

Greater Norwich Growth Board

Date: 8 October 2014

Time: 10am

Venue: Mancroft Room, City Hall, Norwich, NR2 1NH

Board members:

Broadland District Council:

Cllr Andrew Proctor

Norwich City Council:

Cllr Brenda Arthur (Chair)

South Norfolk Council:

Cllr John Fuller

Norfolk County Council:

Cllr Steve Mophew

Officers:

Phil Kirby
Phil Courtier

Graham Nelson
Gwyn Jones

Tim Horspole

Tom McCabe
Fiona McDiarmid
Sandra Eastaugh
Richard Doleman

New Anglia Local Enterprise Partnership:

Mark Pendlington

Chris Starkie

Jobs, homes and prosperity for local people



NORWICH
City Council **South Norfolk**
COUNCIL



Norfolk County Council **NEWANGLIA**

Local Enterprise Partnership
for Norfolk and Suffolk

AGENDA

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 Exempt items:	
<p>(During consideration of these items the meeting is not likely to be open to the press and the public.)</p>	
<p>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.</p>	
<p>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.</p>	
8. Greater Norwich Local Infrastructure Fund <i>To determine applications to the Local Infrastructure Fund</i>	37

FOR FURTHER INFORMATION PLEASE CONTACT:

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Norwich City Council, Democratic services, City Hall, Norwich, NR2 1NH

1 October 2014



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Greater Norwich Growth Board

Minutes

3pm to 4.30pm

31 July 2014

Present:

Board members:

Norwich City Council:

Councillor Brenda Arthur (chair)

South Norfolk Council:

Councillor John Fuller (vice chair)

Broadland District Council:

Councillor Andrew Proctor

Norfolk County Council:

Councillor Steve Morpew

Officers:

Jerry Massey

Gwyn Jones

Tim Horspole

Phil Kirby

Tom McCabe

Fiona McDiarmid

Sandra Eastaugh

Richard Doleman

New Anglia Local Enterprise Partnership:

Chris Starkie (substitute for Mark Pendlington)

1. Apologies

Apologies were received from Mark Pendlington, New Anglia Local Enterprise Partnership (LEP), who was unable to attend the meeting due to a family emergency. He had read the papers for the meeting and had mandated Chris Starkie, managing director, LEP, to act as his substitute and vote on behalf of the LEP. The LEP would be making arrangements to appoint a member of its board to act as a substitute for Mark Pendlington if necessary. Councillor Fuller was a member of the LEP board.

Apologies were also received from Graham Nelson, Norwich City Council, and Phil Courtier, Broadland District Council.

2. Appointment of chair and vice chair

RESOLVED to elect, for a 12 month period:

- (1) Councillor Arthur as chair;
- (2) Councillor Fuller as vice chair.

3. Governance

Sandra Eastaugh presented the report.

RESOLVED to note the joint working agreement as agreed by the constituent partners of the Greater Norwich Growth Board.

4. Annual growth programme 2014-15

The chair introduced the report and pointed out to avoid confusion that the recommendations contained in paragraph 6.4 of the report had not been amended and that the recommendations on the first page were the final version.

Richard Doleman presented the report.

During discussion board members noted that the 2014-15 growth programme was for a 6 month period and provided a good foundation. Members also welcomed that there were no financial constraints on the funding available for projects which met the criteria.

The chair on behalf of the board thanked the officers and colleagues for their contribution to the preparation of schemes for inclusion in the programme.

RESOLVED to:

- (1) approve the 2014-15 growth programme, as set out in table 3 of the report, compiled from the annual business plans and subject to acquiring additional information on costs and delivery for particular schemes;
- (2) delegate to the Greater Norwich Infrastructure Delivery Board to collect further information on schemes as required and report any amendments to the annual growth programme;
- (3) ask the Greater Norwich Infrastructure Delivery Board to report progress on the annual growth programme to this board;
- (4) recommend to the promoters that they develop the schemes listed for preparatory work carried out in 2014-15 to support development of the 2015-16 programme.

5. New Anglia LEP growth deal

Chris Starkie presented the report and a power point presentation (A copy of the presentation is available on the website.).

The chair welcomed the Growth Deal overall but expressed disappointment that the bid for growth deal funding to support the delivery of the Norwich area transportation strategy (NATS) had been unsuccessful in the first round of funding. She hoped that when LEP sought other funding sources, including 2016-17 growth deal funding,

they would press for more investment in Greater Norwich as this is where the government would see the most output in terms of economic benefits.

RESOLVED to note the report and the contents of the presentation.

6. Greater Norwich City Deal

(Ellen Tilney, economic development manager, Norwich City Council, attended the meeting for this item.)

Sandra Eastaugh presented a power point presentation, together with Ellen Tilney, who presented a report on the first quarter performance of the Growth hub for the period April to June 2014. (Copies of the presentations are available on the website.)

During discussion Fiona McDiarmid said that although there had been difficulties in the national apprenticeship schemes these had been overcome at a local level. The chair said that an important element of the City Deal was to ensure that people had the right skills for economic growth.

RESOLVED to note the contents of the presentation.

7. Greater Norwich local infrastructure fund

The chair introduced the report and explained that the board would need to consider the detailed financial appraisals under item 9, below, which were exempt from publication because the reports contained commercially sensitive information. The chair said that she would leave the room whilst the city council's application for Bowthorpe Three Score was being discussed.

Richard Doleman presented the report.

Discussion ensued in general terms on loan agreements and the arrangements for developers to repay the loan to the fund. Members considered that there should be greater flexibility for funding schemes than commercial banks would allow. Repayment profiles would be agreed with developers on an individual scheme basis and rather than a loan being paid at the end of the period could be paid when milestones were reached during the five year loan period. Chris Starkie said that the purpose of the loan was not to replicate bank funding but to fill a gap and in effect to act as a bridging loan to get developments started. Within the five year loan period the developer could move into a position where a bank could invest in the development allowing for the loan to be repaid in full. Members noted that funds must be repaid in 5 years but considered that there needed greater clarity as to when the loan period commenced.

RESOLVED to ask officers to clarify the wording contained in the criteria set out in the local infrastructure fund governance arrangements.

8. Exempt items

RESOLVED to exclude the press and public from the meeting during consideration of the following item on the grounds that it involved the likely disclosure of exempt information as specified in Part 1 of Schedule 12 A of the Local Government Act 1972 (paragraphs 1 and 3)

(Councillor Arthur and Gwyn Jones (author of the bid) left the meeting at this point. Councillor Fuller, vice chair, was in the chair.)

9. Greater Norwich local infrastructure fund (paragraphs 1 and 3)

Bowthorpe /Three Score, Norwich

Richard Doleman presented the revised appendix 1 and answered members' questions. Members concurred with the conclusions and recommendations contained in the report.

RESOLVED to approve in principle, subject to local infrastructure fund governance arrangements, to grant £1.865m of funding to provide onsite road and utilities, which will accelerate delivery of 1,100 dwellings and commence in September 2014 and for the loan to be repaid by 2016.

(Councillor Arthur and Gwyn Jones were readmitted to the meeting. Councillor Arthur was in chair.)

South Wymondham development infrastructure package

Richard Doleman presented the appendix 2 and answered members' questions.

During discussion members considered that the application met the criteria and that it was judicious use of the fund, though members considered that further assurance on the risks and security of the application was required. Members concurred with the conclusions and recommendations contained in paragraph 5 of appendix 2.

