6. Semi-routine occupations (e.g. traffic wardens, dental workers and scaffolders) |
| 7. Routine occupations (e.g. cleaners, waiters/waitresses) |
| 8. Never worked and long-term unemployed |
| L15. Full-time students |

Our residents - commentary

1. A revised method for calculating population estimates provides more accurate figures:

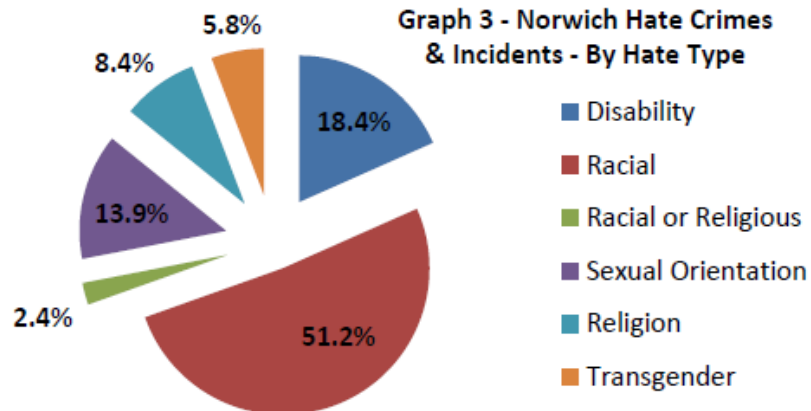
| | Norwich | East of England | Great Britain | % increase in Norwich on previous year |
|-------------|---------|-----------------|---------------|---|
| 2014 | 136,600 | 6,017,300 | 62,756,300 | |
| 2015 | 138,100 | 6,076,000 | 63,258,400 | 1.1% |
| 2016 | 139,900 | 6,129,000 | 63,785,900 | 1.3% |
| 2017 | 140,400 | 6,168,400 | 64,169,400 | 0.4% |

2. Disability figures remain relatively consistent. This year estimated figures for those with a moderate or serious disability are included, showing Norwich to have below the national average in both cases.
3. For the first time the report includes information on the other protected characteristics, and other relevant groups, where available.
4. As can be seen, at the time of the most recent census, the proportion of full-time students was higher in Norwich than in Norfolk or England.

Hate crimes and incidents



Graph 3 - Norwich Hate Crimes & Incidents - By Hate Type



Sample size: 670 Crimes & Incidents with a Hate Type recorded.

Data covers the period 01/04/17 – 31/03/18

| Type of Hate Crime or Incident | | Norwich Total | Norfolk Total | % of crime and incident types in Norwich as a proportion of Norfolk |
|--------------------------------|------------------------------------|---------------|---------------|---|
| Crimes | Hate Crime – Disability** | 104 | 416 | 25.0% |
| | Hate Crime - Racial | 246 | 558 | 44.1% |
| | Hate Crime - Racial or Religious | 16 | 37 | 43.2% |
| | Hate Crime - Religion | 38 | 91 | 41.8% |
| | Hate Crime - Sexual Orientation | 75 | 178 | 42.1% |
| | Hate Crime - Transgender | 21 | 39 | 53.8% |
| Crimes Total | | 500 | 1319 | 37.9% |
| Incidents | Hate Incident - Disability | 19 | 48 | 39.6% |
| | Hate Incident - Racial | 97 | 200 | 48.5% |
| | Hate Incident - Religion | 18 | 39 | 46.2% |
| | Hate Incident - Sexual Orientation | 18 | 50 | 36.0% |
| | Hate Incident - Transgender | 18 | 25 | 72.0% |
| Incidents Total | | 170 | 362 | 47.0% |

Hate crimes and incidents - commentary

1. A hate incident is any incident which is perceived by the person, or any other person as being motivated by prejudice or hatred. It may or may not be a crime. A hate crime is a crime committed against someone because of their protected characteristic.
2. There is an overall drop in the number of hate incidents being recorded in Norwich (by 10%) and Norfolk (9%) compared with last year, however, the figures for hate crimes have risen across all types by 34% in Norwich and by 24% across Norfolk.
3. The most notable increases by hate crime type are for sexual orientation and transgender (up by 43%), religion (up by 58%) and the disabled (up by 76%).
4. It is likely that the majority of hate crimes or incidents are not reported; therefore higher figures do not always represent more crime, but possibly more reported crime due to more awareness or confidence in reporting. However, if a trend of significant increases continues year on year high, further investigation should be considered to determine whether more can be done across our communities to bring about behavioural change.

Supporting Communities



The council has funded and/or supported the following projects, events and organisations over the last year.

#NoToDomesticAbuse



New Routes Integration



NORWICH PRIDE

Zimbabwean Community Association Norwich



The Norfolk Deaf Association
Supporting the deaf and hard of hearing in Norfolk



The Bridge Plus+
Bridging communities in Norfolk



your own place



■ Lesbian
■ Gay
■ Bisexual
■ Trans
■ History
■ Month

SCHOOLS OUT UK



NORWICH REFUGEE WEEK 2018

NORWICH INDEPENDENT LIVING GROUP

Our customers (tenants)



Gender

| | |
|---------------|-------|
| Female | 58.4% |
| Male | 41.6% |



Disability



| | |
|---------------------|-------|
| Not disabled | 67.6% |
| Disabled | 30.9% |
| Unknown | 1.5% |

The data on this page relates to the named **Norwich City Council** tenant, and not all occupants of the household, as of **November 2018**.

Ethnicity



| | |
|---|--------------|
| Total White | 94.0% |
| White non-British | 7.1% |
| Total Black, Asian, or minority ethnic group | 5.3% |
| Asian/Asian British | 1.6% |
| Black/African/Caribbean, Black British | 2.1% |
| Mixed heritage | 1.1% |
| Other ethnic group | 0.5% |
| Unknown or prefer not to say | 0.7% |

Age



| | |
|--------------|-------|
| 15-24 | 4.7% |
| 25-34 | 17.1% |
| 35-44 | 17.9% |
| 45-54 | 19.2% |
| 55-59 | 7.9% |
| 60-64 | 6.5% |
| 65-74 | 13.3% |
| 75-84 | 8.6% |
| 85+ | 4.8% |

Our customers (all services)



Complaints 2017-18

| | Amount | Percentage |
|---------------------------------------|-------------|------------|
| Ethnicity | | |
| White | 1048 | 53.8% |
| BAME | 48 | 2.5% |
| Not specified / DTA | 852 | 43.8% |
| Gender | | |
| Female | 767 | 39.4% |
| Male | 615 | 31.6% |
| Not specified / DTA | 528 | 27.1% |
| Disability | | |
| Non disabled | 662 | 34.0% |
| Disabled | 495 | 25.4% |
| Not specified / DTA | 657 | 33.7% |
| Age | | |
| <=19 | 34 | 1.7% |
| 20 - 29 | 184 | 9.5% |
| 30 - 39 | 264 | 13.6% |
| 40 - 49 | 235 | 12.1% |
| 50 - 59 | 190 | 9.8% |
| 60 - 69 | 113 | 5.8% |
| 70 - 79 | 73 | 3.7% |
| 80 - 89 | 26 | 1.3% |
| 90 - 99 | 200 | 10.3% |
| Not specified / DTA | 616 | 31.6% |
| Total no of complaints 2017-18 | 1947 | |

Translations & interpretations 2017-18

| LANGUAGE | BOOKINGS | % OF BOOKINGS |
|------------------|------------|---------------|
| ARABIC | 75 | 15.9% |
| HUNGARIAN | 62 | 13.2% |
| LITHUANIAN | 60 | 12.7% |
| FARSI | 53 | 11.3% |
| POLISH | 43 | 9.1% |
| PORTUGUESE | 36 | 7.6% |
| KURDISH - SORANI | 22 | 4.7% |
| LATVIAN | 13 | 2.8% |
| BULGARIAN | 12 | 2.5% |
| BENGALI | 12 | 2.5% |
| Other | 83 | 17.6% |
| Total | 471 | |



Our customers- commentary

1. For the first time the report includes information relating to Norwich City Council tenants, where available.
2. It is worth noting that 54% of tenants are between the age of 25 and 54, with over a quarter of tenants being of pensionable age. Almost a third have a disability.
3. This year sees a 35% increase in the number of complaints received.
4. The ethnicity breakdown of complainants remains largely unchanged from last year, as does the gender split.
5. There are marked changes compared with last year in both disabled complainants, up by 25%, and those who do not specify, down by 33%. This is also the case with the age of complainants between 90 and 99 rising from 0% to 10%, and those not specifying an age falling by 23%.

Our economy

Pay



| Median hourly pay (residents) | Norwich | East of England | Great Britain |
|---------------------------------|---------|-----------------|---------------|
| Full Time Workers | 11.66 | 14.77 | 14.36 |
| Male Full Time Workers | 12.78 | 15.56 | 14.89 |
| Female Full Time Workers | 10.85 | 13.75 | 13.56 |

| Median hourly pay (workplace) | Norwich | East of England | Great Britain |
|---------------------------------|---------|-----------------|---------------|
| Full Time Workers | 12.66 | 13.85 | 14.35 |
| Male Full Time Workers | 13.65 | 14.45 | 14.88 |
| Female Full Time Workers | 11.29 | 12.95 | 13.55 |

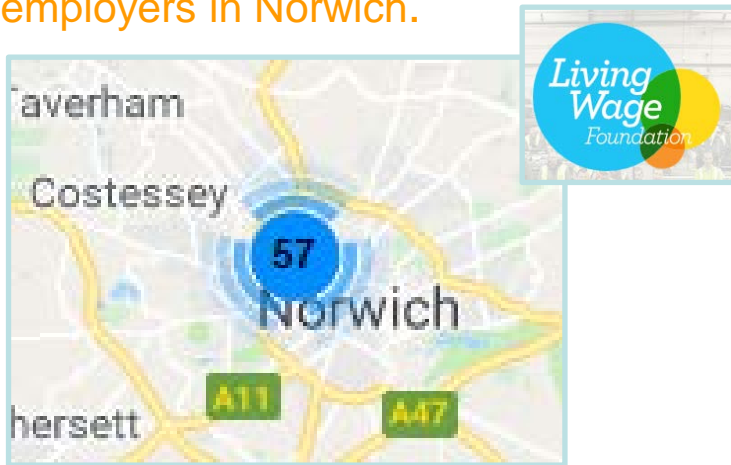
Employment

| | Norwich | East of England | Great Britain |
|---|---------|-----------------|---------------|
| % who are economically inactive - aged 16-64 | 23.8% | 18.9% | 21.6% |
| % who are economically inactive - aged 50+ | 59.5% | 56.8% | 57.2% |
| % who are economically inactive - aged 65+ | 89.9% | 89.7% | 89.5% |
| % of males who are economically inactive - aged 16-64 | 20.8% | 13.9% | 16.6% |
| % of females who are economically inactive - aged 16-64 | 26.7% | 23.8% | 26.5% |
| % of whites aged 16-64 who are economically inactive | 22.6% | 18.4% | 20.2% |
| % of ethnic minority aged 16-64 who are economically inactive | 35.7% | 22.7% | 29.5% |

Our economy

Living Wage

There are **57** accredited living wage employers in Norwich.



100% of employees working on Norwich City Council contracts with a value over £25k are paid the Living Wage Foundation's living wage.



Digital Inclusion

People supported from October 2017 to September 2018

| Age group | |
|-----------|----|
| Under 25 | 3 |
| 25-65 | 93 |
| 65+ | 54 |

| Type of Support | |
|------------------------------------|----|
| Basic Support | 64 |
| Job search related | 30 |
| Email | 25 |
| Social, games and shopping/selling | 22 |
| Technical support | 20 |
| NCC Council related | 14 |
| Other (incl. security) | 7 |

Our economy - commentary

1. For the first time the median full-time hourly pay for male residents in Norwich (excluding overtime) has decreased, by 58p, and whilst the rate for females has only risen very slightly, by 4p, the pay gap between male and female residents has reduced by 24% since the last report.
2. In contrast to above, the pay gap between males and females working in Norwich, which includes those residing outside the city council's boundary, has increased by 35%. In the previous report, this gap had seen a significant decrease over the 12 month period.
3. For every indicator relating to pay, Norwich is below the East of England and national average.
4. In the past 12 months there has generally been an increase in the proportion of residents economically inactive, although it has decreased by 3% amongst men aged between 16 and 64. Without a true picture of benefit claimant data, it is still fair to assume that a greater than average number of residents need to claim benefit to support their income.
5. A caveat to the district level data for pay and employment is that due to a smaller sample size, some of the results contain a reasonably large margin of error.
6. This year there is no data on the working age population claiming benefits. Due to the launch of Universal Credit, working age benefits split by type has been discontinued, so we are unable to show a true picture during this transition period. Once the claimant count data has been updated to include Universal Credit, this will be included in the future.
7. For the first time living wage and digital inclusion data features in the report.

Norwich City Council Employees

Gender



| | |
|--------|-----|
| Male | 42% |
| Female | 58% |

The data from this page is for the period April 2017- March 2018 & taken from internal records.



Ethnicity

| | |
|-----------|-----|
| Non-white | 3% |
| White | 94% |
| Unknown | 3% |

Norwich City Council's aim is for the workforce to reflect the percentage of the local community who are economically active, from an ethnic minority, who have a disability and match the gender imbalance.

Disability



| | |
|---------|-------|
| Yes | 13.3% |
| No | 79.7% |
| Unknown | 7.5% |

As of 31st March 2018, there were **664** employees of Norwich City Council

Age



| | |
|-------|-----|
| 16-29 | 6% |
| 30-44 | 38% |
| 45-59 | 47% |
| 60-64 | 7% |
| 65+ | 1% |

Council Employees

Training

1944 corporate training sessions attended



Age

| | |
|--------------|-------|
| 16-29 | 10.2% |
| 30-44 | 43.6% |
| 45-59 | 41.9% |
| 60-64 | 4.1% |
| 65+ | 0.2% |

| | |
|----------------------|-------|
| Male | 40.6% |
| Female | 59.4% |
| Disability | 11.0% |
| No Disability | 82.7% |
| Unknown | 6.3% |
| Non-white | 2.9% |
| White | 95.1% |
| Unknown | 2.0% |



Equal pay

| | |
|---|------------------|
| Difference in mean hourly rate of pay | 0.9% women lower |
| Difference in median hourly rate of pay | 0% women lower |
| Difference in mean bonus pay | 100% women lower |
| Difference in median bonus pay | 100% women lower |



Recruitment

| | Ethnicity | | | |
|--------------------|-----------|-----------|-------------|--------|
| | White | Non-white | Unspecified | Totals |
| Applicants | 732 | 67 | 68 | 867 |
| Shortlisted | 394 | 38 | 37 | 469 |
| Offered | 96 | 4 | 10 | 110 |
| | Disabled | | | |
| | Yes | No | Unspecified | |
| Applicants | 81 | 552 | 234 | 867 |
| Shortlisted | 46 | 298 | 125 | 469 |
| Offered | 6 | 74 | 30 | 110 |
| | Gender | | | |
| | Female | Male | Unspecified | Totals |
| Applicants | 407 | 405 | 55 | 867 |
| Shortlisted | 226 | 208 | 35 | 469 |
| Offered | 60 | 45 | 5 | 110 |

| Pay quartile | % Male workers | % Female workers |
|--------------|----------------|------------------|
| Top | 43.8 | 56.2 |
| Upper middle | 43.2 | 56.8 |
| Lower middle | 45.9 | 54.1 |
| Lower | 48.3 | 51.7 |

Council Employees - commentary

1. The data for disciplinary, grievance, leavers and promotions for the year 2017/18 is not appropriate to publish as the datasets are based on fewer than ten employees and the lower number poses a threat to employee confidentiality.
2. Overall there has been an increase of 80% in the number of posts recruited to, 61 last year and 110 this year. The number of female employees has risen by 5% and there has been a 7% drop in the number of male employees. This is linked to an increase in the number of part-time positions recruited to and women being more likely to work in these roles.
3. The proportion of employees with a disability remains largely unchanged, and there is still an under-representation of black, Asian and minority ethnic (BAME) employees.
4. The percentage of employees by age range again remains largely unchanged with the majority of employees between 30 and 59 years old which reflects the working age population. However, there continues to be an under representation of younger employees.
5. There are no further updates in terms of the other protected characteristics since the last report.
6. Employees attending corporate training courses has increased by 17%, and largely reflects the make up of employees.
7. The number of non-white or disabled applicants has increased in line with the higher number of positions recruited to, as has the number of applicants shortlisted and being offered a position.
8. The data in relation to equal pay is not available currently so 2017 data has been included. The snapshot data for 31 March 2018 will be published on our website and GOV.UK <https://gender-pay-gap.service.gov.uk/> by 30 March 2019.

Our residents

Population- Mid-year population estimates 2017, ONS

Ethnicity – Census 2011

Disability – Census 2011 & ONS estimated physical disability 18-64 year olds (2016)

Gender – Mid-year population estimates 2017, ONS

Age – Mid-year population estimates 2017, ONS

Sexual orientation- Annual Population Survey (2017)

Religion- Census 2011

Marriage or Civil Partnership- Census 2011

Gender reassignment- NHS Gender Dysphoria

Looked after children- Department of Education 2017-18, children looked after as of 31st March 2018 per 10,000 children.

Pregnancy and maternity- Birth summary statistics 2017, ONS

Rough sleepers- St Martin's Q2 Statistical report 2018/19

Carers- Census 2011

Socio-Economic Classification- Census 2011

Hate crime- Data from the Police 2017-18

Data sources

Our customers

Our tenants- All data based on our lead tenants as of 05/11/2018

Complaints- Formal complaints received by the Council for 2017-18

Translations- Data from INTRAN for 2017-18

Our economy

Pay- Annual hours and earnings survey, ONS, 2018

Employment- Economic inactivity July 2017-June 2018, Annual Population survey, ONS

Living Wage employers- Living Wage Foundation Accreditation list November 2018

Norwich City Council contractors- Internal procurement records November 2018

Norwich City Council Employees

Our employees- Internal HR data for 2017-18 and as at 31/03/2018

| | | |
|------------------|---|-------------|
| Report to | Cabinet | Item |
| | 16 January 2019 | |
| Report of | Head of city development services | 6 |
| Subject | Response to the Norfolk County Council consultation on the Norwich Western Link route options | |

Purpose

To consider the proposals for the route options for the Western Link, which will connect the Broadland Northway (formerly the NDR) to the A47.

Recommendation

To:

- (1) advise Norfolk County Council that the city council fully supports the principal of the proposal to construct the Norwich Western Link and that while the city council does not support option A it has no preference between options B, C and D; and
- (2) request that Norfolk County Council, through detailed design, ensures that the Norwich Western Link preserves the potential for walking, cycling and public transport use by ensuring any potential severance effects are fully mitigated.

Corporate and service priorities

The report helps to meet the corporate priority a safe, clean and low carbon city

Financial implications

None

Ward/s: Multiple Wards

Cabinet member: Councillor Stonard - sustainable and inclusive growth

Contact officers

| | |
|---|--------------|
| Joanne Deverick, transportation & network manager | 01603 212461 |
| Andy Watt, head of city development | 01603 212691 |

Background documents

None

Report

Background

1. Earlier this year Norfolk County Council completed construction of the Norwich Northern Distributor Road (NDR) now known as the Broadland Northway. The road links the A47 trunk road at Postwick (to the east of the city) to the A1067 Fakenham Road (to the north-west of the city).
2. In the summer the county council consulted on the principal of completing the route from the current western end of Broadland Northway to the A47 to the west of the city. The rationale behind providing a Western Link is that it will give residents, businesses, visitors and people travelling through the area a number of important benefits, including:
 - Removing additional traffic from our congested suburban city streets and outer ring road west of the city
 - Adding to the benefits that dualling the A47 will bring
 - Reducing rat-running in villages to the west of Norwich, improving quality of life
 - Improving people's living environment
 - Improving links and journey time reliability to the west and north of the county
 - Improving transport links to the A47 and beyond to the Midlands (including better connectivity to Norwich airport)
 - Supporting economic growth
 - Helping to encourage investment into Norfolk and encouraging further economic growth
 - Improving connectivity to the hospital, university and major employment areas at the Norwich Research Park
3. In response to that consultation the city council offered its' full support to the construction of the western link, subject to the delivery of a package of sustainable transport improvements as promoted through Transport for Norwich (TfN) and mitigation of the environmental impacts.
4. The county council is now consulting on the route options for the Western Link.

The route options

5. Four options are being put forward as possible routes for the Western Link. These are:

Option A

6. A 7.2 mile single carriageway upgrade to the B1535 and A1067, linking to the A47 at the Wood Lane junction north of Honingham. This option would significantly realign the current B road, smoothing it out to make it a higher standard route. The route would join the A1067 via a new junction at Lenwade and make use of the existing bridge across the River Wensum at Attlebridge.
7. It is predicted this route would carry around 10,000 vehicles a day by 2040. The estimated cost is £60m.

Option B

8. A new dual carriageway route and dual carriageway upgrade of the A1067, with the new route to the east of Weston Longville and linking to the A47 at Wood Lane. At the northern end of this route, two alternatives are given for how it could join the A1067. One would be via a new junction near Attlebridge which would include widening the existing River Wensum Bridge at Attlebridge – this route would total 5.1 miles in length. The other would see a new 660 metre viaduct crossing of the Wensum created, joining the A1067 further to the east and would total 4.7 miles in length.
9. It is predicted this route would carry around 30,000 vehicles a day by 2040. The cost of the route using the existing bridge is estimated at £129m while the viaduct alternative is estimated to cost £155m.

Option C

10. A new dual carriageway route and dual carriageway upgrade of the A1067, linking to the A47 at Wood Lane and totaling 3.9 miles. A short section of the A1067 would be dualled before a new junction would take the route between Weston Longville and Ringland, crossing the River Wensum on a 720 metre-long viaduct.
11. It is predicted this route would carry around 32,000 vehicles a day by 2040. The estimated cost is £153m.

Option D

12. A new dual carriageway route and dual carriageway upgrade of the A1067. The route is similar to Option C at its northern end, however it then runs to the west of Ringland and links to the A47 further east. A short section of the A1067 would be dualled before a new junction would take the route between Weston Longville and Ringland, crossing the River Wensum on a 660 metre-long viaduct, then turning more to the south and crossing the River Tud on a second viaduct, this one 120 metres long, before it meets the A47.
13. Two alternatives for how option D could join the A47 are shown. This is due to Highways England's plans to dual the section of the A47 between North Tuddenham and Easton. There is currently limited detail available on the new junction location near Easton and, until more detail is known, the Council has accounted for the possibility of the junction being located near Blind Lane and Taverham Road or closer to the current Easton roundabout junction. The location of the junction makes a small difference to the overall length of the route – 3.8 miles if the route connects near Blind Lane and Taverham Road and 3.7 miles if it connects near the current Easton roundabout.
14. It is predicted this route would carry around 31,000 vehicles a day by 2040. The estimated cost is £161m (this remains the same for both alternatives for how the route could join the A47).
15. The plan attached as appendix 1 shows those routes.

Discussion

16. Previously the city council has stated that as the Western Link is outside of the city boundary then the routing of the link is a matter for Broadland and South Norfolk to comment on as they are directly affected. However having reviewed the options put forward in the consultation it is felt that Route A, the single carriageway option, options has the least potential to benefit the city. It is projected to carry around 10,000 vehicles a day, whereas the other 3 options look to cater for over 30,000 vehicles each. Taking more traffic away from the existing road network has the potential to unlock capacity for significant improvements for pedestrians, cyclists and public transport in the west of the city.
17. One of the key benefits of completing the Western Link is to provide for easier access to Norwich International airport. Should a single carriageway route be provided, this will reduce that benefit. Adopting a dual carriageway option will mean that once the dualling of the A47 is complete there will be a complete dual carriageway route to and from the airport to the Midlands and the UK's motorway network.
18. For these reasons it is recommended that the city council does not support option A. With regard to the other 3 options the potential impact on the city are very similar and therefore the city council would support the adoption of any of those routes.

Severance

19. Whilst any detailed design is yet to be commenced it is possible that a new road could sever existing routes, such as those used by pedestrians and cyclists. With access to the river valleys and important amenity for Norwich residents it is requested that the detail design of the preferred route seeks to mitigate any potential severance so that effects on pedestrians, cyclists and public transport are minimised and if possible routes and access is enhanced.

