

Report to Cabinet
12 April 2017
Report of Director of regeneration and development
Subject Greater Norwich Infrastructure Investment Plan

Item

5

KEY DECISION

Purpose

To consider the greater Norwich investment plan

Recommendations

To:

1. Adopt the Annual Growth Programme for 2017-18 (without any provision for maintenance funding);
2. Recognise that sufficient maintenance funding (2016-17 onwards) will be necessary as part of future investment programmes in the Greater Norwich area; and,
3. Recommend the draft greater Norwich investment plan to the greater Norwich growth board (GNGB) for approval.

Corporate and service priorities

The report helps to meet the corporate priority prosperous city.

Financial implications

The council agreed in March 2014 to pool CIL income. This excludes the neighbourhood funding and administrative funding elements – which are 20% or 30% of the total depending on whether there is a neighbourhood plan.

£191,000 for 2014/15, £841,000 for 2015/16 and £1,490,000 in 2016-17 from the pooled fund has been allocated for projects in Norwich.

The total pooled amount for greater Norwich (amount pooled from Broadland, South Norfolk and the city councils) is currently projected to be as follows:

INCOME (000)							
	to date	2016-17	2017-18	2016-17	2016-17	2020-21	2021-22
Balance brought forward	£3,397						
Forecast CIL		£4,681	£7,311	£8,118	£8,122	£9,490	£8,588
Cumulative Income	£3,397	£8,078	£15,389	£23,507	£31,629	£41,119	£49,707

The report seeks £355,000 for projects in 2017-18 from the pooled funding for projects in Norwich. £735,000 (including some allocation beyond 2017-18) has already been included in the council's capital programme for 2017-18

Ward/s All

Cabinet member: Councillor Alan Waters, leader of the council.

Contact officers

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Background documents

None

Background

1. In February 2014, the council approved the Greater Norwich Growth Board (GNGB) agreement and constitution. The 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 create an Infrastructure Investment Fund (IIF) to pay for strategic infrastructure. Delivery of the strategic programme is vital to keep planned housing and jobs growth on track.
2. The council now has approved annual business plans for 2014/15, 2015/16 and 2016-17 setting out strategic infrastructure projects for Norwich to be funded from the IIF and these have been included in the greater Norwich growth programme. An update on progress on previously funded projects is included in Appendix B to the draft greater Norwich investment plan, attached as Appendix 1 to this report.

Draft greater Norwich investment plan

Format and process

3. This year, the approach has changed from previous years, when individual district councils produced a business plan for their area for the following year which were subsequently combined into an annual growth programme for greater Norwich. The GNGB has now agreed to take a longer term view and produce an investment plan covering a rolling 5 year period for the whole of greater Norwich. This report seeks approval for the first 5 year investment plan for greater Norwich.
4. The draft greater Norwich investment plan, covering a 5 year period from 2017-18 is included as Appendix 1 to this report. This has been prepared to set out the infrastructure priorities for greater Norwich for 2017-18 and the following 4 years and to recommend projects to be delivered from the IIF.
5. The projects have been derived from the Greater Norwich Infrastructure Programme (GNIP) which is the strategic plan for all infrastructure needed to deliver growth in greater Norwich to 2025/26. The programme includes green infrastructure, education, community facilities and Norwich Area Transportation Strategy (NATS) schemes. This document can be viewed: <http://www.greaternorwichgrowth.org.uk/delivery/greater-norwich-infrastructure-plan/>
6. Each of the district and county councils in greater Norwich will consider the draft Greater Norwich investment plan during April and May 2017. Following this the GNGB will consider the plan at its meeting in May 2017. The city council has already included projects to be taken forward by the council in its capital programme for 2017-18.

NATS including the NDR and Long Stratton Bypass

7. The Norwich Area Transportation Strategy (NATS) programme identifies future investment in the six bus rapid transit (BRT) corridors to link major growth locations. It also includes measures in the city centre and measures to aid public transport, walking and cycling, as well as the Northern Distributor Road (NDR) and the Long Stratton bypass.
8. The 2016-17 annual growth programme agreed to use IIF funding in future years to ensure the delivery of NATS measures, including the NDR and Long Stratton bypass, in

order to provide delivery certainty. Construction of the NDR has now begun and borrowing to support its delivery will take place during the financial year of 2016-17.

9. Other NATS projects will be primarily funded from other sources (e.g. Local Growth Fund). Although the 2015/16 annual growth programme agreed to the use of IIF funding to top up other funding to help deliver the NATS programme over the period 2015/16 to 2016-17, this has not been necessary and the funds previously allocated are proposed to be re-profiled.
10. Projects currently being considered as part of the updated NATS implementation plan include:
 - A1067 corridor BRT
 - A140 corridor BRT
 - B1172/B1008 cycle link
 - Inner ring road junctions
 - St Stephens/Red Lion Street public realm
 - Castle Meadow public realm
 - Tombland
 - Longwater link

Education

11. 16 new primary and 1 new high school schools are planned across the greater Norwich. This includes a new primary school in central Norwich. A fund of £2,000,000 from IIF is proposed to support mainstream funding for new and improved schools and reduce uncertainty. As part of the annual review of the infrastructure investment plan, CIL forecasts will be updated and if CIL income varies significantly from projected figures, the allocation will need to be reviewed.

Other projects

12. The draft greater Norwich investment plan promotes 17 other schemes in greater Norwich to receive a total of £1.639m funding from the IIF for delivery starting in 2017-18. The projects identified for delivery are included in Appendix A of the greater Norwich investment plan (Appendix 1 to this report).
13. Within Norwich itself, for 2017/8, there 6 projects, supported by £355,000 CIL funding from the IIF. These are:
 - 1) Marriott's Way- Sloughbottom Park - Andersons Meadow section improvements - £250,000 plus £40,000 for Barn Road Gateway (of which £150,000 is for 2017-18), (a county council project).
 - 2) Riverside walk accessibility improvements - £200,000 (of which £20,000 is for 2017-18)
 - 3) Castle gardens - £150,000 (approved in principle last year) (of which £75,000 is for 2017-18).
 - 4) Football pitch improvements - £100,000 (of which £25,000 is for 2017-18)
 - 5) Plumstead Road Library self-access improvements and car parking - £85,000 (all in 2017-18), (a county council project).
 - 6) The growth programme also includes the Fye Bridge – Whitefriars section of the Riverside Walk (project budget £160,000), for which an allocation also exists in

the Council's capital programme. It is not anticipated that this will proceed during 2017-18 however.

