

Greater Norwich Growth Board

Date: Monday, 12 March 2018

Time: 14:00

Venue: Norwich City Council, Mancroft Room, City Hall, St Peters Street, NR2 1NH

Board Members:

Officers:

Broadland District Council:

Cllr Andrew Proctor (chair)

Phil Kirby
Phil Courtier
James Dunne

Norwich City Council

Cllr Alan Waters (chair elect)

Laura McGillivray
David Moorcroft
Graham Nelson

South Norfolk Council:

Cllr John Fuller

Sandra Dinneen
Debbie Lorimer

Norfolk County Council:

Cllr Cliff Jordan

Wendy Thomson
Tracy Jessop
Sebastian Gasse

New Anglia Local Enterprise Partnership:

Mr Douglas Field

Chris Starkie



NORWICH
City Council



Norfolk County Council



AGENDA

Page nos

1. Apologies

To receive apologies for absence.

2. Declarations of interest

To receive declarations of interest.

3. Minutes

5

To approve the accuracy of the minutes of the meeting held on 6 February 2018.
(Please note that a copy of the presentation FIG – Norwich Financial Cluster is appended to the minutes.)

4. Chair Handover

5. Greater Norwich Growth Programme for 2018-19 (including NATS Implementation Plan update)

19

Phil Courtier, Head of Planning, Broadland District Council/Harvey Bullen, Assistant Director Finance, Norfolk County Council

To consider the recommendations in the attached report.

6. NATS Review

39

Progress update by Tom McCabe, Executive Director of Community and Environmental Services, Norfolk County Council/Tracy Jessop, Assistant Director Planning and Economy, Norfolk County Council

7. Greater Norwich Local Infrastructure Fund (LIF)

47

Phil Courtier, Head of Planning, Broadland District Council

This report updates the board on the financial position of the two finalised LIF loan agreements. It also provides updates on the progress that has been made towards agreeing other LIF loans.

8. Date of next meeting

Tuesday, 15 May 2018 at 14:00, Mancroft room, City Hall, Norwich

FOR FURTHER INFORMATION PLEASE CONTACT:

Project Manager: Joe Ballard

t: 01603 223258

e: joseph.ballard@norfolk.gov.uk

Greater Norwich Projects Team, Norfolk County Council, Martineau Lane,
Norwich, NR1 2DH

5 March 2018



If you would like this agenda in large print, audio, Braille, alternative format or in a different language, please call Jackie Rodger, senior committee officer, Norwich City Council on 01603 212033 or email

jackierodger@norwich.gov.uk



Please call Jackie Rodger, senior committee officer, Norwich City Council on 01603 212033 or email jackierodger@norwich.gov.uk in advance of the meeting if you have any queries regarding access requirements.

Greater Norwich Growth Board Meeting Minutes

Date: Tuesday 6 February 2018

Time: 11.00 am

Venue: Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU

Present:

Board Members:

Broadland District Council:

Cllr Andrew Proctor (Chair)

Norwich City Council:

Cllr Alan Waters

South Norfolk Council:

Cllr John Fuller

Norfolk County Council:

Cllr Cliff Jordan

Officers:

Phil Kirby
Phil Courtier
James Dunne

David Moorcroft

Debbie Lorimer

Wendy Thomson
Tracy Jessop
Sebastian Gasse
Isobel Horner
Jane Blackwell

In attendance:

Amy Broadhead

Angela Freeman

Steve Davidson (for item 3)

Andrew Hunt (for item 3)

Raphael Markellos (for item 3)

Greater Norwich Projects Team

Greater Norwich Projects Team

Marsh

Aviva

UEA – Norwich Business School

On behalf of the Board the Chairman thanked Amy Broadhead, who was leaving her current post to take up a role with South Norfolk Council, for her hard work in supporting the Board.

1. APOLOGY FOR ABSENCE

An apology for absence was received on behalf of Laura McGillivray.

2. MINUTES OF THE MEETING HELD ON 7 DECEMBER 2017

The Minutes of the meeting held on 7 December 2017 were agreed as a correct record.

3. NORWICH FINANCIAL INDUSTRY GROUP : NORWICH FINANCIAL CLUSTER

The Board received a presentation from Steve Davidson the Managing Director of Marsh and the Chairman of Norwich Financial Industry Group (FIG) (attached at Appendix 1 to these Minutes).

It was emphasised that the FIG could play a key role in collaborating with local government to strengthen and expand the 'Financial Cluster' in Norwich and it was suggested that regular informal meetings with Board Members could take place to facilitate this.

In response to a query about a lack of risk capital from businesses to unlock the economic potential in Greater Norwich, it was acknowledged that there had not been enough progress yet, however a lot of good projects were coming forward through the UEA and Norwich Research Park and the new Norwich Enterprise Centre would assist in the process of bringing these to the market.

In answer to a question regarding linkages to the New Anglia Local Enterprise Partnership (LEP), the Board was advised that the financial sector was now a priority of the LEP and Lindsey Rix from Aviva had been appointed to the Board to represent the sector. The FIG was also supporting the development of the next LEP Economic Strategy. It was emphasised, however, that the role of the FIG was to promote Norwich as a 'Financial Cluster' and it had less of a focus on the rest of Norfolk and none at all on Suffolk.

A Member noted that Norwich could not be complacent about established businesses, as had been seen with Britvic and Colman recently, and it was crucial to make the LEP aware of the importance of the financial sector to the City. It was, therefore, suggested that a presentation should be made to the LEP, as there were a lot of linkages in areas such as job creation and building a highly skilled workforce. The locational advantage of Norwich was also noted, as well as the policy implications for Norfolk County Council in terms of supporting education and the jobs market.

It was noted that there was a lack of good quality office space in Norwich for larger companies, but for smaller start up enterprises there was sufficient space and the critical mass of the Financial Cluster would act as a stimulus to

their businesses.

It was confirmed that a link to the new FIG website would be forwarded to the Greater Norwich Project Team, so that the Board could consider linking to the website.

4. CHILDREN'S SERVICES GROWTH PLANNING

The report provided an update on the Children's Services Local Growth and Investment Plan and the implications of the planned housing growth in Greater Norwich on the local school system. It also requested the Board to consider how the Community Infrastructure Levy (CIL) might support its future provision.

It was emphasised that the County Council had a statutory duty to ensure there were sufficient school places and Children's Services had concerns about how to fund the £118m required to support the provision of new schools in the Greater Norwich Growth Area.

Moreover, there would also be an increase in the number of children with special educational needs, which required further provision on top of the projected additional places that would be required

Another key factor to consider was matching the timing of new school provision to the pupil demand from new developments.