Integrated impact assessment



NORWICH
City Council

The IIA should assess **the impact of the recommendation** being made by the report

Detailed guidance to help with the completion of the assessment can be found [here](#). Delete this row after completion

Report author to complete

| | |
|-----------------------------------|---|
| Committee: | Cabinet |
| Committee date: | 11 July 2018 |
| Director / Head of service | Head of city development services and head of planning |
| Report subject: | Response to the Norfolk County Council consultation on the Norwich Western Link |
| Date assessed: | 29 June 2018 |

| | Impact | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|--|
| Economic (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Finance (value for money) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Other departments and services e.g. office facilities, customer contact | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ICT services | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Economic development | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | The proposal will generate construction jobs in the wider Norwich area, future investment in the area and create opportunities for growth and jobs, particularly, in the NE side of the city. Coupled to delivery of other NATS measures the proposal will also create opportunities for growth and jobs elsewhere in Greater Norwich, including the city centre |
| Financial inclusion | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| Social (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Safeguarding children and adults | <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"/> | |
| Human Rights Act 1998 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|--|
| Health and well being | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Potential to reduce traffic flows and associated pollution problems on parts of the city's radial routes and ring road if coupled with other transportation projects in the city, thereby also providing improved conditions for active travel (walking and cycling) |
| | | | | |
| Equality and diversity (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Relations between groups (cohesion) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Eliminating discrimination & harassment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Advancing equality of opportunity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| Environmental (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Transportation | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Potential to reduce traffic flows and improve highway safety on parts of the city's radial routes and ring road if coupled with other transportation projects in the city |
| Natural and built environment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No significant impact in the city |
| Waste minimisation & resource use | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Pollution | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Potential to reduce traffic flows on parts of the city's radial routes and ring road if coupled with other transportation projects in the city |
| Sustainable procurement | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| | | | | |
|--|-------------------------------------|--------------------------|--------------------------|---|
| Energy and climate change | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Potential to reduce traffic flows on parts of the city's radial routes and ring road if coupled with other transportation projects in the city. Risk of additional trips unless delivered as part of overall package also investing in walking, cycling and public transport. |
| | | | | |
| (Please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Risk management | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Recommendations from impact assessment | | | | |
| Positive | | | | |
| As the site is entirely within Broadland District and South Norfolk district council administrative areas, this analysis relates to the impacts on Norwich only. Overall there are positive features in terms of employment opportunities for construction and as part of the wider growth of the Norwich area. The positive impacts on the environment, traffic and pollution and health are dependent on a programme of improvements to transport on foot, by cycle and public transport, as opportunities for removing traffic capacity on key parts of radial routes and the ring road northwest of the city are delivered. It is essential that these take place concurrently with the development. | | | | |
| Negative | | | | |
| Issues | | | | |

||||| Preferred route for new dual carriageway section of A47



| | | |
|------------------|--|-------------|
| Report to | Cabinet 16 January 2019 | Item |
| Report of | Director of regeneration and development | 7 |
| Subject | Greater Norwich Joint Five Year Infrastructure Investment Plan | |

Purpose

To consider whether to endorse the five year investment plan.

Recommendation

To:

- 1) approve the Greater Norwich Joint Five Year Investment Plan;
- 2) agree the proposed 2019/20 Annual Growth Programme; and
- 3) agree that the cash reserve should be reallocated into the Infrastructure Investment Fund to support the delivery of previously agreed annual growth programmes, and support the establishment of a new cash reserve to be forward planned in future versions of the Plan.

Corporate and service priorities

The report helps to meet the corporate priority a prosperous and vibrant city.

Financial implications

As set out in paras 14-17 of the report.

There is no requirement for any new projects to be included in the council's capital programme for 2018/19.

Ward/s: All Wards

Cabinet member: Councillor Waters - Leader

Contact officers

Gwyn Jones, city growth and development manager 01603 212364

Background documents

None

Report

Background

1. In 2014, the council, together with Broadland and South Norfolk councils agreed to pool its Community Infrastructure Levy (CIL) income (not including the neighbourhood and administrative funding elements) to create an Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB) in order to pay for strategic infrastructure as part of the Greater Norwich Growth Board (GNGB) Joint Working Agreement. Key pieces of infrastructure are required to support the planned housing and jobs growth.
2. The Greater Norwich Infrastructure Plan (GNIP) identifies infrastructure priorities to the end of the current Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area.
3. The Greater Norwich Growth Board (GNGB) agreed at its board meeting on 24 March 2016 to produce a Joint Five Year Infrastructure Investment Plan (5YIP) to help to provide a longer term, more strategic context for infrastructure decision making.
4. Prior to the preparation of this 5YIP, the GNIP was updated, (included at Appendix 2).

The Five Year Infrastructure Investment Plan

5. The projects identified within this 5YIP are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the authorities.
6. The projects which receive IIF funding during the forthcoming financial year will be adopted as the 2019/20 Annual Growth Programme (AGP). The projects listed within the subsequent four years are the IIF funding priorities till 2023/24.
7. This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.
8. The draft Five Year Infrastructure Plan 19-24, is included at Appendix 1.

19/20 Annual Growth Programme (AGP)

9. Estimates for the total forecasted amount of CIL collected over the plan period have reduced over previous years. This is in part due to the changes in government policy which have increased the categories of development which

are exempt from paying CIL but also due to the complex nature of CIL receipt making forecasts incredibly difficult to calculate.

10. CIL income has been less than forecasted each year since 2014. In order to safeguard the commitments made to all projects within previously agreed AGPs the GNGB made the decision on 25th June 2018:

‘To temporarily suspend the inclusion of any new projects in future 5 Year Investment Plans and Annual Growth Programmes. New projects which require urgent or time limited funding will still be able to submit proformas however these will be reviewed independently.’

11. It is proposed that that Education receive £2million to support the development of their capital programme, but there are no projects from within the themes of Green Infrastructure, Transport or Communities included within the 19/20 AGP.
12. Projects which were previously programmed to be delivered in 19/20 have either sourced funding elsewhere, have been closed and are no longer a priority or have agreed to re-programme their delivery until funding is available.
13. Approximately £1.5million of projects allocated IIF in previous AGPs will continue to be delivered in 2019/20.

The use of the cash reserve within the financial framework

14. The 2016/17 AGP agreed to borrow £50m at PWLB project rate to support the delivery of both the Broadland Northway and the Long Stratton Bypass. It was agreed that a cash reserve equal to one annual repayment be built up over 3 years from 2017/18 to safeguard this loan repayment.
15. CIL receipts have been lower than forecast since the creation of the IIF in 2014. As a result we now forecast an over commitment of the Growth Programme in the financial year 2019/20. If this occurs and the IIF falls into deficit, the fund would be charged interest on the amount. However, it is expected that through careful programme management the Greater Norwich Project Team will be able to prevent this from happening. This potential interest charge has therefore not been included within the financial framework.
16. The Infrastructure Development Board along with each partner's s151 officer have recommended that the accrued cash reserve should be reallocated back into the IIF, whilst a new £2m cash reserve is planned to be built over the subsequent 4 years of this Plan.
17. Cabinet are asked to agree that the cash reserve should be reallocated into the IIF to support the delivery of previously agreed annual growth programmes, and support the establishment of a new cash reserve to be forward planned in future versions of this Plan.

Integrated impact assessment



NORWICH
City Council

The IIA should assess **the impact of the recommendation** being made by the report

Detailed guidance to help with the completion of the assessment can be found [here](#). Delete this row after completion

Report author to complete

| | |
|-----------------------------------|--|
| Committee: | Cabinet |
| Committee date: | 16 January 2019 |
| Director / Head of service | Head of city development services |
| Report subject: | Greater Norwich Joint Five Year Infrastructure Investment Plan |
| Date assessed: | 7 th January 2019 |

| | Impact | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|--|
| Economic (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Finance (value for money) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Other departments and services e.g. office facilities, customer contact | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| ICT services | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Economic development | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Projects are intended to support growth and hence prosperity of Norwich |
| Financial inclusion | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| Social (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Safeguarding children and adults | <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"/> | |
| Human Rights Act 1998 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Health and well being | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Several projects support provision of health services or health and well-being more generally (e.g. green links) in later years |
| | | | | |

| | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|-------------|
| | Impact | | | |
| Equality and diversity (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Relations between groups (cohesion) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Eliminating discrimination & harassment | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Advancing equality of opportunity | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| Environmental (please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Transportation | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Later years |
| Natural and built environment | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Later years |
| Waste minimisation & resource use | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Pollution | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Sustainable procurement | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Energy and climate change | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | | | | |
| (Please add an 'x' as appropriate) | Neutral | Positive | Negative | Comments |
| Risk management | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

| Recommendations from impact assessment |
|---|
| Positive |
| There will be benefits overall through delivery of new projects in future years |
| Negative |
| |
| Neutral |
| |
| Issues |
| |

Greater Norwich Growth Board

Greater Norwich Infrastructure Plan

June 2018



Jobs, homes, prosperity for local people

Contents

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| 3. Key Infrastructure This section outlines the infrastructure required to support growth | 8 |
| 4. Major Growth Locations This section identifies where growth is expected to happen in the next few years | 14 |
| Appendix 1 Infrastructure Framework This section lists all the currently planned strategic infrastructure projects. | 24 |

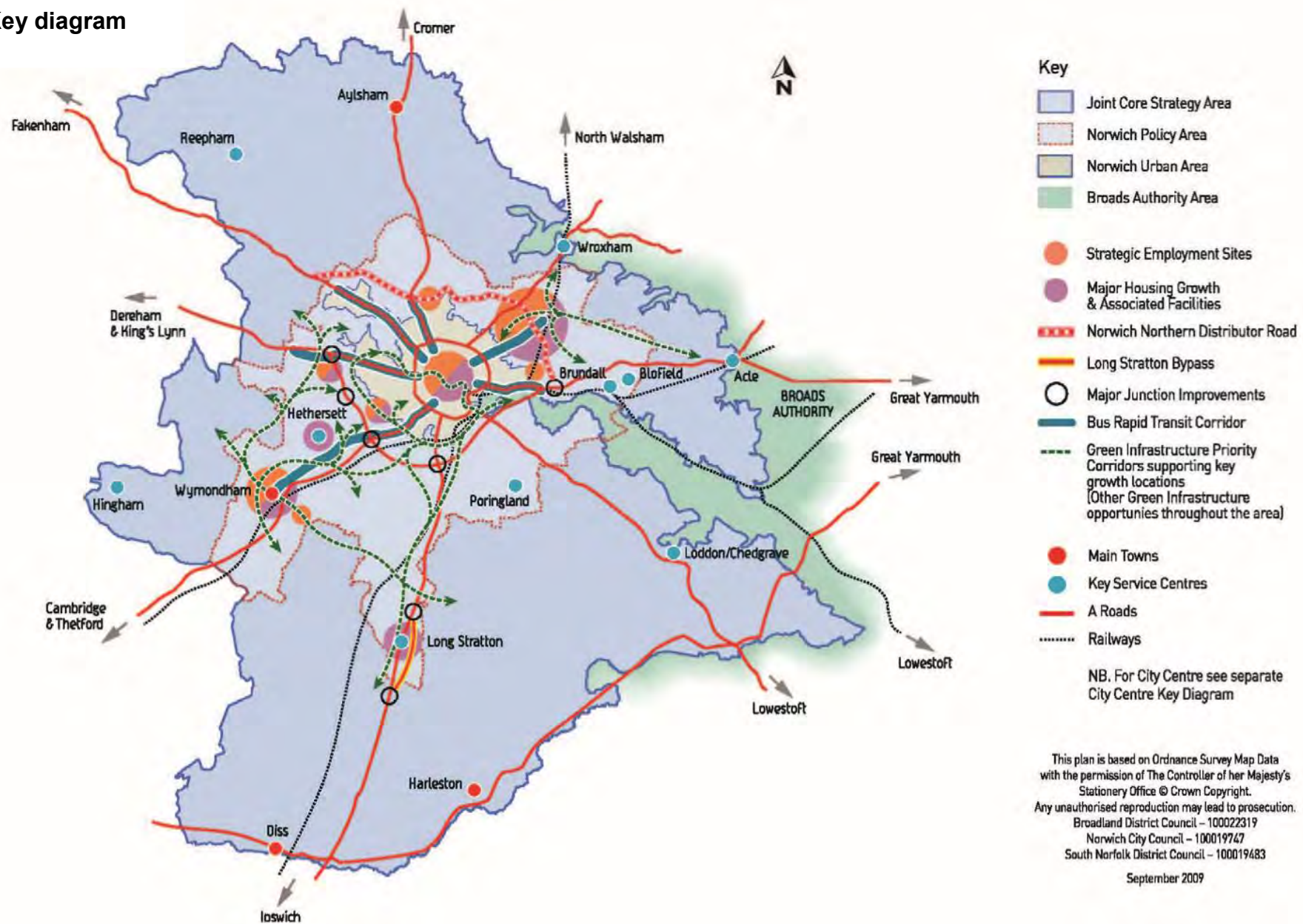
1. Introduction

- 1.1 The Greater Norwich area, covering the districts of Broadland, Norwich and South Norfolk, is a key engine of growth for the United Kingdom. The Joint Core Strategy for the area (JCS) aims to deliver 27,000 jobs and 37,000 homes between 2008 and 2026. Greater Norwich is one of the fastest growing areas in the country and has established itself as a leader in health and life sciences, digital creative and advanced manufacturing and engineering. The Greater Norwich City Deal, signed with government in December 2013, aims to bring an additional 13,000 jobs to the area, as well as 6,000 jobs in construction, and accelerate the delivery of 3,000 homes within the Growth Triangle. Through the City Deal the Greater Norwich Growth Board partners' ambition is to enable the existing world class knowledge to develop and grow into world class jobs and a thriving economy.
- 1.2 The Greater Norwich Local Plan (GNLP) is in an early stage of production. It will identify and provide for additional housing and jobs growth required to 2036. When it is adopted, which is scheduled for 2020, it will supersede the JCS and other local plan documents.
- 1.3 This document, the Greater Norwich Infrastructure Plan (GNIP), helps co-ordinate and manage the delivery of strategic infrastructure to support growth, a high quality of life and an enhanced natural environment¹. It informs prioritisation of investment and delivery. It is not an exhaustive list. It is a living document, updated annually to reflect the latest information.
- 1.4 The GNIP supports the delivery of the JCS, other Local Plan documents for the area, local economic strategies, the Greater Norwich City Deal, and the Strategic Economic Plan (produced by the New Anglia Local Economic Partnership). It draws on work to identify and secure the key infrastructure required to support growth as set out in the Joint Core Strategy Infrastructure Framework (included in JCS Appendix 7 and 7a). The updated Infrastructure Framework is included as Appendix 1.
- 1.5 While mainstream funding provides the primary support for new infrastructure, contributions from new development, such as Section 106 agreements and Community Infrastructure Levy are also important. Section 2 of this report provides an overview of funding and delivery mechanisms.
- 1.6 Section 3 outlines the range of infrastructure required to support growth including that delivered and funded by other means – e.g. Asset Management Plans, or infrastructure directly delivered or funded by development.
- 1.7 The GNIP concentrates on the key infrastructure requirements that support the major growth locations (see figure one – Joint Core Strategy Key Diagram) or the overall scale of growth. Individual developments tend to require smaller scale infrastructure that is not detailed here. Section 4 provides an overview of progress expected in the next few years on significant sites.

¹ The GNIP evolved from the previous Local Investment Plan and Programme to provide a more focused delivery plan.

- 1.8 Many elements of key infrastructure can be implemented incrementally to reflect emerging patterns of growth. This includes enhancements to public transport corridors to deliver the key components that contribute towards the delivery of a Bus Rapid Transit network, elements of the green infrastructure network and extensions to cycle routes.
- 1.9 The GNIP provides greater detail on the schemes for delivery in the shorter term. It does not seek to fundamentally review or re-prioritise agreed infrastructure, but is a means of refreshing and managing the strategic programme, keeping it up to date and fit for purpose.
- 1.10 However, as time moves on and projects evolve, some differences with previous work may be noted. This is because:
- Project titles can change to better reflect the details of the proposals.
 - A project can support more than one topic, for example a cycle route can be both green infrastructure and transport infrastructure.
 - The expected timing of infrastructure delivery can change, for example to reflect updated assumptions on the timing of the development it is intended to support, or because funding has become available.
 - Significant changes in timing can alter the nature of any solution and the capacity of existing infrastructure to support growth can have changed in the interim.

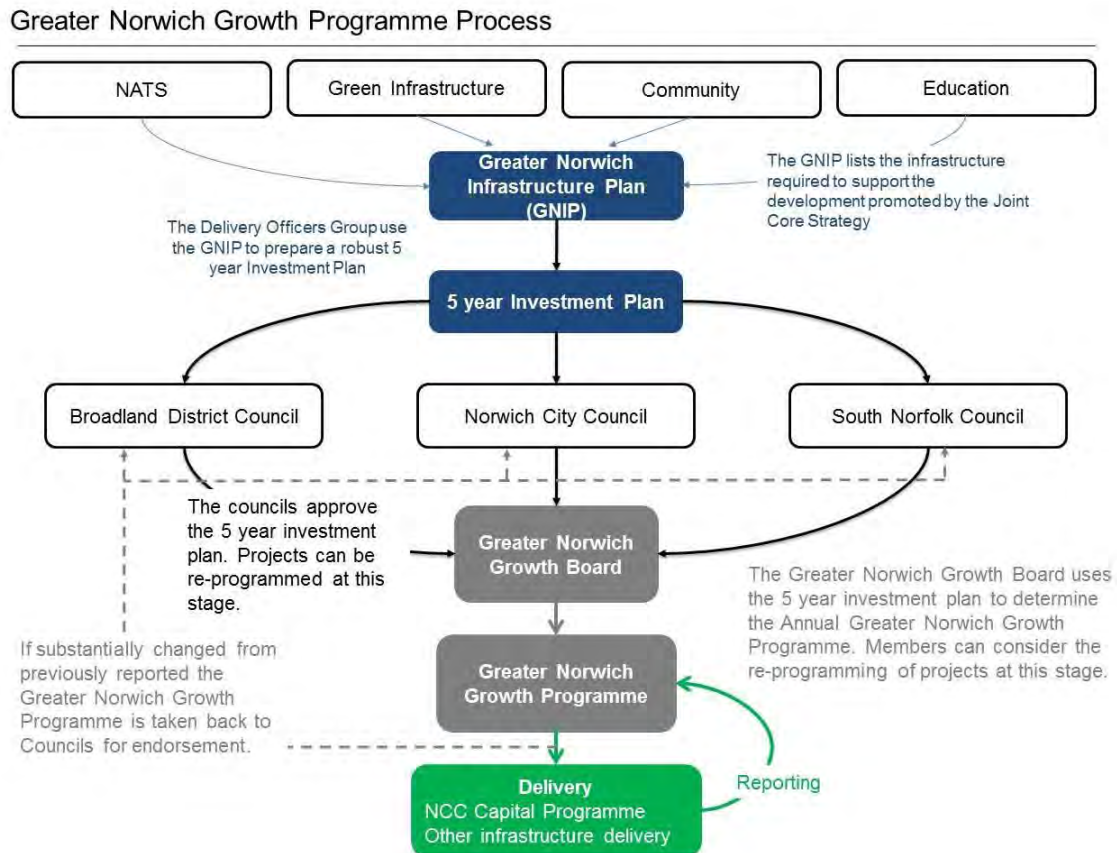
Figure 1: Key diagram



2. Funding sources and delivery planning

- 2.1 In December 2013, Broadland, Norwich City, Norfolk County, South Norfolk councils and the New Anglia LEP signed a City Deal with central government. A core theme supports infrastructure delivery to accelerate planned growth.
- 2.2 The City Deal identifies a £440m infrastructure investment programme developed from the JCS Infrastructure Framework. The councils, with the LEP, have put in place pooled funding and governance arrangements to manage timely delivery of the programme.
- 2.3 Estimates for the total forecast amount of CIL collected over the plan period have reduced over previous years, in part due to the increase in exemptions granted. The GNGB are considering undertaking a review of CIL which would in part consider forecasting. It must be noted that some estimates have been made for inflationary increases in CIL forecasts and infrastructure costs although this is not across the full spectrum of projects presented in the GNIP. The funding gap is likely to close as other funding streams are secured.
- 2.4 The GNIP provides the longer term context to inform short term investment plans and funding decisions. The councils manage the 5-year Infrastructure Investment Plan and Annual Growth Programme collectively, identifying projects for delivery and packages of funding. There is a collaborative approach to funding the programme through pooling of the Community Infrastructure Levy, Local Growth Fund, use of mainstream funding, identification of other funding such as pooled business rates or New Homes Bonus, and, where required and agreed, the use of borrowing. The Greater Norwich Growth Board manages the risks to delivery and provides a robust means of agreeing ongoing priorities.
- 2.5 The GNIP Infrastructure Framework looks over longer term and tends to identify the earliest date on which a piece of infrastructure can be delivered taking account of broad indications and reasonable assumptions of funding availability. The 5-year Infrastructure Investment Plan and Annual Growth Programme take a shorter term view and consequently prioritise schemes based only on known funding sources or those with a high degree of certainty.
- 2.6 Local communities will retain 15% of Community Infrastructure Levy contributions to deliver schemes within their area (25% where there is a Neighbourhood Plan in place).

Figure 2: Greater Norwich Growth Programme process



Progress on delivering key infrastructure

- 2.7 The Northern Distributor Road, officially named the 'Broadland Northway' is now open from the A1067 Fakenham Road to the A47 at Postwick.
- 2.8 A major improvement at Thickthorn junction to address existing and future congestion problems has been included in the Highways England A47 corridor improvement programme. The scheme is estimated to cost £25-50m with a construction period 2020-22.
- 2.9 Delivery of the Transport for Norwich (TfN) programme, formerly The Norwich Area Transportation Strategy Implementation Plan, is a New Anglia Strategic Economic Plan priority and remains a priority in the new Norfolk and Suffolk Economic Strategy. The New Anglia Growth Deal announced in July 2014, and the more recent (February 2015) Growth Deal 2 announcement, confirmed Local Growth Funding of £13m for scheme delivery from 2015- 2020. Final sign-off of the funding will be made by the New Anglia LEP Board. The Local Transport Body has been set up across Norfolk and Suffolk to provide advice to the LEP Board and manage central government funding devolved to the LEP for transport schemes.
- 2.10 The Norwich Area Transportation Strategy, which has now been rebranded the TfN strategy, is a New Anglia Strategic Economic Plan priority. £13m has been allocated by the LGF and £10.1M from the Department for Transport's

City Cycle Ambition Grant (CCAG) fund to deliver transport infrastructure schemes within the TfN area for the period 2015-2020. In addition to this there are confirmed allocations of £1.4M CIL and £0.4M S106 to supplement the LGF and CCAG funding.

- 2.11 To date this funding has delivered public realm improvements with associated pedestrian and cycle benefits in the city centre at Westlegate, a much enhanced roundabout at Dereham Road / Guardian Road which improves journey times for all modes, significant parts of the Blue and Yellow pedalways and a public transport interchange at the UEA.
- 2.12 The implementation of a cycleway from Wymondham to Hethersett is currently under construction and work will shortly begin to implement a traffic management and public realm improvement scheme in Prince of Wales Road and Rose Lane which will provide quicker and more direct journeys whether on foot, by bike or in a bus or car. Also planned is a scheme to improve capacity for all vehicles at the A11 Newmarket Road / A140 Daniels Road roundabout on the outer ring road and a public transport interchange at Roundhouse Way.

3. Key Infrastructure

There are a range of topic based mechanisms for the delivery of infrastructure, including plans and strategies with their own objectives, priorities and implementation plans. The GNIP is guided by these topic plans and processes and also influences them to meet needs arising from emerging growth pressures. The GNIP's main focus is on green infrastructure, transport, schools and community facilities such as libraries, sports, recreation and Neighbourhood Plan priorities. This section of the report also includes other infrastructure which is required to support growth but is funded and delivered by other means and does not feature in the Infrastructure Framework. Work on utilities infrastructure and capacity constraints is ongoing.

Green Infrastructure

- 3.1 A Green Infrastructure Delivery Plan was produced in 2009 focusing on the two main geographical areas identified for significant development: South West and North East Norwich. It identifies a number of schemes or projects to contribute to the protection and enhancement of the strategic green infrastructure network and continues to inform delivery
- 3.2 However, the understanding of need and prioritisation is always under revision and as information becomes available, projects are refined and re-prioritised. The projects in the Greater Norwich Infrastructure Plan are based on the need to mitigate the potential impacts on Natura 2000 sites under the Habitat Regulations and an understanding of the timing of development served by the identified green infrastructure corridors.

