

### **CIL Business Plan 2016-7. Description of proposed projects.**

#### **River Wensum Parkway- £100K**

Enhancements to the strategic green link network between the River Wensum and Ber Street will include improvements to the wooded ridge path between Thorn Lane and Carrow Hill and measures to improve river access for pedestrians from King Street. Also included is enhancement of the setting of the Boom Towers and City Walls between the river and Ber Street, including repairs and tree work. This will help strengthen the strategic green link network which is identified in the Joint Core Strategy, and encourage greater use of this link from the river up to Ber Street and along the wooded ridge into the heart of the city centre. This is needed to serve development currently underway in the King street and riverside areas.

#### **Pedestrian/cycle link- Carrow bridge to Deal Ground riverside path- £100K**

Delivery of a short section of cycle / footway on north bank of the River Wensum will provide a key 'missing link' in the route between Norwich city centre / rail station and Whitlingham Country Park. The project is part of overarching vision to improve links between Norwich City centre and Whitlingham Country Park, alongside a new bridge across the River Wensum, to be delivered through development of Deal / Utilities site. It forms part of the vital connection to allow the development of the Deal Ground and utilities site. The CIL funding is to supplement £250K existing Sustrans money.

#### **Colney River crossing (Norwich Research Park to Threescore) - £150K**

Improvements to the existing right of way, including a new footbridge across the river Yare and improvements to the existing footpaths would provide a direct link between housing in Bowthorpe, the Bowthorpe Southern Park and the major employment locations at the NRP and the Norfolk and Norwich University Hospital.

The project would enable this direct route to be used for journeys to work on foot (large numbers of Bowthorpe residents work at the research park/hospital), would improve access to Bowthorpe Southern Park for workers at the research park and would enable the existing riverside path along the river Yare to be accessed more easily, enabling attractive circular walks to be developed in the area. The route would also link with significant improvements to green infrastructure being made both through the new development at Three Score.

#### **Yare and Wensum Valleys link- £65K**

The River Wensum and Yare run fairly close together in the west of the city between Marriott's Way 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 link is currently fragmented in character, in part because it runs along the border between Norwich City Council and South Norfolk Council. It needs a strategic GNGP project to weld the disparate parts together - this project includes a suite of improvements to paths and landscaping within Norwich City Council's boundary, specifically path improvements to Marlpit wood, cycle and landscape improvements in the linear green space between West Earham and Bowthorpe. The CIL funding will supplement £59K funding for Bunker's Hill Wood secured as part of the development of Three score.

#### **Marriotts Way- phase 3- £275K**

Marriott's Way provides a traffic-free connection allowing residents of Drayton, Taverham, Thorpe Marriott and Mile Cross / Wensum wards good access to the city centre and to the Broadland countryside. The path is narrow and poorly surfaced in parts and some access points are obstructed.

Work to make the section of Marriott's Way within the Norwich urban area more usable and attractive for commuter and leisure cycling and walking through a suite of access and

surfacing improvements. Specifically the CIL funding will fund surface and lighting improvements from the stretch of route between Anderson's Meadow and Sloughbottom park, to complete the improvements carried out in 2014-5 and 2015-6, improving the route from Mile Cross to the City centre.

### **Castle Gardens improvements- £150K**

A comprehensive restoration of Castle Gardens and Castle Green is proposed in order to complement the planned revamp of the interior exhibition spaces within the Castle, for which c£850k of HLF funding is being sought. It is clear that in order to attract HLF support the project will need to achieve ambitious design changes to the gardens and green. The garden and its association with the castle is steeped in history and this should be reflected in a design for the whole area enhancing the existing infrastructure.

The Gardens are in a shabby state and although they are not at present specifically visited by many people, they are a well-used thoroughfare for those passing through the city and also visiting the castle. They are a precious area of green space within the city centre, and should be well used and complement the experience of visiting the Castle and Norwich.

### **Golden Ball St - £500K**

NATS provides a long term plan to reduce traffic in the city centre and promote cycling, walking and public transport in order to boost the city centre retail and visitor economy, improve the setting of heritage assets, and increase cycling and walking.

Key to this is a £3m scheme to remove through traffic from All Saints Green and Westlegate, making Golden Ball Street and Farmers Avenue two way in order to allow public realm enhancements. Additional funding is being sought from the private sector to ensure that the quality of public realm in Westlegate and All Saints Green is as good as it can be. This funding may be needed to supplement any shortfall in funding obtained.

### **Heathgate- pink pedalway- £150K**

The construction of a 3m wide lit cycling and walking path between Heathgate and Gurney Road at the junction with Britannia Road. This provides a missing link between Heathgate and Gurney Road in order to provide a more direct route on the pink pedalway (NE Growth Triangle / Heartsease to Norwich Research Park)

While this remains incomplete, the value of cycling / walking projects elsewhere in the east of the city is undermined because they do not form part of the strategic route. The CIL funding is to supplement funding already allocated for this project.