RESOLVED to approve in principle, subject of local infrastructure fund governance arrangements, to grant £3.5m to Endurance Estates Strategic Land for £3.5m to widen the existing rail bridge on Silfield Road, construct 1.5m of cycleway and improve drainage associated with the proposal for 1,230 new dwellings, which will accelerate the delivery of the infrastructure and is requested in 2015-16 with full repayment by 2021.

Deal Ground

Sandra Eastaugh presented the appendix 3 and answered members' questions.

During discussion members considered that there needed to be clarification on the applicant's business case for the development of this complicated brownfield site and a commencement date given. The board concurred with the conclusions and recommendations set out in paragraph 5 of appendix 3.

RESOLVED to approve in principle, subject of local infrastructure fund governance arrangements, to grant £3.5m, to Serruys Property Company Ltd to provide a spine road, bridge and other associated works to open up the Deal Ground for development; noting that the site has consent for 670 dwellings, a local centre and leisure uses, and that draw down is requested from 2015 and the loan to be repaid in 2020.

10. Jerry Massey

The chair said that this would be the last meeting that Jerry Massey, deputy chief executive (operations) would be attending as he was leaving the city council and thanked him on behalf of the board for his work on the City Deal and providing support to members and colleagues.

Jerry Massey in response praised the strength of the members and officers and said that he looked forward to seeing new developments coming forward.

RESOLVED to record the board's gratitude to Jerry Massey for his contribution and to wish him well in the future.

CHAIR

Greater Norwich City Deal – Skills

*Fiona McDiarmid, Assistant Director Economic Development and Strategy,
Norfolk County Council*

Summary

This report provides an update on the skills element of the Greater Norwich City Deal

1. Context

- 1.1 New Anglia is the only LEP area in the country to secure two City Deals, seeing freedoms and flexibilities negotiated in Norwich as well as Ipswich. Co-ordination of both deals has allowed us to maximise the opportunities for our area ensuring that where possible the “asks” and “offers” set out are LEP wide. The Greater Norwich City Deal articulates the Business Growth opportunities for New Anglia Local Enterprise Partnership (NALEP) while the Skills work is contained within the Greater Ipswich Deal.
- 1.2 There are clear higher level skills opportunities in Norwich supporting the expansion of the Norwich Research Park as well as building on the developments within the Digital Creative sector. This work will primarily support graduates and see increases in advanced and higher apprenticeships. Alongside this work, there are clearly defined ambitions to support an uplift in skills at all levels and ensure that local residents are enabled to move into sustainable employment as well as progressing within the work place.
- 1.3 The skills elements of the City Deal laid the foundation for the delivery of ambitious aspirations across both Norfolk and Suffolk, with the LEP’s Skills Manifesto and subsequent Strategic Economic Plan further establishing these objectives. Working collaboratively across both counties has allowed pilot projects as well as partnership projects to be tested and the coming years will see both counties continuing to work in unison to achieve our targets.

2. Skills Content within the City Deal

There are three primary strands of activity which set out the structure of a skills system for New Anglia. This new system puts employers, the local economy and future employment at the heart of our work as well as opening up opportunities on the doorsteps for people of all ages to access employment and progress within the workplace.

The three strands of activity are:

2.1 **Jobs for Young People.**

In Norfolk the emphasis will initially sit with apprenticeships reflecting both the national agenda as well as the significant local investment and will be delivered in a way which allows stakeholders to build on the partnership working which defines our approach.

The City Deal sets out an ambitious target requiring:

- the delivery of 5000 new apprenticeships across New Anglia of which 50% are allocated to Norfolk; and
- an Apprenticeships Hub in each county.

Locally this will be delivered in collaboration with training providers and colleges through the **Apprenticeships Norfolk Network**. This network will act as a hub for apprenticeships activity and will be driven by the training providers operating in our area. These training providers have each undertaken to volunteer staff time to deliver independent advice on apprenticeships to schools, parents and young people across Norfolk. The information will not pertain to their individual training offer but will seek to ensure that young people have access to good quality information on the career potential underpinning apprenticeships.

Matched with investment from Norfolk County Council the Apprenticeships Norfolk Network will delivery activity including:

- Free independent advice to schools and young people on apprenticeships at all levels;
- 4 advanced apprentices acting as ambassadors for this work offering 1-1 support, advice with applications and jobs matching for young people;
- Enhanced support for vulnerable young people and learners to access apprenticeships, pre-apprenticeships advice and traineeship;
- A marketing campaign (which will be developed on a LEP wide basis);
- Support to employers through the significant planned changes to apprenticeship structure and funding centrally;
- An increase in the number of higher level apprenticeships in NALEP's high impact and enabling sectors – this will be critical for many of the employers in the high impact sectors most relevant to Norwich. This work should see the development of new apprenticeships reflecting local business need which haven't previously been available.

The activities within the Norwich for Jobs campaign has helped to galvanise employers in Norwich around the agenda of youth unemployment and in future years we see this theme expanding to include:

- Addressing levels of NEET across all districts, particularly at age 17 which is an acute problem in Norfolk. This work will build on strategies on Raising the Participation Age and see key areas including Norwich offering information on the full range of opportunities to ensure our young people are enabled to remain in education and ultimately move into sustainable employment.

- Roll out of successful pilots to other areas – sharing best practice is a key feature of delivering this work across the LEP. Given significant investment into apprenticeships by Norfolk County Council we are in a position to share best practice on many of the features which have worked well across the County. Equally authorities in both counties will seek to pool resources where possible in order to achieve best value for money, particularly around the marketing and promoting of opportunities.
- Sector Based Work academies in partnership with JCP. Currently there are proposals to develop this work in Great Yarmouth/Lowestoft given the emphasis on growth in the energy and engineering sectors and if successful we would envisage negotiating similar freedoms for other key sectors and other locations including Norwich.
- Better opportunities for graduates within the local economy. The NRP will be a critical partner for this work however we would like employers across the city to be supported to offer a range of opportunities including work placements, internships, access Innovation Vouchers to grow their business and see the advantages in taking on young people with the skills to benefit their workplace.

2.2 A Locally Responsive Skills System

The City Deal set out a need for a LEP wide response to this work and as a result The New Anglia Skills Board was established in February 2014 and has taken responsibility for aligning economic need and the training provider offer across Norfolk and Suffolk. The Board brings together the private sector, local training providers, the local authorities and some Government departments to ensure a coherent approach to skills planning. The Board is currently meeting on a monthly basis, is well attended and supported and is now involved in the decision making process on key issues related to skills including the assessment and approval of funding for skills capital projects in the region using Local Growth Funding.

The primary objective of this group is to ensure that local stakeholders have an opportunity to tailor provision to the needs of the local economy and key businesses. If the skills offer available to adults and young people, both in work and seeking work, matches business needs then we can see more local residents competing for high value jobs within our economy. In Norfolk, a countywide stakeholder group meets to assist and advice our local Skills Board members on agenda items to ensure that the membership is representative as well as informed on a range of issues.

To ensure the local skills system successfully prepares young people for work the LEP Skills Board and local authority partners have set out the key features of this work which includes:

- High quality Information Advice and Guidance including individual face to face support
- Local information about courses and training

- Information about the local economy and potential job prospects
- Learning for and about work and connecting with employers

In Norfolk, the **Delivering Norfolk's Future Workforce** initiative was launched to achieve these outcomes, complementing the LEP wide plans for showcasing the local economy, and has already begun this work with schools and employers across the County.