A Member noted that there were difficult decisions to be made for prioritising CIL expenditure and a significant amount had been committed to transport including the Northern Distributor Road.

It was noted that Somerset County Council was borrowing £116m through the Public Works Loan Board to fund schools in its growth areas, so this might be an option for the County Council.

Members suggested that Children's Services continue their discussions regarding capital funding issues with the Greater Norwich Growth Board Officer Group.

RESOLVED

- (i) to note the contents of the report and the developments to date to provide new and improved school places; and
- (ii) that Children's Services discuss the Community Infrastructure Levy Programme with the Greater Norwich Growth Board Officer Group, to explore if a mechanism could be devised to support future provision of the additional school places required to support growth.

5. FUTURE SUPPORT TEAM ARRANGEMENTS FOR THE GREATER NORWICH GROWTH BOARD

The Board was informed that a recruitment process was being undertaken to replace Amy Broadhead, who was leaving her post on Friday. Four or five internal candidates had been selected for interview.

A handover meeting would take place this week and interim cover would be put in place in the intervening period.

6. GREATER NORWICH GROWTH BOARD FORWARD PLAN

The report set out the Forward Plan for the Greater Norwich Growth Board.

RESOLVED

to include the following additional items on the Work Programme:

12 March 2018

- Local Enterprise Partnership – to consider the Greater Norwich offer within the LEP structures.

Future Meetings

- Norwich Financial Industry Group – to consider collaboration.
- Schools Capital Programme
- Special Purpose Vehicle

7. ANY OTHER BUSINESS

None.

8. DATE OF NEXT MEETING

12 March 2018, 14:00pm
Mancroft Room, City Hall, Norwich.

The meeting closed at 12.35 pm.

FIG – Norwich Financial Cluster

Greater Norwich Growth Board

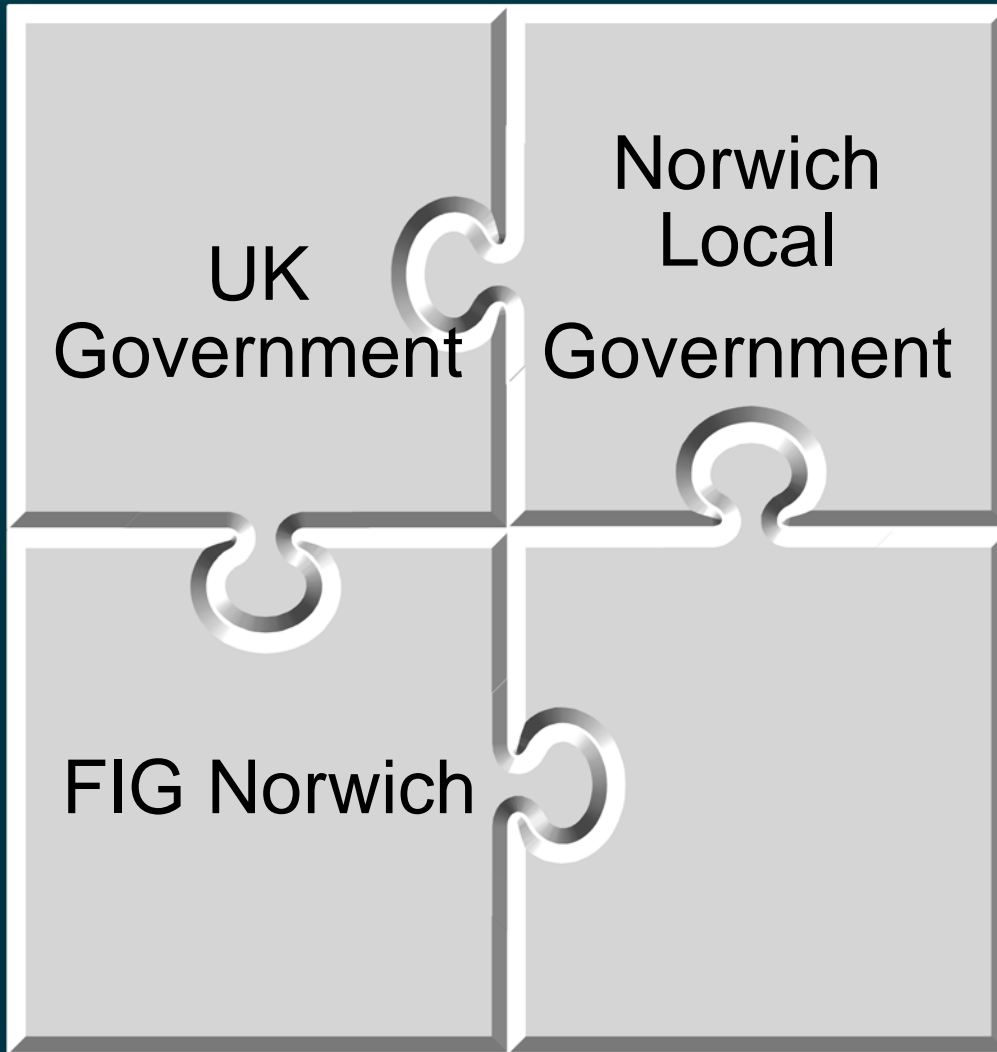
06 February 2018

Steve Davidson – Marsh – Chair of FIG Norwich

Andrew Hunt – Aviva

Prof. Raphael Markellos – UEA – Norwich Business School

FIG Norwich – our challenge for the future...



- Premise - the Norwich Financial 'Cluster' working closely with the University and relevant Government agencies drives synergies and economic benefits for Norwich and Norfolk
- Strong belief that FIG Norwich can be a catalyst and pivotal in making these relationships work better
- Research to evidence local 'cluster' needed urgently
- Our challenge for the future is to step up and fill this space...

FIG Norwich – current position

- FIG Norwich stabilised and Board strengthened – the Board has included representation from local Councils for many years - their contribution has been important and much appreciated by the Board
- Continued to support work with local Councils when requested and with New Anglia LEP in the development of their Economic Strategy for the future
- We continue to develop strong links and relationships with UEA, including:
 - Research conducted by UEA to confirm the evidence for the existence of a financial cluster in Norwich – focus of today’s meeting...
 - Annual Finance conference
 - Participation in “employability” week
 - Exploring feasibility of Degree Apprenticeships, including Executive MBA
- Developing a website - fignorwich.org – including: News and Events, a “Trade Directory” and Recruitment – expectation will be live before end of 1 Q 2018
- In summary, FIG is now well positioned to move forward with confidence.

