

Greater Norwich Growth Board

Date: 25 November 2019

Time: 2:00pm

Venue: *Cranworth Room, County Hall, Norfolk County Council, NR1 2DH*

Board members:

South Norfolk Council:

Cllr John Fuller (chair)

Broadland District Council:

Cllr Shaun Vincent

Norwich City Council:

Cllr Alan Waters

Norfolk County Council:

Cllr Andrew Proctor

New Anglia Local Enterprise Partnership:

Douglas Field

Officers:

Trevor Holden
Phil Courtier

Trevor Holden
Phil Courtier

Laura McGillivray
Graham Nelson

Tom McCabe
Vince Muspratt

Chris Starkie

Jobs, homes and prosperity for local people



NORWICH
City Council



Norfolk County Council

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

AGENDA

1. **Apologies**
2. **Declarations of Interest**
3. **[Minutes of meeting held on 4 June 2019](#)** **3 - 7**
4. **[Childrens Services Capital Programme update](#)** **8 - 24**
Sebastian Gasse, Head of Education Participation, Infrastructure and Partnership Service, Norfolk County Council
5. **LEP update (verbal report)**
Chris Starkie, Chief Executive, New Anglia Local Enterprise Partnership
6. **[Infrastructure Investment Fund Processes Update](#)** **25 - 27**
Vince Muspratt, Assistant Director Growth & Development, Norfolk County Council
7. **[Draft Five Year Infrastructure Investment Plan 2020-25](#)** **28 - 79**
Phil Courtier, Director of Place, Broadland & South Norfolk District Councils
8. **Date of Next Meeting**
17 March 2020
Cranworth Room, County Hall, Norfolk County Council, NR1 2DH

FOR FURTHER INFORMATION PLEASE CONTACT:

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01 Nov 2019



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Greater Norwich Growth Board Meeting Minutes

Date: 4 June 2019

Time: 2.10pm

Venue: County Hall, Martineau Lane, Norwich, NR1 2DH

Present:

Board Members:

South Norfolk Council:

Cllr Lisa Neal (substitute for Cllr John Fuller)

Broadland District Council:

Cllr Shaun Vincent

Norwich City Council:

Cllr Alan Waters

Norfolk County Council:

Cllr Andrew Procter

New Anglia Local Enterprise Partnership:

Officers:

Phil Courtier

Phil Courtier

David Moorcroft
Graham Nelson

Vince Muspratt

Chris Starkie
(for part of the meeting)

In attendance:

Joe Ballard, Greater Norwich Project Team

Grace Burke, Greater Norwich Project Team

Matt Tracey, Greater Norwich Project Team

Anne Sommazzi, Green Infrastructure & Woodlands Officer, Broadland District Council

Mark Heazle, Community Leisure Manager, South Norfolk Council

One member of the public was also in attendance.

1. HANDOVER OF CHAIR

Cllr Waters confirmed that he had enjoyed his term as Chairman of the Greater Norwich Growth Board and advised that he was pleased with the good work undertaken and the impact of the investment decisions made by the Board, over the past year.

It was **RESOLVED** that Cllr John Fuller be appointed as Chairman and that Cllr Andrew Proctor be appointed as Vice Chairman of the Greater Norwich Growth Board for the next municipal year.

In the absence of Cllr Fuller, Cllr Proctor agreed to chair this meeting.

2. APOLOGIES FOR ABSENCE

Apologies were received on behalf of Cllr Fuller and it was noted that Cllr Neal was in attendance as the substitute member of South Norfolk Council.

In response to a concern raised by Cllr Proctor regarding the absence of a member from the New Anglia Local Enterprise Partnership (LEP), officers advised that confirmation had been received from the LEP that Chris Starkie would voice the opinions of the LEP in the absence of a LEP Board Member. It was agreed that any key decisions would be emailed to the absent LEP member for his agreement.

3. DECLARATIONS OF INTEREST

There were no declarations of interest.

4. MINUTES

It was **RESOLVED** that the minutes of the meeting of the Greater Norwich Growth Board held on 4 February 2019 be confirmed as a correct record.

5. INFRASTRUCTURE INVESTMENT FUND PROJECT SHOWCASE KETTS PARK SPORTS HUB – ARTIFICIAL GRASS PITCH

Mark Heazle, the Community Leisure Manager of South Norfolk Council, provided the Board with a presentation which sought to give members an overview of the delivery of the Ketts Park Improvement Project. A copy of this presentation is appended (Appendix A) to these minutes.

The Board was made aware of the background of the project and the history of Ketts Park, as detailed in the presentation. Members were informed that the poor condition of existing grass pitches, resulting in the loss of 60 matches during the 2016/17 season, due to poor weather, and the further demand of pitch space due to expected housing growth all contributed to the strategic need for an artificial grass pitch at Wymondham, which had been highlighted by Norfolk County Football Association as an important area of growth.

The Community Leisure Manager detailed the procurement and delivery of the artificial grass pitch, advising that an agreement had been reached between South Norfolk Council (SNC) and Wymondham Town Council (WTC) for the management of the site with WTC undertaking the grounds maintenance of the whole site and SNC taking responsibility for all other aspects. The Board was pleased to note that there had been no capital costs to SNC for the delivery of the artificial grass pitch as the overall cost of £650K had been met from £250K of CIL monies which had helped to lever in the remaining £400K from the Football Foundation.

Members were advised that, as part of the next stage of the project, matched funding was being sought to improve the tennis facilities and clubhouse on the site.

The Board thanked Mark Heazle for his presentation and agreed that the project was a good example of project management and joint working which had provided residents with a good resource at no cost to ratepayers.

6. GREATER NORWICH INFRASTRUCTURE PLAN 2019

Vince Muspratt provided the Board with the report which introduced the Draft Greater Norwich Infrastructure Plan (GNIP) 2019. He advised that the draft Plan identified potential projects which may require funding during the next five years, explaining that, if members were minded to approve the GNIP, a call for projects for the Infrastructure Investment Fund (IIF) would be initiated.

In response to a member's question regarding the possibility that new projects could be added, it was confirmed that the GNIP was a living document and was reviewed and updated annually to reflect the latest information.

Members queried the role of Norfolk County Council in the Greater Norwich Growth Programme Process and it was clarified that ownership of the CIL sat with District Councils as the collecting authorities with the County Council acting as the accountable body.

A typographical error was noted on page 58 of the agenda papers which officers agreed would be amended before the GNIP was published.

After a brief discussion, it was:

RESOLVED to accept the Draft Greater Norwich Investment Plan, noting that this would initiate the call for projects for the Infrastructure Investment Fund.

7. LEP UPDATE

Chris Starkie, Chief Executive of the New Anglia Local Enterprise Partnership, provided members with a verbal update.

The Board was advised that the Economic Strategy for Norfolk and Suffolk had been published and was available on the New Anglia Local Enterprise Partnership's website. It was noted that the Strategy was a shared endeavour between a wide range of partners, including the Greater Norwich Growth Board and focussed on the evolving needs and opportunities of the local economy, improving productivity and growth. Chris Starkie advised that the first building blocks of evidenced-based research to gain an understanding of the environment and to test theories across many sectors had almost reached completion and that documentation would be published in the Autumn of 2019, after a summer consultation.

Members were advised that major initiatives were underway to promote place which would further enable the LEP to work with existing companies and to also target new businesses.

With regard to driving local growth, members were advised that the LEP had reviewed the impact of their programmes to check their alignment and value for money against influences and issues such as Brexit etc. The LEP was pleased to report that 8,000 businesses had been assisted by the hub and that more than 700 businesses had received grant funding. It was also reported that most of the transport for Norwich was on track and on budget.

In response to a question from Cllr Proctor, regarding the role of the private sector, Chris Starkie advised that local authorities did not create jobs but helped to deliver the infrastructure for the private sector to deliver employment. Cllr Waters shared Cllr Proctor's concerns, stating that local authorities invested in building homes and culture, but he questioned where the private sector added value. He stressed that the Procurement Strategy included paying the voluntary living wage and that grants should be given to business to incentivise them to provide better-paid, full-time, secure jobs which would, in turn, increase productivity.

The Board discussed the need to galvanise key site and elements of Norfolk and Suffolk and associate them with each other to push forward the strengths of Greater Norwich, agreeing that collectively promoting its best assets in the area would ensure that Greater Norwich did not become lost across Norfolk and Suffolk.

8. EXCLUSION OF THE PUBLIC

The Chairman:

RESOLVED to exclude the public from the meeting during consideration of items 9 and 10 (below) on the grounds contained in paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended).

9. GREATER NORWICH LOCAL INFRASTRUCTURE FUND

Phil Courtier, Director of Place for Broadland District and South Norfolk Councils, presented the *exempt* report.

It was:

RESOLVED not to accept the recommendation in the *exempt* report, owing to outstanding information. An amended proposal was sought for a decision via written procedures.

10. GREATER NORWICH GREEN INFRASTRUCTURE

Phil Courtier, Director of Place for Broadland District and South Norfolk Councils, presented the *exempt* report.

it was:

RESOLVED to agree all of the recommendations in the *exempt* report.

Chairman

Greater Norwich Growth – Planning for School Infrastructure
*Sebastian Gasse, Head of Education Participation, Infrastructure and
Partnership Service*

Summary

The County Council has a statutory duty to ensure sufficient school places for children of statutory school age. Financial mitigation of pressure on places as a result of new housing is made in the form of section 106 agreements and, in those authorities which have adopted it, CIL. Previous papers to this board have outlined some of the risks for both Norfolk County Council and families moving into new developments.

This paper provides the Greater Norwich Growth Board with an update on

- The projected shortfall between developer contribution and the capital costs to provide new schools
- A proposed methodology to address the financial risks
- Current new school and school expansion projects in the Norfolk Schools Capital Programme

Recommendations

The Board is asked to:

- (i) Note report and the need to address the potential shortfall for education infrastructure spending
- (ii) Consider further requests to allocate CIL receipts for education infrastructure to address the shortfall and avoid the need for public sector borrowing.
- (iii) Take full account of the resource needed for new school places when CIL is reviewed as part of the Greater Norwich Plan.

1. Summary and background

- 1.1 The County Council has a statutory responsibility to ensure sufficient school places in the County for children between the ages 5 and 16 years. It works with other partners to ensure suitable and sufficient provision for students aged 16 – 19, a significant proportion of which are integrated in 11–19 year schools. In addition, the County Council has a statutory duty to ensure a sufficient supply of pre-school places (e.g. Day Care and/or Nursery provision) for children aged three and four. There is also a duty to ensure free places for eligible two-year olds.
- 1.2 The paper brought to this board in February 2018 identified an estimated shortfall of up to £80m required to provide additional school places serving housing development within the Greater Norwich Growth Area.
- 1.3 In October 2018 Norfolk County Council's Policy and Resources Committee agreed a £120m investment in a 5-year special educational needs and disabilities and alternative provision transformation programme. Therefore,

Norfolk County Council will not seek CIL contributions for specialist SEN provision within the next five years.

- 1.4 There are good working relationships between officers from both county and district councils and regular communication is supporting effective planning of school places.
- 1.5 In Section 2: Financial Modelling identifies the cost of planned schools, agreed CIL contributions and any expected shortfall. Within the Greater Norwich Area there are some residual S106 agreements that provide financial contributions towards new school provision, but they are minimal. This is based on the current Norfolk Schools Local Growth and Investment Plan, an extract of which is provided in Appendix 1.
- 1.6 The identified risks are discussed as part of Section 3 – Risks and Issues
- 1.7 Section 4 provides an update on the projects currently in the programme and an indication of the funding mix.

2. Financial Modelling

- 2.1 This paper takes account of the most recent published forecasts on CIL receipts issued in early 2019.
- 2.2 The previous paper acknowledged that S106 contributions would normally fund a new school where it is required. Whilst there was always an acknowledgement that the Community Infrastructure Levy might not generate the same levels of funding as S106 agreements, we are seeking the support of GNGB to both provide clarity on any projected shortfall and help mitigate the risk for Norfolk County Council.
- 2.3 The contributions of £2m each for 2017/18, 2018/19, 2019/20 are appreciated and have supported key projects identified in Section 4.
- 2.4 The table below shows a ten-year projection of the cost of providing new school places because of development in the Greater Norwich Growth Area. The agreed contributions are shown alongside projected costs and the resulting shortfall.

YEAR	EXPECTED CIL INCOME	CIL EDUCATION CONTRIBUTION	COST OF NEW SCHOOLS/PLACES AFTER	
			BASIC NEED CONTRIBUTION	NCC SHORTFALL
To date	£9,945,506	£2,000,000	£2,000,000	£0
2018/19	£5,697,473	£2,000,000	£2,000,000	£0
2019/20	£5,992,108	£2,000,000	£2,000,000	£0
2020/21	£11,237,739	£2,000,000	£7,500,000	-£5,500,000
2021/22	£9,254,248	£2,000,000	£18,000,000	-£16,000,000
2022/23	£8,144,280	£2,000,000	£24,800,000	-£22,800,000
2023/24	£9,224,127	£2,000,000	£13,500,000	-£11,500,000
2024/25	£4,765,337	£2,000,000	£4,500,000	-£2,500,000
2025/26	<i>not available</i>	£2,000,000	£5,000,000	-£3,000,000
2026/27	<i>not available</i>	£2,000,000	£14,500,000	-£12,500,000
TOTAL:	£64,260,820	£18,000,000	£91,800,000	-£73,800,000

**the total expected CIL is based on figures from the Greater Norwich Projects Team, individual years may vary*

3. Risks for Norfolk County Council

- 3.1 There are several factors, which will affect the actual shortfall of funding normally received through developer contributions:
- 1 – The actual build rate, development of housing can increase or decrease in pace, which affects the **timing** of when places are needed, **expenditure will be occurred** and thus funding must be allocated.
 - 2 – The actual amount of funding received through CIL. Members of this board will be familiar with those factors and the planning decisions that affect the specific amount of funding generated by each individual dwelling. This has a bearing on the **overall amount** available for CIL.
 - 3 – Decisions by the Greater Norwich Growth Board on how CIL funding is prioritised for different infrastructure projects. This results in the **actual amount allocated** for school capital.
- 3.2 Demographic trends influence the forecast on required school places. Norfolk County Council completes an annual return on school capacity and the Department for Education makes a grant available as a result.
- 3.3 The basic need grant made available to Norfolk County Council is spent on new schools or the expansion of existing schools in line with the statutory duty to secure sufficient places. In 2018/19 £2.5M was received and in 2019/20, £25.7M but there have been no subsequent allocations to Norfolk for provision of new places. Basic Need is frequently allocated to forward fund schemes in areas of growth demand in anticipation of S106 income which may not materialise. There is currently approximately £11.5M in S106 income across the Greater Norwich Growth Area which has yet to be collected for additional school places, or is currently unspent against projects yet to be delivered.
- 3.4 Significant movement of families within Norfolk therefore can create surplus places in one planning area and an increased need for places in another. Developer contributions are the key source of income to allow those places to be created.
- 3.5 It is clear, that the “Basic Need” government allocation for Norfolk will be insufficient to cover a large shortfall.
- 3.6 The table in section 2 outlines a risk of £73.8m over a ten-year period. Existing CIL receipts are the logical source to address this shortfall. GNBG is asked to take account of the identified need for education infrastructure in any spending commitments for future years.
- 3.7 CIL will form the primary source of funding for education infrastructure in responding to pupil pressure resulting from housing growth. It is proposed that officers from Children’s Services work pro-actively with the Greater Norwich Growth team to identify opportunities for additional contributions for CIL.
- 3.8 It is therefore proposed that any remaining shortfall will be communicated to Norfolk County Council Cabinet via the NCC corporate capital prioritisation process each Autumn. This will also address the concern of NCC’s Capital Priorities Group, which has asked for regular updates on this issue.