14. Projects 1 to 5 are capable of being taken forward in 2017-18 and have no significant constraints. A description and the rationale for selecting these projects are included as Appendix A to the greater Norwich investment plan (Appendix 1 to this report).

Maintenance

15. It is important that the future ongoing maintenance of projects funded through the IIF is considered at the outset and forms an integral part of the project appraisal process. It is vital to have sufficient maintenance funding as otherwise there is a risk that the new assets will deteriorate. The expectation is that every effort is made to minimise future maintenance requirements through good design, etc. However it is therefore recognised that sufficient funding will be a necessary part of all future investment programmes in Greater Norwich from 2016-17 onwards.

Cash reserve

16. The 2016-17 annual growth programme approved £50m borrowing at PWLB project rate to support the delivery of both the Northern Distributor Road and the Long Stratton Bypass. The infrastructure investment plan proposes that a cash reserve equal to one annual repayment be built up over 3 years from 2017-18. This equates to £860,323 per annum.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Cabinet
Committee date:	12 April 2017
Head of service:	Andy Watt
Report subject:	Greater Norwich infrastructure investment plan
Date assessed:	3 April 2017
Description:	To approve the draft greater Norwich infrastructure investment plan. .

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

Joint Five Year Infrastructure Investment Plan

April 2017

Introduction

This Infrastructure Investment Plan sets out the projects for which pooled funding support from the Infrastructure Investment Fund (IIF) is sought through the Greater Norwich Growth Board (GNGB) during 2017/18 to support the delivery of planned growth. It also projects the infrastructure funding priorities for the subsequent four years to 2021/22. The schemes it identifies are those considered to be a priority for delivery to assist in achieving our economic and growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal. One of the key strands of our City Deal was the delivery of a programme of infrastructure facilitated by a pooled funding arrangement between the Authorities.

This Infrastructure Investment Plan incorporates the updated position on infrastructure delivery since the preparation of the 2016/17 Annual Growth Programme (AGP) which was agreed by District Councils in November and December 2015 and by Norfolk County Council, as the Accountable Body, in February 2016. Also included are revised Community Infrastructure Levy income projections, updates on infrastructure development and programming from previous AGPs and planned preparatory work for infrastructure schemes in future years.

Development of the Infrastructure Investment Plan

As part of developing the 2017/18 AGP the Greater Norwich Infrastructure Plan (GNIP) has been updated¹. The GNIP identifies infrastructure projects to 2026 and is used as the basis for identifying schemes for delivery in 2017/18 and projecting future infrastructure priorities over the subsequent period to 2021/22. The updated GNIP reflects progress made on infrastructure delivery and current knowledge of the timing of planned development schemes.

By including projected infrastructure funding priorities to 2021/22, this Infrastructure Investment Plan provides the longer term strategic partnership context that the GNGB sought at its 24 March 2016 meeting.

The first year of this Infrastructure Investment Plan should be considered as the proposed AGP for 2017/18. Thus approval of this plan will commit IIF funding to those projects identified for delivery in 2017/18. Projects in subsequent years will be confirmed through annual updates to the Infrastructure Investment Plan.

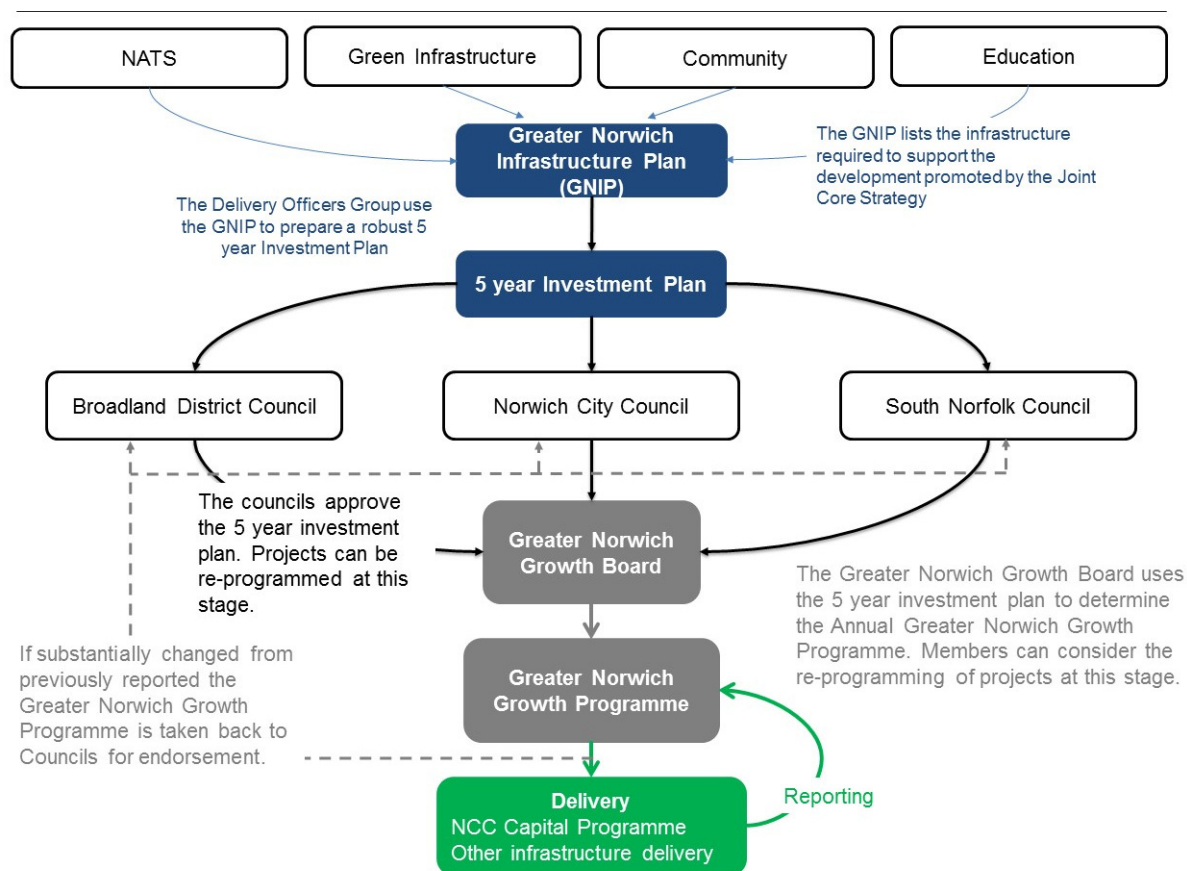
District Councils will consider the Infrastructure Investment Plan in April/May 2017. The GNGB will consider the Infrastructure Investment Plan at its meeting in May 2017.

