

Greater Norwich Growth Board

Greater Norwich Growth Programme

November 2014



NORWICH
City Council



Norfolk County Council

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

Introduction

1. The Greater Norwich City Deal was signed with Government in December 2013. To help achieve our growth ambitions 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 Community Infrastructure Levy (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.
2. The Greater Norwich Growth Board has responsibility for assembling the Growth Programme from the three Annual Business Plans of Broadland District Council, Norwich City Council and South Norfolk Council, whilst also taking account of any further schemes for delivery across the area which may arise in response to mainstream funding decisions.
3. The first Growth Programme for 2014/15 was approved by the Greater Norwich Growth Board on 31 July 2014 and covers the 6 month period to the end of this financial year. On 8 October 2014, the Greater Norwich Growth Board approved the growth programme for 2015/16 that incorporates the programme already approved for 14/15 and sets out further schemes to be delivered and the sources of funding including the use of pooled CIL contributions.
4. The approved Growth Programme for 2015/16 supports a longer term programme of Norwich Area Transportation Strategy (NATS) projects that has been developed in response to funding announcements from government. The NATS programme identifies schemes for delivery from the Growth Fund, supported by pooled CIL contributions, to 2019/20.
5. Alongside the significant strategic projects identified for pooled funding in the growth programme there are other schemes identified as being essential to the delivery of planned growth. Schemes currently underway include:
 - city centre bus enhancements funded by a combination of Better Bus grant and local transport funding,
 - cycle improvements supported by Cycle City Ambition grant, local authority and developer funding; and
 - major improvements to Postwick Junction funded by the Department for Transport and Norfolk County Council.
6. Funding for strategic infrastructure delivery has also been secured through developer contributions and significant schemes include a new primary school at Trowse, the expansion of Hethersett High School, and expansion of Wymondham Academy.
7. As funding has already been secured, these projects are not shown in the annual growth programme as they do not require pooled funding support for delivery. These projects are important to support the growth agenda and the full infrastructure delivery plan can be found in the Greater Norwich

Infrastructure Plan (GNIP) which is kept under review and an updated version will be published in March 2015.

The Growth Programme

8. The approved Growth Programme for 2015/16 includes the schemes already approved in the 2014/15 Programme. Table 1 below provides a comprehensive list of the schemes approved for delivery and shows the full scheme cost and the year that delivery will commence. A summary of each scheme can be found at Appendix 1.

Table 1: Schemes included in the Growth Programme

Ref	Scheme	Total scheme cost	Commence-ment date
GP1	Harrisons' Plantation	£35,000	2014/15
GP2	Danby Wood	£35,000	2014/15
GP3	Marston Marsh	£30,000	2014/15
GP4	Earlham Millennium Green	£15,000	2014/15
GP5	Riverside Walk; improvement work	£70,000	2014/15
GP6	Marriott's Way	£60,000	2014/15
GP7	Norwich Health Walks	£40,000	2014/15
GP8	Salhouse Road Walk/Cycle Route	£200,000	2015/16
GP9	Blue Pedalway – School Lane/ Chartwell Road/ Denton Road – Toucan Crossing and associated works	£120,000	2015/16
GP10	Golden Ball St	£2,500,000	2015/16
GP11	Yellow Pedalway	£100,000	2015/16
GP12	Guardian Road/Dereham Road junction improvements	£1,650,000	2015/16
GP13	Earlham Millennium Green Path improvements	£66,000	2015/16
GP14	Marriott's Way	£250,000	2015/16
GP15	Eaton interchange	£100,000	2015/16
GP16	Roundhouse Way Interchange	£500,000	2015/16
GP17	Longwater Scheme Development	£2,000,000	2015/16

9. The full Greater Norwich Growth Programme provides a more detailed breakdown of cost and funding sources for each scheme and is available at Appendix 2.

Approval

10. The programme is reported to each of the Growth Board partners for approval of the combined Growth Programme. The meeting dates for each authority are;

Broadland District Council	22 January 2015
Norwich City Council	27 January 2015
South Norfolk Council	15 December 2014
Norfolk County Council	26 January 2015

The Growth Programme will also be approved by the members of the New Anglia LEP Board in December 2014.

Delivery and Monitoring

11. Delivery of the programme is the responsibility of the Greater Norwich Infrastructure Delivery Board (IDB). Promoters will be responsible for providing information on individual schemes to the IDB. The IDB will consider in year changes to the programme based on their monitoring of progress and the outcome of ongoing scheme identification work.
12. The IDB will report progress on programme delivery to the meetings of the Greater Norwich Growth Board.