Transport

- 3.3 Provision is guided by the Norwich Area Transportation Strategy (which is currently under review and is to be termed the Transport for Norwich strategy) and its implementation plan developed alongside the Joint Core Strategy. The proposals in the Implementation Plan (updated in 2013) include:
 - plans for improving transport and accessibility in the city centre
 - improving the cycling and walking network across Norwich
 - further improvements to rail and bus services building towards a Bus Rapid Transit system for the city
 - capacity improvements to the A47 Postwick interchange (Postwick Hub)
 - delivering the Northern Distributor Road (Broadland Northway)
 - taking additional steps to improve traffic flows in the area
- 3.4 A number of elements in the Implementation Plan are directly related to the delivery of growth, such as Bus Rapid Transit routes associated with major growth locations. Implementation is kept under review to reflect housing and employment delivery and the availability of further funding.
- 3.5 The transport strategy is currently being reviewed alongside a review of the Greater Norwich Local Plan.

Schools

- 3.6 The County Council is responsible for ensuring sufficient school places are provided and works with a variety of providers. Growth can often be accommodated through expansion of existing schools but new schools are also required to serve large scale growth. Funding comes from mainstream capital funding, S106 and CIL. The County Council develops a capital programme which is reflected in this GNIP.

Waste and recycling

- 3.7 Household waste is collected by Norfolk's local authorities but Norfolk County Council has responsibility to dispose of the waste which cannot be recycled and providing Household Waste Recycling Centres.
- 3.8 Norfolk County Council also has responsibility for planning to ensure that there is adequate capacity to deal with waste produced from commercial and industrial, construction and demolition, and hazardous waste.
- 3.9 There are currently seven Household Waste Recycling Centres in the area. A replacement site for Norwich's Mile Cross Recycling Centre is required from 2021. Additionally, housing growth in the area will place pressure on existing facilities, which may require a combination of new or improved facilities to meet future demand.

Police, Ambulance and Fire services

- 3.10 Development will be well designed, to include safe and accessible space where crime and fear of crime are minimised. Access to police services will require new local facilities in major growth locations. In this regard, Norfolk Constabulary has indicated the need for a new facility in the vicinity of Postwick junction.
- 3.11 Additional ambulance service capacity is expected to be met through a reorganisation of existing provision and the use of strategically located stand-points or facilities at hospitals, with limited impact on capital expenditure.
- 3.12 Fire appliances must be based at stations for most of the time. The existing fire stations across the area are well positioned in relation to the strategic growth locations and are expected to provide the necessary levels of service.

Health Care

- 3.13 Health care facilities and the infrastructure needed to promote healthy lifestyles are required. The precise scale and nature of the facilities required will be dependent on the evolving nature of healthcare provision and will be kept under review.
- 3.14 NHS England continue to engage with the GNGB partners about the need for health and social care facilities, including potential facilities at Old Catton/Sprowston and Rackheath, and the expansion of existing facilities elsewhere.

Community infrastructure

- 3.15 Parishes will receive 15% of the CIL to deliver community infrastructure projects that they deem necessary to support growth in their area. This rises to 25% where there is an adopted Neighbourhood Plan. Broadland District Council and South Norfolk Council continue to engage with parishes about the delivery of infrastructure, including how this relates to the development and implementation of Neighbourhood Plans. In the Norwich City Council area there are no parishes and the council will be consulting directly with communities.

Libraries

- 3.16 The County Council has a statutory responsibility to provide a comprehensive and efficient library service. New housing development may be served by a new library building or mobile services, improving or extending the current provision to provide extra capacity. Using Community Infrastructure Levy (CIL) funding the library service has used technology to extend the opening times of a number of sites to 69 hours per week covering 7 days. Of the 21 sites 8 are or will be open for longer as a direct result of CIL funding. Creating extra capacity for people to use public libraries.

Recreation

- 3.17 Recreational facilities are provided and maintained by a number of different organisations, both public and private. Additional recreational facilities required to serve growth will be provided on-site on larger new developments and through improvements to existing facilities. Evidence from a playing pitch and built sports facilities strategy led to the development of a prioritization process which is overseen by a sport and leisure implementation group, assisting sports facilities providers in accessing grant funding.

Housing

- 3.18 The Joint Core Strategy policy target for delivery of affordable housing is 33% of total housing delivery. Affordable housing will continue to be negotiated on a site by site basis alongside other direct development requirements. As strategic infrastructure is funded from pooled sources, negotiations on Affordable Housing provision do not directly impact on delivery of the Strategic Infrastructure programme.

Electricity

- 3.19 The partners continue to work with UK Power Networks and Local Energy East to explore mechanisms to ensure the cost of electricity infrastructure is shared proportionately between planned developments. No significant barriers to the delivery of required infrastructure have been identified, there are some localised areas with a current shortage of capacity for future growth, such as the Norwich Research Park (NRP) and parts of the Cambridge Norwich Tech Corridor which are being reviewed as part of the Greater Norwich Power infrastructure project.

Gas

- 3.20 Limited improvements to gas infrastructure are required across the area and do not provide a constraint.

Water

- 3.21 Long term water resources are under increasing pressure from a rapidly growing population, climate change and environmental needs. This requires a twin track approach of making the best use of available water through water efficiency measures before investing in new water supply capacity
- 3.22 Anglian Water's "Water Resource Management Plan 2015" (WRMP) covers the period 2015 to 2040. Some £25.6m is being invested in the Norwich and the Broads water resource management zone during the period 2015-20 to deliver a relocation of the water extraction point on the River Wensum, improve water efficiency and enhance metering. Further investment is proposed post-2030 to resolve longer term issues. The plan also identifies additional options for maintaining the supply-demand balance should the future deficit significantly exceed current expectations.
- 3.23 A plan which will extend the timeframe to 2045 and replace the above is being developed. The "preferred option" in the [draft 2019 WRMP](#) for maintaining the supply-demand balance is to focus on demand management measures, with water transfers from the Norwich and the Broads zone to neighbouring areas.

Waste Recycling (waste water)

- 3.24 To keep pace with growth in the area, several water recycling centres (sewage treatment works) will require enhancement to ensure they continue to operate within environmental limits. The timing of these investments, including lead-in times, will be aligned to the phasing of development.
- 3.25 Anglian Water are preparing the first 25 year Water Recycling Long Term Plan to set out the strategy for meeting growth while protecting sites that rely on high water quality, including the Broads. The plan will provide an important evidence base for informing development proposals. The partners are working closely with Anglian Water to identify ensure infrastructure is provided in a timely manner to serve development.

Table 1: Sewerage investment required to support major growth

| | |
|--|---|
| Broadland : North East Growth Triangle | A new strategic sewer to Whitlingham would use existing way leaves on the route of the existing sewer and can be upgraded in sections. Delivered by developers and Anglian Water through requisition order process. |
| Norwich : Three Score, Bowthorpe South Norfolk : North Hethersett; Costessey, Lodge; Farm, Easton | Yare Valley sewer upgrade |
| Long Stratton | Strategic sewer |

Flooding

- 3.26 The great majority of development proposed in the JCS is located in areas with no fluvial/tidal flood risk. Any development proposed in areas of some flood risk (zone 2), will have to provide a flood risk assessment to show how flood risk can be mitigated. This will apply mainly to limited areas of the city centre. In Broadland and South Norfolk, the site allocations documents have actively avoided allocating any new sites with any Zone 2 or 3 flood risk.
- 3.27 Developers will work with the relevant public authorities to minimise flood risk through a combination of high quality urban design and green infrastructure, as well as use of Sustainable Drainage System.

Telecommunications

- 3.28 Digital connectivity, high speed and reliable broadband infrastructure is critical to economic development. It is also a key component in tackling deprivation and improving access to services amongst disadvantaged and isolated communities.
- 3.29 The “Better Broadband for Norfolk” rollout began in summer 2013 with contract one rollout completed at the end of 2015, at which point access to superfast broadband in Norfolk had doubled, reaching 84%. Contract two was signed in December 2014. This contract will complete at the end March 2020.
- 3.30 The independent Think Broadband website shows the following percentage of properties currently have access to Superfast broadband (24Mbps+):
<http://labs.thinkbroadband.com/local/index.php?area=E10000020>
- Broadland – 91%
 - Norwich – 99%
 - South Norfolk – 87%
- 3.31 By the completion of the Better Broadband for Norfolk rollout access is expected to increase to 97% in Broadland and 91% in South Norfolk.
- 3.32 The Government Better Broadband Subsidy scheme provides access to an alternative broadband solution such as wireless, 4G or satellite for any property with access to a download speed of less than 2Mbps where no upgrade is planned within the next 12 months
- 3.33 By the end of 2020, the Government is introducing a Broadband Universal Service Obligation which will allow residents to request a minimum download speed of 10Mbps.
- 3.34 The County Council considers broadband infrastructure a priority and as further funding becomes available coverage will increase towards an ultimate aim to achieve access for 100% of Norfolk properties.

Mobile voice and data coverage

- 3.35 The County Council is committed to working with mobile network operators to improve coverage.
- 3.36 A mobile voice and data coverage audit was commissioned in January 2018.
- 3.37 The headline results are that where coverage is available the quality of service is good, so there does not appear to be a need to invest in replacing existing equipment. However, there are significant gaps in coverage across all 4 providers such that one call in 5 placed will currently fail.
- 3.38 The County Council will work with the Mobile Network Operators to facilitate early access to council owned assets to help improve coverage as soon as possible.

4. Major Growth Locations

- 4.1 Infrastructure planning reflects the distribution of planned growth illustrated in figure one. Major growth locations which are under construction or likely to start on site in the near future are listed below.

North East Norwich

- 4.2 The North East sector includes the Old Catton, Sprowston, Rackheath Thorpe St Andrew Growth Triangle as well as a number of adjacent developments. It is the largest single growth location in Greater Norwich. Broadland District Council produced an Area Action Plan (AAP) to coordinate planning and delivery across the triangle. The AAP was adopted in July 2016.
- 4.3 The AAP planned for a further 11,600 additional new homes (on top of existing commitments in 2008 of approximately 1,400 homes), a 25 hectare expansion of Broadland Business Park, 25 hectares of new employment land at Rackheath. 30 hectares of new employment land is also planned north of Norwich airport. In addition, planning permissions have been granted for a 40 hectare Aeropark on the north side of the airport, and a 12,750m² office development on the old hospital site at Thorpe St Andrew.
- 4.4 Successful delivery of the Growth Triangle was dependent on the Postwick Hub and the Broadland Northway (previously known as the Northern Distributor Road). Postwick Hub is now complete and Broadland Northway is open to traffic.
- 4.5 Although the AAP was only recently adopted, significant progress has already been made in progressing sites and issuing planning permissions in the Growth Triangle:
- 5,800 dwellings have planning permission;
 - 1,200 further dwellings are subject to a Council resolution to grant planning permission.
 - planning applications have been lodged for a further 750 dwellings
- 4.6 While delivery will span a number of years, many of the identified sites are expected to be on site within the next 3 years. Emerging developments in the north east sector as a whole are summarised in table two:

Table 2: North East sector – significant sites for early delivery

| Site/ Location | Development | Status | Expected start |
|---|--|--|---------------------------|
| Norwich International Airport | Aeropark 40ha aviation related business development | Permitted | |
| Land East of Buxton Road (Spixworth) | 225 New Homes (minimum) Reserve Matters Application Submitted | Permitted | 2018/19 |
| Home Farm, Sprowston | 164 Homes (73 built as of 1 April 2018) | Permitted | Commenced |
| Beeston Park (North of Sprowston and Old Catton) | 3,520 dwellings, employment, shops, services, cafes, restaurants and pubs, a hotel, two primary schools, community space | Permitted | 2018/19 |
| White House Farm (Sprowston) | 1233 dwellings dwellings (435 built as of 1 April 2018), a link road, a primary school, and a large woodland park | Permitted (pre-CIL) | Commenced |
| Land Adj. Salhouse Road (Rackheath) | 79 dwellings and ancillary works | Permitted (pre-CIL) | Commenced |
| Brook & Laurel Farms including Broadland Business Park North (Thorpe St Andrew) | 600 dwellings, 14.6ha of employment land and local centre plus a link road between Plumstead Rd and BBP. | Permitted (pre-CIL) | 2019/20 |
| Broadland Business Park South (Thorpe St Andrew) | Remainder of allocation (5 ha undeveloped) | Remainder of allocation | Commenced |
| Broadland Gate (Thorpe St Andrew) | c18ha of employment land associated with the Postwick Hub junction | Permitted Junction Complete | Commenced |
| Former northside hospital (Thorpe St Andrew) | 12,750m ² office development | Permitted existing buildings demolished | |

| Site/Location | Development | Status | Expected start |
|--|---|---|----------------|
| Repton Avenue, Old Catton | Mixed Use Development of 340 Residential Dwellings with 5,640 sqm of Small Business Units (Outline) | Permitted - Self Build Units under construction | 2018/19 |
| Pinebanks – (Thorpe St Andrew) | 231 dwellings | Permitted | 2018/19 |
| Griffin Lane - (Thorpe St Andrew) | 71 dwellings & community building | Permitted | 2018/19 |
| Land South of Green Lane East, Rackheath | 157 Dwellings together with Associated Access, Open Spaces & Infrastructure (outline) | Application Submitted | 2018/19 |
| Land South of Salhouse Road, Sprowston | Proposed development comprising a minimum of 803 dwellings with associated infrastructure; site for a new primary school; land for a Bus Rapid Transit (BRT) scheme; a section of orbital link road; retained areas of woodland and creation of open space (Outline) | Resolution to Grant Planning Permission | 2018/19 |
| Land South of Salhouse Road, Sprowston | Outline planning application for the erection of up to 380 dwellings with new vehicular, cycle and pedestrian access from Salhouse Road and new pedestrian and cycle access from Plumstead Road. The provision of open space, sustainable urban drainage systems; associated landscaping, infrastructure and earthworks | Resolution to Grant Planning Permission | 2019/20 |
| Land off Green Lane West, Rackheath | Residential Development of 50 units (Outline) | Resolution to grant Planning Permission | 2019/20 |
| Land North of Smee Lane, Great Plumstead | Development of up to 272 residential dwellings, 2ha site for Primary School, Public Open Space and associated infrastructure. Separate application submitted on allocation site for further 11 Self-Build Units. | Application Submitted | 2020/21 |

4.7 The original delivery trajectory and infrastructure delivery profile was developed to support a strong start within the Triangle. This remains the case.

Norwich City

- 4.8 The city is unique as a growth location as the majority of the commitment of 8,600 dwellings will be delivered on many smaller sites within the existing urban area. Some of the more significant sites with early delivery are identified in table three below. The largest site, for 1000 dwellings at Bowthorpe, and developments at UEA are included under the South West Sector as they will share some of the same infrastructure.

Table 3: Norwich City - significant sites for early delivery

| Site/ Location | Development | Status | Expected start |
|---|--|--------------------------------|--|
| City Centre | | | |
| St Ann's Wharf, King Street | Mixed use of 437 dwellings plus retail & leisure | Permitted | Commenced |
| Mountergate West | Scope for mixed development of the site is being revisited. Likely to include residential plus employment. | Allocation | 2020/21 |
| Anglia Square | 1250+ dwellings, hotel, retail and commercial, cinema, multi-storey car parks, place of worship and associated works to the highway and public realm | Submitted | 2020/21 |
| Muspole Street | 57 dwellings previously permitted. Under new ownership | Pre – application advice given | 2018/19 |
| Barrack Street | Mixed use office (20,500sqm), shop units, hotel and 200 dwellings | Permitted | Part implemented |
| Edge of centre (Dereham Rd corridor) | | | |
| Goldsmith Street | 105 dwellings in total, 12 of which are currently on hold | Permitted | 93 dwellings due to be complete Oct 18 |
| Edge of centre to south east sector | | | |
| Carrow Quay | 250 dwellings | Permitted | Commenced |
| Lakenham Sports Club | 75 dwellings | Permitted | Complete |
| North west sector (Fakenham Rd corridor) | | | |
| Havers Road | 100 dwellings | Allocated | 2018/19 |

- 4.9 These sites generally only require improvements to provide open space requirements and access but do pressure the city wide transportation networks and education provision. Education, transport and green infrastructure projects are required across the city to meet current development rates, although because of the area wide nature of many of these improvements development is not directly dependent on infrastructure delivery.

South West

Table 4: South West sector - significant sites for early delivery

| Site/ Location | Development | Status | Expected start |
|--|--|---------------------|---|
| Threescore-Bowthorpe | 1000 dwellings, plus housing with care | Permitted (pre-CIL) | Care home completed 2016, phase 2 housing delivery now underway |
| Bartram Mowers, Bluebell Road | Accommodation for the elderly (blocks with 62 rooms and 60 dwellings) | Underway | Partially complete |
| Norwich Research Park EZ (Colney) | 25 ha available for expansion, with outline permission. Centrum, Bob Champion and Leaf Systems Buildings completed. Quadram Institute Bioscience is due to open Summer 2018. Phase one infrastructure in Zone 4 is underway. | Permitted | Underway |
| Roundhouse Park (Cringleford) | Approx.60 dwellings remaining (total 999 dwellings). Site includes Cringleford Primary School, the Willow Centre and new commercial units. | Permitted (pre-CIL) | Underway |
| Newfound Farm (Cringleford) | Up to 650 dwellings (Barratts). Reserved matters application expected shortly. | Permitted | 2018/19 |
| Land north and south of A11 (Cringleford) | Up to 650 dwellings (outline permission). Variation of consent to split site into two parcels. £5.5m HIF bid to support upfront infrastructure on the site and support development by SME builders. | Permitted | 2018/19 |
| North village (Hethersett) | Approx. 1,065 dwellings remaining (total 1,196 dwellings) Includes new primary school site and space for local facilities. | Permitted (pre CIL) | Underway |
| Gt Melton Rd (Hethersett) | Approx. 20 dwellings remaining (total 151 dwellings) | Permitted (pre-CIL) | Underway |
| South Wymondham (inc. BOCM Paul & Sale Ground) | Approx. 1,200 dwellings remaining (total 1,308 dwellings). Includes provision of new primary school site. | Permitted (pre-CIL) | Underway |

| Site/ Location | Development | Status | Expected start |
|--|--|---|-------------------------------|
| North-west Wymondham (Norwich Common, Carpenter's Barn, Spinks Lane, Wymondham RFC site) | Approx. 790 dwellings remaining. (total 1338 dwellings) | Permitted (some pre-CIL, some post-CIL) | Underway |
| Land adj Gonville Hall, Wymondham | Up to 320 dwellings granted outline planning permission on appeal in September 2016. | Permitted | 2018/19 |
| Browick Road, Interchange | Allocation of 15ha (net) of B1, B2, B8 employment land. Awaiting planning permission to be submitted. | Allocated | 2018/19 |
| Queens Hills (Costessey) | Approx. 120 dwellings remaining (total 1,881 dwellings) Site includes Queens Hills Primary School, West Costessey Hall community center and potential for local commercial facilities. | Permitted (pre-CIL) | Underway |
| West of Lodge Farm (Costessey) | Approx. 325 dwellings remaining (total 509). | Permitted (pre-CIL) | Underway |
| Longwater (Costessey) | 6,660m ² major retail development for Next and recent application submitted on adjacent land for TK Maxx. | Completed | Completed in 2015/16 and open |
| Easton | 893 dwellings granted outline planning permission in autumn 2016. | Permitted | 2018/19 |
| Hethel Technology Park | 20ha of Greenfield land located next to Hethel Engineering Centre. The initial development will deliver circa 50,000m ² or workshop (80%) and office space (20%) | Market assessment and Masterplan in place | TBC |

- 4.10 The South West includes four major growth locations in South Norfolk, Wymondham, Hethersett, Cringleford and Easton, plus Three Score (Bowthorpe) in Norwich. It also includes UEA (Norwich) and the strategic employment locations at Longwater, Hethel, Wymondham and Norwich Research Park.
- 4.11 Collectively the growth at Wymondham, Hethersett, Cringleford and the NRP is dependent on improvements at the A11/A47 Thickthorn junction and

public transport corridor enhancements. Major improvement at Thickthorn is included as a commitment in the Government's Road Investment Strategy Investment Plan with construction currently timetabled for a 2020 start and the improvements completed in 2022.

- 4.12 Similarly, growth at Easton and Costessey is served by investment in the A1074 Dereham Rd public transport route and improvements at Longwater junction. The A47 Easton junction will be affected by proposed dualling of the A47 between Easton and North Tuddenham which is also a commitment in the Road Investment Strategy Investment Plan.

Long Stratton

- 4.13 There is a long-standing need for a bypass to:
- significantly enhance the function of the A140 (recently identified as a potential element of the Government's Major Road Network);
 - improve quality of life for existing residents;
 - and facilitate further growth in the village.
- 4.14 The delivery of a bypass is a prerequisite for planned JCS growth. The Long Stratton Area Action Plan, which includes the bypass and 1,800 homes (alongside employment and other infrastructure) was adopted in May 2016; this requires the bypass to be delivered by the 250th new dwelling (unless viability information demonstrates that a higher threshold is necessary and that the highways impacts of a higher figure would not be unacceptable). Two planning applications to deliver the AAP levels of housing and employment were submitted in February 2018, one of which includes the bypass in detail. With one of the planning applications including detailed housing proposals, development is expected to start in 2019/20.

Elsewhere in the Norwich Policy Area

- 4.15 In addition to the major growth locations, the JCS seeks additional commitment for about 3800 homes on smaller sites in the Broadland and South Norfolk parts of the Norwich Policy Area. These sites are identified through sites allocations documents, and many of the sites have already secured planning permission. Recent permissions have also included speculative applications taking advantage of the lack of five year housing supply. Local infrastructure enhancements may be required for these sites and secured through Section 106 legal agreements. Cumulative impacts of small sites are hard to predict and it is likely that improvements will be driven by the pressure on services and facilities. These do not appear in the short term but will be kept under review. These kind of developments are detrimental to the effective planning and timely delivery of infrastructure across Greater Norwich, and can contribute to delays in the delivery of planned growth on more "challenging" (but allocated) sites which may require higher levels of infrastructure (and which may also have higher levels of development risk).

- 4.16 Some of the larger sites, or particular concentrations of smaller sites, may influence decisions on strategic infrastructure:
- Development at Blofield and Brundall will benefit from some of the strategic infrastructure serving the north east quadrant.
 - Although of a smaller scale than in the north east and south west quadrants, significant concentrations of growth are planned in the north-west, on the Fakenham Road axis, and in the south east from the edges of the city centre out towards Poringland.

Table 5: other significant sites for early delivery:

| Site/ Location | Development | Status | Expected start |
|---|--|---|---------------------------|
| Golf Course (Hellesdon) | Outline permission for up to 1,000 homes, including detailed proposals for the first phase of 110 dwellings, associated infrastructure including up to 2ha of land for a primary school site, 75sq m for D1 use (health facility) and up to 15.45ha for informal and formal open space plus off-site highway works | Permitted | 2017/18 |
| Hospital site | 300 dwellings | Allocation | 2018/19 |
| Cator Lane / Hall Road | 250 dwellings | Permitted | 2018/19 |
| Various Blofield / Brundall) | Over 500 dwellings | Permitted | Underway |
| Various Framingham Earl / Poringland | Approx. 840 dwellings remaining (total 994 dwellings) | Permitted | Underway |
| Long Stratton | 1800 dwellings plus 9.5ha employment land and associated bypass | Allocated and application | 2017/18 |
| Various Long Stratton / | 170 dwellings | Permitted (pre-CIL) | Underway |
| Long Stratton/Tharston | 2.5 ha employment land at Tharston Industrial Estate | Emerging allocation | 2016/17 |
| Keswick | B1, B2, B8 – approx. 9 ha | Part allocated, with outline permission for larger site | 2018/19 |

Outside the Norwich Policy Area

- 4.17 Outside the Norwich Policy Area the scale of planned growth is modest and in most instances is currently not identified to require anything other than development specific improvements likely to be secured through the planning process. Infrastructure requirements will be kept under review.

