

Greater Norwich

Growth Board

Greater Norwich Growth Programme

October 2017

Introduction

1. The Greater Norwich City Deal was signed with the Government in December 2013. To help achieve our growth ambitions the City Deal agreed a strategic infrastructure programme supported through Government-approved access to borrowing at a preferential rate and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund (IIF). Decisions on delivery and pooled funding support for the strategic infrastructure 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 Joint Five Year Infrastructure Investment Plan developed by Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council, whilst also taking account of any further schemes for delivery across the area which may arise in response to mainstream funding decisions. The Growth Programme identifies schemes to be prioritised for delivery and to be funded either wholly or in part from the Infrastructure Investment Fund.
3. On 25 May 2017 the Greater Norwich Growth Board approved seventeen new schemes for inclusion in the 2017/18 Growth Programme. The 2017/18 Programme also incorporates schemes for delivery over more than one financial year approved in previous Programmes.
4. The 2017/18 Growth Programme approved by the Growth Board supports the longer term programme of Norwich Area Transportation Strategy (NATS) projects that have been developed in response to funding announcements from government. The NATS programme identifies schemes for delivery from Growth Deal, supported by pooled CIL contributions, to 2019/20.
5. The Growth Programme also reaffirms the commitment to borrow funds as and when required to support the delivery of significant infrastructure projects including the Long Stratton Bypass and other transportation improvement measures. The Northern Distributor Road has already drawn down £40m from this facility.
6. 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 and A11 corridor transport improvements and improvements at Longwater junction funded by Growth Deal,
 - cycle improvements supported by Cycle City Ambition Grant, Local Authority and developer funding; and
 - Other improvements planned at Thickthorn junction as well as dualling schemes between North Tuddenham and Easton and Blofield and Burlingham through the Roads Investment Strategy.
7. Funding for strategic infrastructure delivery has also been secured through developer contributions.
8. 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 was published in March 2017.

The Growth Programme

9. The Growth Programme for 2017/18 includes schemes already approved in the previous Programmes. Table 1 below provides a comprehensive list of the schemes identified for delivery during these periods and shows the IIF cost and the year that delivery will commence. A summary of each scheme can be found at Appendix A.

Table 1: Schemes included in the Growth Programme

Ref	Scheme	IIF committed	Date
	Completed projects		£147,519.18
1	Harrisons' Wood	£45,000 ¹	2014/15
4	Earlham Millennium Green	£15,000	Inc. in GP8
5	Riverside Walk; improvement work	£51,000	£47,360.76
8	Earlham Millennium Green Path improvements	£66,000	2015/16
9	Marriott's Way Phase 2	£250,000	£236,452
10–17	Norwich Area Transportation Strategy	£3,570,000	2015/16
18 ²	Sprowston Diamond Centre	£1,000,000	2016/17
19	St Faiths to Airport Industrial Estate transport link	£1,000,000	2016/17
20	Denton Road - School Lane Toucan Crossing	£120,000 ²	2016/17
21	Golden Ball St additional allocation	Upto £500,000	2016/17
22	Heathgate Pink Pedalway	£150,000	£150,000
23	Carrow Bridge to Deal Ground cycle path	£100,000	2016/17
24	Colney River Crossing	£150,000	2016/17
25	Northern Distributor Road	£40,000,000	2016/17
26	Long Stratton Bypass	£10,000,000	2016/17
27	Lizard and Silfield Nature Reserves	£40,000	2017/18
28	Costessey Circular Walks	£6,000	2017/18
29	Barn Road Gateway	£40,000	2017/18
30	Sloughbottom Park - Andersons Meadow	£250,000	2017/18
31	Riverside Walk accessibility improvements	£200,000	2017/18
32	Broadland Way: Green Lane North - Plumstead Road	£150,000	2017/18
33	Strumpshaw Pit Circular Walk	£35,000	2017/18
34	Cringleford N&N strategic connections	£58,000	2017/18
35	Riverside Walk: Fye Bridge to Whitefriars	£160,000	2017/18
36	Castle Gardens	£150,000	2017/18
37	Long Stratton Sports Hub	£500,000	2017/18
38	Football pitch improvements	£100,000	2017/18
39	Hales cricket and bowls clubhouse improvements	£30,000	2017/18
40	Wymondham: new sports improvements	£250,000	2017/18
41	Wroxham Library: self service improvements		2017/18
42	Plumstead Road Library: self service improvements		2017/18
43	Diss library: self service improvements	£120,000	2017/18
44	Allocation for Children's Services capital programme	£2,000,000	2017/18
	TOTAL	£60,133,519.18³	