The role of the Skills Board is now being recognised more widely than through the City Deal mechanism and is also delivering on the skills objectives within the NALEP Strategic Economic Plan.

2.3 **Employer Investment into Skills**

To achieve greater levels of private sector investment in skills, local partners will develop a New Anglia Skills Investment Programme using national and local public funding to lever additional private sector investment (targeting small and medium sized enterprises). The Skills Investment Programme will include:

- **Local Skills Investment Deals** - The Skills Deals will enable employers, especially small and medium sized enterprises to agree a deal with a Training Provider that matches their money with public skills funding where a demonstrable link to the local economy and business growth can be evidenced. Additional funding has been secured from the SFA to match Local Authority and private sector investment. A draft MoU has been developed in collaboration with the SFA and these deals are likely to begin early in the New Year, subject to employer demand.
- **A Direct Employer Payments scheme** - The scheme, which will be available across the LEP and delivered through the Chambers of Commerce, will support greater small and medium sized enterprise investment in apprenticeships and other formally accredited training. Eligible employers will be able to claim back 20% of the value of additional investment they make in skills. This trial is expected to reach a minimum of 500 employers with Norwich being a critical location for the delivery of this work.
- **University Technical Training Opportunities for Local Growth Sectors** – In Norwich, the UTC which opened its doors in September will trial this approach and we aim to be able to share best practice with colleagues in Suffolk who would like to trial this approach in other sectors. The educational programme will offer young people a tailored pathway through vocational and academic qualifications into high value local jobs

3. **Future Working**

3.1 In the months subsequent to the City Deal being secured the opportunities within the Local Growth Fund were announced by central government. Having used the two City Deals in our area as a vehicle to promote LEP wide change New Anglia was in a strong position to build on this work and access this funding. New Anglia's Strategic Economic Plan is the vehicle for securing this funding and will operate over the next 5 years. The available funding is primarily capital funding to be used for a range of Infrastructure, Business Growth and Skills Activities.

In terms of capital investment into skills programmes there are two routes for organisations to access this funding:

- (a) College Capital Funding – this funding will support renovation, renewal and expansion of key college estates linked to economic need. In the first year projects at The College of West Anglia and Easton College have been approved. In future years other colleges in Norfolk will be supported to submit applications subject to support from their governing bodies.
- (b) Innovation Fund – this process will support smaller collaborative bids from employers and training providers who would like to pilot new ways of working. This funding will also be capital so will only support build.

Based on the concepts within the City Deal, the SEP also contains the vision for future skills work in Norfolk and Suffolk which will be delivered by stakeholders from across both counties. The ambition is to develop a locally responsive skills system that transforms skills from an economic barrier to a growth enabler. To achieve this we have three priorities:

- Creating a skills system that will meet our future economic needs and raise individual achievement and aspiration;
- Growing talent in our priority sectors; and
- Helping people get into work.

In order to achieve these priorities across both counties we will be relying on partnership working from stakeholders to pool resources, accessing further support from employers and the SFA to move the agenda forward and the development of an innovative pipeline of projects.

4. The New Anglia Structural Investment Fund

In the current programme period (2014-2020) EU funding from three major sources will be managed by the New Anglia LEP. These are European Social Fund (ESF), European Regional Development Fund (ERDF) and the European Agricultural Fund for Rural Development (EAFRD).

These funds, with delivery aligned to the priorities in the SEP provide revenue funding for a range of activities over the eligible area to move people closer to work, support growth and innovation and develop rural regions. This funding will primarily support those people furthest from the labour market.

The funding will be administered in collaboration with central government

departments with opportunities for local partnerships to bid, as in previous years, to design and manage interventions.

To ensure equity across all areas, and given the emphasis on rural development, in the urban areas of Norwich, Lowestoft and Great Yarmouth funding has been ring-fenced to overcome the key challenges of urban economies. This will sit alongside opportunities to access the mainstream ESF and EAFRD opportunities and will seek to address issues including:

- Low skilled, low wage economy;
- Multiple barriers to employment in areas of deprivation;
- High levels of child poverty; and
- A growing working age population, but a static job market.

The process of developing an urban plan for Norwich is already underway and is intended to cover the entire administrative area.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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Growth Programme 2015/16

*Sandra Eastaugh, Infrastructure and Economic Growth Manager,
Norfolk County Council*

Summary

This report provides an update on progress with the 2014/15 Growth Programme. Since then Broadland, Norwich City and South Norfolk Councils have produced Annual Business Plans for 2015/16. In addition further work on scheme delivery has been informed by work on the NATS programme following the announcement of the New Anglia Growth Deal in July 2014 and Community Infrastructure Levy projections have been revised. This report draws that work together and proposes the Growth Programme for 2015/16 to the Board.

Recommendations

- (i) Members of the Board note the progress on the 14/15 Growth Programme.
- (ii) Members of the Board approve the 2015/16 Growth Programme in Table 3 and on the conclusion of scheme preparatory work, additional schemes will be recommended for inclusion.
- (iii) Members of the Board endorse the 4 year NATS programme as set out in Appendix 2 and approve the use of £3,570,000 of pooled CIL to support delivery to 2018/19.
- (iv) The Greater Norwich Growth Board is asked to consider the schemes listed in section 9.2 of this report and recommend the responsible groups take them forward for feasibility/preparatory work to inform future growth programmes.

1. Introduction

- 1.1 The Greater Norwich City Deal was signed with Government in December 2013. The infrastructure strand of the City Deal agreed a supported strategic infrastructure programme through Government approved access to preferential rate borrowing and the local authorities' commitment to pool a significant proportion of CIL income. Decisions on delivery and pooled funding support for the strategic growth programme are made by The Greater Norwich Growth Board through setting the Growth Programme.
- 1.2 The first Growth Programme for 2014/15 was approved by the Growth Board on 31 July 2014 and covers the 6 month period to the end of this financial year. It sets out the projects prioritised for delivery and development in 2014/15 and commits to provide pooled CIL funds to these projects.
- 1.3 During September 2014 Broadland, Norwich and South Norfolk Councils have each approved their Annual Business Plans for 15/16 which inform the Growth Programme for 2015/16. The timing of the preparation cycle is such that

confirmation of the Growth Programme, for this and future years, can inform each authority's budget setting cycle.

1.4 Broadland, Norwich City and South Norfolk's Annual Business Plans identify strategic infrastructure projects considered to be a priority for delivery in 2015/16 to support the planned growth contained in the Greater Norwich City Deal, the Joint Core Strategy, and each District's emerging Local Plan documents.

1.5 This report summarises the progress on the delivery of the 2014/15 Growth Programme. It also sets out the projects that have been identified as projects for delivery in 2015/16 as a proposed Growth Programme for 2015/16

2. Progress on the 2014/15 Growth Programme

2.1 The Growth Programme for 2014/15 was approved by the Greater Norwich Growth Board on 31 July 2014 and identified projects for delivery in 2014/15, to be funded either wholly or in part from pooled CIL. The projects are:

- Harrisons' Plantation
- Danby Wood
- Marston Marsh
- Earlham Millennium Green – Enhancement
- Riverside Walk
- Marriott's Way
- Norwich Health Walks

2.2 A number of the projects delivery and drawdown profiles carry over into 15/16 and in some cases beyond. Appendix 1 provides an overview of the schemes and funding of the Growth Programme to 2026 and identifies the current commitments from the 14/15 Growth Programme. These are at the top of the programme and are coloured green.