4. Opportunities

- 4.1 Government has recently advised of a developer loan scheme for building new schools. The scheme is in a pilot phase at the moment and the money is provided to the developer on the basis it will be paid back by income anticipated by future developer contributions. It is not clear if this assumes Section 106

agreements only or whether it can be applied to CIL, but officers will be approaching the Department for Education to understand further whether this offers a suitable funding opportunity.

4.2 The DfE Free School Programme currently does not include criteria, which make it suitable for potential schemes. A previous 'speculative' allocation of new Free Schools in the Norwich Growth Triangle was withdrawn by the DfE.

4.3 As part of the review of CIL it may be appropriate to lobby central government for further funding, where it can be demonstrated that insufficient resource for school places is made available through developer contributions.

5. Current Programme

5.1 Appendix 2 shows an extract of the current mainstream schools capital programme at concept design stage and beyond. These are routinely reported to relevant governance groups within Norfolk County Council.

5.2 Further projects are planned, including the delivery of new schools in Blofield and Cringleford.

6. Recommendations

The Board is asked to:

- (i) Note report and the need to address the potential shortfall for education infrastructure spending
- (ii) Consider further requests to allocate CIL receipts for education infrastructure to address the shortfall and avoid the need for public sector borrowing.
- (iii) Take full account of the resource needed for new school places when CIL is reviewed as part of the Greater Norwich Plan.

Officer Contact

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

Name	Telephone Number	Email address
Sebastian Gasse	01603 307714	sebastian.gasse@norfolk.gov.uk

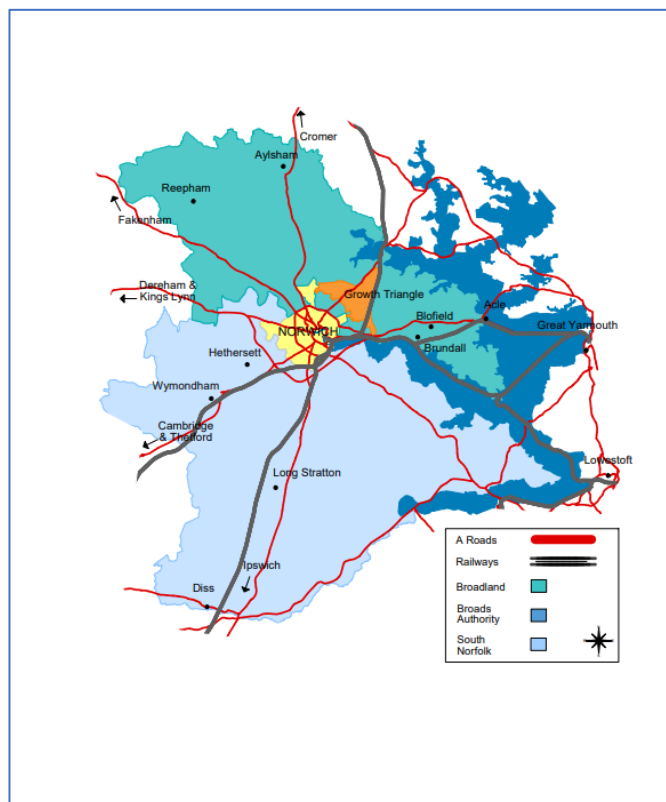
APPENDIX 1

Extract from Schools Local Growth and Investment Plan (as published in March 2019)

The full plan was published in March 2019 as part of Children's Services Committee Papers. The expected dates are updated annually in response to actual housing development and may no longer be accurate.

NORTH NORWICH GROWTH TRIANGLE (Broadland District)

Sprowston/Old Catton/Rackheath **12,000+** new dwellings



Growth triangle (coloured orange) map

CURRENT LOCAL PROVISION – capacity and organisation

This housing growth area extends from Old Catton in the west to Rackheath in the east. Existing provision is extensive and affects three secondary schools: Sprowston Community Academy, Thorpe St Andrew School, Broadland High Ormiston Academy and their feeder primary phase schools. Existing primary phase provision remains a mix of infant/junior in Old Catton and Sprowston and all through primary in Rackheath and Thorpe. There is a mix of Trusts, Federations and Community Schools.

To the immediate south-east, the new 420 place primary school at White House Farm is progressing. Land has been transferred over to NCC and construction has begun. The school is expected to open in September 2019 and the DfE is the decision maker on which Academy will be chosen to run the school.

LATEST ASSESSMENT OF GROWTH

Regular meetings with both Broadland District Council and the Greater Norwich Growth team are essential to keep track with housing progress in this large area. To the north of Old Catton progress is being made on several housing sites, both Taylor Wimpey and Orbit Homes are expected to submit full planning applications for up to 560 homes shortly and are likely to be on site in 2019. Coupled with this the first phase of Beeston Park housing (733 homes) is developing

and this is in a similar area. Therefore, we expect to see pressure for school places to begin in this area rather than the originally anticipated more northern site of Beeston Park/Wroxham Road. Rackheath has a large allocation of housing of up to 3000-4000 which is progressing slowly with a Housing Infrastructure bid being submitted in March 2019 which could kick-start this development. Smaller sites around Rackheath are more likely to commence earlier with four sites for up to 700 homes in total are in the planning system.

CURRENT PRESSURES ON PUPIL NUMBERS

Pressure for places at reception in the Old Catton/Sprowston area appears to have peaked in 2016 and is expected to remain this way until further housing is evident. Discussions have been had with local schools to explain the impact of housing and the processes of place planning. Once housing commencement is more evident we will continue these discussions. Rackheath however could be more problematic as the local school has limited room for expansion and the new schools are within the larger housing allocation. Potentially 700 homes could be built before new schools are opened. Children's Services will be looking at schools in the wider area to accommodate children from development on the outskirts of Rackheath if and when places are required.

IMPACT OF HOUSING GROWTH

Housing in this area will necessitate the need for many new schools. This is a long-term plan and Children's Services have secured sites for new schools within the Local Plan of the area. First children from these new houses will have school places provided by existing schools in the area as Children's Services need to ensure there is enough demand for a new school and enough children to consider it financially viable before any build is put into the capital programme.

SHORT TERM RESPONSE

Continue to meet with Broadland District Council to ensure Children's Services are up to date with housing progress so school places can be planned appropriately. Monitor admissions into reception each year to understand parental preference and ensure pupil forecasting models are as accurate as they can be.

MEDIUM/LONGER TERM RESPONSE

The DfE Free School programme which two years ago allocated the two Beeston Park new schools to Reach2 Academy Trust and would have funded the builds has expired and the delay with the housing coming forward in this area means funding from the DfE is no longer available. Funding will be sought from the Community Infrastructure Levy (CIL) and the opening of these schools once housing commences will be carefully planned to ensure additional pupil places in the area are provided as and when they are necessary.

As well as the two schools mentioned above, further school sites have been secured for new schools on Salhouse Road, North of Smee Lane in Thorpe (East of Broadland Business Park) and a planned expansion to double the size of Little Plumstead Primary School. The major growth in Rackheath also safeguards 2 new primary school sites.

NCC has made a commitment for a new Secondary phase school in the Sprowston area and a preferred site has been identified on the current Sprowston Park and Ride site. Some work on feasibility has taken place but all options for additional secondary school places needs to be considered in the area as currently a new secondary school project is unfunded. NCC continue to work with the Greater Norwich Growth Board to understand how CIL can contribute to this major piece of work.

Capital response					
NORTH NORWICH GROWTH	School	Scheme	Stage	Cost/estimate	
	White House Farm	2FE new Free school	Construction	£7m (mainly S106)	2019
	Lt Plumstead VAP	To 2FE	Design	£3.5-£4m	2020
Future programmes					
	Beeston Park primary 1	2FE	Site identified	£8m (unfunded)	2020+
	Beeston Park primary 2	2FE	Site identified	£8m (unfunded)	2022+
	Rackheath 1	2FE	Site identified	£8m (unfunded)	2022+
	Rackheath 2	2FE	Site identified	£8m (unfunded)	2024+
	South of Salhouse Rd new primary	2FE	Site identified	£8m (unfunded)	2020+
	East of Broadland Business Park	2FE	Initial site layout options	£8m (unfunded)	2020+
	New high school/all through	tbc	Masterplanning	£26m (unfunded)	2022+
Masterplans	Broadland High				

WYMONDHAM (South Norfolk District)

Up to 3000 new homes in various locations across the Town.

CURRENT LOCAL PROVISION – capacity and organisation

Wymondham has three primary phase schools, Browick, Ashleigh and Robert Kett providing 6 forms of entry between them. There was a slight drop in reception admissions in September 2018 compared to previous years but ultimately all three schools are almost at capacity in this year group. Pressure for places in Wymondham in some older year groups is causing concern particularly with the progress of several housing developments in the Town. Solutions to manage this pressure are being discussed with the schools.

Wymondham High Academy continues to admit up to its admission number and the phased project progresses. The next phase of the masterplan is the infrastructure to improve entrance, dining/studio spaces and library areas. The planning application will be submitted early 2019 with a start on site planned for Summer 2019. A sustainable percentage of Wymondham children choose to travel to Wymondham College and this pattern of preference is expected to continue for the foreseeable future. Wymondham College influence must always be considered when planning for future growth in the Town.

LATEST ASSESSMENT OF GROWTH

Wymondham continues to grow and the popularity of the schools and the location of the Town makes it a popular choice for families to live. Several housing developments are on site in the Town with a current total of around 3000 in the pipeline. It is highly likely that Wymondham will be a strong contender for more housing from the Greater Norwich Local Plan. These future numbers will be understood later in 2019 when the preferred sites are announced.

KEY PRESSURES ON PUPIL NUMBERS

Two new primary phase schools are planned for Wymondham, The Wymondham College Prep School due to open in September 2020 and funded by the DfE Free School programme will reduce the pressure for places. We are working with Sapientia Education Trust to understand their proposed admissions criteria. Planning for the new primary school in Silfield situated within the large housing development of 1200 homes has had some delays due to the final phase of land not being sold so road access and services to the site have not yet been provided. With the proposed opening of the Wymondham College Prep School in September 2020 it has been decided to monitor parental preference to this school rather than moving forward with a financial solution to open Silfield at the same time. Providing too many places in an area can be detrimental to local schools so it is essential to plan carefully to provide the right number of places at the right time.

There is a joint plan between NCC and Wymondham High Academy for further expansion of the buildings to accommodate additional children from new housing. With the housing numbers above what was expected, we will continue to monitor the situation. Discussions with Wymondham College are ongoing to consider the part they can play in accommodating secondary basic need pressures.

IMPACT OF HOUSING GROWTH

The impact of Wymondham housing is evident and 2018/19 and 2019/20 will be particularly challenging until the Wymondham College Prep School opens in 2020. Place planning solutions for new families arriving in the Town will be decided by Admissions and the Place Planning Team. Future growth in Wymondham will necessitate essential changes to secondary school provision as Wymondham High Academy will reach saturation point on its current site with housing already in the planning system. Discussions with the Secondary Trusts are already taking place to understand how more secondary and sixth form provision can be provided for the Town's future.

SHORT TERM RESPONSE

Plan and monitor the 2019 admissions round and in-year admissions of new families in an area where schools are at capacity. Identify the part smaller surrounding schools have to play to support growth. Monitor the parental preference patterns once Wymondham College Prep School opens.

MEDIUM/LONGER TERM RESPONSE

Opening of the new school in Silfield. Understanding the impact of Greater Norwich Growth once preferred sites for Wymondham are announced. Decide on creative solutions for increased capacity at secondary and 6th form in Wymondham.

Capital response					
WYMONDHAM	School	Scheme	Stage	Cost/estimate	Date if known
Current programme					
	Wymondham High Academy	Entrance, dining and studio space and library areas	Submit to planning early 2019	IRO £4.5m	

Future programmes	Silfield new primary school	2FE	Design stage but on hold.	IRO £8m	2020
	Wymondham High Academy	Further phases	Masterplan in preparation	tbc	
	Wymondham College	Options for growth	Discussions ongoing with Sapientia Trust	-	

CRINGLEFORD (South Norfolk District)

1300 new homes on two adjacent sites.

CURRENT LOCAL PROVISION – capacity and organisation

One 420 place Voluntary Aided primary school serves Cringleford. Ongoing housing in the area has generated far more primary age children than anticipated resulting in the school being oversubscribed in every recent admissions round. Pupil forecasts indicate that even without further housing, numbers will remain up to and above the admission limit. The catchment secondary school for Cringleford children is Hethersett Academy which admitted up to its admission limit in September 2018. The Academy does have some spare capacity in its higher year groups.

LATEST ASSESSMENT OF GROWTH

Two further housing developments are proposed for Cringleford and outline planning permission has been given for both. A further new school site has been secured within one of these developments for a new 420/630 place primary school. Land has now been sold to a developer on this site so we will monitor progress of this and ensure discussions are ongoing with the land promoters to agree the site position for the new primary school so it can be brought forward as quickly as possible.