UEA – Norwich Financial Cluster - Report (1)

- Research conducted by a team from Norwich Business School at UEA – the report covers best practices, a development plan for the financial cluster and recommendations for FIG, UEA and local government (See Appendix)
- Evidence in the report supports the conclusion of the existence of the characteristics of a financial cluster in Norwich...
 - 11,610 jobs in financial and related professional services (CityUK, 2017)
 - Centre of excellence in Insurance – 2nd highest concentration of insurance jobs in the UK (ONS, 2016) – 200 years of history
- Implications for policy:
 - Should be at the cluster level and ‘joined up’
 - Should support the interaction of businesses, local government and educational institutions. Includes:
 - Role of trade association should be a forum for the exchange of ideas and collective action to improve productivity (e.g. Finance Conference) and collective ‘marketing’ (e.g. via a cluster website)
 - Transport policy should facilitate efficient travel between cluster incumbents

UEA – Norwich Financial Cluster - Report (2)

- Implications for policy (continued):
 - Support the labour market
 - Local education providers should support cluster-specific training
 - Policy should maintain and develop the “cultural capital” (i.e. social assets such as cultural heritage, areas of natural beauty, restaurants, theatres and art galleries) that attract and retain labour
 - Transport policy should facilitate efficient travel between residential areas and the cluster
 - Support the large, often multinational, firms that drive the cluster
 - Improved national road and rail transport links to London
 - Improved international transport links via Norwich Airport
 - Appropriate buildings and Information and Communications Technology (ICT)

UEA – Norwich Financial Cluster - How are we doing?

- Professor Naresh Pandit presented at the recent Finance Conference hosted by FIG at Norwich Business School – 23 November 2017 (the presentation is attached - see Appendix) – Key points as follows:
 - Strong link between clustering and productivity – NBS research confirms that firms in strong clusters **grow faster than average**; attracts **new firm entry**; and are **more innovative**
 - Not just geographical concentration of economic activity but **supporting institutions and linkages are also necessary**
 - Prof. Pandit summarised 4 tests as to the existence of a cluster:
 - Concentration of employment? **Yes** (ONS, CityUK)
 - Productivity in terms of gross value added (GVA)? **Yes** (ONS, CityUK)
 - Concentration of firms? **Yes** (BEIS)
 - Institutional strength and linkages? **Emerging** (BEIS)
- FIG view – re institutional strength/linkages – getting much better...
 - Very good working relationship with local government over many years; now working very hard in developing a positive relationship with UEA currently.
 - Financial industry - Norwich is #1 in “The East” in terms of GVA

FIG Norwich – Future collaboration

- We strongly believe that FIG can perform a key role in collaborating with local government and with educational institutions (especially with UEA)
- We would like to explore how we can assist local government further and also ensure that key stakeholders are aware of FIG and future priorities
- Specific opportunities with local government could include the following:
 - Establish a regular meeting (say, twice a year) between FIG, Local Government bodies and Universities to discuss strategic direction and ensure a consistent approach in relation to cluster activities
 - Explore opportunities for adding incremental value or service offerings which will be mutually beneficial – i.e. which drive benefits locally
 - Participation in “2040 norwich city vision” activity – must be done collectively
 - Industrial Strategy White Paper – how does this fit with local needs?
 - Bringing Financial firms together with Technology firms
 - Inward investment – we can share our experience if this helps
 - ++, potentially, we believe a lot more ideas...

FIG Norwich – Finally...

- Our objectives today were to:
 - Increase awareness of the financial services community in Norwich
 - Remind key stakeholders that FIG is "alive" and is well positioned for the future
 - Provide evidence-based research from UEA confirming a financial cluster in Norwich
 - Summarise potential implications for policy
 - Re-confirm our strong desire to continue to work with local government and UEA in widening and strengthening the financial cluster in Norwich
- Thank you very much for the opportunity to present to you today and we do hope that you consider that these objectives have been met...
- Questions?...

Appendix

- 1. UEA – Norwich Business School – “Norwich Financial Cluster – Development Plan” – dated January 2018
 - a hard copy will be circulated at the meeting as the paper has not been formally released by NBS at this date.
- 2. “The Development of Norwich’s Financial Services Cluster” – Professor Naresh R. Pandit, Norwich Business School, UEA.
 - See presentation attached
- 3. Link to draft [FIG website](#) – All presentations from the FIG Annual Conference dated 23 November 2017

Greater Norwich Growth Programme

March 2018

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. The 2018/19 Growth Programme to be 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.
4. 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.
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 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.

6. Funding for strategic infrastructure delivery has also been secured through developer contributions.
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 was published in March 2017.

The Infrastructure Investment Fund

8. As the Accountable Body, Norfolk County Council manages the Infrastructure Investment Fund from the CIL income it receives from each of the authorities. Table 1 below shows the forecast Infrastructure Investment Fund balance at 31st March 2018.

Table 1: forecast Infrastructure Investment Fund balance at 31 March 2018

Infrastructure Investment Fund	Estimated balance at 31 st March 2018 (£)
Opening balance at 1 April 2017	3,577,084
CIL Receipts	3,117,642
CIL Payments	(1,109,261)
PWLB Loan Repayment	(2,056,881)
Interest	15,806
Closing balance at 31 March 2018	3,544,390

Notes:

1. The Investment Infrastructure Fund is managed on a cash basis.
 2. CIL Receipts are for the period 1 October 2016 to 30 September 2017. CIL income for the period 1 October 2017 to 31 March 2018 will be paid over to Norfolk County Council in 2018/19.
 3. CIL Payments is the amount Norfolk County Council has reimbursed for costs incurred in delivering the GNGB Annual Growth Programme schemes funded by CIL.
 4. The Infrastructure Investment Fund forecast position at 31st March 2018 does not include commitments for schemes approved by the GNGB which are to be funded from CIL income and are in the process of being delivered.
9. During 2016/17, Norfolk County Council borrowed £40m from the Public Works Loans Board at the prevailing Project Discount Rate to partially fund the Norwich Northern Distributor Road in accordance with

the Greater Norwich City Deal and the previous decision of the GNGB. No new Public Works Loan Board borrowing has been undertaken in 2017/18.

10. The Board are asked to note the current financial standing of the Infrastructure Investment Fund including the borrowing drawdown to date.

Programmed CIL income and expenditure

11. Table 2 shows pooled CIL income (projected for 2017/18) and spend commitment approved to date. Where projects have been completed actual spend, rather than approved has been included.
12. Since the Growth Programmes were agreed by this Board some projects have been re-profiled under the delegated decision making powers of the Greater Norwich Infrastructure Delivery Board.