2.3 The management of the Growth Programme is overseen by the Greater Norwich Infrastructure Delivery Board, which reports to and takes direction from the Greater Norwich Growth Board. All schemes for delivery in 2014/15 are Green Infrastructure and a Green Infrastructure Programme Delivery Team (GIPDT) has been set up to manage green infrastructure scheme delivery and identify a forward programme. The team has the responsibility to report on progress with delivery and programming to the Infrastructure Delivery Board.

2.4 The first meeting of the GIPDT took place at the end of August. A named lead has been identified for each project that is responsible for providing progress and financial updates. Project leads have been identified for each of the schemes for delivery and the GIPDT will continue to monitor progress.

3. Development of the 2015/16 Growth Programme

3.1 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:

3.2 **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.

3.3 **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 £250k

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

3.4 **South Norfolk**

There are no new projects identified for delivery in South Norfolk Council's Business Plan for 2015/16 although the Marriott's Way and Yare Valley projects approved in the 14/15 Growth Programme will have delivery in 15/16.

3.5 Table 1 provides an expenditure summary for the projects as promoted in each Annual Business Plan.

Table 1 – Annual Business Plan Project Expenditure profiles

Project	Promoter	Scheme Total (£)	15/16 (£)	16/17 (£)	17/18 (£)	18/19 (£)
Broadland						
Salhouse Road Walk / Cycle route	Broadland	200,000	200,000			
Funding allocated from City Cycle Ambition Grant			(200,000)			
Chartwell Road/Denton Road Toucan Crossing	Broadland	120,000	120,000			
Norwich City						
Golden Ball St	Norwich	2,500,000	1,500,000	1,000,000		
Growth Funding allocated			(1,000,000)	(1,000,000)		
Yellow Pedalway	Norwich	250,000	250,000			
Earlham Millennium Green Path improvements	Norwich	66,000	66,000			
South Norfolk						
Marriott's Way	Norwich South Norfolk	250,000	250,000			
Total (£)		3,386,000	2,386,000	1,000,000		
Funding allocated			1,200,000	1,000,000		
Pooled funding requirement			1,186,000	0		

4 **Scheme Development to support the Future Programme**

Since the 2014/15 Growth Programme was signed off by the Growth Board on 31 July progress has been made in developing the forward programme of infrastructure delivery and identification of funding sources. Infrastructure to be supported by pooled funding falls into four broad categories - transport, education, green infrastructure and community facilities. Work continues to develop these programmes and has progressed during the preparation and sign off of the Annual Business Plans. This section provides an update on this work and linkages with assembling a 2015/16 Growth Programme.

4.1 **Transportation**

In response to the Local Growth Deal announcement made in July, the Norwich Area Transportation Strategy (NATS) programme has been updated. The Growth Deal confirmed £7m of Growth Funding (GF) for NATS measures within the urban area of Norwich from 15/16 to 18/19. This NATS programme has been profiled to match the funding awarded. The NATS programme has been developed with the Growth Board partner authorities to align with the City Deal Strategic Infrastructure programme and was approved by the NATS Board on 24 September. A copy of the Growth Fund NATS programme is attached as Appendix 2.

The NATS Growth Fund programme is profiled over four years and delivery will require support from pooled CIL. In 15/16 the pooled CIL requirement is £695k needed towards a total scheme cost of £8,983,000. The CIL contribution will allow the following schemes to proceed as envisaged:

- Golden Ball Street (£500k),
- Eaton Interchange (£25k),
- Chartwell Road (£120k)
- Guardian Road (£50k).

This is only a subset of the NATS programme; schemes such as the Northern Distributor Route and Long Stratton Bypass are beyond the scope of this round of the programme. The NATS programme is also funded from other sources including Integrated transport funding received direct from government, developer funding and ad hoc bids. Work will continue to determine the priorities from these sources and allocations from the pooled CIL pot alongside work on the development and implementation of the NATS programme.

4.2 **Green Infrastructure**

Green infrastructure is an important strand of the strategic growth programme. Some GI is required to provide mitigation for the environmental pressures of growth and other projects can improve linkages between and within new and existing communities promoting active lifestyles, and sustainable travel choices.

In response to the need to manage delivery of the 2014/15 Growth Programme projects, as well as identifying schemes for future years, the Green Infrastructure Programme Delivery Team is in place. Green infrastructure can be delivered through or alongside other schemes in the programme and the group has the responsibility to look across the range of infrastructure delivery to secure opportunities and funding for further green infrastructure delivery. The group met on 30 September to consider Greater Norwich wide green infrastructure priorities so has not been able to inform this round of business planning. However, it will identify Green Infrastructure delivery priorities for future Business Plans and Growth Programmes.

4.3 **Education**

Identified education infrastructure need in the next five years is secured through existing S106 agreements. However it is recognised that a forward

programme of capital investment needs further development with Childrens Services to identify projects for delivery and funding sources beyond that period.

4.4 Community Facilities

Community facilities cover a range of infrastructure, some of which may be strategic and some that will be for the benefit of a specific local area. The CIL Regulations identify that a proportion of the income received from development is to be retained for use by the local community. Information is being gathered to determine priorities through engagement with local communities and the emerging Playing Pitch and Indoor Sports Facilities Strategies will inform future indoor and outdoor sports facility requirements

5 Pooled Funding

5.1 The partners have agreed to pool Community Infrastructure Levy (CIL) to assist in delivery of the programme. As the delivery of the programme progresses the sources of pooled funding may expand. Table 2 shows the projected pooled CIL income to the end of 15/16 The Projected CIL income has been sensitised to reflect exemptions in the revised CIL Regulations such as self-build.

Table 2: Projected CIL income

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Existing commitments		£196,000	£55,000	TBC	TBC	TBC
Annual Pooled funding income projection	£74,690	£1,203,750	£2,675,110			
Surplus/Deficit	£74,690	£1,007,750	£2,620,110			
Cumulative position	£74,690	£1,082,440	£3,702,550			

6 Consideration of the 2015/16 Growth Programme

6.1 The timetable preparation of this year's Growth Programme has been driven to meet capital programming cycles, this means there is not complete alignment between the work to develop programmes of schemes and the projects identified in the Annual Business Plans put forward. The impact of the compressed timetable is that the work on developing green infrastructure priorities and a NATS programme to fit with the Growth Fund award has occurred in parallel with the preparation of the Annual Business Plans and there are some variances. This section seeks to identify where scheme development work and the Annual Business Plans for each district are not totally consistent.

- 6.2 The work on education and community facilities does not influence the 15/16 Growth Programme as no infrastructure of those types is promoted, therefore it is not critical to the Growth Programme that there is no programme of developed schemes.
- 6.3 Although the structure for development of the green infrastructure programme and its management are in place, development of a programme of green infrastructure schemes is still at the early stages and has not developed sufficiently to inform the 15/16 Growth Programme. However, two Green Infrastructure schemes have been proposed in Norwich's Annual Business Plan for inclusion in 15/16. These are further improvements to Marriott's Way and a second phase of work on the Earlham Millennium Green. Both projects were supported in the 14/15 Growth Programme and carrying out further phases accords with existing green infrastructure priorities. Both projects require further development work to clarify the scope and costs.
- 6.4 The majority of the proposed schemes for delivery in 15/16 are transportation schemes. The changes in funding arrangements for transport schemes and the Growth Deal have played a large part in requiring a detailed look at the NATS programme following the £7m awarded from the Growth Fund.
- 6.5 The differences between the NATS programme and the Annual Business Plans are:

Yellow Pedalway. Norwich's Annual Business Plan promotes spending £250k on the Yellow Pedalway. The proposal does not currently specify the schemes but recognises that schemes will emerge from feasibility work and costs of delivering the schemes are estimated at £250k. Until further feasibility work is done it is considered premature to include this scheme in the programme but it is hoped that this feasibility work will be able to commence in 2014/15 and Appendix 2 identifies that further revenue funding is intended to be made available to support scheme development in early 2015/16.

