

**Report to** Cabinet  
14 January 2015  
**Report of** Head of city development services  
**Subject** Greater Norwich Growth Programme 2015-6

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**Item**

6

## **Purpose**

To approve the greater Norwich growth programme 2015-16 and the inclusion of the city council projects in the draft capital programme for 2015-16 which will be submitted to cabinet and council for approval in February.

## **Recommendations**

To:

- 1) Approve the greater Norwich growth programme 2015-16;
- 2) Approve the inclusion of the City Council projects in the draft 2015-16 capital programme; and,
- 3) Endorse the five year *Norwich area transport strategy (NATS) programme* set out in appendix 2 and the use of £2,875,000 of pooled community infrastructure levy (CIL) funds to support delivery from 2016-17 to 2019-20 within future growth programmes.

## **Corporate and service priorities**

The report helps to meet the corporate priority prosperous city.

## **Financial implications**

The council agreed in February 2014 to pool CIL income (not including the neighbourhood funding and administrative funding elements (i.e. excluding 20% or 30% depending on whether there is a neighbourhood plan)).

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

- Collected in 2013-14- £74,690
- Predicted 2014-15- £1,203,750
- Predicted in 2015-16- £2,675,110

Taking account of existing commitments, this means that £3,702,550 pooled CIL funding will be available in 2015-16. £961,000 of CIL pooled funding is allocated to projects in 2015-16.

£871K for 2015-16 from the pooled fund is proposed to be allocated for projects in Norwich. £525,000 is proposed to be allocated to county council capital projects in

the city; £346,000 is proposed to be allocated for city council capital projects. This needs to be included in the capital programme.

**Ward/s:** All

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

**Contact officers**

Gwyn Jones, city growth and development manager 01603 212364

**Background documents:**

None

## Background

1. In February 2014, council approved the Greater Norwich Growth Board (GNGB) agreement and constitution. Council also agreed to pool its CIL income (not including the neighbourhood element or the proportion retained to cover its administrative costs) across greater Norwich to pay for strategic infrastructure. Delivery of the strategic programme is vital to keep planned housing and jobs growth on track.
2. In September 2014 cabinet and council considered the draft Norwich Business plan for 2015-16 (setting out strategic infrastructure projects for Norwich to be funded from the pooled CIL pot) and recommended that it be presented to GNGB for inclusion in the greater Norwich growth programme.

## The 2015-6 greater Norwich growth programme

3. The GNGB met on 8 October 2014 to consider the greater Norwich growth programme and resolved to:
  - a) note the progress on the 2014-15 *Growth programme*;
  - b) approve the 2015-16 *Growth programme* in table 3 (attached as Appendix 1 of this report) and on the conclusion of scheme preparatory work, note that additional schemes will be recommended for approval;
  - c) endorse the 5 year *NATS programme* as set out in Appendix 2 of the report and the use of £2,875,000 of pooled CIL funds to support delivery from 2016-17 to 2019-20 within future annual growth programmes;
  - d) recommend that the responsible groups take forward feasibility / preparatory work to inform future growth programmes for the schemes identified in the annual business plans (attached as appendix 4 of this report).
4. Details of projects included in the 2015-16 *growth programme* are set out in appendix 3.
5. There have been some changes to available funding since the Norwich business plan for 2015-16 was approved. In response to the Local Growth Deal (LGD) announcement made in July 2014, the Norwich Area Transportation Strategy (NATS) programme has been updated. The LGD confirmed £7M of growth funding for NATS measures in the urban area of Norwich from 2015-16 to 2018-19. The NATS programme has been profiled to match the funding available and was approved by the NATS Board on 24 September 2014. The NATS programme is attached as Appendix 2. The NATS programme is also funded from other programmes such as the Integrated Transport Funding received directly from government. The use of the pooled CIL pot will therefore be reviewed alongside availability of funding from other sources to deliver the programme.

