

Joint Five Year Infrastructure Investment Plan

May 2017

Introduction

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

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

Development of the Infrastructure Investment Plan

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

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

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

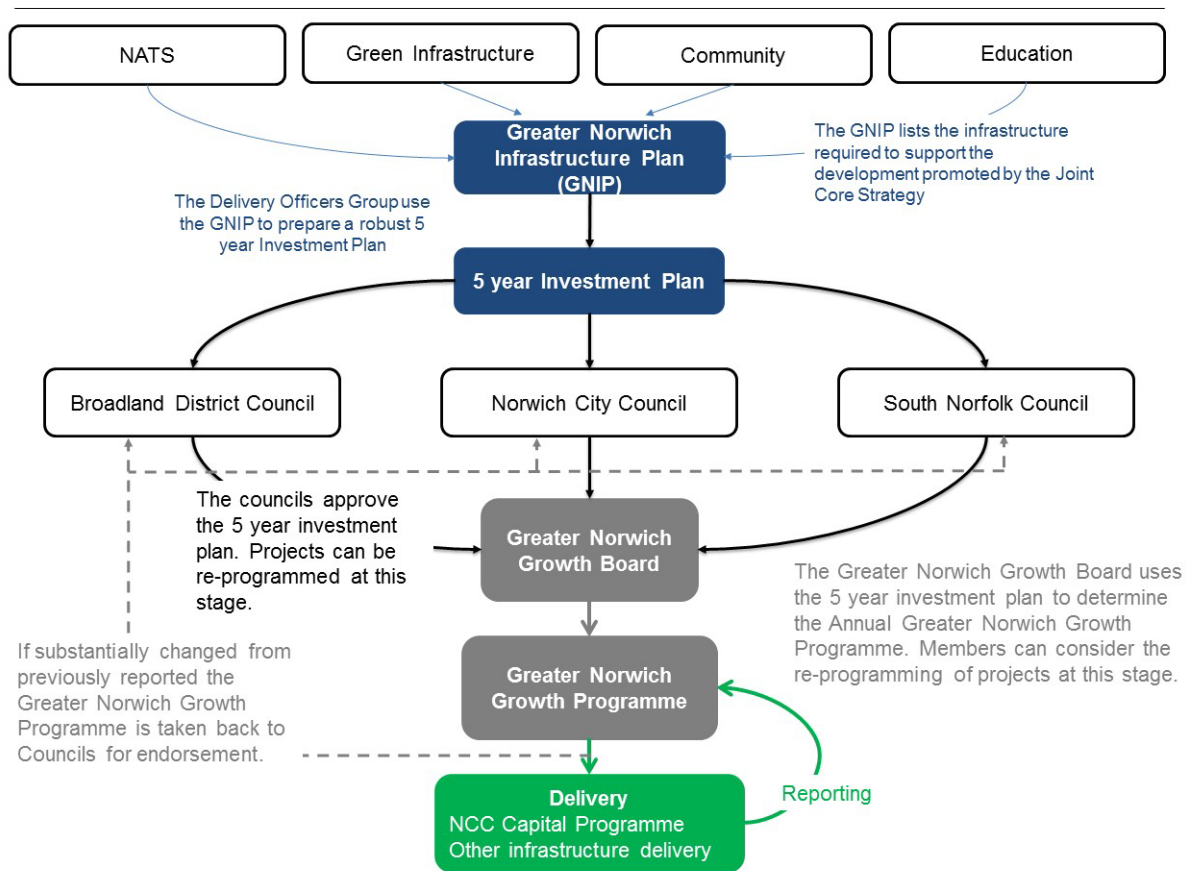
District Councils will consider the Infrastructure Investment Plan in April/May 2017. The GNGB will consider the Infrastructure Investment Plan at its meeting in May 2017.

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

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

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

Fig. 1 – Infrastructure Investment Plan Development Process



Project Updates

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

Proposed 2017/18 Annual Growth Programme (AGP)

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

NATS including the NDR and Long Stratton Bypass

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

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

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

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

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

Implementation Plan include:

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

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

Education

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

Schools prioritised to receive funding from the IIF include:

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

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

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

Green infrastructure

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

Community

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

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

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

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

Maintenance

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

This approach has been recommended to Councils by the GNGB.

Cash Reserve

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

Table 1 – Proposed Five Year Infrastructure Investment Plan

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

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

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

APPENDIX A – 2017/18 AGP Project Details

Broadland

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

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

Strumpshaw Pit Circular Walk - £35,000

There is potential to expand the dog walking capabilities of Strumpshaw Pit, which is owned by Norfolk County Council. This could be achieved through additional parking, which would increase the distance that dog walkers travel. In addition, cycle rack provision will provide for other users. The existing site includes a circular walk around a closed landfill site with various wildflowers growing and it is commonly used by dog walkers, but is not fully accessible.

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

This project will introduce both public customer toilets and self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.