Transport

| Ref | District | Project/Scheme Description | Status | Total Estimated Project Cost (£,000) | Total Estimated Scheme Cost (£,000) | Contributory funding (£,000) | SOURCE | Funding need (£,000) | Spend profile £'000s | | | | | | | | |
|------------------|-----------------------|--|--|--------------------------------------|-------------------------------------|------------------------------|-----------------------------|----------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| T1 | Broadland | NDR | | | | | DfT, £40m CIL | | 46,220 | 5,670 | 1,700 | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T3 | South Norfolk | Long Stratton Bypass inc. Hempnall Crossroads and town centre improvements | | 30,000 | 30,000 | 15,000 | Developer | 15,000 | 1,000 | 7,250 | 15,500 | 6,250 | | | | | |
| | | | | | | | | | | | | | | | | | |
| T4 | South Norfolk | Thickthorn | Scheme development | | | | HA Capital | 0 | | | | x | x | | | | |
| T4.2 | South Norfolk | Thickthorn park and ride expansion | Land secured from S106. Discussions ongoing with Highways England regarding delivery options as part of wider Thickthorn junction works | tbc | tbc | tbc | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T5 | South Norfolk | Longwater | | | | | | | | | | | | | | | |
| T5.1 | South Norfolk | Longwater Scheme Development | Works underway. Tree clearance completed | 2,000 | 2,000 | 2,000 | LGF | | 500 | | | | | | | | |
| T5.2 | Norwich South Norfolk | Green pedalway including Longwater pedestrian/cycle bridge | Feasibility completed on the Green pedalway as a whole. Schemes identified. | | 6,000 | | | 6,000 | | x | x | x | | | | | |
| | | | | | | | | | | | | | | | | | |
| T6 | South Norfolk | Norwich Research Park expansion, B1108 and other transport improvements | NRP expansion permitted and under construction | 13,000 | | | Government grant, S106, NRP | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T7 | Norwich | City Centre Measures | | | | | | | | | | | | | | | |
| T7.4 | Norwich | Exchange Street closure | Feasibility needed for this to progress | | | | | | | | | | | | | | |
| tbd | Norwich | Prince of Wales Road highway and sustainable transport improvements | Construction set to start late-2018 and complete 19/20 | 2,600 | | | LGF / County Funds | | 211 | 1430 | 900 | | | | | | |
| tbd | Norwich | St George's Plain | Funds assumed to be supplied entirely by developer in association with St Georges Works | 300 | | 300 | DEV | 0 | | | 75 | 225 | | | | | |
| tbd | Norwich | St Mary's Plain | If LEP funds diverted from Prince of Wales Road (tbc soon) then project can commence in 2017/18. | 780 | | 280 | DEV/CIL | 500 | | 100 | 680 | | | | | | |
| tbd | Norwich | Tombland | Works on northern end of Tombland completed. Feasibility work underway for southern end. | 1,750 | | 0 | CIL | 1,750 | | | 1,000 | 1,000 | | | | | |
| Also in GI sheet | Norwich | East Norwich Gateway (formerly Whitlingham bridges and links) | Probable that Norwich City Council will promote using LIF funding. However this is dependent upon funding feasibility work | tbc | | | Developers, LIF, CIL | | 1,000 | 100 | x | x | x | | | | |
| | Norwich | Green pedalway city to Barnard Rd | Feasibility work on Green pedalway completed. | | | | LGF / CIL | | | 100 | 1,000 | 2,200 | | | | | |
| | | | | | | | | | | | | | | | | | |
| T8 | Broadland | Fakenham Road/Drayton High Road (including BRT and cycling) | | | | | | | | | | | | | | | |
| | Broadland Norwich | Fakenham Rd BRT Feasibility (Scheme Identification) - revenue | Feasibility needed | | 30 | 30 | | 30 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T9 | Norwich South Norfolk | Dereham Road Sustainable Transport Corridor (including BRT and cycling) | | | | | | | | | | | | | | | |
| T9.1 | Norwich | Sweetbriar road/Guardian road/Dereham road- junction improvement | Scheme to be complete June 2018 | | 1,545 | 1,600 | | | X | X | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T10 | Broadland Norwich | Yarmouth Road Sustainable Transport Corridor (including BRT and cycling) | | 10,000 | | | | | | | | | | | | | |
| T10.1 | Broadland Norwich | Yarmouth Rd Sustainable Transport Corridor Scheme Identification (BRT/Green Pedalway) | | | 20 | 20 | LGF | | 20 | | | | | | | | |
| T10.2 | Broadland Norwich | Phase 1 Delivery | | | tbc | tbc | | | | | | | | | | | |
| T10.3 | Broadland Norwich | Phase 2 Delivery | | | tbc | tbc | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T11 | Broadland Norwich | Salhouse Rd Sustainable Transport Corridor (including BRT and cycling) | | | | | | | | | | | | | | | |
| | Broadland Norwich | Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway) | See comment below | | 30 | 30 | NCC Revenue | | | | | | | | | | |
| | Broadland Norwich | Salhouse Rd Corridor Scheme delivery Phase 1 | Works revised to concentrate on Plumstead Road roundabout to facilitate access to housing | | 400 | 400 | LGF/CIL | | | | | | | | | | |
| | | St Clements Hill Toucan Crossing and associated works | Works completed March 2018 | | | | | | | | | | | | | | |
| | | School Lane/ Chartwell Road/ Denton Road Toucan Crossing and associated works (Blue Pedalway) | Project abandoned following feasibility study | | 120 | 120 | CIL | | | | | | | | | | |
| | | Repton Avenue Feasibility | Feasibility completed. Scheme deferred until later-2018 | | 20 | 20 | LGF | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T12 | Broadland Norwich | A140 Sustainable Transport Corridor (including BRT and cycling) | | | | | | | | | | | | | | | |
| T12.1 | Broadland Norwich | A140 Corridor scheme identification including analysis between City Centre and Harford (BRT/Yellow Pedalway) | Feasibility work underway looking at opportunities for bus priority and improved pedestrian and cycle facilities along the A140 between the Airport and City Centre. Works planned for 18/19 | | 560 | 560 | LTP/CIL | | 60 | 500 | | | | | | | |
| | Norwich | Airport Industrial Estate | | 4,100 | | | | 4,100 | | x | x | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T13 and T14 | Norwich South Norfolk | A11/B1172 Sustainable Transport Corridor (including BRT and cycling) | | 6,560 | | | | | | | | | | | | | |
| T13 and T14 | Norwich South Norfolk | A11 sustainable transport corridor scheme identification (BRT/Pink Pedalway) | | | 60 | 60 | NCC Revenue | | | | | | | | | | |
| T13.1 | Norwich South Norfolk | Roundhouse Way Bus Interchange | Under development, land issues slowing progress | | 550 | 50 | LGF/CIL | | | 50 | 500 | | | | | | |
| T13.2 | Norwich South Norfolk | Eaton interchange | Works in Eaton to be undertaken Summer 2018 | | 600 | 600 | LGF/CIL | | | 600 | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T14.1 | Norwich South Norfolk | B1172 Bus/Cycle enhancements | See comment below relating to cycle link extension to Wymondham | | 250 | 250 | LGF/CIL | | | | | | | | | | |
| | Norwich South Norfolk | A11/ORR Daniels Road junction improvement and cycle lanes | Feasibility Work underway | | 1,650 | 1,650 | LGF | | 50 | 750 | 850 | | | | | | |
| | Norwich South Norfolk | Cycle link extension to Wymondham | Construction underway. Will be delivered in 4 phases. All works to be complete late-2018. Works started 16/17 | | 1,300 | 1,300 | LGF | | 300 | 750 | | | | | | | |
| | Norwich South Norfolk | Eaton Centre to Newmarket road south slip road cycle facilities | Works completed 2017 | | 300 | 300 | LGF | | | | | | | | | | |
| | Norwich South Norfolk | A11 north slip road to Cringleford cycle track | Works completed 2018 | | 50 | 50 | LGF | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| T15 | Broadland | Growth Triangle Internal Link Road | | | | 14,350 | Developer | | 2,350 | 4,850 | - | - | - | - | | | |
| T15.1 | Broadland | East West Link Road: BBP to Plumstead Rd | Delivered through development (BFLF) | | 6,000 | 6,000 | S106/S278 | - | | 3,000 | | | | | | | |
| T15.2.1 | Broadland | East West Link Road: Plumstead Road Junction and North Bound Spur | Scheme Development | | 400 | 400 | LGF/CIL | - | x | | | | | | | | |
| T15.2.2 | Broadland | East West Link Road: Plumstead Rd to Salhouse Rd | Delivered through development (Land South of Salhouse Rd) | | TBC | | TBC | TBC | | x | x | | | | | | |
| T15.3 | Broadland | East West Link Road: Salhouse Rd to Wroxham Rd | Delivered through development (WHF) | | 3,250 | 3,250 | S106/S278 | - | x | | | | | | | | |
| T15.4 | Broadland | East West Link Road: Wroxham Road to B1150 | Delivered through development (NS&OC) | | TBC | | S106/S278 | TBC | | | | x | x | | | | |
| T15.5 | Broadland | East West Link Road: North Walsham Road to Buxton Road | Delivered through development (NS&OC). LIF bid agreed in principle | | 3,700 | 3,700 | LIF - developer | 3,700 | | 1,850 | 1,850 | | | | | | |
| T15.6 | Broadland | East West Link Road: Buxton Road to St Faiths Road | Delivered through development (NS&OC). | | TBC | | S106/S278 | TBC | | x | | | | | | | |
| T15.7 | Broadland | East West Link Road: St Faith's Road to Airport Industrial Estate | Brief Agreed. Feasibility Underway | | TBC | 1,000 | S106/S278/CIL | TBC | TBC | 500 | 500 | | | | | | |

| Ref | District | Project/Scheme Description | Status | Total Estimated Project Cost (£,000) | Total Estimated Scheme Cost | Contributory funding (£,000) | SOURCE | Funding need | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
|--------|-----------|---|---|--------------------------------------|-----------------------------|------------------------------|------------|--------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| T15.8 | Broadland | Cycle Links Plumstead Road to Green Lane Crossing | Delivered through development (Land South of Salhouse Rd) | | TBC | | S106/S278 | TBC | | x | | | | | | | |
| T15.9 | Broadland | Cycle Links Plumstead Road to Salhouse Road | Delivered through development (Land South of Salhouse Rd) | | TBC | | S106/S278 | TBC | | x | x | | | | | | |
| T15.10 | Broadland | Cycle Links NS&QC Wroxham Road junction to WHF Road Link Junction | Requires Project Brief / Feasibility | | TBC | | CIL /Other | TBC | | | | | | x | | | |
| | | | | | | | | | | | | | | | | | |

Green Infrastructure

| Ref | District | Project/Scheme Description | GI Priority Area | Status | Total Estimated Scheme Cost | Contributory funding (£,000) | SOURCE | Funding need (£,000) | Spend profile £'000 | | | | | | | | |
|---|-----------------------|---|--|--|-----------------------------|--|--|----------------------|---------------------|---------|---------------------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| Projects promoted in the Draft 5 year Investment Plan for Delivery in 2017/18 | | | | | | | | | | | | | | | | | |
| | South Norfolk | Improved Connectivity - Costessey Circular Walks | Marriott's Way | | 6 | HLF bid for £3k successful - CIL funding need reduced to £3k | CIL / other | 3 | 6 | | | | | | | | |
| | Broadland | Thorpe Ridge - Protection and enhancement of woodlands and provision of public access; Feasibility Study | Thorpe Ridge to The Broads via North Burlingham | Brief written for feasibility | | | Promoter | 0 | 5 | | | | | | | | |
| | South Norfolk | Cringeleford N & N Strategic Connections | Norwich Fringe South | Ready to commence delivery | 68 | £9,750 S106 available | CIL / S106 | 58 | 10 | 58 | | | | | | | |
| | Norwich | Riverside walk accessibility improvements | Norwich - Wensum Parkway | Emerging from Wensum Strategy work | 200 | | CIL | 200 | 20 | 180 | | | | | | | |
| GI P5.7 | South Norfolk | Wymondham -Protection and enhancement of the Lizard and Silfield Nature Reserve | Wymondham GI | Requires Project Brief / Feasibility | 40 | | CIL | 40 | 40 | | | | | | | | |
| | Broadland | Thorpe Marriott to Costessey | Marriott's Way | Ready to commence Delivery | 100 | | CIL / other | 100 | 100 | | | | | | | | |
| GI P7.1.6 | Norwich | Sloughbottom Park – Andersons Meadow section improvements (path widening, tree works, drainage works and landscaping) | Marriott's Way | Ready to commence Delivery | 250 | | CIL /other | 250 | 150 | 100 | | | | | | | |
| GI P9.4.14 | Broadland | Strumpshaw Pit Circular Walk | East Broadland GI | Project Development | 60 | approx. £25k S106 from Strumpshaw development | CIL/S106 | 35 | | 35 | | | | | | | |
| GI P7.1.4 | Norwich | Barn Road Gateway | Marriott's Way | Ready to commence Delivery preferable in 18/19 to allow related HLF works in 17/18 | 40 | | CIL / other | 40 | | 40 | | | | | | | |
| GI P1.3.1 | Broadland | Broadland Way - Green Lane North to Plumstead Road | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Phase 2 of Broadland Way | 150 | | CIL | 150 | | 150 | | | | | | | |
| | Norwich | Riverside walk: Fye Bridge to Whitefriars | Norwich - Wensum Parkway | Emerging from Wensum Strategy work | | | CIL | | | 160 | | | | | | | |
| Projects coming forward for Delivery in future years | | | | | | | | | | | | | | | | | |
| | Norwich | Mile Cross Cycle and Pedestrian Links | | Moved from Transport Tab | 100 | | CIL neighbourhood | 75 | 25 | | 75 | | | | | | |
| GI N.1.2 | Norwich | Riverside Walk Missing Link Duke St to St George's St | Norwich - Wensum Parkway | Feasibility | 300 | | CIL / Other | 300 | | | 300 | | | | | | |
| GI NFS 1.6.1 | Norwich South Norfolk | East Norwich Gateway (previously Norwich Crossing & Bridges – Whitlingham (Phase 1 & 2) | Norwich Fringe South | Feasibility and Design work required 17/18 and 18/19 | 1,000 | | CIL/Developer | 1,000 | | | x | x | x | | | | |
| GI NFS 1.7 | Norwich | UEA to Eaton Boardwalk extension | Norwich Fringe South | Requires Project Brief / Feasibility. | 100 | | potentially developer funded/CI | 100 | | 100 | | | | | | | |
| GI NFS.1.3 | South Norfolk | Yare Valley: Lodge Farm to Bawburgh Lakes connection | Norwich Fringe South | Requires feasibility and scheme development | 210 | £24,750 S106 from Lodge Farm | S106/CIL | 185 | | 210 | | | | | | | |
| GI NFS.2 | Norwich | Yare and Wensum Valleys Link (Norwich, Broadland and SNDC) | Norwich Fringe South | Needs scheme development | 229 | S106 - Query against Bunkers Hill project | CIL, S106 Bunkers Hill £59k | 170 | | 59 | 75 | 95 | | | | | |
| GI NFS.4.17 | Norwich | Chapel Break allotments | Norwich Fringe South | Bowthorpe Open Space investment plan - Design required | 121 | PREVIOUSLY listed as City Council Capital Programme | Nbhd CIL | 0 | | 0 | | | | | | | |
| | Norwich | 20 Acre Wood | Norwich Fringe South | Project Delivery | 90 | £10,000 Nbhd CIL, | Nbhd CIL | 80 | | 90 | | | | | | | |
| GI P1.1.2 | Broadland | Enhancement of Newman Woods | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Part-delivered. Further elements being worked up | tbc | | £50k Rackheath POD funding (£26,125 remaining) | | | | x | | | | | | |
| GI P4.2 | South Norfolk | Long Stratton Green Infrastructure Project Plan | Tas Valley | Project Delivery | 10 | £10,000 S106 from Tharston | S106 | 0 | | x | | | | | | | |
| GI P5.6 | South Norfolk | Wymondham - Tuttles Lane enhancements Phase 1 | South West | Feasibility and initial project establishment costs | 30 | | CIL | 30 | | | | 10 | 10 | 10 | | | |
| GI P8.1 | Broadland | North West Norwich Forest Connections including Drayton and Thorpe Marriott | North West Forest and Heath | Feasibility Study | | | CIL/other | | | | | | | | | | |
| GI P8.1.1 | Broadland | Hellesdon to Drayton Greenway | North-west Forest & Heaths and Marriotts Way & the Wensum | Phase 1 Feasibility & Design Phase2 Delivery | 105 | S106 ? | Cil / S106 | 105 | 0 | 35 | 35 | 35 | | | | | |
| GI P8.1.2 | Broadland | Drayton to Horsford Greenway | North-west Forest & Heaths and Marriotts Way & the Wensum | Phase 1 Feasibility & Design Phase2 Delivery | 105 | S106 ? | CIL/S106 | 105 | 0 | 35 | 35 | 35 | | | | | |
| GI P8.1.3 | Broadland | Thorpe Marriott Greenway | North-west Forest & Heaths and Marriotts Way & the Wensum | Phase 1 Feasibility & Design Phase2 Delivery | 105 | S106 ? | CIL/S106 | 105 | 0 | 35 | 35 | 35 | | | | | |
| GI P9.1 | Broadland | Improvement to walking in the NE; in relation to NDR | GNGB Primary Linkage corridor: EastBroadland GI | Requires project brief / feasibility | | | CIL | | | | x | x | | | | | |
| GI P9.2.2 | Broadland | Brundall to NEGТ Connection | GNGB Primary Linkage corridor: EastBroadland GI | Feasibility | 5 | | Promoter | | | | 5 | | | | | | |
| GI P9.3 | Broadland | Bure Valley Blue Way | GNGB Primary Linkage corridor: EastBroadland GI | Requires project brief / feasibility | | | CIL | | | | | x | | | | | |
| GI P9.4.1 | Broadland | Acle Lands Trust Woodlands Access and Connectivity Project | East Broadland GI | Project Development | 180 | | CIL | 180 | | | 180 | | | | | | |
| GI P 9.4.2 | Broadland | Burlingham Trails Cycling and Walking Routes | East Broadland GI | Project Development | 180 | | CIL | 180 | | | 100 | 80 | | | | | |
| GI P 9.4.3 | Broadland | Burlingham Trails Attractions and Facilities Project | East Broadland GI | Project Development | 240 | | CIL | 240 | | | | 80 | 80 | 80 | | | |
| GI P 9.4.4 | Broadland | Long Distance Cycle Loop | East Broadland GI | Project Development | 75 | | CIL | 75 | | | 75 | | | | | | |
| GI P 9.4.5 | Broadland | A47 Safe Foot and Cycle Crossing | East Broadland GI | Project Development | 725,000 – 1,265,000 | | CIL | 725,000 – 1,265,000 | | | 725,000 – 1,265,000 | 4 years | 4 years | 4 years | | | |
| GI P 9.4.6 | Broadland | Local walking circulars with links to pubs, restaurants and cafes | East Broadland GI | Project Development | 35 | | CIL | 35 | | | | | 35 | | | | |
| GI P 9.4.7 | Broadland | Link from Blofield to Blofield Heath | East Broadland GI | Project Development | 125 | | CIL | 125 | | | | 125 | | | | | |
| GI P9.4.8 | Broadland | Cremer's Meadow, Brundall | East Broadland GI | Project Development | 25 | 0 | CIL / NBhd | 25 | | 25 | | | | | | | |
| GI P 9.4.9 | Broadland | Witton Run | East Broadland GI | Phase 1 Feasibility & Design Phase2 Delivery | 170 | S106? | CIL | 170 | x | | 170 | x | x | x | | | |

| Ref | District | Project/Scheme Description | GI Priority Area | Status | Total Estimated Scheme Cost | Contributory funding (£,000) | SOURCE | Funding need (£,000) | Spend profile £'000 | | | | | | | | |
|------------|-------------------------|--|-----------------------------------|--------------------------------------|-----------------------------|--|----------------------------|----------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| GI P9.4.10 | Broadland | Great Plumstead Open Space / Community Orchard | East Broadland GI | Project Development | 25 | 0 | CIL | 25 | | | 25 | | | | | | |
| GI P9.4.11 | Broadland | South Walsham GI Project | East Broadland GI | Project Development | 150 | | CIL | 150 | | | 150 | | | | | | |
| GI P9.4.12 | Broadland | West Brundall GI Project | East Broadland GI | Project Development | 425 | | CIL | 425 | | | 75 | 350 | | | | | |
| GI P9.4.13 | Broadland | South East Lingwood GI Connectivity | East Broadland GI | Project Development | 25 | | CIL | 25 | | | 25 | | | | | | |
| GI S.1 | Broadland | Brundall to Acle Green Network | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.2 | Broadland | Lenwade to Hevingham Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.3 | Broadland | Haverlingland to Cawston Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.4 | Broadland | Broadland East to West Secondary Corridor Via Marsham | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.5 | Broadland | Buxton Heath to Aylsham Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.6 | Broadland | Hevingham to Thorpe Marriott Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.7 | Broadland | Catton Park to Spixworth Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.8 | Broadland | Beeston Park to Spixworth Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.9 | Broadland | Thorpe Woodlands to Broadwalk Plantation Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.10 | Broadland | Thorpe Woodlands to Dobbs Beck (Via Harrisons Plantation) Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.11 | Broadland | Thorpe Woodlands to Dobbs Beck (via Rackheath Park) Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.12 | Broadland | Thorpe Woodlands to Witton Run Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| GI S.13 | Broadland | Thorpe Woodlands to Smee Lane Secondary Corridor | GNGB Secondary Corridors | Requires project brief / feasibility | | | CIL | | | | | X | | | | | |
| | Broadland | South Walsham Fen Access | East Broadland GI | | 35 | | CIL | 35 | | | 35 | | | | | | |
| | South Norfolk | Boudicca Way: Access for all | GNGB Secondary Corridors | Project Development | | | CIL | | | x | | | | | | | |
| | South Norfolk | Boudicca Way cycle route | GNGB Secondary Corridors | Preliminary design work | 23 | includes 15% management cost | CIL | 23 | | | 20 | 3 | | | | | |
| | South Norfolk | Boudicca Way links to development | GNGB Secondary Corridors | Preliminary design work | 17 | includes 15% management cost | CIL | 17 | | | 15 | 2 | | | | | |
| | Area-wide | MW: Biodiversity Management with Community Engagement | Marriott's Way and the Wensum | Ready to commence delivery | 160 | £4k secured from Norwich Fringe Project, £15k HLF confirmed, £30k sought from Nfk Biodiversity Partnership | CIL / Other | 101 | | 45 | 28 | 29 | 29 | 29 | | | |
| | Norwich | MW: Inner Ring Road crossing | Marriott's Way and the Wensum | | 250 | | CIL / other | 250 | | 40 | 210 | | | | | | |
| | Broadland South Norfolk | MW: Signage to Link Marriott's Way to the Adjacent Communities | Marriott's Way and the Wensum | | 20 | HLF bid for £10k | CIL /other | 10 | | 20 | | | | | | | |
| | Norwich | MW: Hellesdon Station Area | Marriott's Way and the Wensum | | 210 | | CIL / other | 210 | | | 105 | 105 | | | | | |
| | Broadland | MW: Aylsham Gateway | Marriott's Way and the Wensum | | 30 | | CIL / other | 30 | | | 30 | | | | | | |
| | Broadland | MW: Surfacing Works (Tesco's) | Marriott's Way and the Wensum | | 85 | Tesco Bags of Help scheme being explored | CIL / other | 85k estimate | | 85 | | | | | | | |
| | South Norfolk | MW: Trim Track - Costessey | Marriott's Way and the Wensum | | 10 | | CIL | 10 | | | | 10 | | | | | |
| | Broadland South Norfolk | MW: Crossing Points Improvement Project | Marriott's Way and the Wensum | | 89 | HLF bid for £10k | CIL / other | 79 | | 89 | | | | | | | |
| | Broadland | MW: Reepham surfacing and biodiversity | Marriott's Way and the Wensum | | 100 | | CIL /other | 100 | | | | 100 | | | | | |
| | Broadland | MW: Crossing over Taverham Road in Drayton | Marriott's Way and the Wensum | | 100 | | CIL / other | 100 | | | | 100 | | | | | |
| | Broadland Norwich | MW: Walking and Cycling Link to the Red Pedalways Route from the Proposed Royal Norwich Golf Club Development – Feasibility Plan | Marriott's Way and the Wensum | Feasibility - £20k | | | CIL /other | | | | | | x | x | | | |
| | Norwich | Bishops Bridge to Whitefriars | Norwich - Wensum Parkway | Emerging from Wensum Strategy work | 50 | | CIL / Other | 50 | | | | 50 | | | | | |
| | Norwich | Carrow Bridge to Ber Street Woodland (Previously Boom Towers) | Norwich - Wensum Parkway | Emerging from Wensum Strategy work | 750 | HLF to be explored | CIL / HLF | 750 | | | | 375 | 375 | | | | |
| | Norwich | Marriott's Way & Wensum Riverside Walk Accessible Circular Walk 1; Train Wood | Marriott's Way and the Wensum | | 57 | | CIL | 57 | | | | 57 | | | | | |
| | Norwich | Marriott's Way & Wensum Riverside Walk Accessible Circular Walk 2; Wensum Local Nature Reserves | Marriott's Way and the Wensum | | 60 | | CIL | 60 | | | | | 60 | | | | |
| | Norwich | Riverside Walk missing link Sweetbriar Road | Norwich - Wensum Parkway | feasibility required | tbc | | CIL/other | x | | | | x | | | | | |
| | Norwich | Riverside Walk Improvements: Mile Cross Road to Dolphin Bridge | Norwich - Wensum Parkway | feasibility required | tbc | | CIL/other | x | | | | x | | | | | |
| | Norwich | Riverside Walk Improvements: Wensum Park Access Improvements | Norwich - Wensum Parkway | feasibility required | tbc | | CIL/other | x | | | | x | | | | | |
| | Norwich | Riverside Walk Improvements: Hellesdon Road to Marriott's Way | Norwich - Wensum Parkway | feasibility required | tbc | | CIL/other | x | | | | x | | | | | |
| | Norwich | Riverside Walk Improvements: environmental improvements south of Swanton Road | Norwich - Wensum Parkway | feasibility required | tbc | | CIL/other | x | | | | x | | | | | |
| | Norwich | Riverside Walk Improvements: Mile Cross Road to Dragon Crossing | Norwich - Wensum Parkway | feasibility required | tbc | | CIL/other | x | | | | x | | | | | |
| | Norwich | Riverside Walk Improvements: Dolphin Dyke and Boot Binders Road | Norwich - Wensum Parkway | feasibility required | tbc | | CIL/other | x | | | | x | | | | | |
| | Norwich | Earlham Millennium Green Improvement Project: Phase 3 | Norwich Fringe South | | 25 | | Nbhd CIL | 25 | | 25 | | | | | | | |
| | South Norfolk | Kett's Country Trail | South West | Project Development | 97 | includes 15% management cost | CIL | 97 | | | 85 | 12 | | | | | |
| | Norwich | Kett's Heights | Thorpe Ridge - Norwich link | 10k Neighbourhood CIL in 16/17 | 150 | | Nbhd CIL, £90K HLF funding | 50 | | 50 | | | | | | | |
| | South Norfolk | Wherryman's Way : Chedgrave Disabled Access Path | Yare Valley (Norwich to Yarmouth) | Project Delivery | 75 | | CIL | 75 | | 75 | | | | | | | |
| | South Norfolk | Wherryman's Way: Strategic Link at Reedham | Yare Valley (Norwich to Yarmouth) | Project Delivery | 35 | | CIL | 35 | | 35 | | | | | | | |
| | South Norfolk | Wherryman's Way : Yare Valley Cycle Route | Yare Valley (Norwich to Yarmouth) | Project Delivery | 23 | includes 15% management cost | CIL | 23 | | 20 | 3 | | | | | | |
| | | | | | | | | | | | | | | | | | |