As the Accountable Body for the GNGB, Norfolk County Council's Policy and Resources Committee will receive a report on the 2017/18 AGP in June 2017.

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

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

Fig. 1 – Infrastructure Investment Plan Development Process



Project Updates

Updates for projects already approved for delivery are included at Appendix B.

Proposed 2017/18 Annual Growth Programme (AGP)

For the year 2017/18 Greater Norwich partners have identified 17 schemes totalling £1.639m as priorities to receive IIF support. In addition to this the proposal includes an allocation of £2m to be held in the IIF for the purposes of delivering the Children's Services' capital programme and £860,323 as a cash reserve to be built up over the next three years equalling one year's loan repayment.

NATS including the NDR and Long Stratton Bypass

The Norwich Area Transportation Strategy (NATS) programme identifies future investment in the six BRT corridors to link major growth locations, measures in the city centre and measures to aid public transport, walking and cycling, as well as the NDR and the Long Stratton Bypass.

The NDR has received a significant funding contribution from Central Government and the New Anglia Local Enterprise Partnership and the Long Stratton bypass will have significant developer contributions but both schemes needed additional funding. It is likely that the other NATS projects will be primarily funded from other sources (for instance £11m Local Growth Funding has already been secured for NATS through the Growth Deal and in excess of £12m secured for cycle improvements to 2020) although funding sources for longer term projects are yet to be secured.

The 2015/16 AGP agreed to the use of IIF funding to top up other funding to help deliver the NATS programme over the period 2015/16 to 2019/20. It has not been necessary to draw down IIF funding in 2015/16 and as such the Infrastructure Delivery Board have agreed to re-profile the previously agreed allocation to 2016/17.

The 2016/17 AGP agreed to use IIF funding in future years to ensure the delivery of NATS measures, including particularly the NDR and Long Stratton bypass, in order to provide delivery certainty. Construction of the NDR has now begun and £40m of borrowing to support its delivery has taken place during the 2016/17 financial year.

Work continues to determine the order, timing and detail of other NATS priorities and in securing funding from mainstream sources and other bidding opportunities as they arise. Projects currently being considered as part of the updated and refresh the NATS Implementation Plan include:

- A1067 corridor BRT
- A140 corridor BRT
- B1172/B1008 cycle link
- Inner Ring Road Junctions
- St Stephens/Red Lion Street Public Realm
- Castle Meadow Public Realm
- Tombland
- Longwater link

Local Growth Deal funding will be sought to help fund the refreshed and updated NATS Implementation Plan. It is likely that there will be further requests for funding from the IIF after the currently agreed programme ends in 2019/20.

Education

The education capital programme is significant over the Plan period with 16 new primary schools planned across the Greater Norwich area and 1 new high school planned in the North East Growth Triangle². In addition 12 schools require extending to support planned growth. Details of the requirements of growth on education provision can be found in the GNIP.

Schools prioritised to receive funding from the IIF include:

- Extensions at Blofield, Little Plumstead and Easton Primary Schools;
- Extension at Hethersett High School;
- New primary schools at Hellesdon, two at Beeston Park, Central Norwich, Cringleford, Long Stratton; and
- New High School in the North East Growth Triangle.

Work will continue to determine the order, timing and detail of education priorities. This work will be overseen by Norfolk County Council's Children's Services' Capital Priorities Group. The Group will also keep under review funding availability. The current view of the Group is that Government allocations of Basic Need for school projects will be insufficient to cover delivery costs of Norfolk's schools capital growth programme over the next ten years and that all options for covering this affordability gap will need to be examined. The Group's view is that an annual allocation of funding from the IIF would reduce uncertainty and allow the affordability gap in the Greater Norwich area to be better understood. Based on the current projected CIL income figures the Infrastructure Investment Plan gives a commitment to an annual £2m allocation to support the delivery of the Children's Services' capital programme. As part of the annual review of the Infrastructure Investment Plan, these forecasts will be updated and if CIL income varies significantly from projected figures, the allocation will need to be reviewed by all parties concerned.

A major mitigation of financial risk/uncertainty for the largest scheme within the education infrastructure programme, the new high school in the North East Growth Triangle, would be for a borrowing arrangement to be put in place to ensure delivery certainty when required to support growth.

Green infrastructure

A programme of strategic projects is proposed by the Green Infrastructure Programme Team over the next five years. The total value of project proposed can be found in Table 1. Details of projects seeking IIF support in 2017/18 can be found in Appendix A.

Community

A number of strategic community projects are proposed through the Infrastructure Investment Plan. These include library improvements, open space, community facilities, play space and sports facilities identified through the strategic review of sports facilities and playing pitches which reported in 2015. The total value of projects proposed can be

² Projects in the early development stages are not yet included.

found in Table 1. Details of projects seeking IIF support in 2017/18 can be found in Appendix A.

The Diamond Centre in Sprowston was awarded a loan of £1m in the 2016/17 AGP subject to exploration and finalisation of borrowing terms. Since the GNGB agreed the loan in principle Sprowston Town Council has agreed not to take up the loan.

Maintenance

It is important that the future ongoing maintenance of projects funded through the IIF is considered at the outset and forms an integral part of the project appraisal process. It is vital that investment in infrastructure by the IIF is only made where there is adequate provision for maintenance so the infrastructure does not deteriorate. The expectation will be that every effort will be made to minimise the future maintenance requirements through detailed design and to find alternative means of dealing with the maintenance element but it is recognised that sufficient funding for maintenance will be a necessary part of all future investment programmes in Greater Norwich from 2018/19 onwards.

This approach has been recommended to Councils by the GNGB.