Norwich⁴

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

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

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

Barn Road Gateway - £40,000

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

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

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

Riverside walk accessibility improvements - £200,000

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

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

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

Football Pitch Improvements - £100,000

Football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. This will permit moving the pitches annually to prevent excessive wear, improving the playability of the pitches and increasing capacity.

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

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

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

automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people. The proposal is to also provide car and bike parking (including disabled parking) for customers using Plumstead Road Library although this is a secondary priority.

South Norfolk

Protection/enhancement of the Lizard and Silfield Nature Reserve, Wymondham - £40,000

To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes (such as new permissive footpaths) for recreational access. The project will identify and agree new routes, which will be developed as appropriate. Necessary infrastructure such as stiles, fencing, signage/way marking, hedgerow planting/restoration and interpretation/localised publicity will be provided to encourage and manage use of the network.

Improved Connectivity - Costessey Circular Walks - £6,000

The project is part of the Marriotts Way Improvement and Delivery Plan, specifically aimed at improving public access to Marriott's Way from surrounding residential areas in Costessey, through one or two additional (permissive) footpaths, 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 path/s, which measure approximately 200m and 180m (and are approximately 3m wide). In order to bring forward the permissive path/s, the landowner would require stock-proof fencing along approximately 180m of his land which borders Marriotts Way. A new gate would be needed at each end of the permissive path/s, and signage to promote their use.

Cringleford N & N Strategic Connections - £58,000

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

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

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

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

Hales cricket and bowls clubhouse improvements - £30,000

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

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

Ketts Park in Wymondham has been identified as being a location that would be suitable for a sports hub, the provision of which can ensure that there are economies of scale in outdoor sports delivery and that clubs can benefit from shared and jointly managed facilities, so it is proposed to provide a new full-size, floodlit artificial grass pitch (AGP) on the site which would take advantage of existing infrastructure. With tennis also being available on the Ketts Park site the argument for creating one of these hubs is strengthened, and significant gains in sporting participation could be achieved. With the expected growth in demand for pitches in Wymondham due to the forthcoming housing, the carrying capacity of a full-size AGP will help to ensure that the quality of existing natural turf pitches (whose drainage will be improved as part of this project) is not compromised in the future.

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

This project will introduce self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.

APPENDIX B – Project Updates

Broadland

Early Delivery of Public Access to Harrison’s Plantation, The Breck and Boar Plantation – Norfolk County Council’s Natural Environment Team delivered a completed Woodland Management Plan in June 2015. This woodland management plan focused on Harrison’s Plantation and the Breck. Further work relating to Boar Plantation has been deferred. Initial works to ensure that Harrison’s Plantation and the Breck were suitable for public access were undertaken between August 2015 and January 2016. With the agreement of the current landowner, Persimmon Homes, the woods, now referred to as Harrison’s Wood, were opened to the public in May 2016. At the time of writing, work to complete the formal transfer of land into public ownership is ongoing.

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

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

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

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

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

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

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

Phase 1 of the Wroxham Road to Salhouse Road section of the route is now complete and work has now commenced on Phase 2. A detailed scheme for the Broadland Business Park to Plumstead Road section is currently under consideration by Broadland District Council and Norfolk County Council. It is currently forecast that construction of this element will begin in 2018/19.

Local Infrastructure Fund (LIF) bids have been accepted in principle by the GNGB to support delivery of further elements of the link road between Buxton Road and North Walsham Road and phase 1 of the link road east of North Walsham Road.

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

St Faiths Rd to Airport Transport Link – In total £1m of CIL funding was allocated to this project, split equally between 2016/17 and 2017/18. This funding has now been deferred.

Initial scheme feasibility ruled out the possibility of a direct link between Hurricane Way and St Faiths Road as this would have required the relocation of an existing owner occupied business premises. Further scheme development has focused on the Hurricane Way to Meteor Close link, with initial traffic modelling completed by Mouchel in June 2016.

The modelling indicates that the completion of an all traffic link between Meteor Close and Repton Avenue would relieve existing traffic problems at the junction between Hurricane Way and St Faiths Road, without significant impact on other road and junctions in Old Catton.

It is expected that a consultation will begin shortly on the proposed construction of an all traffic (except HGV) link between Meteor Close and Repton Avenue. The completion of this link is not expected to utilise all of the allocated funds. However, in order to complete the full link to St Faiths Road to an appropriate standard, it is expected that additional CIL funds will still be required to upgrade the estate road, to be delivered as part of the permitted development site north of Repton Avenue.

North Walsham Road Core Bus Route and Blue Pedalway Cycling – Scheme development work was deferred from 2014/15. Scheme development has now begun and continues to progress.

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

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

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

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

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

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

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

Broadland Business Park Rail Halt – The potential for a station at the Business Park has been investigated as part of a larger study for the Bittern Line. The Study has now completed and has concluded that the business case for improving the Bittern Line is sufficiently strong enough to justify further work and research.

Now that an evidence base has been gathered on the needs and feasibility, discussions have begun with partner organisations including the rail industry, on the merits of a Bittern Line Improvements Project Board. Initial feedback has been positive, and discussions are continuing to develop in accordance with Network Rail's Governance for Railway Investment Process (GRIP).