KEY PRESSURES ON PUPIL NUMBERS

As mentioned above, pressure for places at reception is high and is managed as part of the annual admissions round. The option of a temporary solution of modular accommodation has been discussed with the school. Pupil forecasts indicate that September 2019 and 2020 will be years of high pressure for places and all options will be considered to ensure sufficient places.

IMPACT OF HOUSING GROWTH

When the first phase of housing commences there will be more pressure for primary school places in Cringleford. Discussions with the school and the Diocese of Norwich will continue to identify how pupils can be accommodated until any new school is operational.

Additional land has been secured for Hethersett Academy under the planning application for the strategic growth in Hethersett so further expansion at the school is anticipated when need for additional places is identified. A masterplan of the school site has been prepared.

SHORT TERM RESPONSE

Determine interim arrangements to increase capacity at Cringleford VA Primary until new school comes on stream. Advance discussions with land promoters/developers for the new school to ensure early delivery of infrastructure is secured.

MEDIUM/LONGER TERM RESPONSE

Commissioning the new school in Cringleford. Monitor the Greater Norwich Local Plan to ensure future allocations for Cringleford come forward with consideration for additional school places at both primary and secondary level.

Capital response					
CRINGLEFORD	School	Scheme	Stage	Cost/estimate	Date if known
Future programmes	New primary	2 or 3 FE	Site secured under S106	£8m/11m	2020+
	Cringleford VA Primary	Possible additional interim 1FE	Discussion with school	tbc	2019

HETHERSETT (South Norfolk District)

1200+ home strategic development

CURRENT LOCAL PROVISION – capacity and organisation

Primary school provision is currently provided by Hethersett Woodside Infant School and Hethersett VC Junior School. Secondary provision is at Hethersett Academy. Catchment cohorts in Hethersett have fluctuated over the past few years and accommodation has been provided for the infant school to accept a larger intake in some year groups. A consultation has taken place to re-organise the Hethersett primary phase schools to both become all-through primaries from September 2019. Around the same time Woodside Infant School will move into a new built primary school building within the new housing development. Projects at both the junior school and High School Academy to increase capacity as well as the new school are all at the planning stage.

LATEST ASSESSMENT OF GROWTH

The large housing development to the north of the village is progressing quickly and we understand the developer are increasing the density of the development so an additional 300 new homes are likely. Children's Services are working with South Norfolk Council to possibly secure additional land for the new primary school to enable a 3FE school in the future if required. More housing is included in the 'call for sites' within the Greater Norwich Local Plan and discussions have taken place to understand how more growth in Hethersett could be accommodated in the school system with schools already at capacity. More information will be known once the preferred option sites are announced late in 2019.

KEY PRESSURES ON PUPIL NUMBERS

2018 has seen yet another large reception year group and a modular building was used to accommodate these additional children. Other local schools have been contacted and a plan to increase the capacity at Little Melton Primary to a full 1FE from September 2019 is taking place. In-year admissions are being managed but some children are being offered places as far as Mulbarton. This is a short-term issue until the new school building is operational from September 2019.

IMPACT OF HOUSING GROWTH

Housing in Hethersett is already impacting on school provision in the village and with its location on the A11 corridor it is highly likely that more housing will be allocated to this area. Just how much is yet to be seen but will become clearer later in 2019. Options for further expansion of primary and secondary school places are being considered and may need some creativity to ensure sufficient places are there for the future.

SHORT TERM RESPONSE

The next year will see a lot of change in school provision in Hethersett particularly at primary level. The opening of the new school building and the move of Hethersett Woodside Infant to its new site and expansion to all through primary. The Junior school becoming a primary and admitting its first reception intake in 2019 and the continued expansion of the secondary school whose popularity has improved immensely over the past few years.

MEDIUM/LONGER TERM RESPONSE

Continue to monitor growth in both Hethersett and Cringleford as part of the review of the Local Plan to 2036.

Capital response					
HETHERSETT	School	Scheme	Stage	Cost/estimate	Date if known
Future programmes	New site for infant as primary	2 FE	Planning	IRO £8m	2019
	Junior School to primary	2 FE	Planning	Tbc	2019
	Hethersett Academy	Staged expansion	Planning	Tbc	2019

BOWTHORPE (Norwich City)

1000 new homes

CURRENT LOCAL PROVISION – capacity and organisation

Bowthorpe is served by two infant schools (both with admission numbers of 60) which feed into a single junior school with an admission number of 120. One infant school – Clover Hill Infant- is federated with the Junior School and are both Voluntary Aided Schools. The second infant school, Chapel Break, adjacent to St Michael’s Junior, is a community school. 2018 showed a drop in catchment cohorts which resulted in some spare reception places in Bowthorpe.

LATEST ASSESSMENT OF GROWTH

Building has commenced on this site with the completion of a Care Home as Phase 1. Phase 2 started on site in 2017 with 47 completed and currently 15 occupied. Norwich City Council are planning a continuous programme of completions into the next phase.

KEY PRESSURES ON PUPIL NUMBERS

Catchment cohorts do tend to fluctuate in Bowthorpe and there is currently spare capacity in the area. St Augustine’s RC School in Costessey is a popular preference for Bowthorpe children and is factored into place planning for the area.

IMPACT OF HOUSING GROWTH

It is anticipated that an additional form of entry for primary phase will be needed for Bowthorpe once the housing is completed. Discussions have taken place with local schools and a provisional plan has been agreed as to how this growth can be accommodated. Discussions with Norwich City Council are ongoing regarding the purchase of land for a new primary school site. Additional secondary school accommodation has been discussed with Ormiston Academy Trust but taking into account parental preference, no commitment for additional accommodation is needed in the short term.

SHORT TERM RESPONSE

Continue discussions with local schools and work with Norwich City Council to secure the new school site for Bowthorpe primary phase.

MEDIUM/LONGER TERM RESPONSE

As above.

Capital response					
BOWTHORPE	School	Scheme	Stage	Cost/estimate	Date if known
Future programmes	New site within primary phase	2FE/3FE	Site assessment	IRO £8m/£11M	2020+
	High school	Expansion of City academy and/or Ormiston Victory to be considered if necessary	-	-	

LONG STRATTON (South Norfolk)

1800 new homes

CURRENT LOCAL PROVISION – capacity and organisation

Long Stratton primary school provision is provided by Manor Field Infant School and St Mary's Junior School (academy). Both schools currently have unfilled places. There is interest from both schools to move to all-through primary. Long Stratton High School provides education for 11-16 in the village.

LATEST ASSESSMENT OF GROWTH

The progress of the housing for Long Stratton has moved forward considerably this year and a planning application is likely to go before Committee early in 2019. Full planning permission is being sought for 600 homes on the west of the A140 plus outline permission for the further 1200 on the east of the A140. A site for a new primary school building has been secured on the eastern side. The build out rate for the west side will be around 35 dwellings per year and subject to planning could begin construction as early as 2020. The land on the east side will be sold and progress will depend on how quickly this happens and which developer takes on the development.

KEY PRESSURES ON PUPIL NUMBERS

Both primary phase schools in Long Stratton have spare places and we anticipate that up to 400 new homes could be built before pressure for places will be evident. We have factored these assumptions into the timing of the construction of the new school building.

IMPACT OF HOUSING GROWTH

As mentioned above, a site for a new school building has been secured and both schools have been asked to discuss how this is likely to impact on them and whether they to follow NCC policy and take the opportunity to move to all-through primary. Further discussions will follow once more certainty on the timing of the housing is more evident.

SHORT TERM RESPONSE

Continue discussions with the two schools. Continue discussions with South Norfolk Council and land promoters on the timing of the housing.

MEDIUM/LONGER TERM RESPONSE

Opening of a new primary phase school in Long Stratton with the potential to move to all-through primary provision in the village.

Capital response					
LONG STRATTON	School	Scheme	Stage	Cost/estimate	Date if known
Future programmes	New primary phase school building.	2FE/3FE	Site agreed, options for land in addition to 2ha being negotiated.	IRO £8m/£11M	
	High school	Expansion of Long Stratton High to be considered longer term.	-	-	

COSTESSEY (South Norfolk), including Queen's Hill

550 final allocation up to 2026

CURRENT LOCAL PROVISION – capacity and organisation

A project is on site at Costessey Junior School which will eventually give accommodation for a full 630 places on this one site. The KS1 children currently at the infant school will then move over to the junior school site. The project is due to complete in the summer of 2019.

Queen's Hill Primary School is operating as a 2 ½ FE school but has the potential to rise to 3FE when demand for those places is evident. From September 2018 admissions there are still some spare places across the primary schools in Costessey.

LATEST ASSESSMENT OF GROWTH

Housing on the final allocated site in Costessey is continuing with around 300 yet to be occupied but other speculative sites outside the Local Plan allocations are being brought to planning. As school places are limited, NCC will raise concerns to such proposals where appropriate.

KEY PRESSURES ON PUPIL NUMBERS

There is considerable parental preference from children who live within the Costessey catchment and this does always cause some difficulties with place planning. The influence of St Augustines RC School, Bawburgh and Bowthorpe must always be considered. Currently places are still available in Costessey but these numbers will be carefully monitored in each admission round.

IMPACT OF HOUSING GROWTH

NCC made the decision in 2018 that the small site put aside for a potential new school was not suitable for what it was intended. The preference was to manage growth within the existing provision in Costessey with consideration as mentioned above to Bawburgh and Bowthorpe. Bowthorpe may have a new school in the future and with its location close to Costessey would be included in any place planning calculations.

SHORT TERM RESPONSE

Continue to work with Evolution Academy Trust on the project at Costessey Junior School. Continue to manage pupil numbers across the area.

MEDIUM/LONGER TERM RESPONSE

Possible expansion of Ormiston Victory Academy if required in response to Costessey growth.

Capital response					
Current programme					
	Costessey Infant and Costessey Junior	Amalgamation on one site	Construction	£3.5M	2019
	High school	Expansion of Ormiston Victory to be considered when necessary for additional pupil places			

HELLESDON (Broadland)

Allocation for up to 1500 new homes

CURRENT LOCAL PROVISION – capacity and organisation

Hellesdon has infant/junior schools situated across the area and a large and popular High School. The infant schools (Arden Grove, Heather Avenue and Kinsale) have 180 places between them which is more than adequate for their catchment. Not all the children attending these schools live in the catchment of Hellesdon with quite a considerable number coming from Mile Cross catchment. This is actually helpful for place planning as there is pressure for places in Mile Cross and these pressures need to be factored into the place planning analysis of the area. 2018 reception intake shows some spare capacity. The High School is at capacity but with its popularity, does gain many children from out of area, particularly the North Norwich catchment.

LATEST ASSESSMENT OF GROWTH

The first phase of this housing growth to the eastern side of the Golf club is now on site. The second site to the west of the Drayton High Road cannot be obtained until 2019 when the golf club will move to its new premises.

KEY PRESSURES ON PUPIL NUMBERS

Pressure for places in Hellesdon at primary level in reception has reduced in 2018 but now the housing is being built this will be carefully monitored particularly for the 2019 admissions round. The impact of Mile Cross catchment numbers must be considered at the same time as Hellesdon growth as Mile Cross Primary is not able to accommodate all of its catchment children. This is currently managed through parental preference to other schools but this option may not be possible longer term with growth in Hellesdon and to the north of the City.

IMPACT OF HOUSING GROWTH

This scale of housing will ultimately impact on places in local schools and a new primary school for Hellesdon will be constructed with a site secured within the new development at the existing golf club premises when they move to their new site.

SHORT TERM RESPONSE

Continue to monitor pupil numbers considering Mile Cross catchment numbers at the same time.

MEDIUM/LONGER TERM RESPONSE

A new primary school including consideration of all-through primary school provision. Consider the capacity at the secondary school to ensure adequate places for local children.

Capital response					
HELLESDON	School	Scheme	Stage	Cost/estimate	Date if known
Future programmes	New primary school	2FE	-	IRO £8m	2021+
	High school	Expansion of Hellesdon High to be considered if necessary.	-	-	

Appendix 2

Project	Project Description	Approximate cost	Funding sources	Start Date (on-site)	Est. Finish Date	Priority Category	RIBA Stage
PROJECTS							
Costessey Infant and Junior	Amalgamation to single site	£3,950,000	CIF Academy bid and Basic Need	Jul 18	Aug 19	A3 - Area growth and reorganisation	5 - Construction
Hethersett Junior School	Reorganisation of junior school to primary.	£4.6m	CIL contribution and Basic Need	TBC		A3 - Area growth and reorganisation	4 - Technical Design
Hethersett New Primary	Relocation and expansion of infant school	£8m	Basic Need, S106 and capital maintenance	Jun 19	Jun 20	A3 - Area growth and reorganisation	5 - Construction
Hethersett Academy	Permanent growth	Awaiting	CIL contribution, Basic Need and capital maintenance from the Academy Trust	Apr 19	Apr 20	A1 - Major growth	5 - Construction
Little Plumstead VA Primary School	Expansion to 2FE	Awaiting	Basic Need	TBC		A1 - Major growth	4 - Technical Design
Mulbarton Infant and Junior	Phase 2 of expansion to 2.5FE	Awaiting	Not funded	TBC		A4 - Minor growth	2 - Concept Design
Sprowston New Primary	New 2FE Academy	£6,881,486	S106 and Basic Need	Oct 18	Aug 19	A1 - Major growth	5 - Construction
Trowse Primary	New school and expansion to 1FE	Awaiting	Basic Need, capital maintenance and S106	Jul 19	Jul 19	A1 - Major growth	5 - Construction
Wymondham High Expansion	Dining hall extension and other improvements	£3,900,000	S106 and Basic Need	Jul 19	Jul 20	A1 - Major growth	5 - Construction

Infrastructure Investment Fund Processes Update
*Vince Muspratt, Assistant Director Growth and Development,
Norfolk County Council*

Summary

This report provides the Greater Norwich Growth Board with an update on the new Infrastructure Investment Fund processes which were adopted in November 2018.