Cash Reserve

The 2016/17 AGP agreed to borrow £50m at PWLB project rate to support the delivery of both the Northern Distributor Road and the Long Stratton Bypass. The Infrastructure Investment Plan proposes that a cash reserve equal to one annual repayment be built up over 3 years from 2017/18. This equates to £860,323 per annum.

Table 1 – Proposed Five Year Infrastructure Investment Plan

	to date	2016/17	2017/18	2018/19	2019/20	2020/21	2022/23
INCOME							
Balance	£3,396,917						
Forecast CIL		£4,681,247	£7,310,510	£8,117,986	£8,122,449	£9,490,112	£8,587,916
Cumulative Income	£3,396,917	£8,078,164	£15,388,673	£23,506,660	£31,629,108	£41,119,220	£49,707,136
EXPENDITURE							
Programme agreed	£183,000	£2,486,000	£1,417,000	£1,601,000	£405,000		
Borrowing agreed		£404,938	£1,997,498	£2,064,776	£2,322,873	£2,580,970	£2,580,970
Transport ³			-	-	-	-	£250,000
Green infrastructure			£639,000	£1,721,200	£1,476,200	£1,676,200	£1,814,200
Community			£1,000,000	£1,449,000	£502,556	£2,992,440	£577,556
Education			£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000
Cash Reserve			£860,323	£860,323	£860,323	£0	£0
TOTAL	£183,000	£2,890,938	£7,913,821	£9,696,299	£7,566,952	£9,249,610	£7,222,726
Surplus/Deficit	£3,213,917	£1,790,309	-£603,312	-£1,578,313	£555,496	£240,502	£1,365,190
Cumulative Expenditure	£183,000	£3,073,938	£10,987,759	£20,684,059	£28,251,011	£37,500,621	£44,723,347
Cumulative Surplus/Deficit	£3,213,917	£5,004,226	£4,400,914	£2,822,601	£3,378,097	£3,618,599	£4,983,789

Full details of projects included in the Infrastructure Investment Plan can be found at Appendix C.

³ A number of transport projects are included in the previously agreed AGPs

APPENDIX A – 2017/18 AGP Project Details

Broadland

Broadland Way - Green Lane North to Plumstead Road - £150,000

This section extends from Green Lane North and will tie in to the Brook Farm development and extend east of Thorpe End up to Plumstead Road, a distance of just over 1km. The route will predominantly follow the western edge of the Bittern Railway Line. At the southern point, the route will link to the existing cycleway at the north end of Dussindale. From Plumstead Road, the section heading north will be delivered through the NDR construction.

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 distance that dog walkers travel. In addition, cycle rack provision will provide for other users. The existing site includes a circular walk around a closed landfill site with various wildflowers growing and it is commonly used by dog walkers, but is not fully accessible.

Wroxham Library self-access improvements - £43,000 (£120,000 sought across the Greater Norwich area towards 3 library projects)

This project will introduce both public customer toilets and 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.

Norwich⁴

Riverside walk: Fye Bridge to Whitefriars - £160,000

This project aims to complete a key stretch of the riverside walk in the city centre, between Fye Bridge and Whitefriars Bridge on the north side of the river. This requires acquisition of a strip of land to the rear of 40 Fishergate and creation of a short stretch of riverside walk here, linking with existing riverside walk on either side, and the creation of a stretch of riverside walk on land safeguarded for this purpose to the rear of the Bridge's Court development. Completion of these short stretches of walkway will complete a continuous link between the two bridges, part of which has already been delivered through new development.

⁴ The 2016/17 AGP agreed in principle to fund the River Wensum Parkway project in 2017/18. Since this decision was made the River Wensum Strategy Partnership have received the outcome of the strategy work and re-prioritised the project for future delivery.

Barn Road Gateway - £40,000

This is part of a programme of projects being developed through the Marriott's Way⁵ Implementation & Delivery plan, which have been informed by the public and stakeholder consultation that took place in 2015. The aims of the project are to improve the gateway to Marriott's Way with signage, paving and removal of vegetation to improve legibility and raise the quality of this important entrance.

Sloughbottom Park - Andersons Meadow section improvements - £250,000

Also part of the Marriott's Way Implementation and Delivery plan, this project involves enhancing a particularly poor section of the route to encourage greater use. Works would include path widening, providing street lighting, improving an adjacent storm drain (in partnership with Anglian Water, Natural England, and the Environment Agency), vegetation management, tree planting, and drainage improvements.

Riverside walk accessibility improvements - £200,000

A package of accessibility improvements to the Riverside Walk, to enable its use by all, including access measures on and adjacent to the walk, and improved signage linking the river with the city centre and other key attractors. It is proposed that the project is implemented in phases, with the development of a branding and identity for the whole Riverside Walk in the first phase, followed by physical improvements to the Riverside Walk in the city centre (i.e. downstream of New Mills) in phase 2. Funding for further accessibility improvements to the Riverside Walk upstream of New Mills will be sought in future CIL bidding rounds.

Castle Gardens - £150,000 (approved in principle last year)

Comprehensive restoration of Castle Gardens and improvements to Castle Green to complement the planned revamp of the interior exhibition spaces within the Castle. Rather than press ahead with an independent HLF bid, NCC are partnering the Museums service and their multimillion pound HLF bid with a view to incorporating the external enhancements as part of the project. Improving connectivity to the castle (signage/interpretation) from the city centre and the quality of the external environment to encourage use of the adjacent public realm will help the bid fulfil one of its aims to increase visitor numbers.

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.

Plumstead Road Library self-access improvements and car parking - £85,000 (£120,000 sought across the Greater Norwich area towards 3 library projects)

This project will introduce self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to

⁵ Marriotts Way Phase 3 was approved in principle for delivery in 2017/18. The Marriotts Way Strategy Group have re-prioritised delivery and have put forward projects as laid out here.

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. The proposal is to also provide car and bike parking (including disabled parking) for customers using Plumstead Road Library although this is a secondary priority.

South Norfolk

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.

Improved Connectivity - Costessey Circular Walks - £6,000

The project is part of the Marriotts Way Improvement and Delivery Plan, specifically aimed at improving public access to Marriott's Way from surrounding residential areas in Costessey, through one or two additional (permissive) footpath/s, which would allow new signage and promotion of circular walks in Costessey based on Marriott's Way. There is no requirement for surface improvement on the additional permissive paths, which measure approximately 200m and 180m (and are approximately 3m wide). In order to bring forward the permissive path/s, the landowner would require stock-proof fencing along approximately 180m of his land which borders Marriotts Way. A new gate would be needed at each end of the permissive path/s, and signage to promote their use.