Feasibility work to inform the scheme delivery from the £100k capital from existing Section 106 funding already planned in 2015/16 may inform the submission of proposals for further capital schemes in due course or inform bids for further cycle specific funding streams.

Even if deliverable capital projects cannot be developed in the short term the NATS programme includes development and delivery of improvements on a number of major public transport corridors including sections of the cycle network. Appendix 2 lists a range of scheme identification work that totals over £200k to inform delivery across a number of transport corridors that will pick up sections of the proposed pedal ways.

Golden Ball Street. Norwich's Annual Business Plan identifies a likely CIL contribution, however it should be noted the 15/16 scheme cost is about £1.5m.

Two additional schemes are identified in the NATS programme for 2015/16 - **Eaton Bus Interchange** and **Roundhouse Way Bus Interchange**. These two projects are a further phase of bus improvements on the A11 corridor linking the City, NRP, NNUH, Cringleford, Hethersett and Wymondham. The funding

in 15/16 is for scheme development with delivery in 2016/17.

NATS identifies further scheme development for the **Guardian Road/Dereham Road junction**.

- 6.6 At this time it cannot be assumed that further significant mainstream funding, other than that already identified, will be available for NATS, although work will continue to seek and secure other funds. Development of the NATS programme has taken place in response to funding announcements and has been carried out and approved through recognised and established governance arrangements that have included all four GNGB partner authorities. The programme has been finalised against the context of the draft Annual Business Plans and provides a programme of schemes for delivery in the next 5 years and the likely pooled CIL funding support.
- 6.7 The programme includes provision for feasibility and scheme development of projects both within and beyond that 5 year period. The NATS programme will continue to be developed and as other funding is identified and the scheme identification work reports its findings that the programme will be reviewed. However identifying a medium term programme provides a context for the 15/16 Programme

7. Recommended 2015/16 Growth Programme

- 7.1 The Greater Norwich Growth Board has responsibility for assembling the Growth Programme for 2015-16 from the three Annual Business Plans. This year eight schemes have been put forward for support from pooled funding. Alongside the preparation of the Annual Business Plans the NATS programme has been developed this year to respond to mainstream funding decisions and two further delivery schemes are identified.
- 7.2 The information available limits the number of schemes that are ready for delivery in the 2015/16 Growth Programme. Therefore some of the schemes contained in the Annual Business Plans are not included in the programme at this stage. In total the requirement for pooled funding of the schemes that are included in the growth programme (in table 2) is £961,000 and can be met within the uncommitted projected pooled funding of £2,620,100 to the end of 2015/16.
- 7.3 As scheme development and feasibility work progresses and is completed this will identify additional schemes that will be considered by the infrastructure delivery board for inclusion within the 15/16 Growth Programme. This may include certain schemes arising from the work of the Green Infrastructure Programme Delivery Team or the feasibility work on the Yellow Pedalway.
- 7.4 The programme of schemes identified through NATS and the green infrastructure development has some variations from the Annual Business Plans. Appendix 1 shows this year's Growth Programme (shaded yellow) in the context of the programme to 2026. The purple shaded section identifies indicative delivery and cash flow to 2026 based on the current strategic infrastructure programme and funding assumptions. The NATS Growth Fund programme (Appendix 2) has been developed to cover the four year funding period.

7.5 It is recommended that the 15/16 Growth Programme as shown in **Table 3** and pooled funding support of £1,036,000 is agreed, £961,000 in 15/16 and £75,000 in 16/17. Additionally it is recommended that the programme as shown in Appendix 2 for NATS delivery is agreed to 2018/19. This longer term commitment to £3,570,000 of pooled funding provides greater certainty of delivery of this programme and gives confidence for work to start on scheme delivery. There remains flexibility in the NATS programme to allow consideration of further schemes once the outcome of scheme identification work is known.

Table 3 – The Proposed Growth Programme for 2015/16

Project	Scheme Promoter	Scheme Total (£)	(£'s)			
	Funding source	Committed funding	15/16	16/17	17/18	18/19
Broadland						
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			
Norwich City						
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/Derham 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			
South Norfolk						
Roundhouse Way Interchange	NCC / South	500,000	50,000	450,000		

	Norfolk					
	LTB funding	(500,000)	(50,000)	(450,000)		
Eaton interchange	NCC / South Norfolk	100,000	25,000	75,000		
Longwater Scheme Development	NCC	2,000,000	750,000	750,000	500,000	
	LTB funding	(2,000,000)	(750,000)	(750,000)	(500,000)	
Total (£)		5,836,000	3,061,000	2,325,000	1,250,000	750,000
Identified Funding (£)		4,800,000	2,100,000	2,250,000	1,250,000	750,000
Pooled funding requirement (£)		1,036,000	961,000	75,000	0	0

8 Scheme Responsibility

8.1 The Greater Norwich Infrastructure Delivery Board will oversee day the day management of the Growth Programme. Responsibility for the planning, delivery and reporting of each scheme rests with the scheme promoter. It will be for the promoter to secure all consents and approvals required and manage the delivery and costs of the project. Scheme promoters will be required to give scheme progress reports to the Greater Norwich Infrastructure Delivery Board as a condition of drawing down pooled funding.

9. Future programmes

9.1 The Annual Business Plans have identified scheme preparation work and feasibility work required to get projects to a state for delivery in the 2015/16 Growth Programme.

9.2 The Annual Business Plans have identified 15 schemes that are likely to require development post 15/16 for timely delivery of the strategic infrastructure programme.

These are;

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

9.3 The programme development work for NATS and Green Infrastructure will determine a schedule of scheme preparation work. As referred to earlier in this report, that work is now underway and is looking to be expanded across the strategic infrastructure programme. These scheme preparation priorities will inform the existing prioritisation process and identify a lead for each scheme under development. The Growth Board authorities are represented on the established NATS and GI groups and these provide the forum for agreement of scheme preparation priorities.

9.5 Whilst funding for scheme development work may be recoverable as part of the capital cost of delivering the scheme this will depend on the preparatory work undertaken and will vary from scheme to scheme. The risk of cost recovery for preparatory work lies with the scheme promoter if the project is not formally committed for delivery.

9.6 The Board is asked to consider the schemes listed above and to recommend that these schemes go forward for feasibility/preparatory work by the responsible groups to prepare and inform future growth programmes.

10

Recommendations

- (i) Members of the Board note the progress on the 14/15 Growth Programme.
- (ii) Members of the Board approve the 2015/16 Growth Programme in Table 3 and on the conclusion of scheme preparatory work, additional schemes will be recommended for inclusion.
- (iii) Members of the Board endorse the 4 year NATS programme as set out in Appendix 2 and approve the use of £3,570,000 of pooled CIL to support delivery to 2018/19.
- (iv) The Greater Norwich Growth Board is asked to consider the schemes listed in section 9.2 of this report and recommend the responsible groups take them forward for feasibility/preparatory work to inform future growth programmes.