6. The Norwich projects included in the growth programme therefore differ slightly from those originally included in the 2015-16 business plan, as follows:

- Golden Ball Street- The business plan sought £500K from pooled CIL funds. As £1M Local Transport Board funding (LTB) is now available for this project, £500K of CIL funding will enable expenditure of £1.5M in 2015-16.
- Yellow pedalway- The Norwich business plan proposed £250K spending from pooled CIL on this project in 2015-16. However, limited funding is currently available to progress scheme development in 2014-15 (£19K allocated from Hall road s.106). Until further feasibility work is undertaken, it is not possible to specify the precise schemes or amounts of funding required. (£100K existing s.106 funding was identified in the growth board papers. This is in the Council's 2014-15 Capital programme so will need to be carried forward to 2015-16. In addition it is proposed to use £85K landscape s.106 from Hall Road in 2015-16 to add to this pot).
- Eaton interchange- £25K from pooled CIL income. This was included in the GNGB report erroneously under South Norfolk District Council's area.

7. The following Norwich projects therefore need to be included in the council's capital programme for 2015-16, recognising that the funding will be provided from pooled CIL income:

- Riverside walk improvements- £30K (already approved in the 2014-15 growth programme)
- Earlham Millennium green path improvements- £66K
- Marriott's Way- £250K

TOTAL- £346K

8. The following capital schemes will be promoted by the County Council in the City Council area in 2015-16:

- Golden Ball Street - £1,500,000 of which £500,000 is from CIL; and
- Eaton interchange - £25,000, all from CIL

9. In addition, there is a requirement to add s.106 funding to the capital programme as follows:

- - Yellow pedalway- £100K s.106 funding will need to be carried forward from 2014-15 to 2015-16 and a further provision of £85K s.106 included in the 2015-16 Capital programme
- - Riverside Walk- £32K s.106 from Hi Tech house needs to be included in the 2015-16 capital programme.

10. As scheme development work and feasibility work progresses this will identify additional schemes that will be considered for inclusion in the 2015-16 growth programme. This may include further green infrastructure projects or elements of the yellow pedalway.
11. The schemes approved by the GNGB for scheme development work in 2015-16 are included in appendix 4. This includes all those proposed in the Norwich business plan.
12. It should be noted that the risk of cost recovery for preparatory work (i.e. revenue funding for feasibility work for schemes which for any reason do not progress to delivery) lies with the scheme promoter.
13. The GNGB gave a commitment (through recommendation (iii)) to support the 5 year NATS programme using CIL funds of £2,875,000 over the next 4 years, 2016-17 to 2019-20. The amount needed each year will need to be included and approved as part of the annual business plan and growth programme process. A commitment is sought at this stage in order to provide greater confidence of delivery of this programme and give confidence for work to start on scheme delivery. This is particularly important in the light of government funding made available through the LGD.

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

14. In line with the GNGB constitution, it is the role of individual councils to scrutinise the work of the board. At the meeting on 8 October 2014, the other items on the agenda were:
  - a) Greater Norwich City Deal- skills
  - b) Growth deal- update
  - c) Presentation from Lucy McLeod, interim director of public health
  - d) Greater Norwich Local infrastructure fund.
15. A copy of the GNGB papers is available on the GNDP web site via this link:  
<http://www.gndp.org.uk/content/wp-content/uploads/downloads/2014/10/8-October-Agenda-and-Reports.pdf>

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

<b>Committee:</b>	Cabinet
<b>Committee date:</b>	12 Nov 2014
<b>Head of service:</b>	Andy Watt
<b>Report subject:</b>	Greater Norwich growth programme 2015-16
<b>Date assessed:</b>	16 October 2014
<b>Description:</b>	To approve the Greater Norwich Growth programme for 2015-16 and recommend to council inclusion of the Norwich projects in the council's capital programme. .