Cringleford N & N Strategic Connections - £58,000

Green infrastructure projects of various types to link N&N Hospital, Yare Valley Walk in Cringleford, and possibly along A47 corridor: A) a footpath between N&N hospital walk and application to the west of Newfound Farm (around 365m); B) habitat connections between N&N hospital tree belt and boundary treatment for application to the west of Newfound Farm; C) a footpath through Cringleford Wood (around 600m); D) improvement to CWS in Cringleford (details to be confirmed). This would supplement GI to be delivered by permission 2013/1494 and likely to be delivered by application 2013/1793, shown as a green dashed line on the map.

Long Stratton Sports Hub – £500,000 (approved in principle last year)

The project aims to bring together a number of facility-providing partners (South Norfolk Council, Long Stratton High School and Long Stratton Parish Council) to improve the sport and leisure facility stock in the village to support significant housing growth. It will create a new sport and leisure 'Hub' across three adjacent sites and provide new and enhanced facilities that are fit for purpose and better suited to the current and future facility needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in

service delivery. On completion, the following new or improved facilities would be available for school and community use.

Planning permission was granted in April 2016 for the creation of a new Artificial Grass Pitch at Long Stratton Leisure Centre. This project has attracted a grant of £216k of funding from the Premier League and Football Association Facilities Fund. The 12-week construction period is due to start on site in August 2016, with the facility ready for use by Long Stratton High School and by the local community in November 2016. Long Stratton Parish Council have also gained consent for the construction of a new pavilion at their Manor Road Playing Fields and project professionals are in the process of being appointed and funding options are being explored. Options for the redevelopment of Long Stratton Leisure Centre are being developed and it is expected that these will come before Members in late 2016. Discussions with Long Stratton High School regarding additional improvements to the facilities, including the swimming pool, are on-going.

Hales cricket and bowls clubhouse improvements - £30,000

There is a need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road, just off the A146, to the south-east of Loddon. The latter had been forced to relocate to the current venue as a result of housing development on their previous site off the Yarmouth Road in Hales. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing to develop and grow participation across a range of ages.

Wymondham: New sports improvements (artificial grass pitch for football/rugby) - £250,000

Ketts Park in Wymondham 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, so 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 argument for creating one of these hubs is strengthened and significant gains in sporting participation could be achieved. With the expected growth in demand for pitches in Wymondham due to the forthcoming housing, 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 future.

Diss Library self-access improvements - £25,000 (£120,000 sought across the Greater Norwich area towards 3 library projects)

This project 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.

APPENDIX B – Project Updates

Broadland

Early Delivery of Public Access to Harrison's Plantation, The Breck and Boar Plantation – 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. With the agreement of the current landowner, Persimmon Homes, 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.

BRT Rackheath to City Centre (Salhouse Road / Gurney Road) including Cycling – A project brief for scheme development has been agreed with Norfolk County Council, initial feasibility design work is being undertaken during 2016/17.

Total scheme costs are currently forecast to be in the region of £5M. An initial £400k of LGF funding for scheme delivery in 2016/17 was identified within the 2015/16 GNGB Growth Programme. This funding is now expected to be redirected to support the delivery of a junction and link road spur on Broadland owned land adjacent Plumstead Road to enable the completion of a road link between Salhouse Road and Plumstead Road, thereby reducing potential levels of traffic on Salhouse Road resulting from localised development which will support BRT on Salhouse Road / Gurney Road).

Whilst additional contributions for transport schemes along the Salhouse Road corridor may be secured as site specific mitigation from emerging nearby development proposals, it is likely that additional funds will be needed to fully implement bus and cycling proposals along this route. The need for additional CIL funding will be considered in subsequent investment plans.

Salhouse Road Walk / Cycle Route (including connections to Norwich City Centre via Mousehold Heath) – Project formed part of the larger programme of cycling improvements between the N&N Hospital and Salhouse Road, via Norwich City Centre and Mousehold Heath. The project itself comprised improved crossing facilities of Woodside Road and Salhouse Road for cyclists and pedestrians and a cycle path through Harrison's Plantation providing links to the Racecourse PH and Eastgate Place Development.

The programme has now been re-prioritised with Harrisons Plantation Woodland Park now forming the termination of the cycling improvements. These improvements were completed during 2015/16.

The cycle path scheme through Harrison's Plantation has now been deferred to be delivered through the S106 related to the White House Farm development. The current expectations are that this could be delivered as early as 2017/18.

North-East Norwich Link Road – The north-east Norwich link road between Broadland Business Park and Norwich Airport Industrial Estate will be predominately delivered through the development of permitted or proposed allocation sites in north-east Norwich.

Phase I of the Wroxham Road to Salhouse Road section of the route is now complete and work is expected to commence on Phase II during 2017/18. A detailed scheme for the Broadland Business Park to Plumstead Road section is currently under consideration by Broadland District Council and Norfolk County Council. It is currently forecast that construction of this element will be begun in 2017/18.

Local Infrastructure Fund (LIF) bids have been accepted in principle by the GNGB to support delivery of further elements of the link road between Buxton Road and North Walsham Road and phase I of the link road east of North Walsham Road.

Further detailed proposals for the link road will be considered as part of future planning applications. In order to ensure the timely and well-ordered delivery of the link road it may be necessary to support the delivery of some elements of the road through other funding sources.

St Faiths Rd to Airport Transport Link – Feasibility and scheme development has been begun with initial traffic surveys completed by Mouchel in June 2016.

The link is expected to be partially delivery through the development of the permitted development site north of Repton Avenue. However, in order to complete the link additional funds will be required. In total £1m of IIF funding has been allocated to this project split equally between 2016/17 and 2017/18 to enable the construction of the link. The delivery of some element of the link will be subject to construction being begun on related highway infrastructure through the permitted development site in a timely fashion.

North Walsham Road Core Bus Route and Blue Pedalway Cycling – Scheme development work was deferred from 2014/15 and is now programmed to take place in 2016/17.

The scheme development work will identify a scheme for the enhanced cycling facilities along Spixworth Road and North Walsham Road, for which £500k of funding was secured through the second round of DfT City Cycle Ambition Grant funding. The cycle improvement works are programmed to be delivered during 2017/18.