The Board are asked to:

- i) Note that Infrastructure Investment Fund processes have been reviewed and revised forms and guidance issued

1. Introduction

- 1.1 At the Greater Norwich Growth Board (GNGB, the Board) meeting of 27th November 2018, the Board agreed to put in place a series of new processes to govern the Infrastructure Investment Fund (IIF).
- 1.2 Under their delegated authority, the Infrastructure Delivery Board (IDB) have overseen a call for projects, the appraisal process and the drafting of Project Offer Letters since this date. This has been in compliance with the processes previously agreed.
- 1.3 The IDB have also agreed a number of forms and guidance notes to accompany the processes.
- 1.4 This paper updates the GNGB on the processes and forms which have been used to determine the projects put forward by the IDB as the 2020-21 Annual Growth Programme projects within the 5YIP.

2. Call for projects

- 2.1 Once the Greater Norwich Investment Plan (GNIP) for 2019 was published, following the GNGB meeting of 4th June 2019, a call for projects opened allowing officers from each Local Authority partner to complete and return application forms (Appendix A) to the Greater Norwich Projects Team (GNPT) for strategic infrastructure projects in their localities.
- 2.2 Applicants also had the opportunity to access guidance on completing the forms (Appendix B) and one to one support from the GNPT where required.

- 2.3 The call for projects was open for a month, culminating on the last working day of June 2019.
- 2.4 In total, the GNPT received 15 projects during this period, across a range of themes, priorities and districts.

3. Appraisal process

- 3.1 The 15 projects received during the call for projects have been appraised by the GNPT using the form in Appendix C, and the guidance in appendix D.
- 3.2 Each project was appraised by one member of the GNPT and then reviewed by another, ensuring a standardised approach to scoring and giving the IDB confidence that the process had been followed correctly.
- 3.3 The completed appraisals were then taken to the October IDB meeting, and the recommendations of the GNPT for each project were discussed.
- 3.4 Of the 15 projects submitted, 12 have been recommended by the Infrastructure Delivery Board for inclusion in the 2020-25 5YIP.

4. Rejection and Project Offer Letters

- 4.1 Projects which have not been selected for inclusion within the latest 5YIP have received their feedback from the appraisal process.
- 4.2 The 12 projects which have been included within the latest 5YIP will receive their offer letters (template attached as Appendix E) once the 5YIP has been agreed by the GNGB.
- 4.3 Each offer letter is tailored to include conditions relevant to each individual project to ensure that the CIL money is adequately spent. It also includes information for project managers on the expectations for communications elements of their project, the reporting and monitoring requirements set by the GNPT and schedules for claiming CIL from the pot.

5. Recommendations

- 5.1 The board are asked to:
 - i) Note that Infrastructure Investment Fund processes have been reviewed and revised forms and guidance issued

6. Issues and Risks

- 6.1 **Other resource implications (staff, property)**
None identified
- 6.2 **Legal implications**
None identified

6.3 Risks

None identified

6.4 Equality

None identified

6.5 Environmental implications

Any project environmental impact analysis will be undertaken by the thematic groups as required and is not considered within the GNIP.

Officer Contact

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

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List of Appendices:

Appendix A: Application Form



Application Form
template v2.2.pdf

Appendix B: Application Form Guidance



Application Form
guidance v1.2.pdf

Appendix C: Appraisal Form



Appraisal template
v2.4.pdf

Appendix D: Appraisal Form Guidance



Appraisal Form
guidance v1.1.pdf

Appendix E: Offer Letter Template



Offer Letter v1.3
FULL.pdf

Greater Norwich Joint Five Year Infrastructure Investment Plan
*Phil Courtier, Director of Place, Broadland and South Norfolk
District Councils*

Summary

This report presents the Draft Five Year Infrastructure Plan 2020-25, for collective review ahead of the report being considered by individual Partners' Cabinets and Councils in January 2020 before returning to this Board in February 2020.

Recommendations

The Board are asked to:

- (i) To comment on the Draft Joint Five-Year Infrastructure Investment Plan 2020-25.
- (ii) To instruct officers to update this draft to reflect changes since its preparation before consideration at Partner's Cabinets and Councils in January 2020.
- (iii) To agree to recommend the proposed 2020/21 Annual Growth Programme for approval at each Partner's Cabinets and Councils.

1. Background

- 1.1 The GNGB agreed at its meeting on 24 March 2016 to produce a Joint Five Year Infrastructure Investment Plan (5YIP) to help to provide a longer term, more strategic context for infrastructure decision making as well as eliminating the need to approve potential projects for inclusion at Partner Cabinets and Councils (subject to the GNGB not making any substantial changes to the Programme) more than once.

2. Introduction

- 2.1 The projects identified within this 5YIP are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.
- 2.2 Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB).
- 2.3 The projects which have been recommended to receive IIF funding during the forthcoming financial year will be adopted as the 2020/21 Annual Growth Programme (AGP) once this document has been agreed by each partner's respective cabinet or council.
- 2.4 This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within

previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.

- 2.5 The draft Five Year Infrastructure Investment Plan 2020-25 is included at Appendix 1.

3. Issues and Risks

3.1 Other resource implications (staff, property)

The programme will be managed within existing resources and will require continued support for the Greater Norwich Projects Team. Resources for project delivery will be the responsibility for the project promoter.

3.2 Legal implications

The pooling arrangements and the designation of an Accountable Body are set out in the Joint Working Agreement and the further agreement formalising the commitment to pool Community Infrastructure Levy (CIL) income across the Greater Norwich area signed on 21 October 2015.

3.3 Risks

The most significant risks are project cost and delivery risks. These remain with the project promoter.

3.4 Equality

No specific issues arising from the funding of the Growth Programme.

3.5 Human rights implications

No specific issues arising from the funding of the Growth Programme.

3.6 Environmental implications

Project promoters will be required to meet their own environmental obligations.

Officer Contact

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

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Attachments:

Appendix 1 – Draft Joint Five-Year Infrastructure Investment Plan 2020-25

Greater Norwich Growth Board

Joint Five-Year Investment Plan

November 2019

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INTRODUCTION

The projects identified within this Infrastructure Investment Plan are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.

Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB). The projects which receive IIF funding during the forthcoming financial year will be adopted as the 2020/21 Annual Growth Programme (AGP).

This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.

DEVELOPMENT OF THE JOINT FIVE-YEAR INVESTMENT PLAN

Prior to the development of this Plan, the Greater Norwich Infrastructure Plan (GNIP) was updated¹. The GNIP identifies infrastructure priorities to the end of the current Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area. The latest version also provided strategic priorities against which the projects submitted for funding have been assessed.

This Plan provides the reprogrammed financial commitments for IIF funding against the forecasted CIL income until 2024/25. This will be followed by the Annual Growth Programme (AGP) for 2020/21, which will provide more detail on the projects which have been accepted on to the Greater Norwich Growth Programme.

Since the last 5YIP, the GNGB have agreed new processes for project selection in 2020/21. This included a full application process, and a call for projects ran from the publication of the GNIP to the end of June 2019. Following this, the Greater Norwich Projects Team (GNPT) have appraised each submission and provided recommendations to the IDB. The new processes have led to clear acceptance criteria for projects, a measured and robust selection process and this enables the GNGB to allocate CIL in a clear and decisive manner.

The three District Councils will consider this Plan in January/February 2020. Projects listed within the forthcoming financial year should be considered as the proposed AGP for 2020/21. The projects included within the proposed AGP for 2020/21 have all been through the project selection process and have been recommended for approval by the Infrastructure Delivery Board (IDB). As per the process changes which were agreed at the GNGB meeting of the 27th of November 2018, the approval of this plan by each District Council will commit IIF funding to those projects.

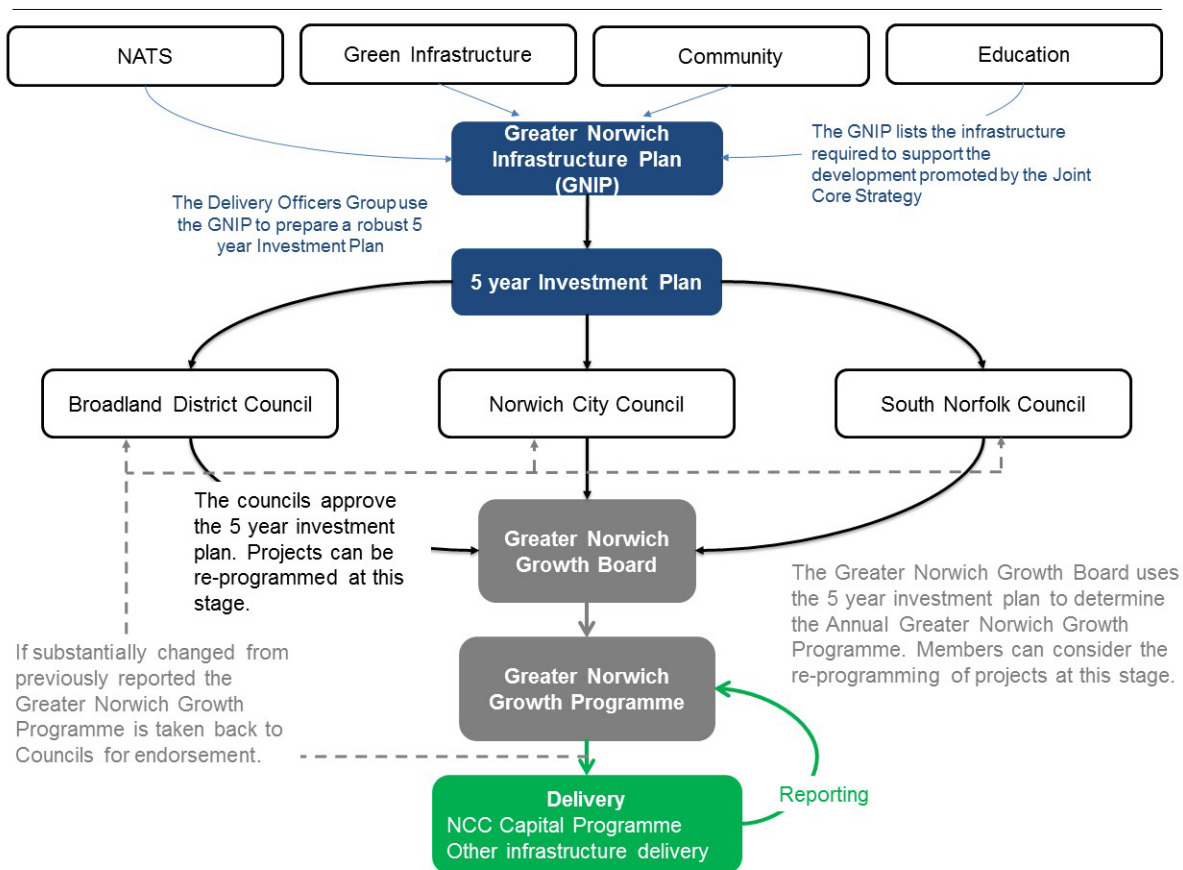
¹ <http://www.greaternorwichgrowth.org.uk/delivery/greater-norwich-infrastructure-plan/>

The GNGB will consider this Plan at its meeting in November 2019.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2020/21 AGP in early 2020.

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

Fig. 1 – Infrastructure Investment Plan Development Process



PROPOSED 2020/21 ANNUAL GROWTH PROGRAMME

In accordance with the processes for the Infrastructure Investment Fund (IIF), the Infrastructure Delivery Board met on the 11th of October 2019 to agree which projects are to be put forward as the proposed 2020/21 Annual Growth Programme (AGP). As a result, 12 projects totalling £2.85million have been identified to be supported through the IIF. Details of these projects have been included in this report as Appendix A.

The GNGB made a decision at the meeting of June 2019 to support the funding of the North West Woodlands Project through CIL outside of the project selection process. This was due to a short timescale for the purchase of the site. The £715,000 for this project has been split equally across the 5 financial years included within this plan, and this figure has been included in the total above.

It is proposed that Education receive £2million to support the development of their capital programme within Greater Norwich. This allocation will support development at Ormiston Victory Academy.

It is also proposed that the £561,760 commitment to the funding of Hempnall Crossroads will be paid for from the CIL pot. IDB had previously made a commitment in June 2017 to fund this amount for the project.

As a result of careful project management and reprofiling of project drawdowns, the funds allow for the full re-instatement of the £2million cash reserve in this AGP. Previously, the GNGB had agreed to use the cash reserve to manage cash flow in 19/20.

Approximately £665,000 from the IIF remains committed to ongoing projects that were identified in previous AGPs. Updates on these projects are provided in Appendix C.

TRANSPORT

Transport for Norwich (TfN)

The Norwich Area Transportation Strategy (NATS), now renamed Transport for Norwich (TfN), is the adopted transport strategy used to deliver improvements across Greater Norwich. The current strategy recognises that everybody's journeys are different and looks to give people viable options on how they choose to travel and actively promotes sustainable transport. The strategy has already delivered key improvements such as the Broadland Northway, a network of Park and Ride facilities and 'Pedalway' cycle routes, the award-winning Norwich Bus Station and bus priority measures in the City Centre and along radial routes.

The implementation plan of transport delivery was adopted 2010 and updated in 2013 and set out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.

In 2018, the TfN Board agreed to a review of the transport strategy and an update of its implementation plan. This is underway and an initial public consultation in March 2018 highlighted that investment in public transport was the top priority, with measures to tackle congestion, maintaining existing infrastructure and reducing the impact transport has on air quality being other key priorities. It is envisaged that a new preferred strategy and implementation plan will be consulted on early-2020 for full adoption later in 2020.

Projects supported by IIF

The 2015/16 AGP agreed to the use of the IIF to top up other funding to help deliver the NATS programme over the period 2015/16 to 2019/20 and committed a total of £3,570,000. Many projects which were initially programmed to receive IIF funding have since taken advantage of alternative external funding streams including Growth Deal and Cycle City Ambition Grant (CCAG) to deliver projects. The NATS projects which have been allocated IIF are:

- GP11 - St Clements Toucan crossing
- GP13 - Eaton Centre Interchange
- GP13b - Roundhouse way Bus Interchange
- GP16 - Golden Ball street highways improvements
- GP17b - A140 corridor Improvements north of the city
- GP24 - Colney River Crossing
- GP32 - Broadland Way: Green Lane North to Plumstead Rd
- GP45 - Green Pedalway junction improvements
- GP46 - Marriotts Way: Access improvements in Costessey
- GP53 - Marriotts Way: Resurfacing at Drayton

Strategic Transport Schemes

The 2016/17 AGP agreed to use IIF funding in future years to ensure the delivery of large strategic transport projects, including the Broadland Northway and Long Stratton bypass together with Hempnall crossroads junction.