¹ Loan to support delivery ahead of S106 trigger

² No longer being taken forward

³ Excluding projects no longer being taken forward

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

Approval

11. The indicative 2017/18 Growth Programme was approved by each of the Growth Board partners as part of the Greater Norwich 5 Year Investment Plan. The meeting dates for each authority were;

Broadland – 23rd May 2017

South Norfolk – 21st April 2017

Norwich City – 12th April 2017

Norfolk County Council – 21st June 2017

The Growth Programme has also been reported to the members of the New Anglia LEP Board.

Delivery and Monitoring

12. Delivery of the Programme is the responsibility of the Greater Norwich Infrastructure Delivery Board (IDB). Project promoters will be responsible for providing information on individual schemes to the IDB on a monthly basis. The IDB will consider in-year changes to the Programme based on their monitoring of progress and the outcome of ongoing scheme identification work.
13. The IDB will report progress on Programme delivery (and exception reports if required) to meetings of the Greater Norwich Growth Board on at least a six monthly basis.

Greater Norwich Growth Programme Project Summary

Ref	Project Description
2014/15 Annual Growth Programme	
1	<p>Harrisons' Wood, Salhouse Road, Norwich</p> <p>The Joint Core Strategy identified the need for strategic improvements around Mousehold Heath to manage the impacts of planned growth. Public access and improvements 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>
4	<p>Earlham Millennium Green (Phase 1)</p> <p>Enhancement of Earlham Millennium Green for site users and wildlife. The site will be 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>
5	<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>
2015/16 Annual Growth Programme	
8	<p>Earlham Millennium Green Path Improvements (Phase 2)</p> <p>Enhancement of Earlham Millennium Green for site users and wildlife. This project is a further phase of the project approved for inclusion in the 2014/15 Growth Programme.</p>
9	<p>Marriott's Way (Phase 2)</p> <p>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 Growth Programme.</p>
10-17	<p>Norwich Area Transportation Strategy</p> <p>Transport for Norwich is a programme of work to improve accessibility by all forms of transport in and around the city. The aim is to encourage the use of more sustainable forms of transport, such as public transport, cycling and walking, while also improving the capacity of the road network, in particular through the Northern Distributor Road.</p> <p>Around 40 infrastructure improvement projects are being delivered in the current phase of Transport for Norwich work.</p> <p>It is a partnership between Norfolk County Council and Norwich City Council, as well as local authorities within Greater Norwich on schemes in the wider area. Funding is from sources including the Department for Transport, developer contributions, the New Anglia Local Enterprise Partnership and local growth funds. Pooled CIL will be used to top up these other funding streams.</p>

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18	<i>Sprowston Diamond Centre: Redevelopment of a former school building for community uses. Sprowston Neighbourhood Plan has identified a lack of community facilities. The continued development will create more new facilities and a sports hall in Sprowston, offering several function rooms.</i>
19	St Faiths Rd to Airport Transport Link Link Road and Cycle Links between St Faiths Rd and Airport Industrial Estate (AIE) will join the existing employment area with the Growth Triangle providing connectivity between residential and employment areas. The part of the link between St Faiths Road and the edge of the Airport Industrial Estate will be delivered through the development of proposed AAP allocation GT15: Land North of Repton Avenue. The final section of the link to Hurricane Way will need to be delivered through the combined intervention of Norwich City Council, Broadland District Council, Norfolk County Council and the Estate Manager NPS.
20	<i>Toucan Crossing and associated works Denton Road/ Chartwell Road/ School Road: Part of the Blue Pedalway route which links the city centre with the North East Growth Triangle (NEGT).</i>
21	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. Additional funding of £500,000 was awarded to enhance the quality of public realm in Westlegate and All Saints Green.
22	Heathgate - Pink Pedalway The construction of a 3m wide lit cycling and walking path between Heathgate and Gurney Road at the junction with Britannia Road.
23	Carrow Bridge to Deal Ground riverside path – cycle path Delivery of a short section of cycle/ footway on north bank of the River Wensum. This will provide a key ‘missing link’ in the route between Norwich city centre/ rail station and Whitlingham Country Park, which is also needed to serve several planned new developments in the area.
24	Colney River Crossing (NRP to Threescore) Improvements to the existing right of way, including a new footbridge across the River Yare and improvements to the existing footpaths will improve linkages between housing at Three Score and the Norwich Research Park. This is part of a wider project of improvements to green space in Bowthorpe associated with the development of Three Score. The river crossing and footpath improvements would provide a direct link between housing in Bowthorpe and the major employment locations at NRP and the Norfolk and Norwich University Hospital.
25	Northern Distributor Road The NDR is identified in the JCS as a requirement of the growth strategy and a key element of NATS. The NDR is due to open in early 2018. The Growth Board Partners agreed to use up to £40m of pooled CIL to support delivery of the NDR – this has now been drawn down.