Blue Pedalway - Chartwell Road – St Clements Hill – Spixworth Road Improved Cycle Crossing Facilities and associated works - £120k of CIL funding was transferred to this scheme in the 2016/17 AGP from a previous commitment for a toucan crossing and associated work at School Lane / Chartwell Road / Denton Road. This transferred funding forms part of the match funding associated with the second round of DfT City Cycle Ambition Grant funding for improvements along the Blue Pedalway between Sprowston and Cringleford via Norwich City Centre. The overall cost of this scheme is forecast to be £400k.

The details of the scheme are currently being developed by the Transport for Norwich Team and on-site works are planned to be begun, and completed, in 2017/18.

Neighbourhood Cycle Enhancements Along Former Route of Blue Pedalway – School Lane / Chartwell Road / Denton Road – Toucan Crossing and associated works – £120k of funding for the implementation of this scheme in 2015/16 was identified in the 2015/16 GNGB Growth Programme. This was reallocated to improve crossing facilities of the outer ring road at St Clements Hill / Chartwell Road / Spixworth Road as part of the delivery of cycling improvements enabled by the second round of DfT City Cycle Ambition Grant funding, see above.

Notwithstanding the above a further grant of £120 was made in the 2016/17 AGP for the School Lane/ Chartwell Road/ Denton Road scheme on the basis that, enhancements for pedestrians and cyclists in this location remain an important local infrastructure priority. Subsequent scheme development work has however identified that an appropriate improvement cannot be delivered within this budget. The Infrastructure Delivery Board has agreed that this grant be reallocated to the North Walsham Road corridor to bolster the enhancements to be delivered through the DfT City Cycle Ambition Grant funding.

Improved Cycle Crossing of Cannerby Lane / Wroxham Road / Cozens Hardy Road – Scheme development deferred and its rescheduled commencement date is pending.

Broadland Way (Thorpe St Andrew to Wroxham Cycle and Pedestrian facilities) – Feasibility / scheme development was undertaken during 2015/16. A bid is included in the 2017/18 AGP for £150k to deliver a section of the scheme between Plumstead Road and Green Lane.

Broadland Business Park Rail Halt – The potential for a station at the Business Park has been investigated as part of a larger study for the Bittern Line. The Study has now completed and has concluded that the business case for improving the Bittern Line is sufficiently strong as to justify further work and research. Now that an evidence base has been gathered on the needs and feasibility, discussions are beginning with partner organisations, including the rail industry, on the merits of a Bittern Line Improvements Project Board. If agreed, the likely first task of the Project Board would be to commission a further study, for 'Option Selection' in accordance with stage 3 of Network Rail's Governance for Railway Investment Process (GRIP).

North East Norwich Growth Triangle Green Infrastructure Delivery Plan – Norfolk County Council's Natural Environment Team delivered the feasibility study as proposed during 2015/16. This study will be used to inform future priorities for green infrastructure investment and as the basis of future negotiations with developers on planning applications.

East Broadland Green Infrastructure Delivery Plan – Norfolk County Council's Natural Environment Team delivered the feasibility study as proposed during 2015/16. This study will be used to inform future priorities for green infrastructure investment and as the basis of future negotiations with developers on planning applications.

North-West Forest and Heath Green Infrastructure Delivery Plan – Norfolk County Council's Natural Environment Team were formerly engaged to produce a feasibility study during 2015/16. This work has, however, now been deferred and a new contract is expected to be let to complete the work 2017/18.

Thorpe Ridge: Protection and Enhancement of Woodlands and Provision of Public Access

– Norfolk County Council's Natural Environment Team were formerly engaged to produce a feasibility study during 2015/16. This work has, however, now been deferred and a new contract is expected to be let to complete the work 2017/18.

Norwich

Wensum Riverside Walk – The development of a revised layout and design for the Oasis site adjacent to Fye Bridge on the River Wensum. In partnership with key stakeholders to enhance the site to maximize its use, linkages and potential for access to the river. Project completed.

Earlham Millennium Green – Complete refurbishment of pedestrian routes through Millennium Green. Project completed.

Marriotts Way – Improvements to Marriott's Way within the urban area to encourage commuting by bicycle and on-foot. Phases 1 and 2 completed.

Heathgate – Pink Pedalway – The construction of a 3m wide lit cycling and walking path between Heathgate and Gurney Road at the junction with Britannia Road. The project provides a missing link between Heathgate and Gurney Road in order to provide a more direct and strategic route on the Pink Pedalway (NE Growth Triangle / Heartsease to N Norwich Research Park). Project complete.

Golden Ball Street/Westlegate

- Phase 1 works completed
- Phase 2 works including those on Westlegate are continuing. Temporary access from Westlegate has now switch to from the St Stephens Plain direction so that work on the upper part of Westlegate can continue
- Work is currently underway at St Stephens Plain, the security CCTV has been relocated and this has allowed the traffic lane to be moved over to the other side of the new refuge islands
- The temporary pedestrian crossing has been relocated from Golden Ball Street to All Saints Street; it will remain in operation until early 2017

Eaton Interchange – Draft brief issued to create a bus rapid transit interchange in Eaton with the following features:

- Printed and electronic travel information;
- Size and layout that adequately accommodates the numbers of expected bus passengers and provides sufficient cover from the elements;
- Good accessibility for all users;
- Cycle parking;
- Reduce delays and difficulties turning left in the centre of Eaton for inbound buses;
- Reduce the visual blight of highway clutter in the centre of Eaton in line with the conservation area appraisal; and
- Provide space for comfortable and safe two way cycling on the cycle track adjacent to slip road between the centre of Eaton and Newmarket Road to the south of the A11.

Carrow Bridge to Deal Ground riverside path – 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. Funding will supplement £250K of existing Sustrans money.

Colney River Crossing (NRP to Threescore) – see below

South Norfolk

The following projects were identified in the 2015/16 and/or 2016/17 South Norfolk Annual Infrastructure Business Plan for commencement and/or delivery to 2020/21:

Norfolk & Norwich Hospital Health Wood Walks – a footpath through the tree-belt surrounding the Norfolk and Norwich University Hospital – was completed in autumn 2015, and ended up coming in under budget due to good contract management by the appointed site contractor.