| Ref | District | Project/Scheme Description | GI Priority Area | Status | Total Estimated Scheme Cost | Contributory funding (£,000) | SOURCE | Funding need (£,000) | Spend profile £'000 | | | | | | | | |
|--|-------------------|--|--|---|-----------------------------|-------------------------------|--------------------------|----------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| Projects expected to be delivered by development | | | | | | | | | | | | | | | | | |
| GI P1.7 | Broadland | North Sprowston and Old Catton GI Linkages - Focus on Church Lane | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Requires Project Brief | | | Dev (Beyond Green) | | | | | x | | | | | |
| GI P2.1.2 | Broadland Norwich | Tree planting & management of existing street, garden, boundary and woodland trees for ecological connectivity | Thorpe Ridge to The Broads via North Burlingham | Feasibility required | | | Delivered by development | 0 | x | x | x | x | x | | | | |
| GI P1.1.3 | Broadland | North-South GI Connectivity NE Rackheath | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Requires Feasibility | | | \$106 | 0 | | | x | x | x | | | | |
| GI NFS.4.12 | Norwich | Threescore Development: Bowthorpe Historic Parkland | Norwich Fringe South | Bowthorpe Open Space investment plan - Design required | 94 | | \$106 | 0 | | | | | | | | | |
| GI NFS.4.13 | Norwich | Threescore Development: The Runnel | Norwich Fringe South | Bowthorpe Open Space investment plan - Design required | 269 | | \$106 | 0 | | | | | | | | | |
| GI NFS.4.14 | Norwich | Threescore Development: Bowthorpe Southern Park | Norwich Fringe South | Bowthorpe Open Space investment plan - Design required | 81 | | \$106 | 0 | | | | | | | | | |
| GI NFS.4.20 | Norwich | Bowthorpe and Earlham marshes paths | Norwich Fringe South | Bowthorpe Open Space investment plan - Design required | 67 | | \$106 | 0 | | | 0 | | | | | | |
| GI NFS.4.21 | Norwich | Yare Valley path northern extension | Norwich Fringe South | Bowthorpe Open Space investment plan - Design required | 91 | | \$106 | 0 | | | 0 | | | | | | |
| GI NFS.5 | South Norfolk | Queens Hill Country Park | Norwich Fringe South | Permitted - SNC taking on management imminently. Feasibility project to connect to Marriotts Way | | | \$106 | 0 | | | | | | | | | |
| GI NFS.5.1 | South Norfolk | Marriott's Way to Queens Hill Cycle connection | Norwich Fringe South | | 120 | Queens Hill Travel Plan \$106 | \$106 | 0 | | | 0 | | | | | | |
| GI NFS.7.1 (NP 2.1) | South Norfolk | Cringleford Landscape Protection Zone (ENV1 of Neighbourhood Plan) | Norwich Fringe South | Delivered by Development | | | \$106 | 0 | | | | | | | | | |
| GI NFS.7.2 (NP 2.1) | South Norfolk | Cringleford Gateway Tree Belt (ENV2 of Neighbourhood Plan) | Norwich Fringe South | Delivered by Development | | | \$106 | 0 | | | | | | | | | |
| GI NFS.7.3 (NP 2.1.4 and GI NFS 3.1) | South Norfolk | Cringleford Walking and Cycling (SCC3 of Neighbourhood Plan) | Norwich Fringe South | Delivered by Development (linked with NFS 3.1) | | | \$106 | 0 | | | | | | | | | |
| GI F. | South Norfolk | Footpath/cycleway Hethersett Lane to A47 | Norwich Fringe South | Project Development | 50 | £1.3m \$106 from NNUH | \$106 | 0 | | | 50 | | | | | | |
| GI P1.2 | Broadland | North Rackheath Park – Broads Buffer Zone | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | delivered by development | | | \$106 | 0 | | | | | | | | | |
| GI P1.3.2 | Broadland | Three Rivers Way; Connection to Broadland Way/Norwich Cycle Network | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Three Rivers Way funded. Funding required for connection to Broadland Way/Norwich Cycle Network | | | CIL | 0 | | | | | | | | | |
| GI P1.4 | Broadland | Sprowston Manor Golf Course - Retention and protection of bat roosts | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Mainly protection; Requires Project Brief | | | DEV | 0 | | 0 | | | | | | | |
| GI P1.7 | Broadland | North Sprowston and Old Catton GI Linkages - Focus on Church Lane | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Requires Project Brief | | | Dev (Beeston Park) | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| GI P1.9 (BDC ref GI S 10.1) | Broadland | Enhancements habitat connectivity Racecourse Plantation to Harrison Plantation | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Requires Project Brief / Feasibility | | | \$106 | 0 | 0 | 0 | 0 | 0 | | | | | |
| GI P1.10 (BDC ref GI S 11.1) | Broadland | Parkland NE of Thorpe End | Norwich to The Broads (Mousehold Heath through the NEGТ to the Broads) | Requires Project Brief / Feasibility | | | \$106 | 0 | 0 | 0 | 0 | 0 | | | | | |
| GI P2.1.1 | Broadland | Management of Weston Wood (Ancient Woodland). Pinebanks/Griffin Lane GI and Woodland Management Plans. | Thorpe Ridge to The Broads via North Burlingham | Ancient Woodland Management Plan to be produced and implemented on Pinebanks site secured through the grant of planning permission. | | | \$106 | 0 | 0 | | | | | | | | |
| GI P2.2 | Broadland | Thorpe Woodlands - protection of wildlife interest & Connectivity (E Norwich Community Woodlands) | Thorpe Ridge to The Broads via North Burlingham | Through LP policy | | | | 0 | | | | | | | | | |
| GI P9.2.3 (BDC ref GI S 12.3) | Broadland | Landscaping of Green Lane East and Brook Farm Road Links | GNGB Primary Linkage corridor: EastBroadland GI | To be delivered by development | | | Dev | 0 | 0 | | | | | | | | |
| GI P9.2.4 (BDC ref GI S 12.4) | Broadland | Landscaping of Middle Road, Gt & Lt Plumstead | GNGB Primary Linkage corridor: EastBroadland GI | Delivered by development (NDR / Brook & Laurel Farm) | | | Dev | 0 | 0 | | | | | | | | |
| GI P9.2.5 (BDC ref GI S 13.1) | Broadland | Enhanced landscaping alongside Green Lane and Smee Lane | GNGB Primary Linkage corridor: EastBroadland GI | Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11) | | | Dev | 0 | | | | | | | | | |
| GI P9.2.6 (BDC ref GI S 12.1) | Broadland | Informal Open Space south west of Thorpe End | GNGB Primary Linkage corridor: EastBroadland GI | Delivered by development (NDR / Brook & Laurel Farm) | | | | 0 | | | | | | | | | |
| GI P9.2.7 (BDC Ref GI S13.2) | Broadland | North-South GI Connectivity Gt & Little Plumstead/Postwick: Thorpe Woodlands to Smee Lane | GNGB Primary Linkage corridor: EastBroadland GI | Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11) | | | | 0 | | | | | | | | | |
| GI NDR 1 (BDC Ref GI S.7.2, and T1) | Broadland | NDR Mitigation (Culvert north of Redhall Farm) | NDR MITIGATION | Delivered by NDR | | | | 0 | 0 | | | | | | | | |

| Ref | District | Project/Scheme Description | GI Priority Area | Status | Total Estimated Scheme Cost | Contributory funding (£,000) | SOURCE | Funding need (£,000) | Spend profile £'000 | | | | | | | | |
|-------------------------------------|---------------|---|----------------------|--|-----------------------------|---|-----------------|----------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| GI NDR 2 (BDC Ref GI S.9.1 and T1) | Broadland | NDR Mitigation (Bat gantry and Culvert north of Garden Plantation) | NDR MITIGATION | Delivered by NDR | | | | 0 | 0 | | | | | | | | |
| GI NDR 3 (BDC Ref GI S.11.2 and T1) | Broadland | NDR Mitigation (Culvert and new tree belt north of Sprowston Wood) | NDR MITIGATION | Delivered by NDR | | | | 0 | 0 | | | | | | | | |
| GI NDR 4 (BDC Ref GI S.12.5 and T1) | Broadland | NDR Mitigation (Bat Gantry, Culvert and Brown Bridge NDR Middle Road Crossing) | NDR MITIGATION | Delivered by NDR | | | | 0 | 0 | | | | | | | | |
| GI NDR 5 (BDC Ref GI S.13.3 and T1) | Broadland | NDR Mitigation (Bat Gantry and Culvert at Smee Lane) | NDR MITIGATION | Delivered by NDR | | | | 0 | 0 | | | | | | | | |
| NOTE | | OTHER NDR MITIGATION TO FOLLOW (LIST NEEDS TO BE COMPILED) | NDR MITIGATION | | | | | 0 | 0 | | | | | | | | |
| GI P5.4 | South Norfolk | Wymondham GI Evidence and Project Plan | South West | Delivered by Development | | £1400 \$106 Right Up Lane, £50 per dwelling S Wymondham | \$106 | 0 | | 0 | | | | | | | |
| GI NFN.2 | Broadland | Orbital Cycle Route - NEG T to Norwich Airport | Norwich Fringe North | Delivered by Development | | | \$106/\$278/CIL | 0 | | | | | | | | | |
| GI NFN.5 | Broadland | Delivery of Open Space inc. Play Space and Sports Pitches - North East Norwich | Norwich Fringe North | Delivered by Development | | | \$106 | 0 | | | | | | | | | |
| GI NFN.5.1 BDC ref GI.S.8.1 | Broadland | Delivery of Sport Pitches, Children's Play and Informal Open Space at White House Farm | Norwich Fringe North | Delivered by Development | | | \$106 | 0 | | | | | | | | | |
| GI NFN.5.2 | Broadland | Delivery of Sport Pitches, Children's Play and Informal Open Space at Beeston Park | Norwich Fringe North | Delivered by Development | | | Dev | 0 | | | | | | | | | |
| GI NFN.5.3 | Broadland | Delivery of Sport Pitches, Children's Play and Informal Open Space at Brook Farm | Norwich Fringe North | Delivered by Development | | | | 0 | | | | | | | | | |
| GI NFN 5.4 | Broadland | Delivery of Sport Pitches, Children's Play and Informal Open Space at Land East of Buxton Road | Norwich Fringe North | delivered by development | | | \$106 | 0 | | | | | | | | | |
| GI NFN.5.5 | Broadland | Delivery of Sport Pitches, Children's Play and Informal Open Space at Pinebanks and Griffin Lane | Norwich Fringe North | delivered by development | | | \$106 | 0 | | | | | | | | | |
| GI NFN 6.1 | Broadland | Canhams Hill open space/GI provision as part of proposed development with opportunities to maintain and enhance the green space between Hellesdon and Drayton at Canhams Hill CWS. Included in feasibility study For Drayton & NW Forest & Heaths | Norwich Fringe North | Potentially Delivered by Development; Part of Feasibility Study For Drayton & NW Forest & Heaths | | | Dev | 0 | | | | | | | | | |
| GI NFN 7 BDC REF GI S7.1 | Broadland | North -South GI Connectivity: Catton, Sprowston Spixworth | Norwich Fringe North | To be delivered through development | | | | 0 | | | | | | | | | |
| GI NFN 8 BDC Ref GI S10.2 | Broadland | West-East GI Connectivity: Catton, Sprowston Spixworth | Norwich Fringe North | To be delivered through development | | | | 0 | | | | | | | | | |

Communities

| Ref | District | Project/Scheme Description | Status | Total Estimated Project Cost | | Contributory funding (£,000) | Source | Funding need | Spend Profile £'000s | | | | | | | | | | Further |
|----------------------|---------------|---|--|------------------------------|--|------------------------------|--|--------------|----------------------|---------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| Community Facilities | | | | | | | | | | | | | | | | | | | |
| CF1.2 | Broadland | Brook & Laurel Farm Community Building | Requires Project Brief / Feasibility | 500 | | 200 | S106/CIL | 300 | | | | | | | | 500 | | | |
| CF1.3 | Broadland | North Sprowston & Old Catton Community Space including library | Requires Project Brief / Feasibility | 2,400 | | 0 | S106/CIL | 2,400 | | | | | | | | 2,400 | | | |
| CF1.4 | Broadland | Land South of Salhouse Road Community Building | Requires Project Brief / Feasibility | 500 | | 0 | S106/CIL | 500 | | | | | - | | 500 | | | | |
| CF1.5 | Broadland | Rackheath Community Building | Requires Project Brief / Feasibility | 500 | | 0 | S106/CIL | 500 | | | | | | | 500 | | | | |
| CF1.20 | Broadland | Children's Playspace delivered through the development of allocations within the Growth Triangle | Delivered by development. | n/a | | n/a | S106 | n/a | | x | x | x | x | x | x | x | x | x | x |
| CF1.21 | Broadland | Informal Open Space delivered through the development of allocations within the Growth Triangle | Delivered by development. Required to fulfil HRA public access to open space requirements. | n/a | | n/a | S106 | n/a | | x | x | x | x | x | x | x | x | x | x |
| BDC | Broadland | Cremer's Meadow | Project Development | 25 | | 0 | CIL | 25 | | | | 25 | | | | | | | |
| BDC | Broadland | Great Plumstead Open Space / Community Orchard | Project Development | 25 | | 0 | CIL | 25 | | | | 25 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| CF2.x | Norwich | Boom Towers | | 20 | | 0 | CIL | 20 | | 20 | | | | | | | | | |
| CF2.x | Norwich | Bowthorpe Play | | 100 | | 100 | S106 & CIL n'hood | 13 | | 20 | 40 | 40 | | | | | | | |
| CF2.x | Norwich | Castle Gardens | Feasibility and brief writing currently ongoing. £135k CIL maintenance money sought to add to £115k secure maintenance funding and justified through project proforma. | 1155 | | 1005 | S106 (70 secure), HLF/EU (935 not secured) | 150 | 0 | 50 | 500 | 320 | 680 | | | | | | |
| CF2.x | Norwich | Earlham Park toilets | | 80 | | 80 | CIL n'hood | 0 | | 40 | 40 | | | | | | | | |
| CF2.x | Norwich | Heigham Park toilets | Crowd funding? | 80 | | 80 | CIL n'hood | 0 | | | | 80 | | | | | | | |
| | Norwich | Improved sports facilities in Norwich | Pre-feasibility | | | | | | | | | x | x | | | | | | |
| | Norwich | North City estate renewal | | tbd | | | | tbd | | | | x | x | x | x | | | | |
| | South Norfolk | Children's Playspace, Sports Pitches and Informal Recreation Space delivered through the development of allocations | Status review of open space / play projects is required | | | | S106 | | | | | | | | | | | | |
| Libraries | | | | | | | | | | | | | | | | | | | |
| CF1.3 | Broadland | Community space including new library -North Sprowston & Old Catton | see above | | | | | | | | | | | X | | | | | |
| CF1.7 | Broadland | Expansion of Sprowston Library | | | | | S106/CIL | | | | | | | | | | | | |
| CF3.4 | South Norfolk | Expansion of Long Stratton library | Awaiting developer contributions once development proceeds. | | | | S106/CIL | | | | Major growth starts | | | | | | | | |
| | Broadland | Wroxham Library self access improvement and parking | In build - estimated completion autumn 2018 | 43 | | 43 | CIL | | | | 40 | | | | | | | | |

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|--------------------------|---------------|---|---|------------------------------|--|------------------------------|-----------|--------------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| | Norwich | Plumstead Road Library self access improvement and parking | In build - estimated completion autumn 2018 | 85 | | 85 | CIL | | | | 40 | | | | | | | | |
| | South Norfolk | Diss Library self access improvement | In build - estimated June 2018 | 35 | | 35 | S106/CIL | | | | 40 | | | | | | | | |
| | South Norfolk | Harleston Library self access improvement | Planning started - estimated completion March 2019 | 35 | | 35 | CIL | | | | 35 | | | | | | | | |
| | South Norfolk | Costessey Library self access improvement | Planning started - estimated completion March 2019 | 35 | | 35 | CIL | | | | 35 | | | | | | | | |
| | South Norfolk | Loddon Library self access improvement | Planning started - estimated completion March 2019 | 35 | | 35 | CIL | | | | | | | | | | | | |
| | Norwich | Earlham Library self access improvement | Planning started - estimated completion March 2019 | 35 | | 35 | CIL | 35 | | | 35 | | | | | | | | |
| | Norwich | Mile Cross Library self access improvement | Planning started - estimated completion March 2019 | 35 | | 35 | CIL | | | | 35 | | | | | | | | |
| | Broadland | St Williams Way Library self access improvement | | 35 | | | CIL | 35 | | | 35 | | | | | | | | |
| | Broadland | Blofield self access improvement | | 43 | | | CIL | 43 | | | | 43 | | | | | | | |
| | Broadland | Reepham self access improvement | | 30 | | | CIL | 30 | | | | 30 | | | | | | | |
| | Norwich | Tuckswood self access improvement | | 43 | | | CIL | 43 | | | | 43 | | | | | | | |
| | South Norfolk | Hingham self access improvement | | 20 | | | CIL | 20 | | | | 20 | | | | | | | |
| Sports Facilities | | | | | | | | | | | | | | | | | | | |
| CF1.6 | Broadland | Extend and Refurbish Rackheath Pavilion | Requires Project Brief / Feasibility | TBC | | TBC | CIL/Other | TBC | | | x | | | | | | | | |
| CF1.8 | Broadland | Modernisation of Thorpe St Andrew School swimming pool | Feasibility Study required | 1,000 | | | S106/CIL | | | | | | | | | | | | |
| CF1.9 | Broadland | New Sports Hall in Thorpe St Andrew | Feasibility Study required | 2,700 | | 1,900 | S106/CIL | 800 | | | 2,700 | | | | | | | | |
| CF1.10 | Broadland | Refurbishment of 3G pitch in Thorpe St Andrew | Funding being sought from the FA | | | | Other | | | | | | | | | | | | |
| CF1.11 | Broadland | Modernisation of Hellesdon High School sports hall | | | | | S106/CIL | | | | | | | | | | | | |
| CF1.12 | Broadland | Modernisation of Aylsham High School swimming pool | | | | | S106 | | | | | | | | | | | | |
| CF1.13 | Broadland | Gym and Dance Hall contribution Aylsham | | | | | S106 | | | | | | | | | | | | |
| CF1.14 | Broadland | Sports Hall Provision in Reepham | Feasibility Study required | | | | S106 | | | | | | | | | | | | |
| CF1.15 | Broadland | Modernisation of Sprowston High School Swimming Pool | | 1,000 | | | S106/CIL | | | | | | | | | | | | |
| CF1.16 | Broadland | Modernisation of Sprowston High School Sports Hall | Feasibility Study required | | | | | | | | | | | | | | | | |
| CF1.17 | Broadland | A new sports hall in a growth area (such as Rackheath) co-located with a new secondary school | Masterplan developed, planning application expected Summer 2017 | 2,750 | | | | | | | | | | | | | | | |
| CF1.18 | Broadland | A new sports hall in Acle | Feasibility Study required | 2,700 | | | S106/CIL | | | | | | | | | | | | |
| CF1.19 | Broadland | New pitch provision in NEG T | Delivered by Development | | | | S106 | | | | | | | | | | | | |

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| | | | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| GI NFN 9 BDC Ref; GX15 | Broadland | Improve Facilities at King George V Playing Field | Requires Project Brief / Feasibility | TBC | | | S106, CIL and Other | | | | | | | | | | | | |
| CF2.x | Broadland | Horsford Manor Community Sports Hub | Consultation taking place | 6,500 | | | Premier League (?), CSF, others including poss. CIL | | | x | x | x | | | | | | | |
| | Broadland | Brundall recreational areas | Design required | | | | S106/CIL | | | x | x | x | | | | | | | |
| CF2.x | Norwich | Bowthorpe Park MUGA and tennis court improvements | Design required | 300 | | | City Council Capital Programme | | | | | 100 | 100 | 100 | | | | | |
| CF2.x | Norwich | Football Pitch Improvements | Condition survey undertaken | 100 | | 0 | CIL | 100 | | | 25 | 25 | 25 | 25 | | | | | |
| CF2.x | Norwich | Sloughbottom Park: Improved Changing facilities | Changing facility feasibility required | ? | | 15 | S106 | | | ? | | | | | | | | | |
| | Norwich | Norwich Parks Tennis expansion phase 1 - Eaton Park, Heigham Park, Harford Park, Lenham Rec court improvements, lighting provision, access improvements, community tennis programme - no maintenance requirement | Council capital approved, S106 received, LTA funding submission imminent. | 395 | | 395 | City Council Capital, S106, LTA grant | 0 | 0 | 0 | 395 | | | | | | | | |
| | Norwich | Norwich Parks Tennis expansion phase 2 - court improvements, lighting provision, access improvements. | Development required | | | ??? | | | | | | | | | ??? | | | | |
| | Norwich | Improved sports facilities in North Norwich | Considerable development work and feasibility required | | | | | | | | | x | x | x | | | | | |
| CF3.x | South Norfolk | New Swimming Pool and Sports Hall in Diss | Scoping report being undertaken | 10,000-12,000 | | 6,800-8,800 | CIL/other | 3,200 | | | | 1,600 | | | | | | | |
| CF3.x | South Norfolk | Artificial Grass Pitch in Diss | Feasibility Required | 500 | | | CIL/Other | | | | | 500 | | | | | | | |
| PPS | South Norfolk | Improvements to Hales cricket and bowls clubhouse | | 160 | | 10 | CIL | 30 | | 30 | | | | | | | | | |
| CF3.x | South Norfolk | New Pitches North Hethersett | Delivered by Development | ? | | | S106 | | | x | | | | | | | | | |
| CF3.x | South Norfolk | Long Stratton Sports Hub, pitch improvements | Feasibility Required | 2,545 | | 2,045 | CIL/Other | 500 | | 2,545 | | | | | | | | | |
| CF3.x | South Norfolk | New sports improvements (artificial grass pitch for football/rugby) in Wymondham | Discussions underway with Wymondham Town Council re AGP provision and improvements to natural turf pitches. FA keen to invest capital up to £500k | 1,000 | | | CIL/Football Foundation/SNC | 250 | | 1,000 | | | | | | | | | |
| PPS | South Norfolk | Improvements to Wymondham (Ketts Park) tennis clubhouse | | 30 | | | CIL | | | x | | | | | | | | | |