11. Issues and Risks

11.1 Other resource implications (staff, property)

The programme will be managed within existing resources and will require continued support for the Greater Norwich Growth team. Resources for project delivery will be the responsibility for the project promoter.

11.2 **Legal implications**

The pooling arrangements and the designation of an Accountable body are set out in the Joint Working Agreement.

11.3 **Risks**

The most significant risks are project cost and delivery risks. These remain with the project promoter.

11.4 **Equality**

No specific issues arising from the funding of the Growth Programme

11.5 **Human rights implications**

No specific issues arising from the funding of the Growth Programme

11.6 **Environmental implications**

Project promoters will be required to meet their own environmental obligations.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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Background papers

Greater Norwich Infrastructure Plan update July 2014

<http://www.gndp.org.uk/our-work/delivery/>

Broadland District Council Annual Business Plan

Available as part of Broadland District Council's committee reports here:

[http://www.broadland.gov.uk/bdc_shared_content/bdc/committee_papers/140930_FULL_Council\(1\).pdf](http://www.broadland.gov.uk/bdc_shared_content/bdc/committee_papers/140930_FULL_Council(1).pdf)

Norwich City Council Annual Business Plan

Available as part of Norwich City Council's committee reports here:

<http://www.norwich.gov.uk/CommitteeMeetings/Council/Document%20Library/118/GNGBAnnualGrowthProgramme.pdf>

South Norfolk Council Annual Business Plan

Available as part of South Norfolk Council's committee reports here:

<http://www.south-norfolk.gov.uk/CARMS/meetings/cab2014-09-15ag06.pdf>

ATTACHMENTS

Appendix 1 - Strategic Infrastructure Programme to 2026

Appendix 2 - Norwich Area Transportation Strategy, Pre-committed LGF Programme

Appendix 1 - Strategic Infrastructure Programme to 2026

Ref	Expenditure	Total	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Committed in 2014/15 Annual Growth Plan														
	Harrisons' Plantation	(35)	(15)	(5)	(5)	(5)	(5)							
	Harrisons' Plantation secured funding (S106)	35						35						
	Danby Wood	(35)	(35)											
	Marston Marsh	(30)	(30)											
	Earlham Millennium Green – Enhancement	(15)	(15)											
	Riverside Walk; improvement work	(70)	(40)	(30)										
	Riverside Walk secured funding	19	19											
	Marriott's Way	(60)	(60)											
	Norwich Health Walks	(40)	(20)	(20)										
Proposed in 2015/16 Annual Growth Programme														
GI	Earlham Millennium Green Path improvements	(66)		(66)										
GI	Marriott's Way	(250)		(250)										
NEGT	Salhouse Rd Sustainable Transport Corridor													
NEGT1	Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)	(30)	(30)											
NEGT2	Salhouse Rd Corridor Scheme delivery	(400)			(400)									
NEGT2	Repton Ave Link (Purple Pedalway)	(1,000)			(1,000)									
NEGT2	Repton Ave Link developer funding	1,000			1,000									
NEGT2	Repton Ave Link Scheme Identification	(20)	(20)											
NEGT3	Salhouse Road Walk/Cycle Route (Pink Pedalway)	(200)		(200)										
NEGT3	Salhouse Road Walk/Cycle Route Cycle City Ambition Grant funding	200		200										
NEGT4	North Walsham Road Core Bus Route Enhancements Scheme Identification	(10)		(10)										
NEGT4	North Walsham Road Core Bus Route Enhancements													
NEGT5	School Lane/ Chartwell Road/ Denton Road Toucan Crossing and associated works (Blue Pedalway)	(120)		(120)										
NEGT6	Broadland Way Scheme Development (pink pedalway extension)	(15)	(15)											
NEGT7	NE Norwich link road	(14,250)			(6,000)	(5,000)		(3,250)						
NEGT7	NE Norwich link road - developer funding	14,250			6,000	5,000		3,250						
YAR	Yarmouth Road Sustainable Transport Corridor													
YAR1	Yarmouth Rd Sustainable Transport Corridor Scheme Identification (BRT/Purple and Green Pedalways)	(20)		(20)										
YAR2	Lower Clarence Road													
YAR3	Rail Station Cycle Hub													
SW	A11 Sustainable Transport Corridor													
SW1	A11 sustainable transport corridor scheme identification (BRT/Blue and Pink pedalways)	(60)	(60)											
SW2	Roundhouse Way Bus Interchange	(500)		(50)	(450)									
SW3	Pink Pedalway Route Extension	(250)			(250)									
SW4	B1172 Bus/Cycle enhancements	(250)			(250)									
SW5	Thickthorn Scheme Development													
SW6	Thickthorn Scheme Development Eaton interchange	(100)		(25)	(75)									
DER	Dereham Road Sustainable Transport Corridor													
DER1	Extension to Longwater/Easton Scheme Identification (BRT/Green Pedalway)	(40)	(20)	(20)										
DER2	Guardian Road Traffic Signals Feasibility	(50)	(50)											
DER3	Guardian Road Traffic Signals Feasibility	(1,600)		(50)	(50)	(750)	(750)							
DER4	Longwater walk/cycle													
DER4	Longwater Scheme Development	(2,000)		(750)	(750)	(500)								
DER4	LTB funding: Longwater Scheme Development	2,000		750	750	500								
FAK	A1067 Sustainable Transport Corridor													
FAK1	A1067 Sustainable Transport Corridor Scheme Identification	(30)			(30)									
CC	City Centre Measures													
CC1	Golden Ball Street / All Saints Green Scheme Development	(125)	(125)											
CC1	CC1 delivery	(2,500)		(1,500)	(1,000)									
CC1a	Golden Ball Street (two-way for general traffic)	Incl above												
CC1b	Westlegate (remove right turn and pedestrianise)	Incl above												
CC1c	Bus only on All Saints Green	Incl above												
CC1d	Finkelgate/Queens Rd Junction	Incl above												
CC1e	Ber Street	Incl above												
CC1f	Farmers Ave Two Way	Incl above												
CC2	POW Rd, Rose Lane, Ag Hall Plain	(5,100)				(1,100)	(2,000)	(2,000)						
CC2a	Prince of Wales Road (two-way bus only)	Incl above												
CC2b	Rose Lane (two-way for general traffic)	Incl above												
CC2c	Agricultural Hall Plain (bus only)	Incl above												
IPS/CRO	A140 Corridor													
CRO1	A140 Corridor scheme identification (BRT/Yellow Pedalway)	(60)		(60)										
IPS1	Yellow Pedalway - Lakenham Way Improvements	(119)	(19)	(100)										
IPS1	Yellow Pedalway - Lakenham Way (S106)	119	19	100										
IPS3	Bus priority Harford A47 Junction				(100)	(100)	(1,100)	(450)						
	NATS LTP Committed	(735)		(205)	(155)	(150)	(225)							
	NATS LTP Committed Funding	735		205	155	150	225							
	Income - LTB City Centre	7,000		1,050	1,850	1,850	2,250							
	Income Future LGF	2,000						2,000						
Indicative delivery 16/17														
IPS2	Long Stratton Transport Infrastructure Package	(20,000)			(5,000)	(10,000)	(5,000)							
	Long Stratton funding package					5,000	5,000							
	Long Stratton bypass	Incl above												
	Hempnall Crossroads	Incl above												
	Long Stratton town centre enhancements	Incl above												
S106	Secondary School (Hethersett) - phase I expansion	(870)			(870)									
	Hethersett secondary school funding s106	870			870									
S106	Secondary School (Wymondham) and community space - phase 1a	(1,200)			(1,200)									
	Wymondham secondary school funding s106	1,200			1,200									
T10.2	Yarmouth Road Sustainable Transport Corridor Future Delivery (BRT/Purple and Green Pedalways)	(2,000)			(2,000)									
	Broadland Gate S106 Est	1,000												
T5	NATS - Longwater funding requirement dependent on scheme development	-												
T8	A1067 Sustainable Transport Corridor Future GI delivery	(1,000)			(1,000)									
	Funding for Green Infrastructure	(3,780)			(3,780)									
	Funding for Green Infrastructure	60			60									
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(250)			(250)									
CF1	Community Space, library, sports (Broadland)	(540)			(540)									
CF2	Community Space, library, sports (Norwich)	(1,080)			(1,080)									
Indicative delivery 17/18														
T4	NATS - Thickthorn	(85,000)				(15,000)	(25,000)	(25,000)	(20,000)					
	Highways Agency FS funding A47	85,000				15,000	25,000	25,000	20,000					
	A11 Sustainable Transport Corridor Future Delivery (BRT/ Pink and Blue Pedalways)													
	Future GI delivery	(3,780)				(3,780)								
	Funding for Green Infrastructure	60				60								
	Yarmouth Road Sustainable Transport Corridor Future Delivery (BRT/Purple and Green Pedalways)	(2,000)				(2,000)								
T8	A1067 Sustainable Transport Corridor	(1,000)				(1,000)								
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(250)				(250)								