Long Stratton Bypass & Hempnall Crossroads – the Long Stratton Area Action Plan was adopted in May 2016, confirming the allocation of at least 1,800 homes and a corridor for the bypass. Further pre-application discussions work with the landowners/developers promoting the delivery of the bypass and the allocation of 1,800 homes in Long Stratton has taken place and a planning application(s) is expected to be lodged by the end of 2016.

A47 improvements (particularly Thickthorn junction improvements and Easton-North Tuddenham dualling) – funded and delivered by Highways England – Highways England feasibility work has been completed and the options development phase has commenced (it is expected to last until December 2016). Preferred improvement solutions will be announced in mid-2017, with the start of the statutory process in mid-2018 and construction predicted to start in 2020.

Longwater junction and Easton strategy improvements (including walking and cycling) – Improvements are required in the Longwater and Easton area of Norwich to resolve existing issues on the transport network and accommodate additional traffic arising from planned growth as set out in the adopted Joint Core Strategy for the Norwich area. After carrying various feasibility studies to address these pressures the following a number of smaller scale measures have been identified. Several have now been completed and were funded by the new retail store and housing development. Detailed design work continues for several other measures. Assessments carried out in October 2015 concluded that both the A1074 to Longwater link Road and a second A47 bridge are effective in enabling the Longwater junction to operate satisfactorily in the future.

The assessment looked at the possibility of constructing a new link across or adjacent to the closed landfill site and concluded that it would be possible to construct an A1074 to

Longwater area link road adjacent to the Costessey landfill site by removing small amounts of the landfill material. This option is likely to cost around £10m and would be cheaper and easier to deliver than a new bridge over the A47, making it the preferred solution.

As yet no funding source for this work has been identified.

Marriott's Way improvements – various improvements to Marriott's Way (which passes through all three districts) were agreed in the 2015/16 and 2016/17 AGPs. In South Norfolk, improvements (to the value of approximately £100,000) to the cycle and footpath section between Gunton Lane and Red Bridge Lane were funded by CIL (including surface dressing improvements, surface water drainage improvements and improved directional signs). Preparatory works have been completed and re-surfacing is hoped to be carried out soon.

Colney River Crossing (NRP to Threescore) – a new footbridge and cycle path improvements to link Bowthorpe (Threescore) with the Norwich Research Park was awarded £401,000 in the 2016/17 Infrastructure Investment Plan mostly in Norwich, with £150,000 of this money earmarked for the South Norfolk section (principally the new bridge over the River Yare). Feasibility and design work has taken place, there has been consultation of local residents, and a planning application for the South Norfolk section is expected to be submitted in autumn 2016.

Other Norwich Area Transportation Scheme Projects – various A11 and A140 Corridor South Norfolk NATS projects (as part of a four-year programme running from 2015-19) were agreed as part of the 2015/16 Growth Programme, with LGF money secured. Scheme design of the Roundhouse Way Bus Interchange and the Cycle Link Extension Hethersett-Wymondham has taken place and is ongoing. Little work has taken place on the B1172 bus/cycle enhancements and Bus Priority Harford A47 junction to date, but it is expected that work will commence in 2016/17.

District	Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	SOURCE	Funding need	Funding profile				
						2017/18	2018/19	2019/20	2020/21	2021/22
	A1067 Corridor BRT	6,000				500	500	2,500	2,500	
	A140 Corridor BRT	6,000				500	500	2,500	2,500	
	B1172/B1108 Cycle Link	3,000				300	2,700			
	Inner Ring Road Junctions	4,500					500	1,500	2,500	
	St Stephens /RedLion Street Public Realm	1,625				125	500	1,000		
	Castle Meadow Public Realm	1,250							1,250	
	Tombland	1,750								250
	Longwater Link	10,000					500	1,000	8,500	

Transport Total						-	-	-	-	250
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Broadland	Broadland Way - Green Lane North to Plumstead Road	150		CIL	150	150				
South Norfolk	Wymondham - Protection and enhancement of the Lizard and Silfield Nature Reserve	40		CIL	40	40				
Norwich	Riverside walk: Fye Bridge to Whitefriars	160		CIL	160	160				
South Norfolk	Improved Connectivity - Costessey Circular Walks	6	HLF bid for £3k, if successful, would reduce funding need to £3k	CIL / other	6	6				
Norwich	Barn Road Gateway	40		CIL / other	40	20	20			
Norwich	Sloughbottom Park – Andersons Meadow section improvements (path widening, tree works, drainage works and landscaping)	250		CIL /other	250	150	100			
Broadland	Strumpshaw Pit Circular Walk	60	approx £25k S106 from Strumpshaw development	CIL/S106	35	35				
Norwich	Riverside walk accessibility improvements	200		CIL	200	20	180			
South Norfolk	Cringleford N & N Strategic Connections	68	£9,750 S106 available	CIL / S106	58	58				
Norwich	Riverside Walk Missing Link Duke St to St George's St	300		CIL / Other	300		300			
South Norfolk	Yare Valley: Lodge Farm to Bawburgh Lakes connection	210	£24,750 S106 from Lodge Farm	S106/CIL	185		185			
Norwich	UEA to Eaton Boardwalk extension	100		potentially developer funded/CIL	100		100			
Norwich	Earlham Millennium Green Improvement Project: Phase 3	75		CIL	75		75			
Norwich	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	229	S106 - Query against Bunkers Hill project	CIL, S106 Bunkers Hill £59k	170		44	56	71	
Norwich	20 Acre Wood	90	£10,000 Nbhd CIL,	CIL / Nbhd CIL	80		80			
Broadland	Acle Lands Trust Woodlands Access and Connectivity Project	180		CIL/S106	180		180			
Broadland	Burlingham Trails Cycling and Walking Routes	180		CIL/S106	180		100	80		
Broadland	South Walsham GI Project	150		CIL/S106/Nbhd CIL	150		150			
Broadland	South Walsham Fen Access	35		CIL	35		35			