Greater Norwich Growth Programme Project Summary

Growth Programme reference	Project Description
GP1	<p>Harrisons' Plantation, Salhouse Road, Norwich</p> <p>A need for strategic improvements around Mousehold Heath has been identified through the Joint Core Strategy to manage the impacts of planned growth. Public access and improvements to Harrisons Plantation, The Breck and Boar Plantation will help to improve connections from Mousehold Heath to the Broads, contributing to an eventual continuous corridor extending to the Broads buffer/ sensitivity zone and beyond.</p>
GP2	<p>Danby Wood, Marston Lane, Norwich</p> <p>Enhancement of Danby Wood Local Nature Reserve for site users and wildlife. Make the site more resilient to cope with increased usage generated by growth in the area and to extreme weather events and provide improved links to strategic green infrastructure in the Yare Valley with access improvements, protecting the sites' biodiversity interest and enhanced potential for educational use.</p>
GP3	<p>Marston Marsh</p> <p>Enhancement of Marston Marsh, a defined Local Nature Reserve and County Wildlife Site, for site users and wildlife. Make the site more resilient to cope with increased usage generated by growth in the area and to extreme weather events, including access improvements, protecting the sites' biodiversity interest and enhanced potential for educational use.</p>
GP4	<p>Earlham Millennium Green</p> <p>Enhancement of Earlham Millennium Green for site users and wildlife. Make the site more resilient to cope with increased usage generated from nearby developments, especially Three Score. Creation of high quality open space and wildlife area, improvements to access and enhanced potential for educational use.</p>
GP5	<p>Riverside Walk</p> <p>Improvement work to river banks, seating and interpretation, leading to improved usability, and attractiveness of the Wensum riverside walk</p>
GP6	<p>Marriott's Way</p> <p>Improvement to the section of Marriott's Way from Thorpe Marriott to Norwich City Centre including improvements to the cycle path, improving signage and safety. Aims to increase the number of commuting trips by cycle to the city centre taking cars off roads, reducing congestion, reducing pollution and providing longer-term health and wellbeing benefits.</p>
GP7	<p>Norwich Health Walks</p> <p>Provides connections between the Yare Valley and the wider countryside; creating an asset for the Norfolk and Norwich Hospital and its visitors and patients. Contributing to public physical and mental health through recreation. Includes access and open space improvements.</p>
GP8	<p>Earlham Millennium Green Path Improvements</p> <p>Enhancement of Earlham Millennium Green for site users and wildlife.</p>

Growth Programme reference	Project Description
	This project is a further phase of the project approved for inclusion in the 14/15 Growth Programme.
GP9	<p>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.</p>
GP10	<p>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. This scheme is fully 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.</p>
GP11	<p>Chartwell Road/Denton Road Toucan Crossing Part of the Blue Pedalway route which links the city centre with the North East Growth Triangle (NEGT).</p>
GP12	<p>Roundhouse Way Bus Interchange 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</p>
GP13	<p>Eaton Bus Interchange 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</p>
GP14	<p>Guardian Road/Dereham Road junction improvements Improvements at the junction of the junction of the Dereham Road BRT corridor and the Outer Ring Road to overcome local congestion and improve conditions for public transport, cycling and walking.</p>
GP15	<p>Longwater Scheme Development The scheme has been prioritised for funding by the Local Transport Body and was allocated £1m devolved major scheme funding to bring forward a scheme. The county council has completed strategic work in the area and identified a preferred strategy to overcome the issues and bring forward growth. Further scheme development work on the longer-term solution is required</p>
GP16	<p>Golden Ball St / Westlegate, Norwich This scheme builds 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.</p>
GP17	<p>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.</p>

