

**Growth Programme 2015/16**

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

#### 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			
<b>Cumulative position</b>	<b>£74,690</b>	<b>£1,082,440</b>	<b>£3,702,550</b>			

### 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
<b>Broadland</b>						
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			
<b>Norwich City</b>						
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			
<b>South Norfolk</b>						
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)	
<b>Total (£)</b>		<b>5,836,000</b>	<b>3,061,000</b>	<b>2,325,000</b>	<b>1,250,000</b>	<b>750,000</b>
<b>Identified Funding (£)</b>		<b>4,800,000</b>	<b>2,100,000</b>	<b>2,250,000</b>	<b>1,250,000</b>	<b>750,000</b>
<b>Pooled funding requirement (£)</b>		<b>1,036,000</b>	<b>961,000</b>	<b>75,000</b>	<b>0</b>	<b>0</b>

## 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.

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### **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:

<b>Name</b>	<b>Telephone Number</b>	<b>Email address</b>
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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
<b>Committed in 2014/15 Annual Growth Plan</b>														
	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)										
<b>Proposed in 2015/16 Annual Growth Programme</b>														
GI	Earlham Millennium Green Path improvements	(66)		(66)										
GI	Marriott's Way	(250)		(250)										
NEGT	<b>Salhouse Rd Sustainable Transport Corridor</b>													
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	<b>Yarmouth Road Sustainable Transport Corridor</b>													
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	<b>A11 Sustainable Transport Corridor</b>													
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	<b>Dereham Road Sustainable Transport Corridor</b>													
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	<b>A1067 Sustainable Transport Corridor</b>													
FAK1	A1067 Sustainable Transport Corridor Scheme Identification	(30)			(30)									
CC	<b>City Centre Measures</b>													
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	<b>A140 Corridor</b>													
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						
<b>Indicative delivery 16/17</b>														
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	(1,000)			(1,000)									
	Future GI delivery	(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)									
<b>Indicative delivery 17/18</b>														
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)					3,300								
	Future GI delivery	(3,780)				(3,780)								
	Funding for Green Infrastructure	60				60								
T10.2	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)								

<b>Indicative delivery 18/19</b>														
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												
<b>Indicative delivery 19/20</b>														
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)												
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												
<b>Indicative delivery 20/21</b>														
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)												
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												
<b>Indicative delivery 21/22</b>														
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)												
EDU 18	Primary School (Cringleford)	(2,300)	-											
EDU22	New Primary School (Easton)	(2,500)	-											
EDU25	New Primary School (Long Stratton)	(5,140)	-											
<b>Indicative delivery 22/23</b>														
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)												
CF1	Community Space, library, sports (Broadland)	(2,540)												
CF3/4/5	Community Space, library, sports (South Norfolk)	(5,460)												
<b>Indicative delivery 23/24</b>														
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)												
EDU23	Secondary School (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												
<b>Indicative delivery 24/25</b>														
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												
<b>Indicative delivery 25/26</b>														
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)												
CF2	Community Space, library, sports (Norwich)	(1,440)												
CF1	Community Space, library, sports (Broadland)	(540)												
<b>NATs - NDR and Postwick</b>														
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				-	-	-	-	-	-
<b>Funding Summary</b>														
	Revenue		(320)	(110)	(30)	-	-	-	-	-	-	-	-	-
	<b>Unfunded Capital Balance</b>		<b>(196)</b>	<b>(1,066)</b>	<b>(31,220)</b>	<b>(25,455)</b>	<b>(17,745)</b>	<b>(14,009)</b>	<b>(9,124)</b>	<b>(16,384)</b>	<b>(14,444)</b>	<b>(9,424)</b>	<b>(16,444)</b>	<b>(11,424)</b>
	<b>Pooled CIL Projection</b>	<b>102,268</b>	<b>573</b>	<b>2,292</b>	<b>7,247</b>	<b>10,567</b>	<b>11,897</b>	<b>12,168</b>	<b>11,955</b>	<b>11,263</b>	<b>10,767</b>	<b>9,824</b>	<b>7,591</b>	<b>6,125</b>
	<b>Surplus/(Deficit)</b>		<b>377</b>	<b>1,226</b>	<b>(23,973)</b>	<b>(14,888)</b>	<b>(5,848)</b>	<b>(1,841)</b>	<b>2,831</b>	<b>(5,121)</b>	<b>(3,677)</b>	<b>400</b>	<b>(8,853)</b>	<b>(5,299)</b>
	<b>Cash Flow</b>		<b>377</b>	<b>1,603</b>	<b>(22,370)</b>	<b>(37,258)</b>	<b>(43,106)</b>	<b>(44,947)</b>	<b>(42,116)</b>	<b>(47,237)</b>	<b>(50,915)</b>	<b>(50,515)</b>	<b>(59,367)</b>	<b>(64,667)</b>

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

	Ref	Total	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
<b>Salhouse Rd Sustainable Transport Corridor</b>	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
		-						
<b>Yarmouth Road Sustainable Transport Corridor</b>	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		-						
		-						
<b>A11 Sustainable Transport Corridor</b>	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)			
		-						
<b>Dereham Road Sustainable Transport Corridor</b>	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)		
		-						
<b>BRT Fakenham Road/Drayton High Road</b>	FAK							
Fakenham Rd BRT Feasibility (Scheme Identification) - revenue	FAK1	(30)			(30)			
		-						
<b>City Centre Measures</b>	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	-						
		-						
<b>A140 Corridor IPS/CRO</b>								
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)
		-						
<b>Other NATS</b>								
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
<b>costs</b>							
Total Cost	(30,995)		(3,110)	(10,510)	(7,600)	(4,075)	(5,700)
Scheme development		(313)	(110)	(30)	-	-	-
<b>Capital Cost</b>	<b>(30,855)</b>		<b>(3,000)</b>	<b>(10,480)</b>	<b>(7,600)</b>	<b>(4,075)</b>	<b>(5,700)</b>
<b>income</b>							
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
<b>CIL requirement</b>	<b>(3,570)</b>		<b>(695)</b>	<b>(725)</b>	<b>(100)</b>	<b>(1,600)</b>	<b>(450)</b>
NATS LTP Uncommitted			200	100	300	300	