Table 2: CIL income and expenditure

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/ 19	2019/20
	(£)						
Growth Programme commitments*			182,840	571,648	3,451,000	6,857,000	1,215,000
Annual pooled fund income**	55,699	850,818	2,490,400	3,214,588	4,000,000		
Interest		387	6,932	14,151	15,806		
Anticipated borrowing costs				572,518	2,056,881	2,064,776	2,064,776
Programme Surplus/Deficit	55,699	851,205	3,221,396	2,084,573	(1,492,075)		
Cash Reserve***					2,000,000		
Cumulative pooled funding position****	55,699	906,904	4,128,300	6,212,873	2,720,798		

* revised to reflect actual spend for completed projects and re-profiling approved under delegated powers by the Greater Norwich Infrastructure Delivery Board

** actual (13/14, 14/15, 15/16 and 16/17) and projection (17/18)

*** Cash Reserve created as contingency against possible reduction in CIL income

**** the cumulative balance at 31 March 2018 is lower than the balance in table 1 as it includes commitments which have yet to be paid.

The Growth Programme

13. The Growth Programme for 2018/19 includes schemes already approved in the previous Programmes. Table 3 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 3: Schemes included in the Growth Programme

	Completed projects	£147,519.18	
Ref	Scheme	IIF committed	Date
1	Harrisons' Wood	£45,000 ¹	2014/15
5	Riverside Walk; improvement work	£51,000 (£47,360.76)	2014/15
8	Earlham Millennium Green Path improvements	£66,000	2015/16
9	Marriott's Way Phase 2	£250,000 (£236,452)	2015/16
10–17	Norwich Area Transportation Strategy	£3,570,000	2015/16
19	St Faiths to Airport Industrial Estate transport link	£1,000,000	2016/17
21	Golden Ball St additional allocation	Up to £500,000	2016/17
22	Heathgate Pink Pedalway	£150,000	2016/17
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 and Hempnall Crossroads	£10,000,000	2018/19
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	£120,000	2017/18
43	Diss library: self service improvements		2017/18
44	Allocation for Children's Services capital programme	£2,000,000	2017/18
45	Green Pedalway	£560,000	2018/19
46	MW: Thorpe Marriott to Costessey	£100,000	2018/19
47	UEA to Eaton Boardwalk	£30,000	2018/19
48	Wherryman's Way: Yare Valley Cycle Route	£23,000	2018/19
49	Earlham Millennium Green Improvement Project: Phase 3	£25,000	2018/19
50	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	£170,000	2018/19
51	Green Infrastructure: Access for All	£150,000	2018/19
52	Thorpe Marriott Greenway	£105,000	2018/19
53	MW: Surfacing Works (Drayton)	£85,000	2018/19
54	East Norwich Gateway	£0	2018/19
55	Community Sports Hub - Horsford	£1,000,000	2018/19
56	Harleston Library self-access improvement	£35,000	2018/19
57	Costessey Library self-access improvement	£35,000	2018/19
58	Loddon Library self-access improvement	£35,000	2018/19
59	Earlham Library self-access improvement	£35,000	2018/19
60	Mile Cross Library self-access improvement	£35,000	2018/19
	Total	£62,556,519³	

¹ Loan to support delivery ahead of S106 trigger

² No longer being taken forward

³ Excluding projects no longer being taken forward

14. 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

15. The indicative 2018/19 Growth Programme was approved by each of the Growth Board partners as part of the Greater Norwich 5 Year Investment Plan.

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

Delivery and Monitoring

16. 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.

17. 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.

Recommendations

- (i) The Board note the current financial standing of the Infrastructure Investment Fund including the borrowing drawdown to date.
- (ii) The Board note progress on the Growth Programmes approved to date including the project delivery re-profiling approved under delegated decision making by the Infrastructure Delivery Board.
- (iii) The Board approve the 2018/19 Growth Programme.
- (iv) The Board continues to delegate responsibility to the Greater Norwich Infrastructure Delivery Board to manage the delivery of the Growth Programme, including the development of the 2019/20 Growth Programme, working with Section 151 Officers.

APPENDIX A

Greater Norwich Growth Programme Project Summary

Ref	Project Description
2014/15 Annual Growth Programme	
GP1	<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>
GP 4	<p>Earlham Millennium Green (Phase 1) – Included in GP8</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>
GP 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	
GP 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>
GP 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>

GP 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>
2016/17 Annual Growth Programme	
GP 19	<p>St Faiths Rd to Airport Transport Link</p> <p>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.</p>
GP 21	<p>Golden Ball St / Westlegate, Norwich</p> <p>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.</p>
GP 22	<p>Heathgate - Pink Pedalway</p> <p>The construction of a 3m wide lit cycling and walking path between Heathgate and Gurney Road at the junction with Britannia Road.</p>

GP 23	<p>Carrow Bridge to Deal Ground riverside path – cycle path</p> <p>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 Whittingham Country Park, which is also needed to serve several planned new developments in the area.</p>
GP 24	<p>Colney River Crossing (NRP to Threescore)</p> <p>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.</p>
GP 25	<p>Northern Distributor Road</p> <p>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.</p>
GP 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. Current estimates put the cost of these scheme at about £40m. A planning application for the Long Stratton development, including the bypass, was received in early 2018. The Department of Transport has committed £3.051m of NPIF funding towards a roundabout at the Hempnall junction.</p>
2017/18 Annual Growth Programme	
GP 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>

GP 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>
GP 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>
GP 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>
GP 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>

GP 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>
GP 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>
GP 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>
GP 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>

GP 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>
GP 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>
GP 38	<p>Football pitch improvements</p> <p>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>
GP 39	<p>Hales cricket and bowls clubhouse improvements</p> <p>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>

GP 40	<p>Wymondham: new sports improvements</p> <p>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>
GP 41	<p>Wroxham Library: self service improvements</p> <p>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>
GP 42	<p>Plumstead Road Library: self service improvements</p> <p>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>
GP 43	<p>Diss library: self service improvements</p> <p>This project will introduce self-service technology (described above) that enables people to use the library outside the current opening times.</p>
GP 44	<p>Allocation for Children’s Services Capital Programme</p> <p>Details for what this allocation will be spent on is to be provided to the Greater Norwich Growth Board for approval.</p>