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

Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Proposes support for transportation projects which include priority for non- car modes
<b>Social (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
S17 crime and disorder act 1998	<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"/>	Projects promote active lifestyles
<b>Equality and diversity (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
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"/>	
<b>Environmental (please add an 'x' as appropriate)</b>	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Projects will improve transportation in Norwich
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Projects provide for improvements to strategic open space
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"/>	Sustainable transport projects will provide potential to reduce pollution through reduced car use.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sustainable transport projects will provide potential to reduce energy consumption through reduced car use.
(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				
The projects proposed will improve the quality of the environment and provide benefits for local people.				
Negative				
Neutral				
Issues				



(Table 3 from the report to GNGB 8 October 2014 (as amended))

**Schemes approved for delivery commencing 2015-16**

Scheme	Scheme Promoter	Scheme Total (£)	(£'s)			
	Funding source	Committed funding	15/16	16/17	17/18	18/19
Salhouse Road Walk/Cycle Route	NCC / Broadland	200,000	200,000			
	City Cycle Ambition Grant	(200,000)	(200,000)			
Blue Pedalway – School Lane/ Chartwell Road/ Denton Road – Toucan Crossing and associated works	NCC / Broadland	120,000	120,000			
Golden Ball St	NCC/ Norwich	2,500,000	1,500,000	1,000,000		
	LTB funding	(2,000,000)	(1,000,000)	(1,000,000)		
Yellow Pedalway	Norwich	100,000	100,000	TBC following outcome of scheme identification work		
	S106 funding	(100,000)	(100,000)			
Guardian Road/Dereham Road junction improvements	NCC/ Norwich	1,650,000	50,000	50,000	750,000	750,000
	LTB funding	(1,650,000)	(50,000)	(50,000)	(750,000)	(750,000)
Earlham Millennium Green Path improvements	Norwich	66,000	66,000			
Marriott's Way	Norwich	250,000	250,000			
Eaton interchange	NCC / Norwich	100,000	25,000	75,000		
Roundhouse Way Interchange	NCC / South Norfolk	500,000	50,000	450,000		
	LTB funding	(500,000)	(50,000)	(450,000)		
Longwater Scheme Development	NCC	2,000,000	750,000	750,000	500,000	
	LTB funding	(2,000,000)	(750,000)	(750,000)	(500,000)	
<b>Total (£)</b>		<b>5,836,000</b>	<b>3,061,000</b>	<b>2,325,000</b>	<b>1,250,000</b>	<b>750,000</b>
<b>Identified Funding (£)</b>		<b>4,800,000</b>	<b>2,100,000</b>	<b>2,250,000</b>	<b>1,250,000</b>	<b>750,000</b>
<b>Pooled funding requirement (£)</b>		<b>1,036,000</b>	<b>961,000</b>	<b>75,000</b>	<b>0</b>	<b>0</b>