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| | | | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| | South Norfolk | Delivery of AGP and natural grass pitches by Wymondham Rugby Club (relocation and upgrade of facilities) | Wymondham Rugby Club planning permission granted on appeal in September 2016. Reserved Matters submitted December 2016. Plan for new site to be open for start of 2018/19 season | ? | | None | Developer & WRFC | 0 | | x | | | | | | | | | |
| Waste Recycling Centres | | | | | | | | | | | | | | | | | | | |
| | Broadland | Rackheath | Requires Project Brief / Feasibility | 450 | | | S106/CIL | 450 | | | | | | | | | | | |
| Policing | | | | | | | | | | | | | | | | | | | |
| CI 1.1 | Broadland | Police Deployment Base - Vicinity of Postwick Junction | Norfolk Constabulary Broadland Command Policing Plan | TBC | | | Other | | | | | | x | | | | | | |
| Health Care | | | | | | | | | | | | | | | | | | | |
| HC4 | Broadland | Sprowston / Old Catton Health and Social Care Facility | Infrastructure Needs and Funding Study 2009 | 3,350 | | | Other | 0 | | | | | | | | x | | | |
| HC5 | Broadland | Rackheath Health and Social Care Facility | Infrastructure Needs and Funding Study 2010 | 3,350 | | | Other | 0 | | | | | | | x | | | | |
| HC6 | Broadland | NE Norwich - Expansion of existing Heath and Social Care Facility | Infrastructure Needs and Funding Study 2011 | TBC | | | Other | TBC | | | | | | | | | | | |
| Acle Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| NP1.1.1 | Broadland | Improved foot and cycle links to countryside and surrounding villages | Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| NP1.1.2 | Broadland | Improved access to Wherry Line - Pedestrian and Cycle access to Station and Facilities. | Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| NP1.1.3 | Broadland | Traffic Calming and Pedestrian Crossing of A1064 | Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| NP1.1.4 | Broadland | Village Centre Public Realm Improvements inc. increasing pavement width and open space | Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| NP1.1.5 | Broadland | Improvement to existing Pre-School Facility at Primary School | Neighbourhood Plan Project Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| NP1.1.6 | Broadland | Improvements to Building and Sports Facilities | Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| Sprowston Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| NP1.4.1 | Broadland | New Pedestrian and Cycle Link Plantation Drive to Harrison's Plantation (Via Cottage Plantation) | Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| NP1.4.2 | Broadland | Community Hub - Diamond Centre | Feasibility Ongoing | | | | CIL and Other | | x | | | | | | | | | | |
| NP1.4.3 | Broadland | Public Realm Improvements at Wroxham Road Local Centre and Tree Planting along Wroxham Road | Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| NP1.4.4 | Broadland | Public Realm Improvements inc. Traffic Calming Measures, Planting and review of on-street parking. School Lane, Sprowston | Requires Project Brief / Feasibility | | | | CIL and Other | | | | | | | | | | | | |
| Strumpshaw Neighbourhood Plan | | | c | | | | | | | | | | | | | | | | |
| NP1.5.1 | Broadland | Community Room and Allotments | To be delivered through development | | | | S106 | | | | | | | | | | | | |

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|--|-----------|--|--------------------------------------|------------------------------|--|------------------------------|---------------|--------------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| NP1.5.2 | Broadland | Toilet, Kitchen and Amenity Facilities at St Peters Church | | | | | CIL and Other | | | | | | | | | | | | |
| Great and Little Plumstead Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | Broadland | New Changing Rooms Gt Plumstead Playing Field | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Water Lane Footpath Improvements | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | New Bus Stop opposite Bus Shelter | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Junction Improvements at Brick Kilns Public House | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Woodland Walk Extension at Thorpe End | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| Brundall Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | Broadland | Public Realm Improvements at Local Centres and Gateways | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Footway and Cycleway Improvements | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| Drayton Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | Broadland | Improved Off Street Public Parking at Village Centre | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Highway Improvements and Public Realm Enhancements at Village Centre | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Footway and Cycleway Improvements | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | GI Improvements at Drayton Drewray, Canham Hill and Drayton Wood | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Improved Facilities at King George V Playing Field | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| Blofield Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | Broadland | Provision of New Community Green Assets: Woodland or Community Garden | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Secure Allotments in Perpetuity | | TBC | | | TBC | | | | | | | | | | | | |
| | Broadland | Public Realm Improvements at Village Gateways | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Community Hall | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Create Community Hub in Blofield and Blofield Heath | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Improvements to Hemblington Primary School, including identifying suitable pick up and drop off points | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Improvements to Blofield Primary School, including identifying suitable pick up and drop off points | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Improvements to Blofield Health Care Centre, including capacity and increased car parking. | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Improve Broadband Connectivity | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |

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| | | | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| | Broadland | New Pedestrian Crossings at The Street, Plantation Road and Woodbastwick Road | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Footpath/Cycleway between Blofield and Blofield Heath | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Improve Pedestrian Access to Countryside | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Highway Improvements on The Street, including enhanced parking and crossing facilities. | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| Old Catton Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | Broadland | Junction Improvements at St Faiths Road and Fifers Lane | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | St Faiths Road and Lodge Lane Junction | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Address traffic vlumes, speed reduction and safe crossing n Church Street | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Spixworth Road Parking and Speed Reductions | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Crossing facilitiy at St Faiths Road and Fifers Lane | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Reduce rat runnign on Oak Street | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Stop up St Faiths Road | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Orbital Link Road Access to NIA IE | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Additional Bus Stops and Benches | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | New Footpath Link Woodham Leas and Priors Lane to Lodge Lane Infant School and Doctors Surgery | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| Cringelford Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| NP2.1.4 (GI NFS 3.1 and 7.3) | South Norfolk | Demand for Cycling and walking facilities | Probably covered through Cycle City project? | | | | | | x | | | | | | | | | | |
| NP2.1.3 | South Norfolk | Demand for Medical / Dentistry facilities | Unlikely to be delivered other than through NHS funding | | | | | | | | | | | | | | | | |
| NP2.1.5 | South Norfolk | 3.8 hectare playing field to accommodate a cricket pitch, football pitches and Pavilion to include changing rooms. | Scheme allowed at appeal in January 2016. Land being promoted for sale (January 2017) by promoter but timescale uncertain | | | | | | | x | | | | | | | | | |
| NP2.1.6 | South Norfolk | Cringelford Library facilities | All developers will be required to make provision for additional library facilities for the library service which serves the development. This will be funded through Community Infrastructure Levy | | | | | | | | | | | | | | | | |
| NP2.1.7 | South Norfolk | Allotment and Community Orchard | A possible site is indicated on the Proposals Map. Barratts to deliver as part of the S106 (although these discussions are not yet finalised) | | | | | | x | | | | | | | | | | |

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| | | | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| | | | | | | | | | | | | | | | | | | | |
| Mulbarton Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| NP2.2.1 | South Norfolk | Improved car parking management around the schools/GP surgery | | | | | CIL and Other | | | | | | | | | | | | |
| NP2.2.2 | South Norfolk | An improvement at the B1113/A140 Harford Bridge junction | | | | | CIL and Other | | | | | | | | | | | | |
| NP2.2.3 | South Norfolk | Improved footway and road maintenance in the village | | | | | CIL and Other | | | | | | | | | | | | |
| NP2.2.4 | South Norfolk | Reduced traffic speeds on existing residential streets and lanes in the village | | | | | CIL and Other | | | | | | | | | | | | |
| NP2.2.5 | South Norfolk | Cycle routes to Hethel Engineering Centre/Lotus and Norwich | | | | | CIL and Other | | | | | | | | | | | | |
| NP2.2.6 | South Norfolk | An improved bus service | | | | | CIL and Other | | | | | | | | | | | | |
| Salhouse Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | Broadland | Development of an integrated village path network | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Enhancement of the village playing field | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| Rackheath Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | Broadland | Opening up Newman Woods and other potential woodlands for wider community use | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Investigate the potential for improvements to Local Heritage Assets, including renovating the Old Scout Hut. | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Upgrade and update Stracey Sports Park with more equipment and a MUGA | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Modernise and refurbish Rackheath Village Hall | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Encourage development of new access point from the industrial estate onto Wroxham Road | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Investigate setting up a community transport scheme in the village | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | Broadland | Investigate potential for new crossing points on Green Lane West and others. | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| Hellesdon Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | Broadland | Improve the quality of existing parks and open spaces throughout Hellesdon | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| Easton Neighbourhood Plan | | | | | | | | | | | | | | | | | | | |
| | South Norfolk | New Village Hall/Community Centre | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | South Norfolk | Additional car parking for the primary school | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |
| | South Norfolk | Foot bridge across the A47 dual carriageway | Requires Project Brief / Feasibility | TBC | | | CIL and Other | | | | | | | | | | | | |

Education

| Ref | District | Project/Scheme Description | Status | Total Estimated Project Cost (£,000) | Contributory funding and Source | | Funding shortfall | To fund from other sources | Spend profile £'000s | | | | | | | | | | | Post 2026 |
|-----------------|---------------|--|--|--------------------------------------|---------------------------------|------------|-------------------|----------------------------|----------------------|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| | | | | | S106 | Basic Need | | | to date | | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| | South Norfolk | Roydon Primary Extension to 420 | Growth in Roydon/Diss area requires extension to 420 | 3,900 | 3,694 | | | 206 | 3,000 | | 900 | | | | | | | | | |
| EDU1/2 | Broadland | Blue Boar Lane New Free School 420 Primary | Design stage and land transfer underway | 7,600 | 5,800 | 1,800 | | 0 | 3,840 | | | 2,560 | 1,200 | | | | | | | |
| S106 | South Norfolk | Trowse New 210 Primary | Design underway. Discussion with developer about construction access | 5,000 | 800 | 4,200 | | 0 | 2,580 | | | 1,720 | | | | | | | | |
| EDU21/S106 | South Norfolk | Hethersett New 420 Primary | Design stage underway | 8,000 | 4,500 | 3,500 | | 0 | 500 | | 3,750 | 3,750 | | | | | | | | |
| | Norwich | New Bowthorpe Primary School | Discussions with Norwich City Council on appropriate site | 8,000 | 2,500 | | 5,500 | | | | | 500 | 2,000 | 3,000 | | | | | | |
| | South Norfolk | Hethersett Junior reorganisation | Early design stage underway | 4,600 | | 3,600 | | 1,000 | | | 500 | 2,050 | 2,050 | | | | | | | |
| S106 | South Norfolk | Wymondham High Extension | Next phase of masterplan underway | 10,000 | 10,000 | | | 0 | 2,000 | | 2,000 | 3,000 | 3,000 | | | | | | | |
| EDU14/S106 | South Norfolk | Wymondham New 420 Primary Silfield | Design stage underway | 8,000 | 5,100 | 0 | | 2,900 | 500 | | | 3,750 | 3,750 | | | | | | | |
| | | Mulbarton Primary expansion to 3FE | Masterplan complete. Awaiting pressure on pupil numbers | 4,150 | | | | | | | | | 500 | 1500 | 2150 | | | | | |
| | Broadland | Little Plumstead VA Primary Extension to 420 | Planning Application | 4,050 | 400 | | 350 | 3,300 | | | 250 | 400 | 1,700 | 1,700 | | | | | | |
| S106 (NP 2.1.2) | South Norfolk | Hethersett High Extension | Masterplan first stage underway | 8,000 | 1,754 | 5,036 | | 210 | | | 500 | 500 | 2,000 | 2,000 | | | | | | |
| | Broadland | Hellesdon New 420 Primary | Waiting for development to commence | 8,000 | 0 | 0 | 8,000 | | | | | | 500 | 3,500 | 4,000 | | | | | |

| Ref | District | Project/Scheme Description | Status | Total Estimated Project Cost (£,000) | S106 | Basic Need | Funding shortfall | To fund from other sources | to date | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Post 2026 |
|------------------|---------------|--|---|--------------------------------------|------|------------|-------------------|----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| EDU22 | South Norfolk | Easton Primary Extension to 420 | Awaiting further housing growth for permanent capital project | 4,000 | 0 | 0 | 4,000 | | | | | 1,000 | 1,500 | 1,500 | | | | | |
| | South Norfolk | Hingham Primary Mobile Replacement | Brief in draft | 900 | | | 221 | 679 | | | | 450 | 450 | | | | | | |
| EDU18 (NP 2.1.2) | South Norfolk | Cringleford New 420 Primary | Waiting for development to commence | 8,000 | 0 | 0 | 8,000 | | | | | 500 | 3,500 | 4,000 | | | | | |
| EDU25 | South Norfolk | Long Stratton New 420 Primary | Waiting for development to commence | 8,000 | 0 | 0 | 8,000 | | | | | | | 500 | 3,500 | 4,000 | | | |
| EDU7 (9?) | Broadland | North Norwich New Secondary and existing schools | Preferred site identified. Waiting for development to commence. | 26,000 | | | 26,000 | | | | | | 2,600 | 2,600 | 2,600 | 2,600 | 7,800 | 7,800 | |
| | Broadland | Blofield New 420 Primary | Discussions with Broadland/Parish on new site. | 8,000 | | | 8,000 | | | | | 500 | 3,500 | 4,000 | | | | | |
| EDU5 | Broadland | Beeston Park New Free School 420 Primary #1 | Waiting for development to commence | 8,000 | | | 8,000 | | | | | 500 | 3,500 | 4,000 | | | | | |
| EDU1/2 | Broadland | South of Salhouse Road New 420 Primary | Waiting for development to commence | 8,000 | | | 8,000 | | | | | | | | | 500 | 3,500 | 4,000 | |
| EDU6 | Broadland | Beeston Park New Free School 420 Primary #2 | Waiting for development to commence | 8,000 | | | 8,000 | | | | | | | | | | 500 | 3,500 | 4,000 |
| EDU1/2 | Broadland | Rackheath New 420 Primary #1 | Waiting for development to commence | 8,000 | | | 8,000 | | | | | 500 | 3,500 | 4,000 | | | | | |
| EDU1/2 | Broadland | Rackheath New 420 Primary #2 | Waiting for development to commence | 8,000 | | | 8,000 | | | | | | | 500 | 3,500 | 4,000 | | | |
| EDU1/2 | Broadland | Land East of Broadland Business Park New 420 Primary | Discussions with land promoter | 8,000 | | | 8,000 | | | | | | | | | 1,280 | 500 | 3,500 | 4,000 |

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Greater Norwich Infrastructure Plan
April 2017



Greater Norwich Growth Board

Joint Five Year Infrastructure Investment Plan - DRAFT

January 2019

Introduction

The projects identified within this Infrastructure Investment Plan are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.

Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB). The projects which receive IIF funding during the forthcoming financial year will be adopted as the 2019/20 Annual Growth Programme (AGP). The projects listed within the subsequent four years are the IIF funding priorities till 2023/24. See Appendix A

This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.

Development of the Joint Five Year Infrastructure Investment Plan

Prior to the development of this Plan, the Greater Norwich Infrastructure Plan (GNIP) was updated¹. The GNIP identifies infrastructure priorities to the end of the current Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area.

The three District Councils will consider this Plan in January/February 2019. Projects listed within the forthcoming financial year should be considered as the proposed AGP for 2019/20. Thus approval of this plan will commit IIF funding to those projects. Funding to support the projects in the subsequent four years will be confirmed through future updates to this Plan.

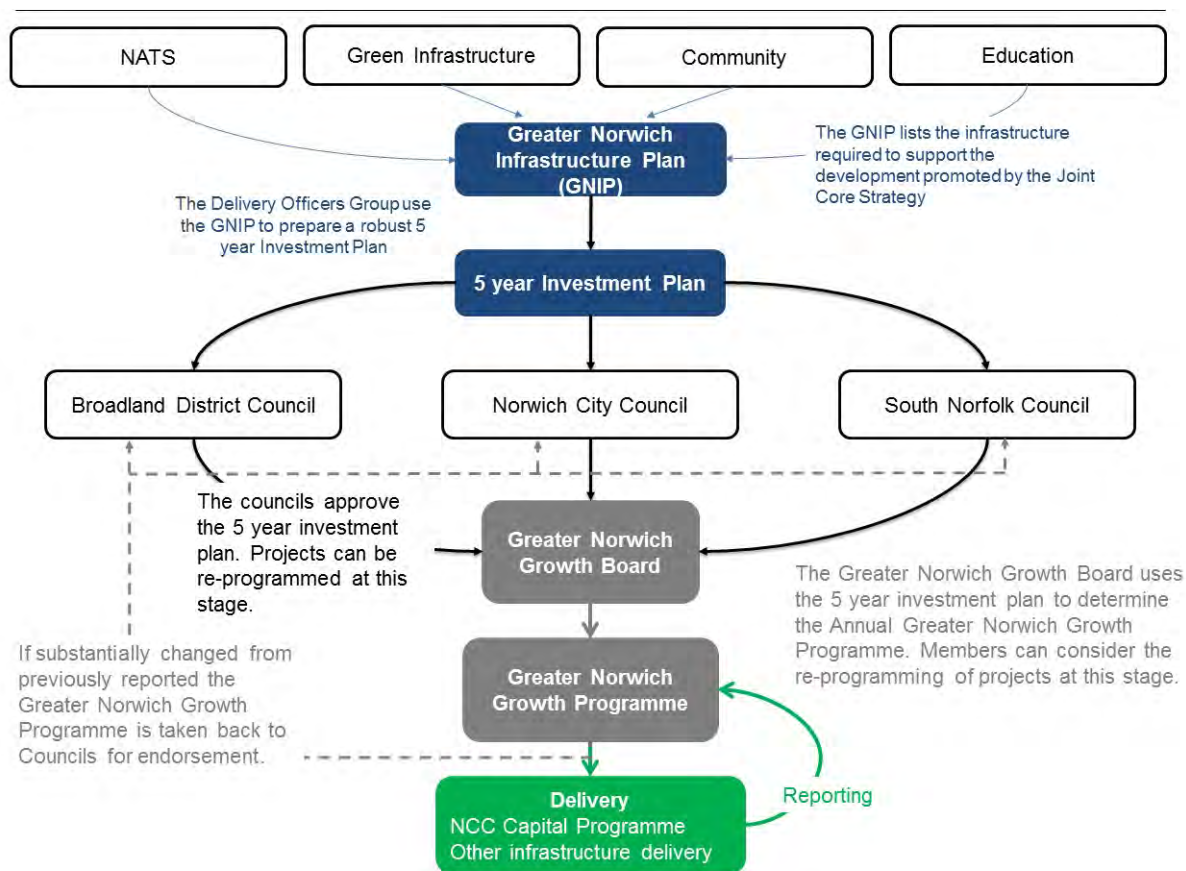
The GNGB will consider this Plan at its meeting in February 2019.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2019/20 AGP in early 2019.

¹ <http://www.greaternorwichgrowth.org.uk/delivery/greater-norwich-infrastructure-plan/>

The Five Year Infrastructure Investment Plan process is illustrated in Figure 1, below.

Fig. 1 – Infrastructure Investment Plan Development Process



Proposed 2019/20 Annual Growth Programme (AGP)

Estimates for the total forecasted amount of CIL collected over the plan period have reduced over previous years. This is in part due to the changes in Government policy which have increased the categories of development which are exempt from paying CIL but also due to the complex nature of CIL receipting making forecasts incredibly difficult to calculate.

CIL income has been less than forecasted each year since 2014. In order to safeguard the commitments made to all projects within previously agreed AGPs the GNGB made this decision on 25th June 2018:

To temporarily suspend the inclusion of any new projects in future 5 Year Investment Plans and Annual Growth Programmes. New projects which require urgent or time limited funding will still be able to submit proformas however these will be reviewed independently.

It is proposed that Education receive £2million to support the development of their capital programme, but there are no projects from within the themes of Green Infrastructure, Transport or Communities included within the 19/20 AGP.

This Plan provides the reprogrammed financial commitments for IIF funding against the forecasted CIL income until 2023/24.

Projects which were previously programmed to be delivered in 19/20 have either sourced funding elsewhere, have been closed and are no longer a priority or have agreed to re-programme their delivery until funding is available.

Approximately £1.5million of projects allocated IIF in previous AGPs will continue to be delivered in 2019/20.

Updates on the delivery of projects approved in previous AGPs are in Appendix C.

TRANSPORT

Transport for Norwich (TfN)

The Norwich Area Transportation Strategy (NATS), now more widely known as Transport for Norwich (TfN), is the adopted transport strategy used to deliver improvements across Greater Norwich. The current strategy recognises that everybody's journeys are different and looks to give people viable options on how they choose to travel and actively promotes sustainable transport. The strategy has already delivered key improvements such as the Broadland Northway, a network of Park and Ride facilities and 'Pedalway' cycle routes, the award winning Norwich Bus Station and bus priority measures in the City Centre and along radial routes.

The implementation plan of transport delivery was adopted 2010 and updated in 2013 and set out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.

In 2018, the TfN Board agreed to a review of the transport strategy and an update of its implementation plan. This is underway and a public consultation in March 2018 highlighted that investment in public transport was the top priority, with measures to tackle congestion, maintaining existing infrastructure and reducing the impact transport has on air quality being other key priorities. It is envisaged that a new preferred strategy and implementation plan will be consulted on late-Summer 2019 for full adoption in 2020.

Projects supported by IFF

The 2015/16 AGP agreed to the use of the IIF to top up other funding to help deliver the NATS programme over the period 2015/16 to 2019/20 and committed a total of £3,570,000. Many projects which were initially programmed to receive IIF funding have since taken advantage of alternative funding streams including (in particular) Growth Deal and Cycle City Ambition Grant (CCAG) to deliver projects. The NATS projects which have been allocated IIF are:

- St Clements Toucan crossing
- Eaton Interchange – improvements to the crossing
- Roundhouse way- new bus interchange
- Golden Ball street- highways improvements
- Lakenham Way - Yellow Pedalway
- A140 corridor - improvements north of the city
- St Faiths to airport transport link
- Colney River Crossing
- Broadland way- Green lane North to Plumstead Rd
- Green pedalway junction improvements
- Marriotts Way- access improvements in Cosstesey
- Marriotts Way- resurfacing at Drayton

Other funding streams

A range of funding in addition to that from the IIF will continue to be sought to fund the existing and future TfN Implementation Plans, which will include locally held Local Transport Plan funding, as well as Cycle City Ambition Grant (CCAG), Local Growth Fund monies and specific funding awards from government. In September 2018, the County Council was informed that Greater Norwich had been shortlisted as one of 10 cities in the UK that is eligible to apply for a share of a £840m Transforming Cities fund covering the period 2018/19 to 2021/22. The Greater Norwich 'Transforming Cities' application is based around transforming connectivity in and around Norwich through a coordinated package of improvements on three transport corridors and in the city centre. Further information on whether funding is secured and its value will not be known until early 2019. Although a range of funding is being sought, it is likely that there will be further requests for funding from the IIF after the currently agreed programme ends in 2019/20.

A provisional IFF allocation of £900,000 per annum for three years was included within the previous version of this Plan, but the Infrastructure Development Board (IDB) have now agreed that funding for future TfN projects will be considered and confirmed individually in future publications of this Plan.

Strategic Transport Schemes

In addition, the 2016/17 AGP agreed to use IIF funding in future years to ensure the delivery of strategic transport projects, including the Broadland Northway and Long Stratton bypass together with Hempnall crossroads junction.

Broadland Northway

Construction of the Broadland Northway was completed in April 2018 and there has been significant positive feedback from residents and businesses regarding the reduced journey times and simpler journeys the new route provides. The road was paid for by the Department for Transport, Growth Point funds and the Community Infrastructure Levy. With the agreement of all the Greater Norwich partners, £40m of borrowing to support its delivery took place during the 2016/17 financial year and will be repaid by future CIL income from the IIF.