26	<p>Long Stratton Bypass and Hempnall Crossroads</p> <p>The project consists of a bypass to Long Stratton with appropriate junction strategy, an improvement to Hempnall crossroads and village centre enhancement measures. A planning application is currently being worked up for the development and is due before the end of 2017. Current estimates put the cost of these scheme at about £40m.</p>
<p>2017/18 Annual Growth Programme</p>	
27	<p>Lizard and Silfield Nature Reserves</p> <p>To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes (such as new permissive footpaths) for recreational access. The project will identify and agree new routes, which will be developed as appropriate. Necessary infrastructure such as stiles, fencing, signage/way marking, hedgerow planting/restoration and interpretation/localised publicity will be provided to encourage and manage use of the network.</p>
28	<p>Costessey Circular Walks</p> <p>The project is part of the Marriotts Way Improvement and Delivery Plan, specifically aimed at improving public access to Marriott's Way from surrounding residential areas in Costessey, through one or two additional (permissive) footpath/s, which would allow new signage and promotion of circular walks in Costessey based on Marriott's Way. There is no requirement for surface improvement on the additional permissive paths, which measure approximately 200m and 180m (and are approximately 3m wide). In order to bring forward the permissive path/s, the landowner would require stock-proof fencing along approximately 180m of his land which borders Marriotts Way. A new gate would be needed at each end of the permissive path/s, and signage to promote their use.</p>
29	<p>Barn Road Gateway</p> <p>This is part of a programme of projects being developed through the Marriott's Way Implementation & Delivery plan, which have been informed by the public and stakeholder consultation that took place in 2015. The aims of the project are to improve the gateway to Marriott's Way with signage, paving and removal of vegetation to improve legibility and raise the quality of this important entrance.</p>
30	<p>Marriotts Way: Sloughbottom Park - Andersons Meadow</p> <p>Also part of the Marriott's Way Implementation and Delivery plan, this project involves enhancing a particularly poor section of the route to encourage greater use. Works would include path widening, providing street lighting, improving an adjacent storm drain (in partnership with Anglian Water, Natural England, and the Environment Agency), vegetation management, tree planting, and drainage improvements.</p>
31	<p>Riverside Walk accessibility improvements</p> <p>A package of accessibility improvements to the Riverside Walk, to enable its use by all, including access measures on and adjacent to the walk, and improved signage linking the river with the city centre and other key attractors. It is proposed that the project is implemented in phases, with the development of a branding and identity for the whole Riverside Walk in the first phase, followed by physical improvements to the Riverside Walk in the city centre (i.e. downstream of New Mills) in phase 2. Funding for further accessibility improvements to the Riverside Walk upstream of New Mills will be sought in future CIL bidding rounds.</p>