<p>GP 45</p>	<p>Green Pedalway – Earlham Road section The Green Pedalway project sees a comprehensive upgrade and extension to this strategic cycle route. In the west it will connect Easton to the city centre via Longwater, Lodge Farm, Bowthorpe and West Earlham. In the east it will connect Broadland Business Park to the city centre via Thorpe St Andrew and Thorpe Hamlet. It will comprise a set of improvements to cycling infrastructure along the route, complemented by the extension to 20mph areas in adjacent residential neighbourhoods and the installation of new monitoring equipment. This project element relates to improvements along Earlham Road.</p>
<p>GP 46</p>	<p>Marriotts Way: Thorpe Marriott to Costessey To complete the improvement in access to and on the Marriott's way between Thorpe Marriott and Costessey. This will create an improved commuting route from Thorpe Marriott to the city and vice versa.</p> <p>This is part of a programme of projects being developed through the Marriott's Way Implementation and Delivery plan, which have been informed by public and stakeholder consultation in 2015. It is now identified as the second highest scored project for delivery in the plan (Marriott's Way Improvement and Delivery Plan 2015-2015 – Appendices: p.90-91).</p>
<p>GP 47</p>	<p>UEA to Eaton Boardwalk extension The project is to extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford. Planning permission would be required for the boardwalk.</p>
<p>GP 48</p>	<p>Wherryman's Way: Yare Valley Cycle Route Improve the Yare Valley Cycle Route, which follows the Wherryman's Way, through creating signage/route improvements. The costs include developing a management plan</p>

GP 49	<p>Earlham Millennium Green Phase 3</p> <p>Earlham Millennium Green (EMG) provides both an attractive area for the local community to enjoy and a variety of wildlife habitats. EMG also forms a valuable link for pedestrian access connecting Bowthorpe, West Earlham, the UEA and the Research Park. With the Three Score developments progressing, this route is likely to increase in importance and there are opportunities for improvements that would encourage more people to walk rather than use their cars. Facilities such as path surfacing and gates etc. will need to be more robust to handle this increased level of use and to ensure that the natural habitats and amenity value of EMG and the adjacent sites are not compromised. EMG and the adjacent areas, which include Earlham Marsh, are already well-loved by many local residents and a higher standard of amenities would increase the site's value to the community. A local scout pack has already expressed interest in using the site for leisure and educational activities.</p> <p>The main pedestrian route through EMG has already been improved and upgraded under Phase 2 of a CIL funded improvement project. Under an earlier Phase 1, habitat improvements were undertaken including refurbishment and enlargement of the wildlife pond. The current proposals seek to build on this work by:</p> <ul style="list-style-type: none"> • Improving links to the main route through the site from Bowthorpe, and from West Earlham via George Fox Way; • Refurbishing and improving existing but 'tired' entrance features such as estate fencing and gates; • Provision of a new, high quality interpretative signboard; • Replacing 3 worn-out timber pond and river dipping platforms with more durable recycled plastic versions; and <p>Refurbishing an existing timber footbridge connecting EMG with Earlham Marsh</p>
GP 50	<p>Yare and Wensum Valleys Link</p> <p>The River Wensum and Yare run close together in the west of the city between Marriott's Way near Gunton Lane and the Three Score development site. The link between the two river valleys is a recognised green infrastructure corridor and the route of the purple pedalway. Project delivery will commence in 18/19 and is programmed over 3 years. There is no CIL funding requirement until 19/20 as the 18/19 element consists of the S106-funded Bunkers Hill project.</p>

GP 51	<p>Green Infrastructure: Access for All</p> <p>A number of trails across the Greater Norwich area have been audited for both power chair use and general accessibility and improvement works necessary to allow such access. To enable access for all users to Green Infrastructure trails across the area this project proposes the establishment of a fund to be used for a range of smaller scale accessibility improvements across a number of projects and areas.</p>
GP 52	<p>Thorpe Marriott Greenway</p> <p>This project focuses on two tree belts within Thorpe Marriott. The first is the belt that runs north to south on the western edge of Thorpe Marriott. The second is the tree belts to the north and west. The project will provide a strategic link from the Marriott's Way past a large residential area to the main pedestrian / cycle link (the green-bridge) over the NDR, which then gives the opportunity for further links to the north to Horsford and publicly accessible open spaces, and potentially to future links towards Hellesdon.</p>
GP 53	<p>Marriott's Way: Surfacing Works (Drayton)</p> <p>This is part of a programme of projects being developed through the Marriott's Way Implementation and Delivery plan, which have been informed by public and stakeholder consultation in 2015. This project covers the section of Marriott's Way at the rear of the Tesco supermarket in the Drayton area (between Fakenham Road and Taverham Lane) and involves surface improvements and work to reduce the gradient of access ramps to allow better accessibility. Improvement of this section will fit into the ongoing surface improvement between Norwich and Thorpe Marriott to improve cycle commuting into the city. The aim is to have the length of Marriott's Way between the City Centre and Thorpe Marriott adopted as highway to better facilitate its use as a cycling and walking commuter route.</p>
GP 54	<p>East Norwich Gateway</p> <p>No Information received. Raise at meeting.</p>

GP 55	<p>Community sports Hub proposal Horsford Manor site</p> <p>Norwich City Community Sports Foundation (CSF) has obtained the Anglia Windows sports site at Horsford Manor within Broadland District to develop a large scale “Community Hub” that will provide inclusive facilities for the growing community.</p> <p>The vision of the CSF is to: <i>“Make a difference to people’s lives by developing sustainable community facilities based on the needs of the local people”</i>.</p> <p>The Community Hub will comprise: An indoor sports facility comprising full size 3G football pitch, full size sports hall, indoor gym and associated changing facilities, cafe, learning space, classrooms and office 10 sleeping pods to be used for residential training courses external spectator stand and associated parking, outdoor gym, alterations to access and infrastructure. It will be the only full 11aside indoor football pitch in the region that is open to the public.</p> <p>A hybrid planning permission was granted for the Community Hub as described above in October 2017 and work has already commenced with pitches being laid out and internal renovations to the club housing being undertaken.</p>
GP 56 - 58	<p>Costessey, Harleston and Loddon Library self-access improvements</p> <p>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.</p>
GP 59 - 60	<p>Earlham and Mile Cross Library self-access improvements</p> <p>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.</p>

GP 61

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.