GP25 - Broadland Northway

Construction of the Broadland Northway was completed in April 2018 and there has been significant positive feedback from residents and businesses regarding the reduced journey times and simpler journeys the new route provides. The monitoring of traffic impacts is ongoing. The road was paid for by the Department for Transport, Growth Point funds and the Community Infrastructure Levy. With the agreement of all the Greater Norwich partners, £40m of borrowing to support its delivery took place during the 2016/17 financial year and will be repaid by future CIL income from the IIF.

GP26 - Long Stratton Bypass and Hempnall Crossroads

The Long Stratton Bypass will be funded from a combination of developer funding and public sector funding. It was announced in September 2019 that the Department for Transport had awarded major road network funding for the development of the business case for the Long Stratton bypass. This enables the scheme to move forwards to the next stage of development. The remainder of the funding will be made up of a developer contribution and up to £10m of CIL supported borrowing. If appropriate funding can be secured, work could start in 2022.

Hempnall crossroads is now operational with all arms open except B1527 Hempnall Road which will remain closed until the scheme's completion. The project is progressing in accordance with the programme and is expected to complete on 1st November 2019 as planned (excluding landscaping works). The 2020/21 Annual Growth Programme includes a £561,760 contribution to this project, listed as GP26b in Appendix B.

Other funding streams

A range of funding in addition to that from the IIF will continue to be sought to fund the existing and future TfN Implementation Plans, which will include locally held Local Transport Plan funding, as well as Cycle City Ambition Grant (CCAG), Local Growth Fund monies and specific funding awards from government.

Transforming Cities Fund

In September 2018, the County Council was informed that Greater Norwich had been shortlisted as one of 10 cities in the UK that is eligible to apply for a share of a £840m

Transforming Cities fund covering the period 2018/19 to 2022/23. This was subsequently increased to 12 cities and a share of £1.2bn following a later budget announcement. The Greater Norwich 'Transforming Cities' application is based around transforming connectivity in and around Norwich through a coordinated package of improvements on three transport corridors and in the city centre.

Greater Norwich was successful in securing an initial allocation of £6.1m from an early allocation of Transforming Cities funding. This is being used to deliver 6 transport schemes across Greater Norwich during 2019/20, which include new pedestrian crossings, cycle facilities, improvements to Norwich bus station and the implementation of a new cycle share project in March 2020.

The application for the main element of funding needs to be submitted by 28 November 2019. Further information on whether funding is secured and its value will not be known until March 2020. Although a range of funding is being sought, it is likely that there will be further requests for funding from the IIF to support and complement projects which are part of the Transforming Cities Fund programme, all of which are listed in Appendix D.

Future Mobility Zone

In the 2018 budget, the Government announced a top-up to the Transforming Cities Fund (TCF). This comprises £90 million of capital funding to create up to three Future Mobility Zones (FMZs). These will focus on trialling new approaches to mobility and innovations in transport delivery that can be replicated in other areas.

The County Council submitted an expression of interest and is now in the final stage of the funding application process. An outcome is expected before the end of Autumn 2019. If successful, projects funded by this bid will be delivered in the period 2020/21 – 2022/23.

EDUCATION

Children's Services publish their Schools Local Growth and Investment Plan (SLGIP) annually in January as part of the Children's Services Member briefing paper to Cabinet. SLGIP recognises growth across the whole County but the most significant growth is within the Greater Norwich area. Land has been or is being secured for up to thirteen new schools in Greater Norwich to support the forecasted growth. Those currently being progressed are:

- Hethersett, new school building to allow the existing Infant School to move into a new building and expand – on site;
- Blofield, new building to move and expand existing school – land discussions ongoing;
- Trowse, new building to move and expand existing school – on site.
- Cringleford, at feasibility stage but waiting for S106 triggers for commencement.

Children's Services' Capital Priorities Group oversee the work to determine the order, timing, details and funding of education priorities. Ten of the thirteen schemes currently identified do not have a confirmed funding source. Two of the three which are proceeding are funded via the previous S106 regime or from Basic Need funding from central government.

2018/19 commitment

£2M committed in 2018/19 will be used to fund two projects:

- To identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation
- To ensure the existing primary school site in Brundall has suitable accommodation for larger cohorts of children.

2019/20 commitment

£2M committed in 2019/20 to support capital for a new 2 form entry primary school in Cringleford.

2020/21 commitment

£2M committed in 2020/21 to support capital for an extensive expansion project at Ormiston Victory Academy in Costessey.

GREEN INFRASTRUCTURE

The Green Infrastructure Programme Team is formed by officers from all Greater Norwich councils who work together to share information and collaborate across all three districts. The projects below are the key areas, prioritised by GNGB for future investment. These growth areas have all received IIF funding to deliver elements of their progress in previous AGPs.

Green Loop – Broadland Way and Marriott's Way

A key element of the North-East Norwich Growth Triangle (NEGT) Area Action Plan is an off-carriageway cycle and pedestrian route between east Norwich at Thorpe St Andrew and the Northern Broads at Wroxham known as Broadland Way.

Broadland Way is designed to be a multi-functional Green Infrastructure corridor that provides residents of the new development with a safe walking/cycling route that can be used for commuting or leisure, whilst also providing ecological connectivity.

Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and a highly biodiverse corridor. Marriott's Way particularly fulfils several key functions as a wildlife link, a health-promoting asset through cycling and walking, and an outdoor classroom.

River Yare Crossing

This project is part of the wider East Norwich Gateway project and is a cycle/pedestrian bridge crossing the River Yare to enable better access to Whitlingham Country Park from the city centre.

Yare Valley

The project aims to develop the unifying concept of a river parkway, a linear country park based on the River Yare Corridor between Bawburgh and Whitlingham Country Park. The parkway would comprise a collection of linked spaces along banks of the River Yare. This 'umbrella' project was included in the Green Infrastructure Delivery Plan and included several smaller projects, some of which have been brought forward since the study was published.

River Wensum

A strategy has been developed to guide regeneration of the River Wensum Corridor in Norwich, extending to Whitlingham in the east, which was adopted by Norfolk County Council, Norwich City Council, the Environment Agency and the Broads Authority in Summer 2018.

The strategic objectives include enhancing connectivity throughout the river corridor, particularly with the Norfolk Trails network, and enhancing the natural environment and green infrastructure. Key green infrastructure proposals which have received IIF funding in previous AGPs include the completion of a missing link on the Riverside Walk, improvements to accessibility of the existing Riverside Walk and enhanced links with the Broads network at Whitlingham in the longer term.

The Riverside Walk

This is identified as a sub-regional green infrastructure corridor supporting growth locations in the Joint Core Strategy. The development of the Riverside Walk alongside the Wensum helps to support the green infrastructure requirements for anticipated new housing and employment development that has been identified in the city centre and east Norwich.

North West Woodlands Country Park

North West Woodlands Country Park (NWWCP) project proposes the creation of a new country park facility surrounded by a large area of woodland, heathland and fenland in the Greater Norwich area. The NWWCP project involves the delivery of a series of walking, cycling and trim trial routes, habitat restoration and enhancement schemes, public engagement events, car parking and visitor facilities as well as large woodland play area.

The NWWCP project helps to manoeuvre the Greater Norwich area into a strong position in which to deliver sustainable, well planned communities by enabling a mitigation strategy that alleviates the impact of growth on the internationally designated sites, thereby safeguarding them for generations to come. Ideally located adjacent to the Broadland Northway, the Thorpe Marriott Greenway cycle and pedestrian route, and the purple and yellow bus routes the NWWCP is ideally located to intercept visits to the internationally designated sites and to attract visits from across the Greater Norwich area.

Burlingham Country Park

Burlingham Country Park project proposes the repurposing of one of the largest areas of land owned by Norfolk County Council. At over 12.5 km² the Burlingham site is located near Strategic Employment Sites and Major Housing Growth Sites.

Bounded by the River Bure to the north, the River Yare to the south and bordered by the Broads Nature Reserve, the project will deliver high quality Green Infrastructure in the area providing improved countryside and recreational access for new residents and reduce recreational pressure on the nearby sensitive environments. This would create a Green Infrastructure Priority Corridor with high carrying capacity, identified as a priority in the Greater Norwich Infrastructure Plan.

COMMUNITY

A number of strategic community projects have been identified and funded in previous publications of this Plan. These include library improvements, open space developments and improved community facilities.

Notable delivery in 19/20 has seen the completion of 8 Libraries projects across the Greater Norwich area, implementing the Open Library service.

The sports facilities and playing pitches review in 2014 identified key areas requiring development which are now being progressed and delivered by the Greater Norwich Sports Strategy Implementation Group. Previous AGPs have agreed £1m for the Community Sports Foundation's "The Nest" project in Horsford, £500,000 towards the redevelopment of Long Stratton Sports Centre and £250,000 for the development of a 3G football pitch at Kett's Park in Wymondham.

The potential Mile Cross Health & Wellbeing Centre is expected to deliver a new leisure centre including swimming pool, and community associated facilities. A feasibility study for the centre has been undertaken. The project is still under consideration and a decision will be made later in the year as to whether to progress this project.

ECONOMIC DEVELOPMENT AND REGENERATION

A number of projects supported by IIF significantly contribute to the economic growth of areas by providing transport, green infrastructure and community benefits. These projects support the wider regeneration of areas but often requires many years of strategic planning to come to fruition. Projects which the GNGB have already identified as strategic priorities within the Greater Norwich area include:

Norwich Airport Industrial Estate

This involves the significant delivery of public realm improvements, infrastructure and transport links at Norwich Airport Industrial Estate. This will enable this key employment location to offer more attractive, modern premises which better serve the needs of the existing SME community and those of emerging high value sectors identified in the New Anglia LEP Strategic Economic Plan and the Greater Norwich City Deal.

Anglia Square

A planning application for the comprehensive redevelopment of Anglia Square comprising up to 1250 dwellings, hotel ground floor commercial floorspace, cinema, multi-storey car parks and replace chapel was submitted to Norwich City Council in March 2018 (ref: 18/00330/F). Following the resolution of Norwich's Planning Application Committee to approve the scheme (6th December 2018) the application was called in by the Secretary of State for his determination. A planning Inspector has been appointed to conduct an Inquiry starting 28 January 2020. Following the Inquiry, which is scheduled to last 16 days, the planning inspector will make a report to the Secretary of State. It is expected that the Secretary of State will issue a decision later in the year.

East Norwich Gateway

This project will provide infrastructure to open the development of the Utilities Site, Deal Ground and Carrow Works site (the largest brownfield sites within the Norwich City Council area) and extend cycling and pedestrian access from Norwich City Centre to Whitlingham Country Park in South Norfolk. Any proposal to develop these sites should involve comprehensive development of the sites and include sustainable access, including new bridge links over the Wensum and Yare (See GI section for River Yare Crossing).

Norwich Research Park (NRP)

Work is due to commence in Oct 2019 on a £7m investment funded by SNC and NALEP comprising c. 19,000 sq ft grow on space for R&D businesses and the necessary infrastructure to open up the Enterprise Zone. These works are due to be completed by March 2021. Additional development work which is also in train includes the delivery of

an 800 space Multi-Storey car park, improvement to the Norfolk and Norwich University Hospital roundabout, improvement of sustainable transport into and within the site as part of the Greater Norwich Transforming Cities Fund and a working group to resolve the power issues of this site .

Various projects in and around the NRP will help improve its connectivity to the wider area, as well as enhance the local environment. Sustainable access has been boosted by a new bus interchange at Roundhouse Way, whilst a more direct footpath link to the significant housing growth at Bowthorpe has been enabled by a footbridge across the River Yare. Health walks open opportunities to improve the wellbeing of patients, employees and residents alike. These have been implemented in the grounds of the NNUH, along with further enhancements to Green Infrastructure links between the NNUH, Research Park and the nearby housing development.

FIVE YEAR INVESTMENT PLAN FRAMEWORK

CIL receipts have been lower than forecast since the creation of the IIF in 2014. In the previous version of this plan, the forecast had shown a deficit in the financial year 19/20. Through careful programme management, the Greater Norwich Projects Team (GNPT) were able to prevent this situation occurring and are now forecasting a surplus of £3,088,309 at the end of 19/20, and a surplus of £5,023,930 in 2020/21.

Explanation of the categories within Table 1

Actual CIL receipts: The amount of CIL income received from the Districts by the IIF to April 2019.

Forecast CIL receipts: The CIL income that the IIF is forecasting to receive in the next 5 years. Given the complex nature of CIL income it is expected that these figures will change between publications of this Plan, particularly in years 3-5.

Programme Agreed: The amount of CIL which will be drawn down from IIF to deliver all projects in each given financial year. These projects have been agreed in previous AGPs and will either be being delivered over multiple years, or are projects whose delivery has been delayed and their draw-down has rolled over from a previous year.

Programme Proposed: The amount of CIL which will be drawn down by the projects proposed to be included within the 2020/21 Annual Growth Programme in each given financial year. These projects have been through the project selection process and are proposed and sponsored by the Infrastructure Delivery Board.

Borrowing agreed: The confirmed loan repayments for the Broadland Northway as well as future repayments to support the delivery of Hempnall crossroads and Long Stratton Bypass (loan repayment rates for future borrowing is forecasted and will not be confirmed until the borrowing is committed).

Education: NCC has a statutory duty to support the growth of schools. A £2million allocation of IIF has been identified for each of the 5 years within this Plan. This is an indicative figure which will be confirmed annually with the acceptance of each new Annual Growth Programme.

Cash Reserve: The 2016/17 AGP agreed to borrow £50m at PWLB project rate to support the delivery of both the Broadland Northway and the Long Stratton Bypass. It was agreed that a cash reserve equal to one annual repayment be built up over 3 years from 2017/18 to safeguard this loan repayment.

The IDB along with each partner's s151 officer recommended in the 2019 5YIP that the accrued cash reserve should be reallocated back into the IIF to prevent an overall deficit occurring. Owing to the latest forecasts, the IDB have agreed to reinstate the £2million in the 2020/21 financial year.