District	Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	SOURCE	Funding need	Funding profile				
						2017/18	2018/19	2019/20	2020/21	2021/22
Norwich	Kett's Heights	150		£10K Nbhd CIL, £50k CIL, £90K Grant funding	50		25	25		
South Norfolk	Wherryman's Way : Chedgrave Disabled Access Path	75		CIL	75		75			
South Norfolk	Wherryman's Way: Strategic Link at Reedham	35		CIL	35		35			
Area-wide	MW: Biodiversity Management with Community Engagement	160	£4k secured from Norwich Fringe Project, £15k HLF bid, £30k sought from Nfl Biodiversity Partnership	CIL / Other	111		22	22	22	22
Broadland South Norfolk	MW: Signage to Link Marriott's Way to the Adjacent Communities	20	HLF bid for £10k	CIL /other	10		10			
Broadland	Brundall to NEG T Connection	5		Promoter	5		5			
South Norfolk	Wherryman's Way : Yare Valley Cycle Route	15		CIL	15			15		
Broadland	West Brundall GI Project	425		CIL/S106/Nbhd CIL	425			75	350	
Broadland	South East Lingwood GI Connectivity	25		CIL/S106/Nbhd CIL	25			25		
Broadland	Long Distance Cycle Loop	75		CIL/S106	75			75		
Broadland	Witton Run	170		CIL/S106	170			170		
Broadland	MW: Aylsham Gateway	30		CIL / other	30			30		
South Norfolk	Boudicca Way cycle route	15		CIL	15			15		
South Norfolk	Boudicca Way links to development	15		CIL	15			15		
South Norfolk	Kett's Country Trail	85		CIL	85			85		
Broadland	Link from Blofield to Blofield Heath	125		CIL/S106/Nbhd CIL	125			125		
Broadland	Burlingham Trails Attractions and Facilities Project	240		CIL/S106/Other	240			80	80	80
Norwich	Boom Towers to Ber Street Woodland	750	HLF to be explored	CIL / HLF	750			250	250	250
Norwich South Norfolk	Norwich Crossing & Bridges - Whitlingham (Phase 2) Yare Bridge	1,000		CIL	1,000			333	333	333
Broadland	MW: Reepham surfacing and biodiversity	100		CIL /other	100				100	
Broadland	MW: Crossing over Taverham Road in Drayton	100		CIL / other	100				100	
Broadland	MW: Surfacing Works (Tesco's)	85	Tesco Bags of Help scheme being explored	CIL / other	85k estimate				85	
Norwich	MW: Hellesdon Station Area	210		CIL / other	210				210	
South Norfolk	MW: Trim Track - Costessey	10		CIL	10				10	
Norwich	Bishops Bridge to Whitefriars	50		CIL / Other	50				25	25
Norwich	MW: Inner Ring Road crossing	250		CIL / other	250				40	210
Broadland	Local walking circulars with links to pubs, restaurants and cafes	35		CIL/S106/Nbhd CIL	35					35
Broadland South Norfolk	MW: Crossing Points Improvement Project	89	HLF bid for £10k	CIL / other	79					79
South Norfolk	Wymondham - Tuttles Lane enhancements Phase 1	30		CIL	30					30
Norwich	Norwich Crossing & Bridges - Whitlingham Cycle Route and Thorpe Road	1,500		CIL/other	1,500					750

District	Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	SOURCE	Funding need	Funding profile				
						2017/18	2018/19	2019/20	2020/21	2021/22
GI Total						639	1,721	1,476	1,676	1,814

	Hellesdon New (relocated and/or enlarged) 420 Primary	6,400	-		6,400	500		780	2,560	2,560
	Blofield Primary Extension to 315	2,500	2,011		489		489			
	Beeston Park New (commissioned) 420 Primary #1	6,400	-		6,400		1,280	2,560	2,560	
	Little Plumstead Primary Extension to 420	4,500	400		350		39	31	140	140
	Norwich Central New (commissioned) Primary 210	4,100	-		1,000			200	400	400
	Hingham Primary Mobile Replacement	900	-		221			111	111	
	Easton Primary Extension to 420	2,500	-		2,500			2,500		
	Cringleford New (commissioned) 420 Primary	6,400	-		6,400			1,280	2,560	2,560
	Hethersett High Extension	5,000	1,754		3,246			325	325	1,298
	North Norwich New (commissioned) Secondary and existing schools	26,000	-		26,000			2,600	2,600	2,600
	Beeston Park New (commissioned) 420 Primary #2	6,400	-		6,400				1,280	2,560
	Long Stratton New (commissioned) 420 Primary	6,400	-		6,400				1,280	2,560

Education Total						2,000	2,000	2,000	2,000	2,000
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Norwich	Castle Gardens	1,472	-	S106, CIL, HLF	150	75	75			
South Norfolk	Long Stratton Sports Hub	2,545	1,145	Various inc CIL	500	500				
Norwich	Football Pitch Improvements	100	-	CIL	100	25	25	25	25	
South Norfolk	Hales cricket and bowls clubhouse improvements	160	130	CIL	30	30				
South Norfolk	Wymondham: New sports improvements (artificial grass pitch for football/rugby)	800	-	CIL	250	250				
Norwich	Hewett School swimming pool modernisation	199	-	CIL	199		199			
Broadland	Thorpe St Andrew New Sports Hall	2,700	1,900	S106/CIL	800		800			
Norwich	Courts and Yards of Norwich	300	-	CIL	300		150			
Broadland	Great Plumstead Open Space / Community Orchard	25	-	CIL	25		25			
Broadland	Brook & Laurel Farm Community Building	500	100	S106/CIL	400			400		
Norwich	Strategic play (including 5 projects)	430	-	CIL	430			78	67	78
Broadland	Land South of Salhouse Road Community Building	500	-	S106/CIL	500				500	
Broadland	North Sprowston & Old Catton Community Space including library	2,400	0	S106/CIL	2,400				2,400	
Broadland	Rackheath Community Building	500	0	S106/CIL	500					500
Broadland	Wroxham Library self access improvement and parking	35	0	CIL	43	43				
Norwich	Plumstead Road Library self access improvement and parking	85	0	CIL	85	85				
South Norfolk	Diss Library self access improvement	35	11	S106/CIL	25	24				
	Library contribution					120				
South Norfolk	Harleston Library self access improvement	35	0	CIL	35		35			
South Norfolk	Costessey Library self access improvement	35	0	CIL	35		35			
Broadland	St Williams Way Library self access improvement	35	0	CIL	35		35			
Norwich	Earlham Library self access improvement	35	0	CIL	35		35			
Norwich	Mile Cross Library self access improvement	35	0	CIL	35		35			

Community Total						1,000	1,449	503	2,992	578
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