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)				(26)										
GP3	Marston Marsh	(30)	(25)				(24)	(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)						(52)	(14)								
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)		(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 Siffield 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	Cringeford N&N strategic connections	(68)		(10)						(58)							
GP35	Riverside Walk: Fye Bridge to Whitefriars	(160)									(160)						
GP36	Castle Gardens	(1,472)	(1,072)						(75)	(75)							
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)								(120)							
GP42	Plumstead Road Library: self service improvements	(85)		(33)													
GP43	Diss library: self service improvements	(25)															
GP44	Education								(2,000)								
Agreed 2018/19 Growth Programme																	
GP45	Green Pedalway	(560)								(500)	(60)						
GP46	MW: Thorpe Marriott to Costessey	(100)								(100)							
GP47	UEA to Eaton Boardwalk	(30)								(30)							
GP48	Wherryman's Way: Yare Valley Cycle Route	(23)								(23)							
GP49	Earlham Millennium Green Improvement Project: Phase 3	(25)								(25)							
GP50	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	(170)								0	(75)	(95)					
GP51	Green Infrastructure: Access for All	(150)								(30)	(30)	(30)	(30)	(30)			
GP52	Thorpe Marriott Greenway	(105)								(70)	(35)						
GP53	MW: Surfacing Works (Drayton)	(85)								(85)							
GP54	East Norwich Gateway	0								0	0	0					
GP55	Community Sports Hub - Horsford	(1,000)								(1,000)							
GP56	Harleston Library self-access improvement	(35)								(35)							
GP57	Costessey Library self-access improvement	(35)								(35)							
GP58	Loddon Library self-access improvement	(35)								(35)							
GP59	Earlham Library self-access improvement	(35)								(35)							
GP60	Mile Cross Library self-access improvement	(35)								(35)							
GP61	Education	(2,000)								(2,000)							
Growth Programme Commitment Summary																	
Pooled funding requirement							(183)	(40,486)	(5,533)	(6,857)	(6,215)	(5,150)	(30)	(30)			
Annual Requirement to be funded by borrowing								(40,000)			(5,000)	(5,000)					
Pooled funding requirement to be directly funded (excluding borrowing assumptions)							(183)	(486)	(5,533)	(6,857)	(1,215)	(150)	(30)	(30)			

NATS Programme Highlight Report – February 2018			
Author/Programme Manager	Jeremy Wiggin / David Allfrey		
Programme	Norwich Area Transport Strategy (Transport for Norwich)		
Recommendations	For information to the NATS Board and GNGB Board		
Overall Assessment of Project Status			BRAG
Overall Assessment of Programme	Programme is in full delivery. Close working with Programme Management team is in place and relationships are being strengthened with the Local Enterprise Partnership (LEP) (regarding Local Growth Fund [LGF] funding) through more regular communication. Regular progress meetings held with Tarmac.		GREEN
Timescales	City Cycle Ambition Grant (CCAG) Phase 2 project delivery is to be extended beyond end-March 2018 – the intention is to ensure all CCAG funded schemes are delivered by March 2019. LGF funded schemes must be delivered as per the agreed LEP profile. Regular review of projects and funding is being undertaken to ensure delivery against timescales. Some projects experiencing slippage in delivery for varying reasons – being carefully managed in terms of communications with Local Enterprise Partnership (LEP) for LGF funded schemes.		AMBER
Key Achievements	The All Saints Green / Westlegate was runner up in the Norwich Society Design Awards. Various indicators show a positive impact on transport – cycling levels up more than 40% since 2013, annual footfall in Norwich up by 2.5% and bus patronage up by more than 500,000 per annum (reported by First bus). Project communications are performing well and there is positive engagement with stakeholders.		GREEN
Resources	Design resource continues to be under pressure across Norfolk County Council Joint Teams, Norwich City Council and WSP. Recruitment has added resource to support the TfN programme from WSP, which is now felt to be sufficient to support the current NATS Programme. Other emerging projects (GY3RC, Western Link) are putting pressure on resources, which may in turn take resource from NATS.		GREEN

Programme Highlight Report

Budget	Several schemes have Target Costs that exceed or come in under available budget. For Cycle City Ambition Grant (CCAG) funded schemes, there is the opportunity to balance funding across the wider programme to account for this. However, for LGF funded schemes, this opportunity is generally not available due to the approach of a specific budget being allocated to a specific named scheme. Further information on the LGF funded schemes is outlined in the funding section of this report. Closer working between City, County and partner staff to focus on scheme cost forecasts and monitoring of budget / spend is being put in place. This includes Early Contractor Involvement (ECI) through to the way in which monthly project reporting is undertaken.	AMBER
Scope	Delivery of CCAG funded schemes is extending into 18/19 with the authority of DfT.	GREEN
Reporting	The project reporting template that is now being used has greater emphasis on reporting budget, spend, forecasts, programme and risk. This single monthly report template is used for all reporting purposes across different project Boards and committees. Schemes funded by the LGF are accumulated into a report by the Economic Development team. Quarterly progress reports and financial claims are produced and supplied to DfT for the CCAG funding.	GREEN
Member Reporting	Member engagement is positive and regular with separate 1:1 briefings taking place as required. As part of overall scheme delivery, informal briefings are carried out with ward and council members on schemes in their respective areas.	GREEN
Communications	<p>Media/comms</p> <ul style="list-style-type: none"> Proposals for Prince of Wales Road opened for consultation on Monday 5 February. Comms has included a letter drop to 1,200 frontages in the area, promotion through local media, twitter and city/county publications and websites. The consultation is available through an online questionnaire and is replicated with a display of proposals for the four weeks at City Hall. Drop-in sessions with project colleagues are also being promoted for those who want to discuss plans in more detail. So far there have been around 200 responses, with the deadline on Monday 5 March. Work continues on the ground at Dereham Road/Sweet Briar Road, Chartwell Road and Brazen Gate. There have been a couple of issues with congestion in relation to Brazen Gate and the extended closure of Grove Road which have received media 	GREEN

attention but otherwise no major comms issues.

- A project update on **Eaton** has been issued to 1,200 residents in the area as well as local publications to announce when work will take place. Tarmac has confirmed construction will begin on 2 July with the four-week closure of the slip road taking place in the school holiday to minimise disruption. A detailed PIN on TM will be sent to the wider area including Cringleford at least two weeks ahead of start on site. This is also available on the project page.
- TfN will be supporting UEA comms on a media release about their recent **engine switch-off project**. Although the team was unable to confirm impact on local air quality, data collected showed a significant increase in people turning off their engines in queuing traffic when the signs were used. We are also looking into funding opportunities to take this research further.