Long Stratton Bypass and Hempnall Crossroads

The Long Stratton Bypass will be funded from a combination of developer funding and public sector funding. Currently, work is underway to secure DfT funding towards delivery of the bypass. The remainder of the funding will be made up of a developer contributions and up to £10m of CIL supported borrowing. It is expected there will be a planning decision on the bypass and associated development in early 2019 and if DfT funding can be secured, work could start as soon as late 2020.

EDUCATION

Children's Services publish their Schools Local Growth and Investment Plan (SLGIP) annually in January for the Children's Services Committee. SLGIP recognises growth across the whole County but the most significant growth is within the Greater Norwich area. Land has been or is being secured for up to seventeen new schools in Greater Norwich to support the forecasted growth. Those currently being progressed are:

- Sprowston, White House Farm – in planning;
- Hethersett, new school building to allow the existing Infant School to move into a new building and expand – land transfer in progress;
- Wymondham (Silfield)- land transfer progressing but some issues with access and services;
- Blofield, new building to move and expand existing school – land discussions ongoing;
- Bowthorpe, new building to move and expand existing school – land discussions ongoing
- Trowse, new building to move and expand existing school – land expected to be transferred early 2019.

Children's Services' Capital Priorities Group oversee the work to determine the order, timing, details and funding of education priorities. Eleven of the seventeen schemes currently identified do not have a confirmed funding source. The majority of those which are proceeding are funded via the previous S106 regime or from Basic Need funding from central government.

£2M committed in 2018/19 has helped with two projects; one to identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation and two, in Brundall to ensure the primary school has suitable accommodation for larger cohorts of children.

GREEN INFRASTRUCTURE

The Green Infrastructure Programme Team is formed by officers from all Greater Norwich councils who work together to strategically plan across all three districts. The projects below are the key areas, prioritised by GNGB for future investment. These growth areas have all received IIF funding to deliver elements of their progress in previous AGPs.

Green Loop – Broadland Way and Marriott's Way

A key element of the North-East Norwich Growth Triangle (NEGT) Area Action Plan is an off-carriageway cycle and pedestrian route between east Norwich at Thorpe St Andrew and the Northern Broads at Wroxham known as Broadland Way.

Broadland Way is designed to be a multi-functional Green Infrastructure corridor that provides residents of the new development with a safe walking/cycling route that can be used for commuting or leisure, whilst also providing ecological connectivity

Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and a highly biodiverse corridor. Marriott's Way particularly fulfils several key functions as a

wildlife link, a health-promoting asset through cycling and walking, and outdoor classroom.

River Yare Crossing

This project is part of the wider East Norwich Gateway project (described below) and is a cycle/pedestrian bridge crossing the River Yare to enable better access to Whitlingham Country Park from the city centre.

Yare Valley

The project aims to develop the unifying concept of a river parkway, a linear country park based on the River Yare Corridor between Bawburgh and Whitlingham Country Park. The parkway would comprise a collection of linked spaces along banks of the River Yare. This 'umbrella' project was included in the Green Infrastructure Delivery Plan and included several smaller projects, some of which have been brought forward since the study was published.

River Wensum

A strategy has been developed to guide regeneration of the River Wensum Corridor in Norwich, extending to Whitlingham in the east, which was adopted by Norwich City Council and the Broads Authority in June 2018.

The strategy objectives include enhancing connectivity throughout the river corridor, particularly with the Norfolk Trails network, and enhancing the natural environment and green infrastructure. Key green infrastructure proposals which have received IFF funding in previous AGPs include completion of missing links of the Riverside Walk, improvements to accessibility of the existing Riverside Walk and enhanced links with the Broads network at Whitlingham in the longer term. Potential future GI projects include enhancement of Bishops Bridge to Whitefriars Bridge green space, and enhancement of the Boom Towers and Ber Street wooded ridge area.

The Riverside Walk

This is identified as a sub-regional green infrastructure corridor supporting growth locations in the Joint Core Strategy. The development of the Riverside Walk helps to support the green infrastructure requirements for anticipated new housing and employment development identified in the city centre and east Norwich.

COMMUNITY

A number of strategic community projects have been identified and funded in previous publications of this Plan. These include library improvements, open space developments and improved community facilities.

The sports facilities and playing pitches review in 2014 identified key areas requiring development which are now being progressed and delivered by the Greater Norwich Sports Strategy Implementation Group. Notable delivery in 18/19 have seen £1million of IFF funding supporting phase two of The Nest in Horsford plus £250,000 towards a project developing sports and play facilities at Ketts Park Wymondham. Both are large strategic sports projects which have received funding from many other sources in addition to IFF.

Refurbishment of the Hewett School swimming pool was identified as a priority in the review plan. However, this project has not progressed and a leisure feasibility study undertaken by KKP consultants in 2017 recommended that a new leisure facility should be built.

The proposed Mile Cross Health & Wellbeing Centre is expected to deliver a new leisure centre including swimming pool, sports hall, and community and associated fitness facilities. A cost profile is being prepared for this project which is expected to be delivered in 2022.

Economic Development and Regeneration

A number of projects supported by IIF significantly contribute to the economic growth of areas by providing transport, green infrastructure and community benefits. These projects support the wider regeneration of areas but often requires many years of strategic planning to come to fruition. Projects which the GNGB have already identified as strategic priorities within the Greater Norwich area include:

Norwich Airport Industrial Estate

This involves the significant delivery of public realm improvements, infrastructure and transport links at Norwich Airport Industrial Estate. This will enable this key employment location to offer more attractive, modern premises which better serve the needs of the existing SME community and those of emerging high value sectors identified in the New Anglia LEP Strategic Economic Plan and the Greater Norwich City Deal. There is an important synergy between this project and the improved transport connections that will be provided by the St. Faiths Road to Airport project and the NE Norwich Link Road. Both these transport projects have IIF funding.

East Norwich Gateway

This project will provide infrastructure to open up the development of the Utilities Site and Deal Ground (the largest brownfield sites within the Norwich City Council area) and extend cycling and pedestrian access from Norwich City Centre to Whitlingham Country Park in South Norfolk. The proposal would consist of three bridges, one across the River Wensum and two across the River Yare (one of which is the green infrastructure project referred to above) and associated road infrastructure.

Norwich Research Park (NRP)

Various projects in and around the NRP will help improve its connectivity to the wider area, as well as enhance the local environment. Sustainable access will be boosted by a new bus interchange at Roundhouse Way, whilst a more direct footpath link to the significant housing growth at Bowthorpe has been enabled by a footbridge across the River Yare. Health walks open up opportunities to improve the wellbeing of patients, employees and residents alike. These have been implemented in the grounds of the NNUH, along with further enhancements to Green Infrastructure links between the NNUH and the nearby housing development.

Five Year Investment Plan Framework

Explanation of the categories within Table 1

Actual CIL receipts- this is the amount of CIL income received by the IIF to date.

Forecast CIL receipts- this is the CIL income the IIF is forecasting to receive in the next 5 years. Given the complex nature of CIL income it is expected that these figures will change between publications of this Plan, particularly in years 3-5.

Programme Agreed-this is the amount of CIL which will be drawn down from IFF to deliver projects in the given financial year. These projects have been agreed in previous AGPs and will either be being delivered over multiple years, or are projects whose delivery has been delayed and their draw-down has rolled over from a previous year.

Borrowing agreed- This includes the confirmed loan repayments for the Broadland Northway as well as future repayments to support the delivery of Hempnall crossroads and Long Stratton Bypass (loan repayment rates for future borrowing is forecasted and will not be confirmed until the borrowing is committed).

Education-NCC has a statutory duty to support the growth of schools. A £2million allocation of IIF has been identified for each of the 5 years within this Plan. Although, this is an indicative figure which will be confirmed annually with the acceptance of each new Annual Growth Programme.

Cash Reserve- The 2016/17 AGP agreed to borrow £50m at PWLB project rate to support the delivery of both the Broadland Northway and the Long Stratton Bypass. It was agreed that a cash reserve equal to one annual repayment be built up over 3 years from 2017/18 to safeguard this loan repayment.

CIL receipts have been lower than forecast since the creation of the IIF in 2014. As a result we now forecast an over commitment of the Growth Programme in the financial year 2019/20. If this occurs and the IIF falls into deficit, the fund would be charged interest on the amount. However, it is expected that through careful programme management the Greater Norwich Project Team will be able to prevent this situation occurring. This potential interest charge has therefore not been allocated within the framework

The IDB along with each partner's s151 officer has recommended that the accrued cash reserve should be reallocated back into the IIF, whilst a new £2m cash reserve is planned to be built over the subsequent 4 years of this Plan.

The cash reserves allocated in previous versions of the Plan (17/18 and 18/19) have therefore been removed from this updated Framework.

Table 1 – Proposed Five Year Infrastructure Investment Plan

| | to date | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
|-------------------------------------|-------------------|-------------------|-------------------|-------------------|------------------|-----------------|-------------------|-------------------|-------------------|
| INCOME | | | | | | | | | |
| Balance brought forward | £3,396,917 | | | | | | | | |
| Actual CIL receipts | | £3,214,589 | £3,334,000 | | | | | | |
| Forecast CIL receipts | | | | £5,544,021 | £3,963,579 | £7,090,086 | £7,506,073 | £7,091,249 | £7,075,971 |
| Cumulative Income | £3,396,917 | £6,611,506 | £9,945,506 | £15,489,527 | £19,453,106 | £26,543,192 | £34,049,265 | £41,140,514 | £48,216,485 |
| EXPENDITURE | | | | | | | | | |
| Borrowing agreed* | | £572,518 | £2,056,881 | £2,064,776 | £2,064,776 | £2,096,102 | £2,096,102 | £2,210,958 | £2,383,242 |
| Programme agreed | £182,827 | £506,000 | £1,109,000 | £3,750,000 | £1,462,000 | £1,320,000 | £60,000 | £30,000 | £0 |
| Education | | | £2,000,000 | £2,000,000 | £2,000,000 | £2,000,000 | £2,000,000 | £2,000,000 | £2,000,000 |
| Cash Reserve | | | | | | £500,000 | £500,000 | £500,000 | £500,000 |
| TOTAL | £182,827 | £1,078,518 | £5,165,881 | £7,814,776 | £5,526,776 | £5,916,102 | £4,656,102 | £4,740,958 | £4,883,242 |
| Cumulative Expenditure | £182,827 | £1,261,345 | £6,427,226 | £14,242,002 | £19,768,778 | £25,684,880 | £30,340,982 | £35,081,940 | £39,965,182 |
| Cumulative Surplus/Deficit | £3,214,090 | £5,350,161 | £3,518,280 | £1,247,525 | -£315,672 | £858,312 | £3,708,283 | £6,058,574 | £8,251,303 |
| Forecasted surplus to commit to AGP | | | | | £0 | £858,312 | £2,849,971 | £2,350,291 | £2,192,729 |

*repayments against the borrowing agreed for the Broadland Northway, plus forecasted repayments if additional borrowing is agreed in future years to support the delivery of Hempnall Crossroads and Long Stratton Bypass.

Appendix A -Prioritised projects for future allocations of IIF funding till 23/24

Appendix B - Growth programme to date (previously agreed AGPs)

Appendix C- Individual project delivery updates

APPENDIX A – Prioritised projects for future allocations of IIF funding till 23/24 (grouped by theme)

EDUCATION

| Project/Scheme Description | Total Estimated Scheme Cost (£,000) | Funding secured | Funding need | | | | | |
|--|-------------------------------------|-----------------|--------------|--------------|--------------|---------------|---------------|---------------|
| | | | | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
| Hethersett High Extension | 8,000 | 6,790 | 1,210 | 1,210 | | | | |
| Hethersett Junior reorganisation | 4,600 | 3,600 | 1,000 | 1,000 | | | | |
| Hellesdon New 420 Primary | 8,000 | | 8,000 | | 500 | 3,500 | 4,000 | |
| New Bowthorpe Primary School | 8,000 | 2,500 | 5,500 | | 500 | 2,000 | 3,000 | |
| Easton Primary Extension to 420 | 4,000 | | 4,000 | | | 1,000 | 1,500 | 1,500 |
| Hingham Primary Mobile Replacement | 900 | 500 | 400 | 400 | | | | |
| Crangleford New 420 Primary | 8,000 | | 8,000 | 500 | 3,500 | 4,000 | | |
| Long Stratton New 420 Primary | 8,000 | | 8,000 | | | 500 | 3,500 | 4,000 |
| North Norwich New Secondary and existing schools | 26,000 | | 26,000 | | | 2,600 | 2,600 | 2,600 |
| Blofield New 420 Primary | 8000 | | 8,000 | 1,000 | 4,000 | 3,000 | | |
| Beeston Park New 420 Primary #1 | 8,000 | | 8,000 | | | 500 | 3,500 | 4,000 |
| South of Salhouse Road New 420 Primary | 8,000 | | 8,000 | | | | | 500 |
| Beeston Park New Free School 420 Primary #2 | 8,000 | | 8,000 | | | | | 500 |
| Rackheath New 420 Primary #1 | 8,000 | | 8,000 | | | 500 | 3,500 | 4,000 |
| Land East of Broadland Business Park New 420 Primary | 8,000 | | 8,000 | | | | 500 | 3,500 |
| Education Total | | | | 4,110 | 8,500 | 17,600 | 22,100 | 20,600 |
| Potential future IIF commitment | | | | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 |

TRANSPORT

| Project/Scheme Description | Total Estimated Scheme Cost (£,000) | Funding secured | Funding need | | | | | |
|--|-------------------------------------|-----------------|--------------|----------|------------|------------|----------|----------|
| | | | | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
| MW: Inner Ring Road crossing | 500 | | 500 | | 200 | 300 | | |
| Transport Total/Potential future IIF commitment | | | | 0 | 200 | 300 | 0 | 0 |

GREEN INFRASTRUCTURE

| Project/Scheme Description | Total Estimated Scheme Cost (£,000) | Funding secured | Funding need | | | | | |
|--|-------------------------------------|-----------------|--------------|---------|---------|---------|---------|---------|
| | | | | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
| Marriotts Way: Biodiversity management with community engagement/volunteer support (continues to 2026) | 160 | 15 | | | 29 | 29 | 29 | 29 |
| Kett's Heights Norwich- landscape and heritage enhancements | 150 | 100 | 50 | | 50 | | | |
| Marriotts Way: Surface and drainage improvements at road crossing points | 89 | 10 | 79 | | 79 | | | |
| Riverside Walk Missing Link Duke St to St George's St | 300 | | 300 | | 300 | | | |
| Boudicca Way cycle- development of cycle route between Diss & Norwich | 23 | | 20 | | 20 | | | |
| Boudicca Way- signage and links from new development | 17 | | 15 | | 15 | | | |
| Marriotts Way: Hellesdon Station Area | 210 | | 210 | | 105 | 105 | | |
| Marriotts Way: Aylsham Gateway | 30 | | 30 | | 30 | | | |
| Riverside walk access improvements upstream of New Mills | 360 | | | | 80 | 150 | 70 | 60 |
| Kett's Country Trail | 85 | | 85 | | 85 | | | |
| Burlingham Trails Attractions and Facilities Project - including disabled access path, improved car park and toilets | 240 | | 240 | | | 240 | | |
| Burlingham Trails Cycling and Walking Routes- formalising paths | 180 | | 180 | | | 100 | 80 | |
| 20 Acre Wood path replacement | 90 | 10 | 80 | | | 80 | | |
| Yare Valley: Lodge Farm to Bawburgh Lakes cycle/footpath link | 210 | 25 | 185 | | | 85 | 100 | |
| Wymondham - Tuttles Lane ecological enhancements | 30 | | 30 | | | 10 | 10 | 10 |
| Witton Run GI corridor- improvements of walking/cycling links | 170 | | 170 | | | 170 | | |
| South Walsham GI Project- footpath and community space | 150 | | 150 | | | 150 | | |
| West Brundall GI Project- walking links to new developments | 425 | | 425 | | | 75 | 350 | |
| Carrow to Castle Wooded Ridge Walk | 400 | | 750 | | | 150 | 250 | |
| Marriotts Way: Trim Track - Cosstessey | 10 | | 10 | | | 10 | | |
| Marriotts Way: Reepham surfacing and biodiversity | 100 | | 100 | | | 100 | | |
| Marriotts Way: Crossing over Taverham Road in Drayton | 100 | | 100 | | | 100 | | |
| Link from Blofield to Blofield Heath- including pedestrian crossing over a47 | 125 | | 125 | | | | 125 | |
| Enhancement of Riverside Walk & open space- Bishops Bridge to Whitefriars | 50 | | 50 | | | | 50 | |
| South East Lingwood GI Connectivity- access to new development | 25 | | 25 | | | | 25 | |
| South Walsham Fen Access | 35 | | 35 | | | | 35 | |

| | | | | | | | | |
|--|-----|--|-----|----------|------------|--------------|--------------|------------|
| Hellesdon to Drayton Greenway- creating a green corridor, walking/cycle link (continues to 2027) | 170 | | 105 | | | | 34 | 34 |
| Drayton to Horsford Greenway- creating a green corridor, walking/cycle link (continues to 2027) | 300 | | 295 | | | | 59 | 59 |
| Long Distance Cycle Loop | 75 | | 75 | | | | 75 | |
| Local walking circulars with links to pubs, restaurants and cafes- creating 7 circular walks by formlaising existing paths | 35 | | 35 | | | | 35 | |
| GI Total/Potential future IIF commitment | | | | 0 | 793 | 1,554 | 1,327 | 192 |

COMMUNITY

| Project/Scheme Description | Total Estimated Scheme Cost (£,000) | Funding secured | Funding need | | | | | |
|---|-------------------------------------|-----------------|--------------|----------|--------------|------------|------------|--------------|
| | | | | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
| Brook & Laurel Farm Community Building | 500 | 200 | 300 | | | | 300 | |
| Strategic play - replace play equipment in 5 City parks (project continues to 2025) | 430 | | 430 | | 115 | 100 | 115 | 100 |
| Tuckswood library self access improvement | 43 | | 43 | | 43 | | | |
| West Earlham library self access improvement | 43 | | 43 | | 43 | | | |
| Hingham library self access improvement | 20 | | 20 | | 20 | | | |
| New Swimming Pool and Sports Hall in Diss | 10,000-12,000 | | 1,600 | | 1,600 | | | |
| Artificial Grass Pitch in Diss | 500 | | 500 | | 500 | | | |
| New Sports Hall in Thorpe St Andrew | 2,700 | 1,000 | 2,700 | | | | | 1,700 |
| Rackheath Community Building | 500 | | 500 | | | | | 500 |
| Community Total/Potential future IIF commitment | | | | 0 | 2,321 | 100 | 415 | 2,300 |

| Potential future IIF commitment | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 |
|---------------------------------|--------------|--------------|--------------|--------------|--------------|
| Education | 2,000 | 2,000 | 2,000 | 2,000 | 2,000 |
| Transport | 0 | 200 | 300 | 0 | 0 |
| Green infrastructure | 0 | 793 | 1,554 | 1,327 | 192 |
| Community | 0 | 2,321 | 100 | 415 | 2,300 |
| TOTAL | 2,000 | 5,314 | 3,954 | 3,742 | 4,492 |

GREATER NORWICH GROWTH PROGRAMME
Projects supported by borrowing highlighted in grey

| | | | | | | | Actual CIL spend to date | | | | | | Profiled CIL drawdown for future years | | | | | |
|--|---|-------------|------------|----------------|---------------|-------------|--------------------------|---------|----------|---------|---------|---------|--|---------|---------|---------|---------|--|
| Ref | Expenditure | Status | Theme | Project Budget | Other funding | CIL funding | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | |
| Agreed 2014/15 Growth Programme | | | | | | | | | | | | | | | | | | |
| GP1 | Harrisons' Wood | Ongoing | Green Inf. | (45) | | (45) | | | (15) | (16) | (4) | (10) | 45 | | | | | |
| | Harrisons' Wood secured funding (S106) | | | 45 | | | | | | | | | | | | | | |
| GP2 | Danby Wood | Complete | Green Inf. | (35) | | (35) | | | (26) | | | | | | | | | |
| GP3 | Marston Marsh | Complete | Green Inf. | (30) | | (30) | | | (24) | (1) | | | | | | | | |
| GP4 | Earlham Millennium Green - Phase 1 | Complete | Green Inf. | (15) | | (15) | | | (3) | | | | | | | | | |
| GP5 | Riverside Walk | Complete | Green Inf. | (70) | (19) | (51) | | | (17) | (31) | | | | | | | | |
| GP6 | Marriott's Way - Phase 1 | Complete | Green Inf. | (60) | | (60) | | | (60) | | | | | | | | | |
| GP7 | Norwich Health Walks | Complete | Green Inf. | (40) | | (40) | | | (38) | | | | | | | | | |
| Agreed 2015/16 Growth Programme | | | | | | | | | | | | | | | | | | |
| GP8 | Earlham Millennium Green - Phase 2 | Complete | Green Inf. | (66) | | (66) | | | | (52) | | | | | | | | |
| GP9 | Marriott's Way - Phase 2 | Complete | Green Inf. | (250) | | (250) | | | | (236) | (1) | | | | | | | |
| GP11 | St Clements Toucan Crossing | Complete | Transport | | | (113) | | | | | | (113) | | | | | | |
| GP13 | Eaton Interchange | Ongoing | Transport | | | (100) | | | | | | (100) | | | | | | |
| GP13b | Roundhouse Way | Ongoing | Transport | | | (50) | | | | | | (50) | | | | | | |
| GP16 | Golden Ball Street (NATS) | Complete | Transport | | | (1,023) | | | | (1,023) | | | | | | | | |
| GP17b | A140 Corridor | Not Started | Transport | | | (950) | | | | | | (200) | (750) | | | | | |
| GP10 - 17b NATS Programme 2015/16 - 2019/20 | | | | | | | | | | | (1,023) | (463) | (750) | | | | | |
| Agreed 2016/17 Growth Programme | | | | | | | | | | | | | | | | | | |
| GP19 | St Faiths to Airport Transport Link | On Hold | Transport | (1,000) | | (1,000) | | | | (20) | | | | (980) | | | | |
| GP22 | Pink Pedalway - Heathgate | Complete | Green Inf. | (250) | (100) | (150) | | | | (150) | | | | | | | | |
| GP23 | Carrow Bridge to Deal Ground riverside path | On Hold | Green Inf. | (350) | (250) | (100) | | | | | (29) | | | | | | | |
| GP24 | Colney River Crossing (NRP to Threescore) | Complete | Transport | (422) | (251) | (171) | | | | | (48) | (123) | | | | | | |
| GP25 | NDR | Complete | Transport | (178,450) | (138,450) | (40,000) | | | (40,000) | | | | | | | | | |
| GP26 | Long Stratton Bypass | Not Started | Transport | (20,000) | (10,000) | (10,000) | | | | | | | (561) | | (2,000) | (3,000) | | |
| Agreed 2017/18 Growth Programme | | | | | | | | | | | | | | | | | | |
| GP27 | Lizard and Silfield Nature Reserves | Ongoing | Green Inf. | (40) | | (40) | | | | | | | (40) | | | | | |
| GP29 | Barn Road Gateway | Ongoing | Green Inf. | (40) | | (40) | | | | | | (40) | | | | | | |
| GP30 | Sloughbottom Park - Andersons Meadow | Ongoing | Green Inf. | (250) | | (250) | | | | | | (250) | | | | | | |
| GP31 | Riverside Walk accessibility improvements | Ongoing | Green Inf. | (200) | | (200) | | | | | | | (200) | | | | | |
| GP32 | Broadland Way - Green Lane North to Plumstead Road | Not Started | Transport | (150) | | (150) | | | | | | | | (150) | | | | |
| GP33 | Strumpshaw Pit Circular Walk | Ongoing | Green Inf. | (60) | (25) | (35) | | | | | | (35) | | | | | | |
| GP34 | Cringleford N&N strategic connections | Not Started | Green Inf. | (68) | (10) | (58) | | | | | | | (58) | | | | | |
| GP36 | Castle Gardens | Ongoing | Green Inf. | (220) | (70) | (150) | | | | | | | (150) | | | | | |
| GP37 | Long Stratton Sports Hub | Ongoing | Community | (2,545) | (2,045) | (500) | | | | | | (500) | | | | | | |
| GP38 | Football pitch improvements | Ongoing | Community | (100) | | (100) | | | | | | (10) | (30) | (30) | (30) | | | |
| GP39 | Hales cricket and bowls clubhouse improvements | Ongoing | Community | (160) | (130) | (30) | | | | | (5) | (6) | (19) | | | | | |
| GP40 | Ketts Park Sports Hub: Wymondham | Ongoing | Community | (800) | (550) | (250) | | | | | | (250) | | | | | | |
| GP41 | Wroxham Library: self service improvements | Ongoing | Community | | | | | | | | | (120) | | | | | | |
| GP42 | Plumstead Road Library: self service improvements | Ongoing | Community | (153) | (33) | (120) | | | | | | | | | | | | |
| GP43 | Diss library: self service improvements | Ongoing | Community | | | | | | | | | | | | | | | |
| GP44 | Education | Ongoing | Education | (2,000) | | (2,000) | | | | | (2,000) | | | | | | | |
| Agreed 2018/19 Growth Programme | | | | | | | | | | | | | | | | | | |
| GP45 | Green Pedalway- junction improvements | Ongoing | Transport | (560) | | (560) | | | | | | (500) | (60) | | | | | |
| GP46 | MW: Thorpe Marriott to Costessey | Not Started | Transport | (100) | | (100) | | | | | | (100) | | | | | | |
| GP47 | UEA to Eaton Boardwalk | Ongoing | Green Inf. | (30) | | (30) | | | | | | (5) | (25) | | | | | |
| GP48 | Wherryman's Way: Yare Valley Cycle Route | Not Started | Green Inf. | (23) | | (23) | | | | | | (23) | | | | | | |
| GP49 | Earlham Millennium Green Improvement Project: Phase | Not Started | Green Inf. | (25) | | (25) | | | | | | (25) | | | | | | |
| GP50 | Yare and Wensum Valleys Link (Norwich, Broadland | Not Started | Green Inf. | (170) | | (170) | | | | | | | (75) | (95) | | | | |
| GP51 | Green Infrastructure: Access for All | Ongoing | Green Inf. | (150) | | (150) | | | | | | (30) | (30) | (30) | (30) | | | |
| GP52 | Thorpe Marriott Greenway | Not Started | Green Inf. | (105) | | (105) | | | | | | | (70) | (35) | | | | |
| GP53 | MW: Surfacing Works (Drayton) | Not Started | Transport | (85) | | (85) | | | | | | (85) | | | | | | |
| GP55 | Community Sports Hub - Horsford | Ongoing | Community | (1,000) | | (1,000) | | | | | | (1,000) | | | | | | |
| GP56 | Harleston Library self-access improvement | Ongoing | Community | (35) | | (35) | | | | | | (35) | | | | | | |
| GP57 | Costessey Library self-access improvement | Ongoing | Community | (35) | | (35) | | | | | | (35) | | | | | | |
| GP58 | Loddon Library self-access improvement | Ongoing | Community | (35) | | (35) | | | | | | (35) | | | | | | |
| GP59 | Earlham Library self-access improvement | Ongoing | Community | (35) | | (35) | | | | | | (35) | | | | | | |
| GP60 | Mile Cross Library self-access improvement | Ongoing | Community | (35) | | (35) | | | | | | (35) | | | | | | |
| GP61 | Education | Not Started | Education | (2,000) | | (2,000) | | | | | | (2,000) | | | | | | |
| | Cash reserve | | | | | (2,383) | | | | | (863) | (863) | (657) | | | | | |
| | Borrowing costs | | | | | | | | (573) | (2,057) | (2,065) | | (2,065) | (2,096) | (2,096) | (2,211) | (2,383) | |
| TOTAL | | | | | | | | | | | | | | | | | | |
| Pooled funding requirement of Growth Programmes excluding borrowing and cash reserve | | | | | | | | | (183) | (506) | (3,109) | (5,750) | (1,462) | (1,320) | (60) | (30) | - | |
| Pooled Funding Requirement including borrowing | | | | | | | | | (183) | (1,079) | (5,166) | (7,815) | (3,526) | (3,416) | (2,156) | (2,241) | (2,383) | |
| Actual CIL Income | | | | | | | 56 | 851 | 2,490 | 3,215 | 3,334 | | | | | | | |
| Pooled CIL Projection (Amended) | | | | | | | | 1,109 | 2,620 | 5,657 | 4,720 | 5,544 | 3,964 | 7,090 | 7,506 | 7,091 | 7,076 | |
| Yearly Pooled CIL Surplus / (Deficit) | | | | | | | 56 | 851 | 2,307 | 2,136 | (1,833) | (2,271) | 437 | 3,674 | 5,350 | 4,850 | 4,693 | |
| Cumulative Pooled CIL Surplus / (Deficit) | | | | | | | 56 | 907 | 3,214 | 5,350 | 3,517 | 1,246 | 1,684 | 5,358 | 10,708 | 15,558 | 20,251 | |
| Cash Reserve Pot Surplus / (Deficit) | | | | | | | - | - | - | - | 863 | 1,726 | 2,383 | 2,383 | 2,383 | 2,383 | 2,383 | |