Table 1 – Proposed Five Year Infrastructure Investment Plan

	to date	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
INCOME								
Balance brought forward	£ 9,945,506							
Actual CIL receipts		£ 5,697,473						
Forecast CIL receipts			£ 5,992,108	£ 11,237,739	£ 9,254,248	£ 8,144,280	£ 9,224,127	£ 4,765,337
Cumulative Income	£ 9,945,506	£ 15,642,979	£ 21,635,087	£ 32,872,827	£ 42,127,075	£ 50,271,355	£ 59,495,482	£ 64,260,820
EXPENDITURE								
Programme agreed	£ 1,797,827	£ 958,000	£ 3,032,000	£ 603,000	£ 215,000	£ 30,000	£ -	£ -
Programme proposed				£ 2,644,842	£ 253,975	£ 228,675	£ 143,000	£ 143,000
Borrowing agreed*	£ 2,629,399	£ 2,064,776	£ 2,064,776	£ 2,064,776	£ 2,064,776	£ 2,179,632	£ 2,351,916	£ 2,351,916
Education	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000
Cash Reserve				£ 2,000,000	£ -	£ -	£ -	£ -
TOTAL	£ 6,427,226	£ 5,022,776	£ 7,096,776	£ 9,312,618	£ 4,533,751	£ 4,438,307	£ 4,494,916	£ 4,494,916
Cumulative Expenditure	£ 6,427,226	£ 11,450,002	£ 18,546,778	£ 27,859,396	£ 32,393,147	£ 36,831,454	£ 41,326,370	£ 45,821,286
Cumulative Surplus/Deficit	£ 3,518,280	£ 4,192,977	£ 3,088,309	£ 5,013,430	£ 9,733,928	£ 13,439,901	£ 18,169,112	£ 18,439,533
Forecasted surplus to commit to AGP				£ 1,925,121	£ 4,720,497	£ 3,705,973	£ 4,729,211	£ 270,421

* Interest and loan repayments against the borrowing agreed for the Broadland Northway, plus forecasted repayments if additional borrowing is agreed in future years to support the delivery of Long Stratton Bypass.

APPENDIX A – 2020/21 ANNUAL GROWTH PROGRAMME PROJECT DETAILS

This appendix sets out the projects which have been put forward to be funded by CIL in the 2020/21 Annual Growth Programme for Greater Norwich. The projects are listed by the authority in which they will be geographically delivered, together with their CIL allocations.

Broadland

Aylsham Sports Hub Stage 3 - £475,000

The Project is to deliver a full-size, floodlit 3G pitch on the site of the Aylsham Sports Hub at Aylsham High School, which is owned by the Aylsham Cluster Trust. The project will deliver the pitch, which can be sub-divided into 3 smaller pitches suitable for football and rugby. The project also will deliver a two-team changing room, and FA standard referees' area adjacent to the gym/fitness building.

The project is part of a wider programme and complements additional projects on the site including the refurbishment of Aylsham's swimming pool, and the provision of a gym, fitness suite and dance/multi use hall.

The aim of the project is to deliver additional leisure and sporting facilities for Aylsham Town and the surrounding area, on land owned by Aylsham High School in order to promote physical activity and social inclusion.

The project has secured an additional £510,750 of match funding to deliver the project.

Plumstead Road Roundabout - £725,000

The project will deliver a new roundabout on Plumstead Road. The delivery also includes the creation of new footways and cycleways, a new pedestrian crossing, road re-alignment and associated services.

In delivering the scheme, the project will directly unlock the development of 315 homes across two allocated sites located within the Broadland Growth Triangle. Additionally, the project forms part of the much larger orbital link road between Plumstead Road and Salhouse Road.

The project brings an additional £625,000 of match funding from the LEP and Business Rates Pool in order to deliver the project.

North West Woodlands Country Park - £715,000

The wider North West Woodlands Country Park project is discussed in the 5 Year Infrastructure Plan above (Page 11). The £715,000 commitment from the GNGB in this Annual Growth Programme is to support the acquisition of the Houghen Plantation land and will be paid equally in yearly instalments over 5 years.

Norwich

20 Acre Wood Community Access Improvements - £62,450

The project will improve an existing woodland path through 20 Acre Wood from Enfield Road to Earlham Green Lane. The current path itself is used regularly by the community to access the West Earlham shops, school and Health Centre.

The project involves installing a raised hard surface path to avoid damaging any tree roots, and this would be suitable for both cyclists, pedestrians, mobility scooters and push chairs. Additionally, the project would install way-markers at each end of the path, and a wooden chicane to slow pedestrian movement from the path to the tarmac path and road.

A second part of the project will deliver an element of community engagement working with the Friends of West Earlham Woods and the Local Infant and Primary Schools to develop a sense of community ownership of the woodland.

Hellesdon Station Green Infrastructure - £232,200

The project will deliver a range of inter-related green infrastructure improvements in the Hellesdon Station area. These improvements will boost the transport and ecological functions of strategic green infrastructure corridors to support growth:

- Marriott's Way - Red pedalway (and National Cycle Route 1) and Purple pedalway (Outer circuit): Improvements to make walking and cycling routes safer and more convenient including a parallel pedestrian / cycle zebra crossing of Hellesdon Road, path re-alignment onto the railway track bed and accessible ramp,
- New and improved recreational facilities: canoe launch platform, picnic area, path access and car park improvements,
- Natural area enhancements to river valley sites; Hellesdon Mill Meadow, Marlpit Paddock and Hellesdon Marsh. These include vegetation management, habitat improvement, tree planting and landscaping which will result in biodiversity gains.
- Community involvement through volunteering and engagement with community groups.

The project will secure an additional £221,100 of match funding to deliver the project.

Norwich Parks Tennis - £103,808

The project will deliver a total of 5 all-weather tennis courts across two different parks in Norwich, to add to the provision offered by the Norwich Parks Tennis Programme. The courts will be located at Heigham Park (3 courts) and at Lakenham Recreation ground (2 courts).

The additional courts and improvements are required to support the future growth of affordable quality tennis, accommodating the demands of the growing population in the Greater Norwich area.

The project has secured an additional £319,330 of match funding to deliver the project.

Recreation Road Pool - £60,000

The project will increase car park capacity at the Recreation Road school swimming pool and install new fencing and a covered bike store. The project will also facilitate the setting up of a trust or CIO between Recreation Road Infant School, Avenue Junior School, Parkside Special Needs School and Norfolk County Council (as landowner) to manage both the pool and the sports centre on the site.

This project will increase the community access to the pool, while also increasing the number of hours which are available to be used by potential customers, which in turn makes it more viable as a sustainable business proposition.

South Norfolk

Crusaders Rugby Football Club Clubhouse Extension - £150,000

The project will deliver new infrastructure and enhanced facilities at Crusaders Rugby Club, based in Little Melton (South Norfolk). The enhanced facilities to be provided include four en-suite changing rooms that meet RFU guidelines, a new referees' changing space, refurbished and extended social spaces, an accessible entrance, first floor viewing area and new accessible toilet facilities.

The project has secured £450,000 of match funding in addition to the CIL allocation to fund the project.

East Wymondham Green Infrastructure - £45,862

The project will deliver infrastructure around the Oxford Common site to create an accessible area for local residents to visit for recreational purposes. The project will establish approximately 1800m of new permissive paths, with the result being a new circular walk route and the enclosure of 9 hectares of grassland for restoration of the site to County Wildlife Site standard.

The project will also deliver stock fencing, vehicular gates, the relocation of existing stepping stones across the river Tiffey, the installation of liggers and a bridge across the ditches in appropriate locations and the installation of finger posts, way-markers and an information board along the route.

Frenze Beck Green Infrastructure - £35,000

The project will deliver a number of green infrastructure updates and installations on Frenze Beck, on the eastern edge of Diss. The work to be delivered includes the installation of new entrance gates, the design and installation of new information boards and trails, installing benches and picnic benches and the installation of gravel footpaths to unlock access to two viewing areas.

Wymondham Tennis Club - £149,962

The project improves Wymondham Tennis Club's facilities at Kett's Park in Wymondham. This includes a new fourth court to provide additional capacity in an area of high housing and population growth.

Additionally, the project will deliver the resurfacing of three existing courts which have experienced a lack of investment and appropriate maintenance under the management of the town council, the conversion of floodlights to LED Lumineers to provide lower running costs and deliver a greener operation and the enhancement will also see netball courts provided on the site, bringing outdoor, publicly-accessible, floodlit courts to Wymondham for the first time.

Area-Wide

Kett's Country Long Distance Trail - £97,380

The project is to create a long-distance walking trail from Wymondham to Norwich via a number of South Norfolk towns and villages. It is the intention of the project to create several circular walks near/next to areas of increased development along the route.

The project will deliver signage, furniture, promotional materials and data counters to monitor usage and economic impact. In addition, the route will see the removal of all obstacles in the name of delivering countryside access improvements.

APPENDIX C – PROJECT UPDATES

Updates for current delivery only. Projects completed in previous years are not included.

Broadland

GP1 - Early Delivery of Public Access to Harrison's Plantation: £45,000

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. The woods, now referred to as Harrison's Wood, were opened to the public in May 2016. All project delivery works are now complete and the full CIL allocation has been drawn down, but there has been a long delay to the transfer of the land to Broadland District Council. Most recently, this has been due to ongoing negotiations between the developers and NCC Highways about the land formerly required as a bus gate (now required as a cycle route), and what this means for 'residual' land that should now form part of the woodland area to be transferred to BDC.

GP 19 - St Faiths Road to Airport Transport Link: £1,000,000

Initial scheme feasibility ruled out the immediate possibility of a direct link between Hurricane Way and St Faiths Road, as this would have likely required the relocation of an existing owner-occupied business premise. Further scheme development focused on the Meteor Close to Repton Avenue link, with initial traffic modelling was completed in June 2016. Having reviewed the outcomes of the initial scheme development work, implementation of the project was deferred such that further consideration could be given to the form of the link and the most appropriate timescale for its delivery.

As the project is not expected to be delivered within the short term, the previously agreed funding has been withdrawn. In recognition of the potential importance of the link, an agreement has been reached that the project may re-apply for funding when it is required, even if this falls outside of the annual call for projects period.

GP32 - Broadland Way (Thorpe St Andrew to Wroxham Cycle and Pedestrian facilities): £150,000

Feasibility / scheme development was undertaken during 2015/16 and further work in 2016/17. Funding was agreed in the 2017/18 AGP for £150k to deliver a section of the scheme between Plumstead Road and Green Lane. However, delivery is currently on hold whilst more work is undertaken to define aspects of this project.

GP33 - 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.

Part one of the project includes improvements to the landfill gas infrastructure and part two involves improved parking facilities for cars and bicycles. Match funding has been sourced to enable the delivery of the wider project which also includes improvements to the access to the circular walk and consideration for the biodiversity improvements along the path.

Delivery has begun with significant progress made on upgrading the gas field, whilst preliminary design work of the car park is also underway.

GP52 - Thorpe Marriott Greenway: £105,000

The Thorpe Marriot Greenway is designed to promote better greenspace and access in the Thorpe Marriott area. To create the greenway, a path will be established through the current tree belt that will link the Thorpe Marriot estate, the Marriott's Way, Nabour Furlong, Pendlesham Rise, Littlewood (three woodlands owned by Broadland District Council) and the Broadland Northway green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor (S6). The tree work to help deliver the scheme should be completed by November 2019 with the view to get contractors on site to commence work in February 2020. Contractors have been procured. Release of conditions application has been submitted to Broadland District Council planning department and is awaiting confirmation. Project expected to be completed by April 2020.

GP53 - Marriotts Way: Surfacing Works (Drayton): £85,000

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 consultations 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.

The contractor is procured, and initial ground investigations are underway. Construction is programmed to begin Jan 2020 with completion March/April 2020.

GP55 - The Nest-Community sports Hub Horsford Manor site: £1,000,000

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.

Named 'The Nest' it will comprise: An indoor sports facility comprising full size 3G football pitch, 5 court sports hall, indoor gym associated changing facilities, cafe, learning space including 3 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. This will be the only facility in the region that has the unique blend of facilities and services open to the public.

Phase 1 (pitches, clubhouse and sleeping pods) is complete and operational with many organisations and individuals already using the facilities (1,323 individuals in October 2019).

Phase 2 is being funded by CIL and will deliver new infrastructure for highways and sub station, a 3G Pitch, changing rooms, a meeting / IT suite, two large multi-use spaces, a café and office/reception. Match funding for this phase includes Norfolk County Council (£500k), the Football Foundation (£1.4m) and Norwich City football Club (£500k). Contractors are expected to be appointed with works beginning by the end of 2019.

Norwich

GP17b - A140 Corridor: Bus Priority and sustainable transport improvements: £950,000

The primary objective of this project was to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. The scope of the project was expanded to look at potential improvements to the pedestrian crossing facilities at the Fifers Lane / A140 junction as well as looking at potential cycling improvements along the A140 corridor, primarily between the Broadland Northway and Fifers Lane.

Following the significant funding opportunity presented by the Transforming Cities Fund which requires a Strategic Outline Business Case (SOBC) to be presented as an overall programme covering a wide range of transport schemes, it was proposed that the immediate delivery of feasibility, design and delivery of works on the A140 is halted so that such works can be incorporated into a wider programme of works along the entire length of the corridor. Should the SOBC submission be successful, a revised programme of scheme delivery will be identified, that covers the A140 corridor. This project has therefore been withdrawn from the fund whilst wider programme works are developed.

GP23 - Carrow to Deal Ground riverside walk: £100,000

Delivery of a short section of cycle / footway on north bank of the River Wensum. This will provide a key 'missing link' in the route between Norwich city centre / rail station and Whitlingham Country Park. Planning approval is in place for a 150 metre stretch of riverside walk. Delivery of the project cannot be programmed until Broadland Housing Association's (BHA) adjoining site has completed their connecting section of riverside walk

Discussions between Norwich City Council and BHA are ongoing. Currently, delivery of this project is expected to take place late 2020/21.

GP29 - Marriotts Way- Barn Road Gateway: £44,500

Improvements to the gateway to Marriott's Way to improve legibility and raise the quality of this important entrance. The construction works are effectively complete. (There is just one bollard to install.) The project has been enhanced with an additional £4k HLF funding which has enabled railway heritage fencing and gate to be installed. Forecast costs exceed budget due to higher traffic management costs than allowed for. Costs are currently being reviewed and discussed with Tarmac.