GREATER NORWICH GROWTH PROGRAMME 2015/16

Ref	Expenditure	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
APPROVED												
2014/15 Growth Programme												
GP1	Harrisons' Plantation	(35)		(15)	(5)	(5)	(5)	(5)				
	Harrisons' Plantation secured funding (S106)	35							35			
GP2	Danby Wood	(35)		(35)								
GP3	Marston Marsh	(30)		(30)								
GP4	Earlham Millennium Green – Enhancement	(15)		(15)								
GP5	Riverside Walk; improvement work	(70)		(40)	(30)							
	Riverside Walk secured funding	19		19								
GP6	Marriott's Way	(60)		(60)								
GP7	Norwich Health Walks	(40)		(20)	(20)							
2015/16 Growth Programme												
GP8	Earlham Millennium Green Path improvements	(66)			(66)							
GP9	Marriott's Way	(250)			(250)							
	Salhouse Rd Sustainable Transport Corridor											
	Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)	(30)		(30)								
	Salhouse Rd Corridor Scheme delivery	(400)			-	(400)						
	Repton Ave Link (Purple Pedalway)	(1,000)				(1,000)						
	Repton Ave Link developer funding	1,000				1,000						
	Repton Ave Link Scheme Identification	(20)		(20)								
GP10	Salhouse Road Walk/Cycle Route (Pink Pedalway)	(200)			(200)							
	Salhouse Road Walk/Cycle Route Cycle City Ambition Grant funding	200			200							
	North Walsham Road Core Bus Route Enhancements Scheme Identification	(10)			(10)							
	North Walsham Road Core Bus Route Enhancements											
GP11	School Lane/ Chartwell Road/ Denton Road Toucan Crossing and associated works (Blue Pedalway)	(120)			(120)							
	Broadland Way Scheme Development (pink pedalway extension)	(15)		(15)								
	NE Norwich link road	(14,250)			-	(6,000)	(5,000)		(3,250)			
	NE Norwich link road - developer funding	14,250			-	6,000	5,000		3,250			
	Yarmouth Road Sustainable Transport Corridor											
	Yarmouth Rd Sustainable Transport Corridor Scheme Identification (BRT/Purple and Green Pedalways)	(20)			(20)							
	Lower Clarence Road											
	Rail Station Cycle Hub											
	A11 Sustainable Transport Corridor											
	A11 sustainable transport corridor scheme identification (BRT/Blue and Pink pedalways)	(60)		(60)								
GP12	Roundhouse Way Bus Interchange	(500)			(50)	(450)						
	Pink Pedalway Route Extension	(250)				(250)						
	B1172 Bus/Cycle enhancements	(250)				(250)						
GP13	Thickthorn Scheme Development											
	Thickthorn Scheme Development											
	Eaton interchange	(100)			(25)	(75)						
	Dereham Road Sustainable Transport Corridor											
	Extension to Longwater/Easton Scheme Identification (BRT/Green Pedalway)	(40)		(20)	(20)							
GP14	Guardian Road Traffic Signals Feasibility	(50)		(50)								
	Guardian Road Traffic Signals Feasibility	(1,600)			(50)	(50)	(750)	(750)				
GP15	Longwater walk/cycle											
	Longwater Scheme Development	(2,000)			(750)	(750)	(500)					
	LTB funding: Longwater Scheme Development	2,000			750	750	500					
	A1067 Sustainable Transport Corridor											
	A1067 Sustainable Transport Corridor Scheme Identification	(30)				(30)						
	City Centre Measures											
GP16	Golden Ball Street / All Saints Green Scheme Development	(125)		(125)								
	Golden Ball Street / All Saints Green Scheme	(2,500)			(1,500)	(1,000)						
	Golden Ball Street (two-way for general traffic)	Incl above										
	Westlegate (remove right turn and pedestrianise)	Incl above										
	Bus only on All Saints Green	Incl above										
	Finkelgate/Queens Rd Junction	Incl above										
	Ber Street	Incl above										
	Farmers Ave Two Way	Incl above										
	POW Rd, Rose Lane, Ag Hall Plain	(5,100)					(1,100)	(2,000)	(2,000)			
	Prince of Wales Road (two-way bus only)	Incl above										
	Rose Lane (two-way for general traffic)	Incl above										
	Agricultural Hall Plain (bus only)	Incl above										
GP17	A140 Corridor											
	A140 Corridor scheme identification (BRT/Yellow Pedalway)	(60)			(60)							
	Yellow Pedalway - Lakenham Way Improvements	(119)		(19)	(100)							
	Yellow Pedalway - Lakenham Way (S106)	119		19	100							
	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			
Approved Growth Programme Funding Summary												
	Revenue		-	(320)	(110)	(30)	-	-	-			
	Total Approved Capital Cost	(30,721)		(215)	(3,166)	(10,330)	(7,455)	(3,855)	(5,700)			
	Identified Funding	26,088		19	1,584	9,600	7,350	2,250	5,285			
	Pooled Funding Requirement	(4,117)		(196)	(1,066)	(730)	(105)	(1,605)	(415)			
	Pooled CIL Projection	40,665				8,138	11,011	10,838	10,678			
	Actual CIL income	75	75									
	Current year predicted CIL	1,008		1,008								
	15/16 CIL estimate	2,620			2,620							
	CIL income trajectory	44,368	75	1,008	2,620	8,138	11,011	10,838	10,678			
	Yearly Pooled CIL Surplus/(Deficit)	40,251	75	812	1,554	7,408	10,906	9,233	10,263			
	Cumulative Pooled CIL Surplus/(Deficit)	-	75	886	2,441	9,849	20,754	29,987	40,251			