32	<p>Broadland Way - Green Lane North to Plumstead Road</p> <p>This section extends from Green Lane North and will tie in to the Brook Farm development and extend east of Thorpe End up to Plumstead Road, a distance of just over 1km. The route will predominantly follow the western edge of the Bittern Railway Line. At the southern point, the route will link to the existing cycleway at the north end of Dussindale. From Plumstead Road, the section heading north will be delivered as part of the NDR construction.</p>
33	<p>Strumpshaw Pit Circular Walk</p> <p>A project to expand the dog walking capabilities of Strumpshaw Pit, which is owned by Norfolk County Council. This could be achieved through additional parking, which would increase the distance that dog walkers travel. In addition, cycle rack provision will provide for other users. The existing site includes a circular walk around a closed landfill site with various wildflowers growing and it is commonly used by dog walkers, but is not fully accessible.</p>
34	<p>Cringleford N&N strategic connections</p> <p>Green infrastructure projects of various types to link N&N Hospital, Yare Valley Walk in Cringleford, and possibly along A47 corridor: a) a footpath between N&N hospital walk and application to the west of Newfound Farm (around 365m); b) habitat connections between N&N hospital tree belt and boundary treatment for application to the west of Newfound Farm; c) a footpath through Cringleford Wood (around 600m); d) improvement to CWS in Cringleford (details to be confirmed). This would supplement GI to be delivered by other developments.</p>
35	<p>Riverside Walk: Fye Bridge to Whitefriars</p> <p>This project aims to complete a key stretch of the riverside walk in the city centre, between Fye Bridge and Whitefriars Bridge on the north side of the river. This requires acquisition of a strip of land to the rear of 40 Fishergate and creation of a short stretch of riverside walk here, linking with existing riverside walk on either side and the creation of a stretch of riverside walk on land safeguarded for this purpose to the rear of the Bridge's Court development. Completion of these short stretches of walkway will complete a continuous link between the two bridges, part of which has already been delivered through new development.</p>
36	<p>Castle Gardens</p> <p>Comprehensive restoration of Castle Gardens and improvements to Castle Green to complement the planned revamp of the interior exhibition spaces within the Castle. Rather than press ahead with an independent HLF bid, NCC are partnering with the Museums service and their multimillion pound HLF bid with a view to incorporating the external enhancements as part of the project. Improving connectivity to the Castle (signage/ interpretation) from the city centre and the quality of the external environment to encourage use of the adjacent public realm will help the bid fulfil one of its aims to increase visitor numbers.</p>
37	<p>Long Stratton Sports Hub</p> <p>The project aims to bring together a number of facility-providing partners (South Norfolk Council, Long Stratton High School and Long Stratton Parish Council) to improve the sport and leisure facility stock in the village to support significant housing growth. It will create a new sport and leisure 'Hub' across three adjacent sites and provide new and enhanced facilities that are fit for purpose and better suited to the current and future facility needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery. On completion, the following new or improved facilities would be available for school and community use.</p>

38	<p>Football pitch improvements Football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. This will permit moving the pitches annually to prevent excessive wear, improving the playability of the pitches and increasing capacity.</p>
39	<p>Hales cricket and bowls clubhouse improvements There is a need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road, just off the A146, to the south-east of Loddon. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing to develop and grow participation across a range of ages.</p>
40	<p>Wymondham: new sports improvements Ketts Park in Wymondham has been identified as being a location that would be suitable for a sports hub, the provision of which can ensure that there are economies of scale in outdoor sports delivery and that clubs can benefit from shared and jointly managed facilities. A new full-size, floodlit artificial grass pitch on the site would take advantage of existing infrastructure and with tennis also being available on the Ketts Park site the argument for creating a hub is strengthened with the potential for significant gains in sporting participation likely. With the expected growth in demand for pitches in Wymondham due to the forthcoming housing, the carrying capacity of a full-size AGP will help to ensure that the quality of existing natural turf pitches (whose drainage will be improved as part of this project) is not compromised in future.</p>
41	<p>Wroxham Library: self service improvements This project will introduce both public customer toilets and self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.</p>
42	<p>Plumstead Road Library: self service improvements This project will introduce self-service technology (described above) that enables people to use the library outside the current opening times. The proposal is to also provide car and bike parking (including disabled parking) for customers using Plumstead Road Library.</p>
43	<p>Diss library: self service improvements This project will introduce self-service technology (described above) that enables people to use the library outside the current opening times.</p>
44	<p>Allocation for Children's Services Capital Programme Details for what this allocation will be spent on is to be provided to the Greater Norwich Growth Board for approval.</p>