**Note:** £30K CIL funding for 2015-16 for the Riverside Walk already committed in the 2014-15 growth programme



Norwich Area Transportation Strategy, Pre-committed LGF Programme

	Ref	Total	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Salhouse Rd Sustainable Transport Corridor	NEGT							
ainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)	NEGT1	(30)	(30)					
Salhouse Rd Corridor Scheme delivery		(400)			(400)			
Repton Ave Link (Purple Pedalway)	NEGT2	(1,000)			(1,000)			
Repton Ave Link developer funding		1,000			1,000			
Repton Ave Link Scheme Identification		(20)	(20)					
Salhouse Road Walk/Cycle Route (Pink Pedalway)	NEGT3	(200)		(200)				
Salhouse Road Walk/Cycle Route CCAG funding		200		200				
Walsham Road Core Bus Route Enhancements Scheme Identification	NEGT4	(10)		(10)				
North Walsham Road Core Bus Route Enhancements		-						
Denton Road Toucan Crossing and associated works (Blue Pedalway)	NEGT5	(120)		(120)				
Broadland Way Scheme Development (pink pedalway extension)	NEGT6	(15)	(15)					
NE Norwich link road		(14,250)		-	(6,000)	(5,000)		(3,250)
NE Norwich link road - developer funding	NEGT7	14,250		-	6,000	5,000		3,250
		-						
Yarmouth Road Sustainable Transport Corridor	YAR	-						
nable Transport Corridor Scheme Identification (BRT/Green Pedalway)	YAR1	(20)		(20)				
Lower Clarence Road	YAR2	-						
Rail Station Cycle Hub	YAR3	-						
Broadland Gate S106 Est		-						
		-						
A11 SustainableTransport Corridor	SW	-						
istainable transport corridor scheme identification (BRT/Pink pedalway)	SW1	(60)	(60)					
Roundhouse Way Bus Interchange	SW2	(500)		(50)	(450)			
Pink Pedalway Route Extension	SW3	(250)			(250)			
B1172 Bus/Cycle enhancements	SW4	(250)			(250)			
		-						
Thickthorn Scheme Development	SW5	-						
Thickthorn Scheme Development		-						
Eaton interchange	SW6	(100)		(25)	(75)			
		-						
Dereham Road Sustainable Transport Corridor	DER	-						
ion to Longwater/Easton Scheme Identification (BRT/Green Pedalway)	DER1	(40)	(20)	(20)				
Guardian Road Traffic Signals Feasibility	DER2	(1,650)	(50)	(50)	(50)	(750)	(750)	
Longwater walk/cycle	DER3	-						
Longwater Scheme Development	DER4	-						
Longwater Scheme Development		(2,000)		(750)	(750)	(500)		
		-						
BRT Fakenham Road/Drayton High Road	FAK	-						
Fakenham Rd BRT Feasibility (Scheme Identification) - revenue	FAK1	(30)			(30)			
		-						
City Centre Measures	CC	-						
Golden Ball Street / All Saints Green Scheme Development	CC1	(125)	(125)					
CC1 delivery		(2,500)	-	(1,500)	(1,000)	-	-	-
Golden Ball Street (two-way for general traffic)	CC1a	-						
Westlegate (remove right turn and pedestrianise)	CC1b	-						
Bus only on All Saints Green	CC1c	-						
Finkelgate/Queens Rd Junction	CC1d	-						
Ber Street	CC1e	-						
Farmers Ave Two Way	CC1f	-						
POW Rd, Rose Lane, Ag Hall Plain	CC2	(5,100)	-	-	-	(1,100)	(2,000)	(2,000)
Prince of Wales Road (two-way bus only)	CC2a	-						
Rose Lane (two-way for general traffic)	CC2b	-						
Agricultural Hall Plain (bus only)	CC2c	-						
		-						
A140 Corridor IPS/CRO		-						
A140 Corridor scheme identification (BRT/Yellow Pedalway)	CRO1	(60)		(60)				
Yellow Pedalway - Lakenham Way Improvements	IPS1	(119)	(19)	(100)				
Yellow Pedalway - Lakenham Way (S106)		119	19	100				
Long Stratton	IPS2	(20,000)			(5,000)	(10,000)	(5,000)	
Long Stratton funding package*		20,000			5,000	10,000	5,000	
Long Stratton bypass		-						
Hempnall Crossroads		-						
Long Stratton town centre enhancements		-						
Bus priority Harford A47 Junction	IPS3	(1,750)			(100)	(100)	(1,100)	(450)
		-						
Other NATS		-						
Committed NATS schemes		(735)		(205)	(155)	(150)	(225)	
Committed NATS funding		735		205	155	150	225	

\*Totals excluding Long Stratton Bypass

		Total	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
costs	Total Cost	(30,995)		(3,110)	(10,510)	(7,600)	(4,075)	(5,700)
	Scheme development		(313)	(110)	(30)	-	-	-
	Capital Cost	(30,855)		(3,000)	(10,480)	(7,600)	(4,075)	(5,700)
income	LTB City Centre	7,000	-	1,050	1,850	1,850	2,250	-
	LTB Longwater	2,000	-	750	750	500	-	-
	LTB2	2,000	-	-	-	-	-	2,000
	Cycle City Grant	200	-	200	-	-	-	-
	S106	15,350	19	100	7,000	5,000	-	3,250
	NATS LTP Committed	735	-	205	155	150	225	-
	NATS LTP Uncommitted	-	-	-	-	-	-	-
	Total income	27,285	-	2,305	9,755	7,500	2,475	5,250
	CIL requirement	(3,570)		(695)	(725)	(100)	(1,600)	(450)
NATS LTP Uncommitted				200	100	300	300	



### **Greater Norwich growth programme.**

#### **2015-16 Annual Business Plans**

Broadland, Norwich City and South Norfolk Councils have each prepared their own Annual Business Plans setting out schemes considered to be their priority for funding support in the 15/16 Growth Programme. Below is a summary of the projects, these are:

#### **Broadland**

##### **Salhouse Road Walk/Cycle Route**

The first stage of an off carriageway cycle link in the city deal strategic infrastructure programme between Rackheath and the Norwich Cycle Network via Salhouse Road. This first phase is to be delivered in 2015/16 through the Cycle City Ambition Bid. Cost £200k, funded through Cycle City Ambition Grant. It needs no funding support but demonstrates delivery of an element of the strategic programme through the Cycle City Ambition Grant.