GP30 - Marriotts Way: Sloughbottom Park – Anderson Meadow: £250,000

Improvements to a section of the route to increase safety, comfort and personal security. Works include path widening/realignment, providing street lighting, improving an adjacent storm drain, vegetation management, tree planting, and drainage improvements. Project delivery has slipped into 2019/20 due to Tarmac not having provided a target cost yet. Costs are being reviewed to determine the extent of works in relation to available budget.

GP31 - Riverside walk accessibility improvements: £200,000

The project aims to enable the use of the Riverside Walk (between New Mills and Carrow Bridge) by all, including access measures on and adjacent to the walk, and improved signage and waymarking linking the river with the city centre and other key attractions. Works were tendered in May/June. Contractor secured for steelworks elements however were unable to appoint a main contractor. Currently reconsidering procurement method and packaging of works for main contractor. The Wensum Strategy Partnership Delivery Team will review signage options and secure approval to progress this element of the project to delivery.

GP36 - Castle Gardens: £150,000

Restoration and improvement works to Castle gardens to promote the use of the gardens as a linear park. Restoration works will safeguard the gardens for future use whilst planned improvements will ensure that the gardens can be maintained within the available budgets. The linkage to the gardens from the surrounding street scene will be enhanced along with improved linkages to the castle and green.

Due to staffing shortages the design work for the scheme has been delayed and the timescales have been altered accordingly. Work has now commenced on the design and survey work has been completed. An initial design and costings have been produced for consultation with stakeholders.

Stakeholder consultation has begun along with negotiations with the museums service regarding the castle keep project and timelines for completion. Initial agreement has sought that the two projects can run in tandem during the construction phase.

GP38 - 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. A pitch improvement inspection was carried out which will now inform the development of the project plan. Norfolk FA have undertaken a Norfolk pitch strategy and we are working with them to ensure that funding is spent where a specific need has been identified through their strategy. Works will be delivered in three phases beginning in 2020 and completion of the full project expected March 2022.

GP45 - Green Pedalway – Earlham Road section: £560,000

The Green Pedalway project sees a comprehensive upgrade and extension to this strategic cycle route. This project relates to improvements to the Earlham Road (B1108) junction with Mill Hill Road and Heigham Road. This project has been combined with Cycle City Ambition Grant funding awarded by the Department for Transport for safety improvements at the Earlham Road (B1108) / Outer ring road (A140) roundabout and along the length of Earlham Road between the outer ring road and Heigham Road. Construction of this scheme is well underway and is due to be completed by Christmas 2019

GP47 - UEA to Eaton Boardwalk extension: £30,000

The project aims 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. Developer is providing £70,000-worth of work alongside this project. Detailed design and preparation of production information currently underway. Expected to be onsite summer 2020.

GP49 - Earlham Millennium Green Phase 3: £25,000

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. Phase 1 & 2 were both CIL funded projects which delivered a main pedestrian route through EMG and habitat improvements. Progress on Phase 3:

- Refurbishment of the kissing gates at the Earlham Road and Bevan Close entrances is complete.
- Removal of the old wooden platforms which had come to the end of their natural life is complete.
- The first plastic pond dipping platform and 5 metres of linking board walk has been installed. A second platform which required a specific permit from the Environment Agency is due to be installed by March 2020
- The Friends of West Earlham woods are helping with the text for the interpretation panel which will be in place by March 2020.
- New way marker finger posts will be installed by March 2020. Finger posts on order.

All works are on programme to be completed by March 2020

GP50 - Yare and Wensum Valleys Link: £170,000

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. The first phase of this project is supported through s106 allocation at Bunkers Hill. The CIL funded element of the project is now expected to be delivered January to November 2020.

South Norfolk

GP13b - Roundhouse Way: £50,000

Development of a new bus interchange at Roundhouse Way, Cringleford. The construction phase is complete, landscaping works have been tendered and are expected to start Oct/Nov 2019. The project is expected to be completed by spring 2020.

GP26b - Hempnall Crossroads: £562,000

The project aims to improve road safety at this busy junction where traffic crosses the A140 near Hempnall, by installing a roundabout. Works are progressing in accordance with the programme and are expected to complete on 1st November (excluding landscaping works).

**GP27 - 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 route for recreational access. A legal Public Right of Way was not agreed over the site and therefore the project has been withdrawn from the fund.

GP34 - Cringleford N & N Strategic Connections: £58,000

Green infrastructure projects of various types to link N&N Hospital, Yare Valley Walk in Cringleford, and the A47 corridor. The development of this project is on hold at present.

GP37 - Long Stratton Sports Hub: £500,000

The project aims to bring together South Norfolk Council, Long Stratton High School and Long Stratton Parish Council to improve the sport and leisure facilities in the village in anticipation of significant housing growth. There will be a new sport and leisure 'Hub' across three adjacent sites with new and enhanced facilities that are fit for purpose and better suited to the current and future needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery.

Work on the leisure centre (the non CIL funded part of the 'hub') were completed in Spring 2019. Further work on the pool project has been undertaken but quotes for the work exceeded the capital available. SNC Cabinet have agreed to commit to the delivery of the pool covering the uplift in costs. Contracts are expected to be signed with the procured contractor late 2019.

Long Stratton Parish Council were successful in securing 150k of match funding from the Football Foundation to build a new pavilion. The initial contractor went into liquidation but works are now progressing well and should be complete by Spring 2020 .

GP39 - Hales cricket and bowls clubhouse improvements: £30,000

There is an identified need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road. 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.

Capacity within this volunteer-run club is causing delays to project delivery but SNC Officer is liaising with the club to discuss the delivery options.

GP48 - Wherryman's Way: Yare Valley Cycle Route: £23,000

Improve the Yare Valley Cycle Route (which follows the Wherryman's Way) through creating a signed circular cycle loop linking Norwich and Loddon. Scheme design has continued through the summer 2019 with the works programmed to be delivered by Spring 2020.

Greater Norwich area-wide

GP46 - Marriotts Way: Thorpe Marriott to Costessey:

To improve 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. Project delivery has stalled because it was identified that the proposed access route to site is not suitable for the heavy vehicles required to complete the resurfacing works. A bridge assessment is required which will confirm if any remedial works will be required. The bridge assessment is programmed for Autumn 2019.

GP51 - Green Infrastructure, Access for All: £150,000

A number of Green Infrastructure trails across the Greater Norwich area have been audited for both power chair use and general accessibility and to identify the improvement works necessary to allow such access. This project implements a range of smaller scale accessibility improvements across various projects and areas.

Delivery in 19/20 has been focused on the Wherryman's Way between Norwich and Loddon and has included improvements on FP1 in Bramerton and FP6 at Heckeringham. Works have included removal of stiles, widening of gates and paths, and path resurfacing to smooth uneven surfaces.

APPENDIX D – FUTURE TRANSPORT PROJECTS

All Corridors

Scheme name	Summary description and scheme benefits
Traffic signal priority for all buses	<p>The existing traffic control system provides the capability for buses to request priority through traffic junctions. However, there is more that can be done to develop this system to maximise benefits to public transport and keep traffic moving in the most efficient way.</p> <p>Develop the traffic control system to enable all buses to benefit from priority measures being available, improving the reliability of the public transport network</p>
Pedalway wayfinding	<p>Feedback is that the current wayfinding provision for cycling makes navigating the cycleways difficult and confusing.</p> <p>Complete an audit of existing and required cycle signage and deliver a coherent wayfinding programme that encourages increased levels of cycling for commuting and leisure activities, linking together mobility hubs and promoting the cultural assets across Greater Norwich.</p>
LED street lighting and readiness for Smart City Technology	<p>The current approach to street lighting is based around reducing energy consumption through initiatives that include the implementation of new technologies such as Light Emitting Diode (LED) lanterns and the Central Management Systems (CMS). In addition, there is the opportunity to trial the use of traffic counting cameras and other sensors for highway network analysis, which could be used to control street lighting level, inform road users of live traffic conditions and help plan maintenance and development of the highway network.</p> <p>Seek to roll out across Greater Norwich new LED street lighting and associated technologies that will enable Smart City Technology to be deployed.</p>
Norfolk Car Club Expansion across all corridors	<p>As well as general public use, small and medium sized enterprises are regular users of the Norfolk Car Club, increasing economic activity, productivity and jobs and using Club vans is popular among business members as it enables them to reduce transport costs by not owning vehicles, allowing the savings to be reinvested into staff recruitment and business growth.</p> <p>Expand the provision of car club vehicles across Greater Norwich and the City Centre</p>

Scheme name	Summary description and scheme benefits
Provision of high quality disruption information for all transport users	<p>Norfolk currently utilises systems that enable the locations of buses to be compared against scheduled timetables, so that information can be presented to bus users on when buses are predicted to arrive at bus stops. This is a complex process involving different parties, back-office systems and standards of data. More needs to be done to develop and improve these systems.</p> <p>Work across all relevant parties and data providers to improve the quality and quantity of travel information presented to users, particularly during times of network disruption. This will improve the confidence that network users have in the information provided, encouraging greater use of more sustainable transport modes.</p>
Initiatives to support car sharing	<p>Surveys have shown that, on average, 85% of private vehicles on the roads in Greater Norwich have one person in them. At peak times, this can increase to more than 95%. These low levels of vehicle occupancy limit the number of people that the road network can carry, causes congestion, delay and worsening air quality, and impacts the ability of the network to meet future travel demands of businesses and individuals.</p> <p>Support initiatives aimed at encouraging motorists to share vehicles, such as marking out of shared parking bays in car parks and development of appropriate IT. This would be supported by a comprehensive behaviour change programme.</p>

City Centre

Scheme name	Summary description and scheme benefits
St Stephens Street / Red Lion Street / Castle Meadow	<p>General traffic was removed from St Stephens Street in 2014 but the streetscape and public transport infrastructure remains the same as when it carried more traffic. Buses are often unable to align with the kerb resulting in delays to traffic and difficult boarding / alighting buses.</p> <p>Change kerblines to provide more capacity for buses to pick up and drop off passengers, help buses to align better with the kerb so people with restricted mobility can access buses without difficulty and reduce air pollution that results from buses waiting to access stops or pass other buses.</p> <p>Better pedestrian crossings and a more attractive pedestrian and cycle environment will ease movement, reduce stress and encourage investment.</p>
Foundry bridge junction and train station mobility hub	<p>This is a vital gateway to the city and existing facilities for all users could be improved.</p> <p>Explore the opportunity to improve the efficiency of the Foundry Bridge junction and provide bus priority and cycling safety by examining options of making Thorpe Road between Riverside Road and Lower Clarence Road past Norwich rail station bus, cycle and pedestrian access only. Impacts from displaced traffic will need to be carefully assessed and mitigated.</p> <p>Introduce mobility hub facilities in the catchment to further improve interchange between different transport modes.</p>
Thorpe Road contraflow (Clarence Road – Carrow Road)	<p>Inbound buses and cyclists are currently diverted, along with general traffic, away from the direct route along Thorpe Road towards the city centre.</p> <p>Allow contraflow movement for buses and cyclists to encourage greater use of more sustainable modes by saving time and improving safety when accessing the city centre. This will complement the proposed works on Thorpe Road at Norwich rail station to improve facilities for buses, pedestrians and cyclists. Review bus stops and pedestrian crossings in the area to ensure access is maintained.</p>

Scheme name	Summary description and scheme benefits
Grapes Hill Roundabout	<p>Grapes Hill roundabout is a critical point on the highway network that carries large volumes of general traffic and buses. Significant numbers of pedestrians and cyclists need to cross near the roundabout to access routes to and from the city centre.</p> <p>Improve the flow of traffic through a review of signalling arrangements while maintaining, but also seeking to improve pedestrian and cycle crossing facilities.</p>
St Stephens Street roundabout	<p>The roundabout and its associated subway system provides an unattractive arrival experience for pedestrians and can be dangerous for cyclists to negotiate. It is especially heavily used by students moving to and from City College.</p> <p>Provide an improved environment for pedestrians and cyclists and an enhanced gateway to the city.</p>
Chapel Field North / East	<p>All the buses to the west of the city exit the city centre via Chapel Field North and queuing traffic significantly delays buses, which operate some of the busiest public transport routes in the region.</p> <p>Identify options to prioritise Chapel Field North outbound for public transport, with general traffic using Chapel Field East. Maintain access to the Theatre Royal for picking up / dropping off and to Chantry car park, including the possibility of time-restricted arrangements that could enable general evening use of Chapel Field North.</p> <p>Impacts on Chapel Field car park entry / exit will need to be fully explored.</p>
City centre west-east through-traffic restriction	<p>A considerable amount of through traffic drives from west to east through the city centre between Grapes Hill and Barn Road to Foundry Bridge via St Andrew's Street, Exchange Street, Agricultural Hall Plain and Prince of Wales Road.</p> <p>Examine options to manage traffic differently on St Andrew's Street to restrict through traffic thereby enabling pavements to be widened, cycle and pedestrian facilities made safer and improving environmental conditions and public transport routes on streets currently used by through traffic.</p> <p>Maintain access to properties and car parks.</p>

Scheme name	Summary description and scheme benefits
Wayfinding	<p>Feedback is that pedestrian and cycling wayfinding systems are currently confusing and opportunities for strengthening the cultural and artistic interventions in the street to enliven the pedestrian experience have been missed.</p> <p>Create a coherent environment and stimulate economic growth by promoting the cultural assets of the city centre that can be enjoyed by exploring Norwich on foot and by bicycle through culture-led wayfinding interventions in the city centre and at key mobility hubs.</p>
Magdalen Street / Anglia Square mobility hub	<p>Magdalen Street is a key historic pedestrian thoroughfare in the north of the city centre that is used by all the public transport services travelling to and from the north of Norwich and forms part of the blue pedalway.</p> <p>Improve pedestrian crossings, widen pavements, reduce street clutter, and increase bus stop capacity at Anglia Square to create a more attractive and safer environment for all. Introduce mobility hub facilities.</p>
Tombland	<p>Tombland is an historic public space that accommodates multiple competing transport requirements but its design is not fit for purpose.</p> <p>Implement the pedestrian, cycling and public realm improvements approved at the Transforming Cities Joint Committee in August 2019.</p>
Pink pedalway: Palace Street	<p>Palace Street offers a poor level of service to cyclists using the pink pedalway between the city centre and the north east of the city.</p> <p>Extend the two way off-carriageway cycle track from Tombland to St Martin at Palace Plain.</p>
King Street	<p>King Street is a well-connected historic street in the city centre that is experiencing significant development along its length, houses the National Writers Centre and Wensum Lodge, provides a vital pedestrian and cycle link from the city centre to the East Norwich Regeneration Area on the edge of the city centre and forms part of national cycle route 1.</p> <p>Improve street surfaces and pedestrian priority to encourage activity and investment to flow towards development sites and cultural institutions on King Street and in East Norwich.</p>