APPENDIX B - GREATER NORWICH GROWTH PROGRAMME

Projects supported by borrowing highlighted in grey

Ref	Expenditure	Original Budget	Actual spend	Other funding	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Agreed 2014/15 Growth Programme																	
GP1	Harrisons' Wood	(45)					(15)	(16)	(13)	(1)							
	Harrisons' Wood secured funding (S106)		45								45						
GP2	Danby Wood	(35)	(26)														
GP3	Marston Marsh	(30)	(25)				(26)		(1)								
GP4	Earlham Millennium Green - Phase 1	(15)	(3)				(3)										
GP5	Riverside Walk	(70)	(48)	(19)			(17)	(31)									
GP6	Marriott's Way - Phase 1	(60)	(60)				(60)										
GP7	Norwich Health Walks	(40)	(38)				(38)										
Agreed 2015/16 Growth Programme																	
GP8	Earlham Millennium Green - Phase 2	(66)						(12)	(54)								
GP9	Marriott's Way - Phase 2	(250)	(236)				(236)										
GP10 - 17	NATS Programme 2015/16 - 2019/20	(30,855)	(3,570)	(27,285)					(1,520)	(1,600)	(450)						
Agreed 2016/17 Growth Programme																	
GP19	St Faiths to Airport Transport Link	(1,000)							(150)	(425)	(425)						
GP21	Golden Ball Street public realm additional allocation	(500)							(500)								
GP22	Pink Pedalway - Heathgate	(250)	(150)	(100)				(150)									
GP23	Carrow Bridge to Deal Ground riverside path	(350)	(350)	(250)					(100)								
GP24	Colney River Crossing (NRP to Threescore)	(401)		(251)						(150)							
GP25	NDR	(178,450)		(138,450)				(40,000)									
GP26	Long Stratton Bypass	(20,000)		(10,000)						(5,000)	(5,000)						
Agreed 2017/18 Growth Programme																	
GP27	Lizard and Silfield Nature Reserves	(40)							(40)								
GP28	Costessey Circular Walks	(6)							(6)								
GP29	Barn Road Gateway	(40)							(20)	(20)							
GP30	Sloughbottom Park - Andersons Meadow	(250)							(150)	(100)							
GP31	Riverside Walk accessibility improvements	(200)							(20)	(180)							
GP32	Broadland Way - Green Lane North to Plumstead Road	(150)								(150)							
GP33	Strumpshaw Pit Circular Walk	(60)		(25)						(35)							
GP34	Cringleford N&N strategic connections	(68)		(10)						(58)							
GP35	Riverside Walk: Fye Bridge to Whitefriars	(160)								(75)	(75)		(160)				
GP36	Castle Gardens	(1,472)		(1,072)													
GP37	Long Stratton Sports Hub	(2,545)		(2,045)					(500)								
GP38	Football pitch improvements	(100)							(25)	(25)	(25)	(25)					
GP39	Hales cricket and bowls clubhouse improvements	(160)		(130)					(30)								
GP40	Wymondham: new sports improvements	(800)		(550)					(250)								
GP41	Wroxham Library: self service improvements	(43)															
GP42	Plumstead Road Library: self service improvements	(85)		(33)					(120)								
GP43	Diss library: self service improvements	(25)															
GP44	Education								(2,000)								
	Cash reserve								(860)								
	Borrowing costs							(405)	(1,997)	(2,065)	(2,323)	(2,581)	(2,581)	(2,581)	(2,581)	(2,581)	(2,581)
TOTAL																	
	Pooled funding requirement of Growth Programmes excluding borrowing	(10,921)				(183)	(446)	(6,433)	(2,819)	(1,015)	(25)						
	Pooled Funding Requirement including borrowing					(183)	(851)	(8,431)	(4,884)	(3,338)	(2,606)	(2,581)	(2,581)	(2,581)	(2,581)	(2,581)	(2,581)
	Actual CIL Income				56	851	2,490	3,215									
	Pooled CIL Projection								4,720	7,271	9,587	10,956	10,179	8,854	7,660	7,393	5,509
	Yearly Pooled CIL Surplus / (Deficit)				56	851	2,308	2,364	(3,711)	2,387	6,249	8,350	7,598	6,273	5,079	4,812	2,928
	Cumulative Pooled CIL Surplus / (Deficit)				56	907	3,214	5,578	1,866	4,254	10,503	18,853	26,451	32,724	37,803	42,615	45,543