North East Norwich Growth Triangle Green Infrastructure Delivery Plan – Norfolk County Council's Natural Environment Team delivered the feasibility study as proposed during

2015/16. This study will be used to inform future priorities for green infrastructure investment and as the basis of future negotiations with developers on planning applications.

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

North-West Forest and Heath Green Infrastructure Delivery Plan – Norfolk County Council’s Natural Environment Team were formerly engaged to produce a feasibility study during 2015/16. This work was initially deferred but is now being developed by the Broadland Planning Policy Team.

Thorpe Ridge: Protection and Enhancement of Woodlands and Provision of Public Access – Norfolk County Council’s Natural Environment Team were formerly engaged to produce a feasibility study during 2015/16. This work has, however, now been deferred and whilst its rescheduled commencement date is pending, the funds remain in place to commission this work.

Norwich

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

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

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

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

Golden Ball Street/Westlegate

- Phase 1 works completed
- Phase 2 works including those on Westlegate are continuing progressing well and are due for completion at the end of May 2017
- Work is currently underway at St Stephens Plain, the security CCTV has been relocated and this has allowed the traffic lane to be moved over to the other side of the new refuge islands
- The temporary pedestrian crossing has been relocated from Golden Ball Street to All Saints Street; it will remain in operation until early 2017

Eaton Interchange: Design of the scheme is currently being amended to ensure that the scheme can be delivered within budget. Essential elements of the scheme will include:

- Printed and electronic travel information;
- Size and layout that adequately accommodates the numbers of expected bus passengers and provides sufficient cover from the elements;
- Good accessibility for all users;
- Cycle parking;
- Reducing delays and difficulties turning left in the centre of Eaton for inbound buses;
- Reducing the visual blight of highway clutter in the centre of Eaton in line with the conservation area appraisal; and
- Significantly improved cycle facilities

Carrow Bridge to Deal Ground riverside path – Delivery of a short section of cycle/footway on north bank of the River Wensum will provide a key ‘missing link’ in the route between Norwich city centre/ rail station and Whitlingham Country Park. The project is part of an overarching vision to improve links between Norwich City centre and Whitlingham Country Park, alongside a new bridge across the River Wensum, to be delivered through development of Deal Ground/ Utilities site. It forms part of the vital connection to allow the development of the aforementioned site. Funding will supplement £250K of existing Sustrans money.

Colney River Crossing (NRP to Threescore) – see below

South Norfolk

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

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

Long Stratton Bypass & Hempnall Crossroads – the Long Stratton Area Action Plan was adopted in May 2016, confirming the allocation of at least 1,800 homes and a corridor for the bypass. Further pre-application discussion work with the landowners/developers promoting the delivery of the bypass and the allocation of 1,800 homes in Long Stratton have taken place, and a planning application(s) is expected to be lodged by the end of 2017.

A47 improvements (particularly Thickthorn junction improvements and Easton-North Tuddenham dualling) – funded and delivered by Highways England – Highways England consultation on initial options were consulted on in spring 2017. Preferred improvement solutions will be announced in mid-2017, with the start of the statutory process in mid-2018 and construction predicted to start in 2020 (should the schemes be approved by the Secretary of State).

Longwater junction and Easton strategy improvements (including walking and cycling) –

Improvements are required in the Longwater and Easton area of Norwich to resolve existing issues on the transport network, and to accommodate additional traffic arising from planned growth as set out in the adopted Joint Core Strategy for the Norwich area. After carrying out various feasibility studies to address these pressures, a number of smaller scale measures have been identified. Several have now been completed and were funded by the new retail store and housing development. Design and construction work is underway for improving the Longwater Lane junction, and widening Dereham Road to two lanes in each direction between the new Lodge Farm 2 access and Longwater Lane. This work involves service diversions including a high pressure gas main.

Assessments carried out in October 2015 concluded that both the A1074 to Longwater link Road and a second A47 bridge are effective in enabling the Longwater junction to operate satisfactorily in the future.

The assessment looked at the possibility of constructing a new link across or adjacent to the closed landfill site and concluded that it would be possible to construct an A1074 to Longwater area link road adjacent to the Costessey landfill site by removing small amounts of the landfill material. This option is likely to cost around £10m and would be cheaper and easier to deliver than a new bridge over the A47, making it the preferred solution.

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

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

Colney River Crossing (NRP to Threescore) – a new footbridge and cycle path improvements to link Bowthorpe (Threescore) with Norwich Research Park was awarded £401,000 in the 2016/17 Infrastructure Investment Plan; the majority of which was for work planned in Norwich, and £150,000 earmarked for the South Norfolk section (principally the new bridge over the River Yare). A planning application for the South Norfolk section was approved in January 2017 and preparatory works are underway.

Other Norwich Area Transportation Scheme Projects – various A11 and A140 Corridor South Norfolk NATS projects (as part of a four-year programme running from 2015-19) were agreed as part of the 2015/16 Growth Programme, with LGF money secured.