##### **Chartwell Road/Denton Road Toucan Crossing**

Part of the Blue Pedalway route which links the city centre with the North East Growth Triangle (NEGT). Cost £120k. An identified discreet scheme on the route of the Blue Pedalway.

#### **Norwich City**

##### **Golden Ball St / Westlegate, Norwich**

This scheme build on the traffic improvements realised as part of the Chapelfield North scheme and is an important element of the City Centre NATS measures that will provide a more attractive environment for pedestrians and cyclists. Cost £2.5m.

##### **Yellow Pedalway**

Investment in the Greater Norwich cycle network, the yellow route connects the new University Technical College through Lakenham to the city centre, and continues northwards to the airport. Cost £3.5m.

##### **Earlham Millennium Green Path Improvements**

Enhancement of Earlham Millennium Green for site users and wildlife. This project is a further phase of the project approved for inclusion in the 14/15 Growth Programme. Cost £66k.

##### **Marriott's Way**

A second phase of improvement to the section of Marriott's Way from Thorpe Marriott to Norwich City Centre in addition to those agreed in the 2014/15 AGP. Cost £250k .

##### **Eaton Bus Interchange**

This is a NATS programme project to provide a further phase of bus improvements on the A11 corridor linking the City, NRP, NNUH, Cringleford, Hethersett and



### **Greater Norwich growth programme- 2015-6.**

#### **Scheme development 2015-6.**

##### **Broadland**

- North West Norwich Forest Connections: Enhance woodlands and heathlands, creating links between in the Horsford, Felthorpe, Drayton and Hevingham area.
- Burlingham: Green Infrastructure
- Thorpe Ridge: protection and enhancement of woodlands and provision of public access
- Section of North East orbital route between Salhouse Road and the proposed junction on the northern edge of Brook Farm
- Improvements to Bittern Line including potential rail halt at Broadland Business Park
- Cycle improvements at junction between Wroxham Road, Cozens Hardy Road and Cannerby Lane

##### **Norwich City**

- Rose Lane / Prince of Wales Road
- Tombland: Public Realm
- Dereham Road BRT - Guardian Road roundabout
- Guardian Road Traffic Signals scheme development
- Blue Pedalway

##### **South Norfolk**

- Hempnall Crossroads improvements
  - Long Stratton Bypass
  - Longwater / Easton highways improvements, including improved walking and cycling
  - BRT Longwater to City Centre
-

Wymondham. Cost £25K in 15/16 for scheme development with £75,000 for delivery in 2016/17

## **South Norfolk**

### **Roundhouse Way Bus Interchange**

Linked to the Eaton bus interchange, this is another NATS programme project to provide a further phase of bus improvements on the A11 corridor linking the City, NRP, NNUH, Cringleford, Hethersett and Wymondham

Cost £50K for scheme development in 2015/6 and £450K for delivery in 2016/17

### **Longwater Scheme Development**

Improvements are required in the Longwater/Easton area of Norwich to resolve existing issues on the transportation network and accommodate additional traffic arising from planned growth as set out in the adopted Joint Core Strategy (JCS) for the Greater Norwich area.

Norfolk County Council has carried out a feasibility study informed by a Developer and Stakeholder Forum with input from local Parish, District and County Councillors. Further work will commence shortly evaluate 2 options plus an alternative suggested by various parties during the consultation.

The remaining strategy elements will be progressed in the interim, using S106 and other funds such as the LEP Growth Fund. £2million of Growth Fund money was allocated to the Thickthorn interchange to develop an improvement scheme, but following the Autumn Statement announcement that the Highways Agency will be developing this, the £2m has been reallocated to the Longwater/Easton strategy.