APPENDIX C – Project Updates

Updates for current delivery only. Projects completed in previous years are not included.

Broadland

GP1

Early Delivery of Public Access to Harrison's Plantation: £45,000

Norfolk County Council's Natural Environment Team delivered a completed Woodland Management Plan in June 2015. This woodland management plan focused on Harrison's Plantation and the Breck. Further work relating to Boar Plantation has been deferred. Initial works to ensure that Harrison's Plantation and the Breck were suitable for public access were undertaken between August 2015 and January 2016. The woods, now referred to as Harrison's Wood, were opened to the public in May 2016. At the time of writing, work to complete the formal transfer of land into public ownership is ongoing (pending agreement over land originally designated for a Bus Lane) whilst final works are being completed by the end of the financial year - including general tree-safety work and addressing site drainage by installing a culvert.

GP 19

St Faiths Rd to Airport Transport Link: £1,000,000

In total £1m of CIL funding was allocated to this project. This funding was split equally between 2016/17 and 2017/18. This funding has now been re-profiled.

Initial scheme feasibility ruled out the immediate possibility of a direct link between Hurricane Way and St Faiths Road, as this would have likely required the relocation of an existing owner occupied business premises. Further scheme development has focused on the Meteor Close to Repton Avenue link, with initial traffic modelling completed by Mouchel in June 2016.

The modelling indicated that the completion of an all traffic link between Meteor Close and Repton Avenue would benefit existing traffic problems at the junction between Hurricane Way and St Faiths Road without significant impact on other road and junctions in Old Catton. Public consultation was due to take place on the construction of a link between Meteor Close and Repton Avenue in early 2018. Following pre-consultation engagement with local members the planned consultation was deferred to enable further consideration of:

- the need for the link,
- the routing of the link into the Airport Industrial Estate,
- the optimum timing of the link's delivery
- whether any interim status, such as the initial creation of a bus only link, is appropriate.

Additional feasibility is currently being undertaken alongside negotiations with the developer of the land north of Repton Avenue. This is expected to be completed by the end of 2018. Following completions of feasibility and negotiations a decision will be taken about the delivery of the project.

Whilst the project, if implemented, is not expected to utilise all the allocated funds, it remains judicious at this point to retain any unused element of the CIL funding allocation in order to ensure, as far as practicable, a complete link to St Faiths Road, of an

appropriate standard, can be delivered. Any unused funding will be released back into the pooled CIL for reallocation.

GP32

Broadland Way (Thorpe St Andrew to Wroxham Cycle and Pedestrian facilities): £150,000
Feasibility / scheme development was undertaken during 2015/16 and further work in 2016/17. Funding was agreed in the 2017/18 AGP for £150k to deliver a section of the scheme between Plumstead Road and Green Lane. However, delivery is currently on hold whilst more work is undertaken to define aspects of this project.

GP33

Strumpshaw Pit Circular Walk: £35,000

There is potential to expand the dog walking capabilities of Strumpshaw Pit, which is owned by Norfolk County Council. This could be achieved through additional parking, which would increase the accessibility and usage of the site. In addition, provision of cycle racks will provide for other users.

Strumpshaw Pit is currently owned by Norfolk County Council, and includes a circular walk around a closed landfill site with various wildflowers growing. It is commonly used by dog walkers but is not fully accessible. Additional parking would increase the accessibility and usage of the site. In addition, provision of cycle racks will provide for other users.

Part one of the project includes improvements to the landfill gas infrastructure and part two involves improved parking facilities for cars and bicycles. Match funding has been sourced to enable the delivery of the wider project which also includes improvements to the access to the circular walk and consideration for the biodiversity improvements along the path. Part one is expected to be delivered in spring 2019 and part two in autumn 2019.

GP52

Thorpe Marriott Greenway: £105,000

The Thorpe Marriott Greenway is designed to promote better greenspace and access in the Thorpe Marriott area. To create the greenway, a path will be established through the current tree belt that will link the Thorpe Marriott estate, the Marriott's Way, Nabour Furlong, Pendlesham Rise, Littlewood (three woodlands owned by Broadland District Council) and the Broadland Northway green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor (S6). The project is expected to begin in March 2019.

GP53

Marriott's Way: Surfacing Works (Drayton): £85,000

This is part of a programme of projects being developed through the Marriott's Way Implementation and Delivery plan, which have been informed by public and stakeholder consultation in 2015. This project covers the section of Marriott's Way at the rear of the Tesco supermarket in the Drayton area (between Fakenham Road and Taverham Lane) and involves surface improvements and work to reduce the gradient of access ramps to allow better accessibility.

Improvement of this section will fit into the ongoing surface improvement between Norwich and Thorpe Marriott to improve cycle commuting into the city. Site investigations

have been underway but delivery is delayed to achieve economies of scale with other projects (including GP46). The start date is expected to be Autumn 2019-20.

GP55

The Nest-Community sports Hub Horsford Manor site: £1,000,000

Norwich City Community Sports Foundation (CSF) has obtained the Anglia Windows sports site at Horsford Manor within Broadland District to develop a large scale "Community Hub" that will provide inclusive facilities for the growing community.

Named 'The Nest' it will comprise: An indoor sports facility comprising full size 3G football pitch, full size sports hall, indoor gym and associated changing facilities, cafe, learning space, classrooms and office, 10 sleeping pods to be used for residential training courses, external spectator stand and associated parking, and an outdoor gym,. It will be the only full 11aside indoor football pitch in the region that is open to the public. Alterations to access and infrastructure will be necessary to delivery these facilities.

Phase 1 (pitches, clubhouse and sleeping pods) is complete and operational. Phase 2 (which this CIL funding is supporting) has received outline planning and the application for reserved matters has been submitted to Broadland District Council. Works are expected to commence February 2019

An official opening took place on 13th September with over 150 guests including representatives from the GNGB. Operationally, the site engaged with a total of 1,603 people during the first month of opening.

Organisations already using the site for training events include Clarion Housing, Broadland Housing, Anglian Training, Norfolk County Council Children Services plus 450 people have used the facility for Football matches and training.

Norwich

GP13

Eaton Interchange: £100,000

Works completed end August 2018, need for some remedial works has been identified. The project included the construction and implementation of the following:

- Reducing traffic speeds through traffic calming and a 20mph restriction.
- Widening the cycle track from the Cellar House to Newmarket Road. This will see an increase from 1.5m to 3m, allowing for two-way cycle flow.
- Increasing maximum stay to two hours in the existing parking area outside the old Post Office on Eaton Street.
- Installing double yellow lines on the remainder of the slip road past the Cellar House and extending these further into Eaton Street.
- Moving the vehicle stop line back in Bluebell Road so buses and other large vehicles can turn left from Eaton Street more easily.

- Additional detection and optimising of signals sequence for right turning vehicles.
- Resurfacing the carriageway and improved lining within the junction.
- Providing an on-carriageway feeder lane, Advance Stop Line (ASL) and a new cycle traffic signal on Eaton Street for cyclists going straight ahead at the junction. This will mean safer access and waiting at the crossroads and allow cyclists a green signal in advance of general traffic, providing a head start towards the slip road going uphill.
- Simplifying pedestrian crossings in the centre of Eaton.
- Installation of 'gateway signs' on the main route into Eaton village at Cringleford.

GP17b

Bus Priority and sustainable transport improvements, A140 corridor (North City): £950,000

The primary objective of this project is to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. This will enable the benefits of the NDR to be realised by improving bus journey reliability and bus service performance as well as having a positive impact on bus patronage. The scope of the project has also been expanded to look at potential improvements to the pedestrian crossing facilities at the Fifers Lane / A140 junction as well as looking at potential cycling improvements along the A140 corridor, primarily between the NDR and Fifers Lane.

Modelling work is currently underway looking at the potential installation of bus lanes on both approaches to the Boundary junction. Signal improvements are being considered at the Woodcock Road / A140 junction to improve efficiency for all users. In addition, work to look at installing detectors on pedestrian crossings so they are not triggered unnecessarily is ongoing. The date of works to begin is still to be confirmed.

GP23

Carrow Bridge to Deal Ground riverside path: £100,000

Delivery of a short section of cycle / footway on north bank of the River Wensum. This will provide a key 'missing link' in the route between Norwich city centre / rail station and Whitlingham Country Park. Planning approval is in place for a 150 metre stretch of riverside walk. Delivery of the project cannot be programmed until Broadland Housing Association's adjoining site has completed their connecting section of riverside walk, probably during late 2019-20. Discussions between Norwich City Council and BHA are ongoing with the aim of confirming the construction date.

GP24

Colney River Crossing (NRP to Threescore): £171,000

Creation of a walking route between Bowthorpe and the Norwich Research Park through the construction of a new footbridge and improvement of the connecting footpath from Bowthorpe Southern Park to Bowthorpe Centre and the associated open space at The Runnel. CIL funding was initially awarded in 2016/17 with an additional £21,000 approved

in 17/18. The bridge is now finished and open for use. The CPO process is continuing with official handover of the structure to the County Council progressing – final completion anticipated in December 2018.

GP29

Marriotts Way- Barn Road Gateway: £40,000

Improvements to the gateway to Marriott's Way to improve legibility and raise the quality of this important entrance. Design work is complete and has been sent to contractor for pricing. The consultation period has finished. Traffic Management costs are higher than budgeted so additional funding is being sort. Completion of works is currently programmed for March 2019.

GP30

Marriotts Way Sloughbottom Park – Anderson Meadow: £250,000

Improvements to a section of the route to increase safety, comfort and personal security. Works include path widening/realigning, providing street lighting, improving an adjacent storm drain, vegetation management, tree planting, and drainage improvements. Topographical survey and design works are complete. Street lighting costs are higher than budgeted and are being reviewed. There has been some slippage with the programme but it remains feasible to complete works as expected by the end of March 2019.

GP31

Riverside walk accessibility improvements: £200,000

The project aims to enable the use of the Riverside Walk (between New Mills and Carrow Bridge) by all, including access measures on and adjacent to the walk, and improved signage and waymarking linking the river with the city centre and other key attractions. Project delivery has slipped due to staff resource but work is expected to start on site in summer 2019.

GP36

Castle Gardens: £150,000

Restoration and improvement works to Castle gardens to promote the use of the gardens as a linear park. Restoration works will safeguard the gardens for future use whilst planned improvements will ensure that the gardens can be maintained within the available budgets. The linkage to the gardens from the surrounding street scene will be enhanced along with improved linkages to the castle and green. There has been slippage with the programme but works continue, with design and planning expected to be finalised summer 2019 and construction works commencing Autumn 2019.

GP38

Football Pitch Improvements: £100,000

Football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. This will permit moving the pitches annually to prevent excessive wear, improving the playability of the pitches and increasing capacity. A pitch improvement inspection has been carried out and the final report has just been received. Project start on site is still to be confirmed.

GP45

Green Pedalway – Earlham Road section: £560,000

The Green Pedalway project sees a comprehensive upgrade and extension to this strategic cycle route. This project relates to improvements to the Earlham Road (B1108) junction with Mill Hill Road and Heigham Road. This project has been combined with cycle ambition funding awarded by the Department for Transport for safety improvements at the Earlham Road (B1108) / Outer ring road (A140) roundabout and along the length of Earlham Road between the outer ring road and Heigham Road. The planning consultation period is complete and the project is undergoing a detailed design process.

GP47

UEA to Eaton Boardwalk extension: £30,000

The project aims extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford. Planning permission would be required for the boardwalk. Awaiting Environmental Permit from Environment Agency. Contractor appointed and on site.

GP49

Earlham Millennium Green Phase 3: £25,000

Earlham Millennium Green (EMG) provides both an attractive area for the local community to enjoy and a variety of wildlife habitats. EMG also forms a valuable link for pedestrian access connecting Bowthorpe, West Earlham, the UEA and the Research Park. With the Three Score developments progressing, this route is likely to increase in importance and there are opportunities for improvements that would encourage more people to walk rather than use their cars. Facilities such as path surfacing and gates will need to be more robust to handle this increased level of use and to ensure that the natural habitats and amenity value of EMG and the adjacent sites are not compromised. EMG and the adjacent areas, which include Earlham Marsh, are already well-loved by many local residents and a higher standard of amenities would increase the site's value to the community. A local scout pack has already expressed interest in using the site for leisure and educational activities.

The main pedestrian route through EMG has already been improved and upgraded under Phase 2 of a CIL funded improvement project. Under an earlier Phase 1, habitat improvements were undertaken including refurbishment and enlargement of the wildlife pond. The current proposals seek to build on this work by:

- Improving links to the main route through the site from Bowthorpe, and from West Earlham via George Fox Way;
- Refurbishing and improving existing but 'tired' entrance features such as estate fencing and gates;
- Provision of a new, high quality interpretative signboard;
- Replacing 3 worn-out timber pond and river dipping platforms with more durable recycled plastic versions; and
- Refurbishing an existing timber footbridge connecting EMG with Earlham Marsh

A start date is expected to be confirmed soon for the refurbishment of the entrance features and removal of the foot bridges.

GP50

Yare and Wensum Valleys Link: £170,000

The River Wensum and Yare run close together in the west of the city between Marriott's Way near Gunton Lane and the Three Score development site. The link between the two river valleys is a recognised green infrastructure corridor and the route of the purple pedalway. The first phase of this project is supported through s106 allocation at Bunkers Hill. The CIL funded element of the project is now expected to commence 19/20.

South Norfolk

GP13b

Roundhouse Way: £50,000

Development of a new bus interchange at Roundhouse Way, Cringleford. Land negotiations are still underway and at the time of writing the statutory consultation period for a revised S73 Planning application has closed, but an extension has been requested for the NCC Environment Team's response. A Decision is anticipated in early December 2018.

GP27

Protection/enhancement of the Lizard and Silfield Nature Reserve, Wymondham:£40,000

To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes (such as new permissive footpaths) for recreational access. The project will identify and agree new routes, which will be developed as appropriate. Necessary infrastructure such as stiles, fencing, signage/way marking, hedgerow planting/restoration and interpretation/localised publicity will be provided to encourage and manage use of the network. Awaiting landowner agreement for Public Right of Way to be finalised before works can be proceed. Expected start on site early spring 2019.

GP34

Cringleford N & N Strategic Connections: £58,000

Green infrastructure projects of various types to link N&N Hospital, Yare Valley Walk in Cringleford, and the A47 corridor. Delivery is on hold whilst discussions continue with developers of proposed developments in the area, with the expectation that they will bring forward elements of this project as part of their schemes.

GP37

Long Stratton Sports Hub: £500,000

The project aims to bring together South Norfolk Council, Long Stratton High School and Long Stratton Parish Council to improve the sport and leisure facilities in the village in anticipation of significant housing growth. There will be a new sport and leisure 'Hub' across three adjacent sites with new and enhanced facilities that are fit for purpose and better suited to the current and future needs of local residents. Management will be

shared across the three sites, resulting in economies of scale and efficiencies in service delivery. Match funding was received from the community asset fund in April.

Works at the leisure centre progressed well despite being delayed by the discovery of asbestos in some areas. Expected handover date now spring 2019

Cost certainty work for pool project is nearing completion – expected late November. Sport England funding is also secured to support that project.

Long Stratton PC pavilion tenders now received – application for match funding from Football Foundation now submitted, decision expected early 2019. If this is not successful the Parish Council will explore borrowing opportunities to support this project.

GP39

Hales cricket and bowls clubhouse improvements: £30,000

There is an identified need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road. The latter had been forced to relocate to the current venue as a result of housing development on their previous site off Yarmouth Road in Hales. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing them to develop and grow participation across a range of ages.

Capacity within this volunteer-run club is causing delays to project delivery but SNC Officer is liaising with the club to discuss the delivery options. Phase 1 is to create new access to the site, which is a planning condition. This has been delayed due to the discovery of a water main underneath the proposed access route, which either needs to be rerouted or lowered. Awaiting quote from Anglian Water to undertake this work.

Phase 2 is the delivery of new pavilion – will require additional capital to be secured from external funders, and not expected to begin until 2019.

GP40

Ketts Park Sports Hub, Wymondham: £500,000

Ketts Park has been identified as being a location that would be suitable for a sports hub, the provision of which can ensure that there are economies of scale in outdoor sports delivery and that clubs can benefit from shared and jointly managed facilities. It is proposed to provide a new full-size, floodlit artificial grass pitch (AGP) on the site which would take advantage of existing infrastructure. With tennis also being available on the Ketts Park site the agreement for creating one of these hubs is strengthened, and significant gains in sporting participation could be achieved. Forthcoming housing is expected to increase demand for pitches in Wymondham, and the carrying capacity of a full-size AGP will help to ensure that the quality of existing natural turf pitches (whose drainage will be improved as part of this project) is not compromised in the future. This is a large strategic project supported by multiple funding bodies.

Delivery of the AGP is now complete with handover to South Norfolk Council from the contractors on 30/11/18. The delivery of the tennis element of the project has been delayed because the Lawn Tennis Association temporarily suspended their capital grants programme. An application is expected to be submitted early 2019.

GP48

Wherryman's Way: Yare Valley Cycle Route: £23,000

Improve the Yare Valley Cycle Route (which follows the Wherryman's Way), through creating signage and route improvements. Delivery has been postponed until Spring 2019 to allow for works to link into the Great Yarmouth cycle signage (which is being funded through the LEP Growth Fund). The LEP funded work is delivering a range of cycle signage through Great Yarmouth and any signage linking into the wider network. The signage will link Great Yarmouth's recreational circular cycle loop with the Wherryman's way circular to create two circulars and a single route that connects Norwich and Gt Yarmouth cycling networks together.

Greater Norwich area-wide

GP46

Marriotts Way Thorpe Marriott to Costessey

To improve access to and on the Marriott's way between Thorpe Marriott and Costessey. This will create an improved commuting route from Thorpe Marriott to the city. The full project brief has been developed but timetable for delivery is yet to be agreed with Tarmac. This project is being linked to others to achieve economies of scale. (incl GP53) Access to the site is being investigated, and project delivery is programmed to begin May 2019.

GP51

Green Infrastructure, Access for All: £150,000 (delivery over five years)

A number of Green Infrastructure trails across the Greater Norwich area have been audited for both power chair use and general accessibility and to identify the improvement works necessary to allow such access. This project implements a range of smaller scale accessibility improvements across various projects and areas.

Delivery in 18/19 has been supported by numerous match funding including private land owner contributions. This has allowed the scope of the project to expand so that access improvements have been made to the full length of the Boudicca way (over 30 miles). Works have included dropped kerbs to allow chair access, removal of stiles, bridging of cattle grid, widening of gates and paths, and path resurfacing to smooth uneven surfaces

The next tranche of works is being planned for 19/20 and will be based on the Wherryman's Way.

GP 41-43 & 56-60

Communities-Library self-service and access improvements (8 projects): Total £295,000

These projects will introduce self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient

for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.

GP41 Wroxham Library

Installation of the Open Library system and the public toilet are complete. The system is live and the public toilet is complete. A DDA compliant access ramp will be completed for handover on 3rd December 2018

GP42 Plumstead Road Library

This library does not have any off-road parking for bikes or cars. The nearby on street parking is limited which means that some customer groups find it difficult to use the services available at the library. This project includes the development of an onsite car park as well as the access improvements.

Preliminary site preparation works have begun which includes cell burial of the Japanese knot weed. Works will be completed by Friday 30th November for formal handover on Monday 3rd December. Final stages of the Open Library works to be completed week commencing 3rd December 2018.

GP43 Diss Library

All works have been completed, and Open Library will be introduced as soon as staff training is completed pending appointment of a Library Manager.

GP 56 Harleston Library

All works have been completed in readiness for going live on 3rd December.

GP57 Cosstessey Library

All works have been completed in readiness for going live 10th December.

GP58 Loddon Library

Works currently being carried out with likely completion date for 'open libraries being Thursday, 29th December 2018. Minor alteration to the shared front door (electronic lock) to be completed by Christmas.

GP59 Earlham Library

All works have been completed in readiness for going live on 7th January.

GP 60 Mile Cross Library

All works have been completed in readiness for going live on 7th January.