Projects/campaigns

- The **TfN review survey** launched on 15 January and was picked up media coverage in The Evening News/EDP and on Radio Norfolk. We've had nearly 1,000 responses to date and survey continues to be promoted through channels including social media, bus screen advertising, Citizen magazine, Your Norfolk Extra and Greater Norwich council websites/intranets. The target was to reach 1,000 responses by the 15 March deadline so we're in a position to exceed this. Both this and the Prince of Wales Road consultation have been forwarded to the sensory support team for engagement with local access groups.
- We have put forward **Westlegate** for the Chartered Institute of Highways and Transportation (CIHT) Project of the Year 2018 award. The 1,000-word submission went at the end of January with winners announced at a ceremony on 12 May. The option of a PR event for the one year anniversary of the opening is also being looked into with Pushing Ahead colleagues.
- Work tying in with **Pushing Ahead** also includes production of the third edition Norwich cycle map, which will launch in June as part of National Cycle Week and cover cycle routes associated with the NDR/southern bypass. We're hoping this can also coincide with the opening of the secure cycle parking facility near Chapelfield. We have also collaborated on the tender process for the new app – from the applications, it looks like

Programme Highlight Report

	<p>Better Points is the best fit in terms of aligning with the project's objectives and having a good track record with local authorities and behaviour change projects. The central communications team is in the process of appointing a PR and marketing company for Pushing Ahead – TfN promotion of infrastructure will also have the opportunity to share this resource as appropriate.</p> <ul style="list-style-type: none"> • The next campaign will be the light-touch 'look out for each other' project, due to be rolled out in April to coincide with signage for liberalised cycling in the city centre. The plan is to use temporary signs as visual cues to encourage considerate use of the space, without being heavy-handed with code of conduct messages. Supporting material will be available from the TfN web pages, the project manager is consulting with local access groups. 	
<p>Stakeholder Engagement</p>	<p>We have continued discussions with bus operators regarding the development of the Prince of Wales scheme. These discussions are ongoing and we have been asked to look at alternative options for providing priority for buses.</p> <p>An all-day workshop with bus operators to discuss a wide range of transport issues affecting Norwich is planned for Fri 2 March.</p> <p>A presentation on transport issues in Norwich is being given to the Norwich Area Hotelliers Association on 20 February.</p> <p>We are continuing to engage with 'of0' regarding their recently launched bike share scheme in Norwich.</p>	<p>GREEN</p>

Programme Highlight Report

Overview of Project	
Progress this period	Key Areas of Work for Next Period
Wymondham to Hethersett cycle link Phase 4 – works continue. Plans being finalised for additional phases of work	Wymondham to Hethersett cycle link – agree Target Costs for Phases 1, 2, 4 and 5
Dereham Road / Sweetbriar roundabout – works continue	NATS Review – attend consultation events and undertake stakeholder engagement
Chartwell Road cycle improvement scheme – works continue	Await to hear outcome of funding bid submitted to DEFRA for the Air Quality Grant scheme based around encouragement of car-sharing in Norwich in partnership with Liftshare
Brazengate cycle improvement scheme – works continue	
Roundhouse Way transport interchange - land discussions ongoing	
Prince of Wales Road – consultation started	
Edwards Street cycle improvements – consultation material prepared	
Bluebell Road cycle works - completed	
Transport for Norwich Strategy Review – public consultation underway	
Informed that the funding bid to DEFRA for Clean Bus Technology Fund for £326,400 for fitment of 15 First buses with emission reducing equipment in the exhausts of buses was unsuccessful	

Programme Highlight Report

Actual Spend			Funding Source						
Period	Expenditure (,000)	DfT (CCAG)	S106	County Crossing Contribution	Maintenance Contribution	CIL Contribution	LTP / Parking surplus	LGF	Total
2017/18	4,497	2,252	56		87	754	39	1,309	4,497
Forecast Spend			Funding Source						
2017/18	9,298	3,723	151	121	186	736	646	3,735	9,298
2018/19	4,049	1,627						2,422	4,049
2019/20	2,171							2,171	2,171

Commentary

Golden Ball Street / Finklegate / Westlegate

The shortfall in funding relating to this scheme is being met through reallocation of other locally held budgets.

Dereham Road / Guardian Road

Further discussions with the LEP have taken place regarding the options for addressing a shortfall of circa £600k in funding this scheme. The suggested way forward has been identified that involves taking half of the shortfall from the A11/Daniels Road LEP funded scheme with the remaining half being met through locally held budgets. It is the intention to take this option forward.

Other

DfT have given approval for CCAG funding to extend beyond 31 March 2018. Aim is to substantially complete all CCAG spend by Sep/Oct 2018. All CCAG funding is committed.

£40k capital funding through the LTP is available 17/18 for feasibility and initial design work. This will be fully utilised during 17/18 on works to the Cross Valley Link, A140 bus priority and cycleway feasibility.

Revenue funding of £1.5m made available through the DfT Access Fund is available to support delivery and promotion of sustainable travel across Norwich, Great Yarmouth and Thetford. This is available as follows; £500k (17/18), £500k (18/19) and

Programme Highlight Report

£500k (19/20). This aims to fully complement capital spend on infrastructure schemes. Andy Hutcheson (NCC) is leading on delivery. There is a good level of cross-working between NATS Co-ordination and Access Fund delivery.

Revenue funding through the AtoBetter programme is available to support delivery and promotion of sustainable travel across Norwich. This funding, provided to NCC by developers, is used to deliver residential travel plans over a minimum 5 year period per residential site. Further details are available at <https://www.norfolk.gov.uk/roads-and-transport/alternative-ways-to-travel/a-to-better-travel-plans>. There is a good level of cross-working between NATS Co-ordination and AtoBetter.

Programme Highlight Report

Resources		
	Comment	BRAG
Project Management	The overarching strategy and programme management for the Transport for Norwich is managed by Jeremy Wiggin.	GREEN
Design	The design of the projects is being carried out by a range of resource from Norwich City Council, Norfolk County Council, supported by WSP. Recruitment has taken place and additional resource has been added to support the TfN programme from WSP and internally. Construction resource is currently organised based on submitted programme.	GREEN
Construction	Regular programme meetings are held with design teams and Tarmac along with project specific ECI. Louise Collier, Tarmac's Planning Manager, is working closely with Project Leads to confirm resourcing and programming requirements.	AMBER
Customer Services & Comms	Clear and timely communications are being issued across the TfN programme.	GREEN
Finance	Financial reporting processes are in place. See earlier in this report for commentary regarding issues with Target Costs exceeding budgets and the steps being taken to address this.	AMBER
Other (Legal, Risk, Democratic Services, PPP, NPS, procurement)	Legal resources are being utilised as appropriate across the TfN programme.	GREEN

Key = BRAG Status

RED	AMBER	GREEN	BLUE	WHITE
Significant issues exist requiring consideration by COG or Programme Board and immediate action to be taken. Benefits - this benefit will not be achieved	Some (actual or anticipated) variation from the project plan but actions in hand to maintain progress. Benefits - some of the benefit may not be achieved	On schedule – progress in line with agreed project plan Benefits - this benefit will be achieved	Project / Work Package / Benefit completed	Being developed - Project has been approved but is in Initiation Stage

Greater Norwich Local Infrastructure Fund

Report by Phil Courtier, Head of Planning, Broadland District Council

Summary

This report updates the Board on the financial position of the two finalised LIF loan agreements. It also provides updates on the progress that has been made towards agreeing other LIF loans.