Indicative delivery 18/19														
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(500)												
	Yarmouth Road Sustainable Transport Corridor Future Delivery (BRT/Purple and Green Pedalways)	(2,000)	-											
T10.2	A1067 Sustainable Transport Corridor	(1,000)	-											
T8	Future GI delivery	(3,780)												
	Funding for Green Infrastructure	60												
EDU 21/s106	New Primary School (Hethersett)	(5,140)	-											
EDU 2	Primary School (inside NDR - Beyond Green)	(5,140)	-											
EDU11	Primary School (Norwich)	(5,140)	-											
EDU23	Secondary School (Hethersett/Cringleford/Wymondham/Easton/Costessey)	(2,500)	-											
CF2	Community Space, library, sports (Norwich)	(540)												
	New primary schools funding	5,400												
	Norwich primary school funding s106	5,140												
Indicative delivery 19/20														
EDU 14/s106	New Primary School (Wymondham)	(5,140)	-											
EDU7	Secondary School (NEGT)	(13,000)	-											
	New secondary schools funding	6,000												
	Wymondham primary school funding s106	5,140												
T8	A1067 Sustainable Transport Corridor	(1,000)	-											
	Future GI delivery	(3,780)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(500)	-											
	Future city centre NATS measures	(724)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(500)	-											
	Future city centre NATS measures	(724)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(500)	-											
	Future city centre NATS measures	(724)												
	Funding for Green Infrastructure	60												
EDU 3	Primary School (Rackheath)	(5,140)	-											
CF1	Community Space, library, sports (Broadland)	(1,440)												
CF2	Sports Hall	(2,000)												
	New primary schools funding	5,400												
Indicative delivery 20/21														
T8	A1067 Sustainable Transport Corridor	(1,000)	-											
	Future GI delivery	(3,780)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(500)	-											
	Future city centre NATS measures	(724)												
	Funding for Green Infrastructure	60												
EDU 3	Primary School (Rackheath)	(5,140)	-											
CF1	Community Space, library, sports (Broadland)	(1,440)												
CF2	Sports Hall	(2,000)												
	New primary schools funding	5,400												
Indicative delivery 21/22														
T8	A1067 Sustainable Transport Corridor	(1,000)	-											
	Future GI delivery	(3,780)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(1,000)	-											
	Future city centre NATS measures	(724)												
	Funding for Green Infrastructure	60												
EDU 18	Primary School (Cringleford)	(2,300)	-											
EDU22	New Primary School (Easton)	(2,500)	-											
EDU25	New Primary School (Long Stratton)	(5,140)	-											
Indicative delivery 22/23														
T8	A1067 Sustainable Transport Corridor	(1,000)	-											
	Future GI delivery	(3,780)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(1,000)	-											
	Future city centre NATS measures	(724)												
	Funding for Green Infrastructure	60												
CF1	Community Space, library, sports (Broadland)	(2,540)												
CF3/4/5	Community Space, library, sports (South Norfolk)	(5,460)												
Indicative delivery 23/24														
T8	A1067 Sustainable Transport Corridor	(1,000)	-											
	Future GI delivery	(3,780)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(2,000)	-											
	Future city centre NATS measures	(724)												
	Secondary School													
EDU23	(Hethersett/Cringleford/Wymondham/Easton/Costessey)	(2,500)	-											
EDU5	New Primary School (NEGT)	(5,140)	-											
EDU6	New Primary School (NEGT)	(5,140)	-											
	New primary schools funding	10,800												
Indicative delivery 24/25														
T10.2	Yarmouth Road Sustainable Transport Corridor Future Delivery (BRT/Purple and Green Pedalways)	(2,000)	-											
T8	A1067 Sustainable Transport Corridor	(1,000)	-											
	Future GI delivery	(3,780)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(2,000)	-											
	Future city centre NATS measures	(724)												
EDU7	Secondary School (NEGT)	(13,000)	-											
	New secondary schools funding	6,000												
Indicative delivery 25/26														
T10.2	Yarmouth Road Sustainable Transport Corridor Future Delivery (BRT/Purple and Green Pedalways)	(2,000)	-											
T8	A1067 Sustainable Transport Corridor	(1,000)	-											
	Future GI delivery	(3,780)												
	Funding for Green Infrastructure	60												
T12	A140 Sustainable Transport Corridor Future Delivery (BRT/ Yellow Pedalway)	(2,000)	-											
	Future city centre NATS measures	(724)												
	Funding for Green Infrastructure	60												
CF2	Community Space, library, sports (Norwich)	(1,440)												
CF1	Community Space, library, sports (Broadland)	(540)												
NATs - NDR and Postwick														
T2, T2a&T2b	NATs - NDR & Postwick Hub	(139,330)	(29,850)	(27,650)	(63,500)	(16,680)	(1,000)	(650)	-	-	-	-	-	-
	DfT funding for NDR	84,100	21,600	19,000	43,500				-	-	-	-	-	-
	NCC funding Reserve/ Other borrowing	20,000	8,250	8,650	3,100				-	-	-	-	-	-
Funding Summary														
	Revenue		(320)	(110)	(30)	-	-	-	-	-	-	-	-	-
	Unfunded Capital Balance		(196)	(1,066)	(31,220)	(25,455)	(17,745)	(14,009)	(9,124)	(16,384)	(14,444)	(9,424)	(16,444)	(11,424)
	Pooled CIL Projection	102,268	573	2,292	7,247	10,567	11,897	12,168	11,955	11,263	10,767	9,824	7,591	6,125
	Surplus/(Deficit)		377	1,226	(23,973)	(14,888)	(5,848)	(1,841)	2,831	(5,121)	(3,677)	400	(8,853)	(5,299)
	Cash Flow		377	1,603	(22,370)	(37,258)	(43,106)	(44,947)	(42,116)	(47,237)	(50,915)	(50,515)	(59,367)	(64,667)

Appendix 2 - 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							
Sustainable 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							
Sustainable Transport Corridor Scheme Identification (BRT/Green Pedalway)	YAR1	(20)		(20)				
Lower Clarence Road	YAR2	-						
Rail Station Cycle Hub	YAR3	-						
Broadland Gate S106 Est		-						
		-						
A11 Sustainable Transport Corridor	SW							
Sustainable 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							
Connection 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		-						
Hemphall 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 Local Infrastructure Fund
*Sandra Eastaugh, Infrastructure and Economic Growth Manager,
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Summary

This report provides an update on the Greater Norwich Local Infrastructure Fund. It summarises progress on the applications which were approved in principle at the July Board. A business case for Beeston Park: North Walsham Road Corridor has been submitted and is recommended for approval in principle. The report provides a financial profile of proposals so far and gives an update on the second bidding round.