Recommendations

- (i) Members of the Board to the imminent completion of the New LIF loan for the Rockland development, previously agreed in principle.
- (ii) Note the progress of the previously approved LIF loans including the start of repayments for Little Plumstead

1. Background

- 1.1 The Local Infrastructure Fund (LIF) was established through the Greater Norwich City Deal. The fund provides loans to developers for infrastructure required to unlock onsite delivery.
- 1.2 The board agreed to extend the principles of the fund to small scale developments where funding could be provided for not only delivery of infrastructure but the delivery of the development itself.

2. Introduction

- 2.1 There have been two Calls for Schemes, in April 2014 and October 2014, and a total of 8 Expressions of Interest were received in response. The Board has considered full business cases for 5 of these schemes and agreed to approve them all in-principle, subject to due diligence processes and loan contract negotiations. One of these has since been withdrawn.
- 2.2 An Expression of Interest was received in March 2015 following the agreement of the Board to accept applications to the LIF outside the six monthly cycle of Board meetings. A further application was received by the Board at its meeting on 24 March 2016. These applications were subject to financial appraisal and agreed in principle, subject to due diligence processes and loan contract negotiations by the Board via email correspondence on 11 August 2015 and at the Board meeting on 24 March 2016 respectively.

2.3 This report updates the Board on the progress that has been made toward finalising of the loan agreements for the six schemes which have been approved in principle by the Board to date.

3. Update on approved schemes

3.1 The initial criteria for applications to the LIF included a requirement for planning consent and a willingness to start development in short order. It is now apparent that most applications currently going through the negotiation stages are part of a complex process of finding an end developer, raising finance, complying with planning conditions and negotiating infrastructure provision.

3.2 In this process, the offer of a LIF loan has been very helpful in giving developers the confidence to proceed with their developments. An offer of a loan serves a useful purpose even if developers are not ready to draw it down immediately.

3.3 The Board is asked to agree a progress review of each of the projects agreed in principle to date in order to update the expected delivery profile.

3.4 The schemes, applicants and requested loan amount are listed below:

Scheme	Applicant	Loan Amount
Bowthorpe Threescore	Norwich City Council	£1.865m
Deal Ground	Serruys Property Company Ltd.	£3.48m
Beeston Park	Beyond Green	£5m
Buxton Road to North Walsham Road East – West Link	Cirrus Strategic Land/Badger Building/Beyond Green	£3.7m
St. George’s Park, Loddon	Halsbury Homes East Anglia Ltd	£4.5m
		£0.5m
Little Plumstead	Cripps Developments	£1.5m
Total		£20.545m

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

3.6 St. George’s Park, Loddon

£4.5m was applied for to support the construction of a new roundabout on the A146, amongst other onsite infrastructure, to service a development of 200 homes including 66 social housing for rent. Since then the Board has approved an additional £500,000 for surety purposes to support delivery. The loan agreement for this project has been signed and drawdowns totalling £2,489,059 processed. Officers and Halsbury Homes East Anglia Ltd. are working closely to ensure the timely delivery of the A146 roundabout element of the scheme. The loan is expected to be repaid by 2020/21.

3.7 **Little Plumstead**

£1.5m was applied for to support the demolition and redevelopment of the site to provide 92 residential buildings and the conversion of the Old Hall to residential uses. A new entrance road is being constructed; utilities will be upgraded and a considerable area of open space (including a play area and woodland maintenance) will be required. The loan agreement for this project has been signed and a drawdowns of £1,385,208 have been processed. The development is progressing well and is starting to repay the loan, we have received £93,750 to date, the loan is expected to be fully repaid by 2019/20.

3.8 **Bowthorpe Threescore**

£1.865m was applied for to provide onsite road and utilities infrastructure. The infrastructure will accelerate delivery of 1,100 dwellings. Confirmation of the final loan amount required is still outstanding.

3.9 **Deal Ground**

£3.48m was applied for to provide a spine road, bridge and other associated works to open up the site for development. The site has consent for 670 dwellings, a local centre and leisure uses. Discussions are ongoing between Norwich City Council and Serruys Property Company Ltd on the programme for delivery for Deal Ground. Details of the Generation Park proposal are being considered alongside that of the Deal Ground. Infrastructure required to unlock the May Gurney site might be put forward as part of an alternative package for this Board to consider.

3.10 **Beeston Park**

£5m was applied for to provide transport infrastructure on the new North Walsham Road Corridor which will help accelerate the delivery of at least 600 homes in the North East Growth Triangle.

3.11 **Buxton Road to North Walsham Road East – West Link**

This £3.7m scheme delivers a phase of the corridor linking the East and West sectors of the Beeston Park scheme, specifically the section between the North Walsham Road and the Buxton Road. This infrastructure will release the development of circa 1,100 homes, a school and small scale mixed use development. Officers continue to liaise with the Badger Building, Lanpro and TOWN on the strategic delivery of the East West Link Road.

3.12 **Rockland St. Mary**

The board previously agreed the loan in principle and via e-mail to proceed. The legal agreements are expected to be completed early March with the first Drawdown to follow immediately after that to fund the land purchase.

4. Financial profile of proposals

- 4.1 Although the total value of the loans being progressed marginally exceeds the £20m fund, the anticipated draw-down and repayment profile indicates the schemes can be accommodated within the current scope of the Local Infrastructure Fund.

5. Recommendations

- (i) Members of the Board to the imminent completion of the New LIF loan for the Rockland development, previously agreed in principle.
- (ii) Note the progress of the previously approved LIF loans including the start of repayments for Little Plumstead

6. Issues and Risks

6.1 Other resource implications (staff, property)

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

6.2 Legal implications

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

6.3 Risks

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

6.4 Equality

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

6.5 Human rights implications

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

6.6 Environmental implications

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

Officer Contact

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

Name	Telephone Number	Email address
Joe Ballard	01603 223258	joseph.ballard@norfolk.gov.uk