Recommendations

- (i) Members of the Board note progress on the proposals approved in principle at the Board Meeting on 31 July 2014
- (ii) Members of the Board agree that subject to further detailed financial scrutiny under item 8 on the agenda the proposal be approved in principle and authorise negotiations to commence between the accountable body and the applicant to prepare a loan agreement.

1. Introduction

- 1.1 The Local Infrastructure Fund (LIF) has been established through the Greater Norwich City Deal. The City Deal provides access to £20m of Public Works Loan Board (PWLB) borrowing to provide loans to developers for infrastructure required to unlock on site delivery.
- 1.2 The initial call for expressions of interest was made in April 2014 and seven applications were received. Of the seven, six were invited to submit full business cases. Of those six, one was withdrawn and three full Business cases were submitted. These three business cases were subject to financial appraisal for consideration by The Greater Norwich Growth Board (GNGB) at its meeting on 31 July 2014.
- 1.3 The remaining two applications were invited to submit full business cases for financial appraisal to be considered at this meeting.

2. Update on projects agreed in principle on 31 July 2014 (Round 1A)

Three applications were approved in principle, subject to recommendations, at the 31 July Board. These were:

- Bowthorpe Threescore – Norwich City Council
- Deal Ground – Serruys Property Company Ltd.
- South Wymondham – Endurance Estates Strategic Land Ltd.

The firm that carried out the independent financial appraisals has been retained to prepare the loan agreements. The views of the Board on the applications will be taken into account in drafting the agreements. In all cases the agreements will incorporate provisions to review the loan should the scheme not progress. The agreements will be between the applicant, the Growth Board and Norfolk County Council as Accountable Body.

Bowthorpe Threescore

A draft offer letter has been sent to the applicant.

Deal Ground

Discussions are ongoing between Norwich City Council and Serruys Property Company Ltd. on the pre-agreed parameters. A provision will be included to withdraw the offer if development does not progress at an agreed rate.

South Wymondham

Negotiations have commenced on draft terms and mechanisms to provide appropriate security for the loan.

3. Round 1B progress update

3.1 As reported to the Board on 31 July, two proposals, Beeston Park: North Walsham Road Corridor and North Walsham Road Link requested further time to submit their business cases. A full business case has been received and a financial appraisal carried out on the Beeston Park: North Walsham Road Corridor proposal. The expected business case for a North Walsham Road Link was not received by the deadline required. If a full business case is submitted, the next opportunity for it to be considered by the Board will be March 2015

3.2 **Project summary, Beeston Park: North Walsham Road Corridor**
Beyond Green have applied for £5m of funding to deliver the new North Walsham Road Corridor. The infrastructure will help accelerate the delivery of at least 600 homes, supporting 674 person-years of construction employment and 166 FTE operational jobs. The project is proposed to commence in July 2015 and the loan repaid by 2019.

4 Financial profile of proposals

Table 1 provides a summary of proposed fund drawdown and repayment of the approved projects and the project proposed for approval at this meeting. The profiles are drawn from the applicants' information.

Table 1 - Financial Profile

Greater Norwich Growth Board										
Local Infrastructure Fund – Phase 1 application process										
	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Funding Requirement/ Loan value										
South Wymondham development infrastructure package		1,500	2,000							3,500
North Sprowston & Old Catton: North Walsham Road Corridor	500	3,750	750							5,000
Bowthorpe Threescore		1,900								1,900
Deal Ground Norwich		2,520	960							3,480
	500	9,670	3,710							13,880
Repayment										
South Wymondham development infrastructure package					(1,000)	(1,000)	(1,000)	(500)		(3,500)
North Sprowston & Old Catton: North Walsham Road Corridor			(450)	(1,375)	(1,525)	(1,650)				(5,000)
Bowthorpe Threescore			(1,900)							(1,900)
Deal Ground Norwich				(1,000)	(1,000)	(1,000)	(480)			(3,480)
Repayment			(2,350)	(2,375)	(3,525)	(3,650)	(1,480)	(500)		(13,880)
Net Position	500	9,670	1,360	(2,375)	(3,525)	(3,650)	(1,480)	(500)		
Cummulative Position	500	10,170	11,530	9,155	5,630	1,980	500			

- 4.1 The projected profile for the schemes indicates that subject to approval this proposal can be accommodated within the current scope of the Local Infrastructure Fund. Table 1 shows that the approved funding up-take is highest in 2016 at £11.53m, indicating that there is still opportunity for further projects to benefit from the £20m fund.

5. LIF Round 2

- 5.1 A further call for schemes is being made for unallocated funding and will close on 31 October. Schemes that were unsuccessful in the first round are able to reapply.

Round 2 Timetable

8 Oct 2014	EOI letters out to interested parties
31 Oct 2014	Closing date for expressions of interest.
7 Nov 2014	Greater Norwich Infrastructure Delivery Board (Directors) Shortlist schemes for full scheme appraisal
30 Jan 2015	Full Business case submission closing date
6 March 2015	Greater Norwich Infrastructure Delivery Board (Directors) Recommendation of schemes for consideration by the Board
26 March 2015	GNGB consideration of applications

6. Recommendations

- (i) Members of the Board note progress on the proposals approved in principle at the Board Meeting on 31 July 2014
- (ii) Members of the Board agree that subject to further detailed financial scrutiny under item 8 on the agenda the proposal be approved in principle and authorise negotiations to commence between the accountable body and the applicant to prepare a loan agreement.

7. Issues and Risks

7.1 Other resource implications (staff, property)

The fund will be managed within existing resources and will require continued support from the Greater Norwich Projects Team.

7.2 Legal implications

All schemes will be assessed by the Greater Norwich Growth Board and the organisation named in the Business Case will be required to enter into a legal contract with Norfolk County Council, the Accountable Body for the funding.

7.3 Risks

Each loan will be subject to financial appraisal and appropriate risk mitigation will be written in to the individual conditions of offer as set out in the Local Infrastructure Fund governance document.

7.4 Equality

No specific issues arising from the award of LIF funding towards a scheme
Each scheme will be required to meet its obligations under relevant legislation.

7.5 Human rights implications

No specific issues arising from the award of LIF funding towards a scheme.
Each scheme will be required to meet its obligations under relevant legislation.

7.6 Environmental implications

No specific issues arising from the award of LIF funding towards a scheme.
Each scheme will be required to meet its obligations under relevant legislation.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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