Scheme name	Summary description and scheme benefits
City Centre low / zero emission zone	<p>The City Council formally declared the whole of the city centre as an air quality management area (AQMA) in November 2012 and further action is needed to improve air quality.</p> <p>Make the minimum emission specifications more rigorous in the heart of the city centre, supported by other projects in the programme that aim to improve air quality</p>

Wymondham to City Centre

Scheme name	Summary description and scheme benefits
Wymondham train station mobility hub	<p>More than 1 million people travelled between Norwich and Cambridge by rail in 2018, which is the highest ever amount. However, no bus services call at Wymondham station to enable convenient onward travel. This means that people travelling to the Norwich Research Park (NRP) must travel into Norwich and then travel back out. Explore options for travelling directly to the NRP from Wymondham.</p> <p>Provide step-free access to the Cambridge-bound platform. Provide facilities for buses and coaches to adequately serve Wymondham station forecourt. Introduce mobility hub facilities.</p>
Thickthorn Park & Ride mobility hub expansion	<p>Thickthorn is the most popular Park & Ride site and there is the potential for additional bus services to run to the University of East Anglia (UES) / NRP, as well as the city centre, to meet growing demand.</p> <p>Expand Thickthorn Park & Ride site</p>
Norfolk and Norwich University Hospital (NNUH) mobility hub	<p>The current arrangement for bus manoeuvres and access to bus stops around the outpatient entrances is congested, with conflict between many different types of vehicles and hospital users.</p> <p>Provide a new bus interchange within the hospital site and additional bus stops to better serve the wider hospital site.</p>
Cross Valley Link	<p>The lack of a direct connection between UEA and NRP that is usable by buses requires lengthy routing via Earham Road to serve the NNUH, NRP and UEA.</p> <p>Provide a new transport link across the Yare Valley from the western end of Chancellors Drive to cater for the increasing movements of people across the wider UEA, NNUH and NRP site, providing segregated routing for buses, pedestrians and cyclists.</p>

Scheme name	Summary description and scheme benefits
UEA – City centre via South Park Avenue and Unthank Road including Unthank Road mobility hub	<p>Buses are delayed by localised pinch points caused by narrow carriageway widths and on-street parking.</p> <p>Address localised pinch points to ease bus flow. Introduce mobility hub facilities.</p>
Newmarket Road (Eaton Road - Christchurch Road) including Newmarket Road mobility hub	<p>Newmarket Road forms part of the blue pedalway between Wymondham, Hethersett, Eaton and the city centre. There is currently no signalised crossing facilities at Eaton Road for cyclists or pedestrians that are using the shared path on the south side. The stepped cycle track, which offers space and protection for inbound cyclists, is missing from the section between Christchurch Road and the outer ring road.</p> <p>Extend stepped cycle track from Christchurch Road to the outer ring road and provide a controlled crossing over Eaton Road. Review measures through the Eaton Road, outer ring road and Christchurch Road junctions that will improve bus and general traffic flow</p>
St Stephens to City College	<p>There are thousands of pedestrian movements to and from City College but the pavements on St Stephen's Road are too narrow to comfortably accommodate the demand.</p> <p>Provide a substantially wider footway to support existing and future growth in further education provision at the college.</p>
Mobility Hubs at Wymondham Market Cross and Hethersett (in addition to those mentioned above)	Introduce mobility hub facilities and catchment works.

Easton to City Centre

Scheme Name	Summary description and scheme benefits
Dereham Road / Longwater Lane	<p>Delays are experienced by bus passengers on the section of Dereham Road between Longwater Lane and the Wendene roundabout and cyclists are forced to share the carriageway with heavy, fast moving traffic.</p> <p>Introduce bus lanes and an off-carriageway cycle path.</p>
Dereham Road / Richmond Road (including link to Bowthorpe)	<p>The crossing on Dereham Road between the Bowthorpe cycle path and Richmond Road is a popular place to cross for school children moving between Bowthorpe and Ormiston Victory Academy and residents of Costessey accessing outbound bus stops on Dereham Road and jobs at the Barnard Road industrial estate. It also provides a connection for people living in Costessey who wish to cycle into the city along the Green pedalway</p> <p>Upgrade the crossing so it is capable of being used conveniently by people on foot and cycle.</p>
Dereham Road / Breckland Road and Costessey / Bowthorpe mobility hub	<p>A cluster of bus stops to the east of the Wendene roundabout have the potential to become a central location where residents of Costessey and Bowthorpe can access express bus services. However, buses are currently delayed on the approach to the roundabout and it is unclear where passengers should go to access the various bus services. This is compounded by the unattractive pedestrian subway beneath Dereham Road.</p> <p>Allow buses to access a bus gate bypass of Wendene roundabout on the old alignment of Dereham Road; consolidate the bus stops and provide better access by replacing the subway with a signal-controlled pedestrian and cycle crossing. Introduce mobility hub facilities.</p>
Purple pedalway (Earlham Green Lane – Marriott's Way)	<p>The Purple pedalway in this part of the city connects Hellesdon, Marriott's Way, Costessey, Bowthorpe and the NRP where significant housing and jobs growth is planned. It is also an important green infrastructure link between the Wensum and Yare valleys. The section in the vicinity of Dereham Road is the weakest part of the route, presenting cyclists with difficulties accessing Marriott's Way at the bottom of Oval Road, contending with fast moving traffic on Norwich Road and the lack of a crossing over Dereham Road.</p> <p>Upgrade the quality and safety of the purple pedalway between Marriott's Way and Bowthorpe Three Score to further encourage sustainable travel in this area.</p>

Scheme Name	Summary description and scheme benefits
Marriott's Way to Hellesdon Road	<p>Marriott's Way provides a popular and convenient traffic-free walking and cycling connection between the city centre, Drayton and beyond. It follows the track bed of the former railway apart from the section between Hellesdon Road and Gunton Lane where the route awkwardly deviates with a difficult crossing at the bottom of Marl Pit Lane.</p> <p>Realign Marriott's Way with a surfaced and ramped path on a more direct route along the track bed of the railway enabled by the installation of a new cycle and pedestrian crossing close to Hellesdon Bridge.</p>
Dereham Road outbound approach to Larkman Lane including Larkman mobility hub	<p>Delays are experienced by bus passengers on the outbound approach to the Larkman Lane junction and the facilities for shared mobility including bus stops and access to them needs to be improved at this important community focus.</p> <p>Introduce an outbound bus lane on the approach to Larkman Lane and introduce mobility hub facilities.</p>
Dereham Road approach to Bowthorpe Road	<p>Delays are experienced by bus passengers on the inbound approach to Bowthorpe Road.</p> <p>Provision of an inbound bus lane on the approach to Bowthorpe Road.</p>
Dereham Road / Old Palace Road / Heigham Road	<p>Delays are experienced by bus passengers on the inbound approach to Old Palace Road. Cyclists riding outbound on the section of Dereham Road between Heigham Road and Bowthorpe Road lack protected space.</p> <p>Options are being considered for bus and cycle lane provision.</p>
Longwater junction	<p>There is considerable current and planned housing development in Easton and Costessey around Longwater. These areas are beyond the current limit of the Norwich cycle network because the Longwater junction presents a barrier to cycling beyond Bowthorpe.</p> <p>Extend the Green pedalway from Bowthorpe to Easton via a new pedestrian / cycle bridge over the A47 that avoids the Longwater junction to connect communities with schools, services and jobs in the city.</p>
Mobility Hubs at Easton,	Introduce mobility hub facilities and catchment works.

Scheme Name	Summary description and scheme benefits
Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place) (in addition to those mentioned above)	

Airport to City Centre

Scheme name	Summary description and scheme benefits
Yellow pedalway extension to Horsham St Faith	<p>Horsham St Faith and The Nest community sports facility are within cycling distance of the city, but they are not accessible via the current cycling infrastructure. This means that cyclists have to ride with the heavy traffic on Holt Road between the airport and the Broadland Northway.</p> <p>Provide an off-carriageway cycle path on the east side of Holt Road to better connect these locations.</p>
Norwich Airport access – industrial estate link	<p>The lack of a public route between the airport terminal and airport industrial estate that is useable by pedestrians, cyclists and bus passengers means that fewer people can access the airport industrial estate and International Aviation Academy without a car and the yellow and purple pedalways cannot provide a safe route to the airport and Horsham St Faith from the city centre.</p> <p>Provide a new public transport, pedestrian and cycling connection between Amsterdam Way and the airport industrial estate and identify further priority for buses to serve the industrial estate.</p>
Cromer Road and Aylsham Road (Fifers Lane – Glenmore Gardens)	<p>Cromer Road and Aylsham Road provide a key public transport corridor from North Norfolk, Hellesdon and the Airport P&R site but bus passengers are currently delayed by congested conditions along Cromer Road and Aylsham Road.</p> <p>Provide significant lengths of inbound bus lanes on Cromer Road and Aylsham Road.</p>

Scheme name	Summary description and scheme benefits
Boundary junction	<p>Bus passengers are delayed on Cromer Road and Reepham Road approaching the Boundary junction and conditions for cycling on Reepham Road are not favourable.</p> <p>Seek to prioritise bus movements on Cromer Road and Reepham Road approaches to the Boundary junction, assisting cyclists and pedestrian crossing movements.</p>
Vera Road – Rye Avenue crossing	<p>Access into the city from Hellesdon for cyclists is difficult because there are no crossings over the Boundary Road section of the outer ring road for cyclists.</p> <p>Provide new signalised crossing of the outer ring road for cyclists and pedestrians between Rye Avenue and Vera Road.</p>
St Augustine's Gate	<p>Buses and long vehicles approaching the St Augustine's Gate junction from Aylsham Road are unable to position themselves within the traffic lanes due to the existing highway geometry.</p> <p>Modify the approach to this junction to reduce conflict between road users.</p>
Airport P&R mobility hub	<p>Consider the potential for a new P&R site accessed off the Broadland Northway junction on A140. This could provide additional capacity and would benefit from other public transport measures along the corridor.</p>
Mobility hubs at Vulcan Road and Mile Cross (in addition to those mentioned above)	<p>Introduce mobility hub facilities and catchment works.</p>

Sprowston to City Centre

Scheme name	Summary description and scheme benefits
Wroxham Road	<p>Wroxham Road is a key access for longer distance buses from North Norfolk, villages to the north of Norwich and the Sprowston Park and Ride. Delays are experienced by bus services and there is little cycling infrastructure provided.</p> <p>Extend existing bus lane on Wroxham Road and convert to 24hrs to improve reliability of buses Improve path on west side and allow cycling between Allen's Avenue and Blue Boar Lane with new crossings on Wroxham Road and Chartwell Road.</p>
Sprowston Road (south of the outer ring road)	<p>As with Wroxham Road, bus delays and unreliability are experienced by passengers and there is little cycling infrastructure.</p> <p>Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track.</p>
Sprowston Road (Magdalen Road - Denmark Road)	<p>The section of Sprowston Road between Magdalen Road and Denmark Road is very narrow, causing delays for buses and general traffic, difficulties for cyclists and obstructed footways for pedestrians.</p> <p>Options considered for addressing this could include parking removal or the introduction of a one-way system.</p>
North East Norwich new Park & Ride supersite	<p>An option could be considered for a new potential replacement Park & Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.</p>
Mobility hubs at Wroxham Road shops, Sprowston Road near Templemere and Sprowston Road near Denmark Opening	<p>Introduce mobility hub facilities and catchment works.</p>

Rackheath to City Centre

Scheme name	Summary description and scheme benefits
Pink pedalway: Salhouse Road	<p>Traffic conditions make it hard for people to cycle on Salhouse Road between the end of the pink pedalway at Harrison's Wood and the Broadland Northway.</p> <p>Extend the Pink pedalway with an off-carriageway cycling and walking path between Harrison's Wood and the Broadland Northway.</p>
Plumstead Road / Woodside Road	<p>The current double mini roundabout at this location is difficult to navigate, particularly for public transport.</p> <p>Consider options to amend the junction layout to make it easier to navigate for buses and other road users.</p>
Heartsease Fiveways roundabout	<p>The current roundabout is key pinchpoint on Plumstead Road and delays buses and general traffic and is difficult for cycles and pedestrians to navigate.</p> <p>Consider options to improve the junction to provide improved facilities for all users.</p>
Kett's Hill roundabout	<p>Buses are delayed on the Kett's Hill approach to the roundabout and there is a poor accident record for cyclists.</p> <p>Introduce a bus lane on Kett's Hill approach facilitated by the removal of parked cars and alterations to the roundabout to improve safety for cyclists.</p>
Mobility hubs at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath	<p>Introduce mobility hub facilities and catchment works.</p>

Broadland Business Park to City Centre

Scheme name	Summary description and scheme benefits
Broadland Way	<p>Traffic-free cycling and pedestrian access between Rackheath and Broadland Business Park in the growth triangle as part of a planned longer route to Wroxham would encourage cycling to work.</p> <p>Provide traffic-free pedestrian and cycle path between Middle Road and Broad Lane.</p>
Yarmouth Road / Pound Lane	<p>Traffic congestion causes delays to bus passengers.</p> <p>Provide eastbound bus lane on approach and seek to reduce delays and improve capacity through the junction.</p>
Yarmouth Road / Thunder Lane	<p>The signalised junction at Thunder Lane causes delays to buses on Yarmouth Road.</p> <p>Identify options to provide priority to the main traffic flow on Yarmouth Road.</p>
Thorpe Road / Harvey Lane – bus priority	<p>Delays are experienced by bus passengers on the approach to Harvey Lane.</p> <p>Introduce a bus lane on the outbound approach to Harvey Lane.</p>
Removal of parking at pinch points	<p>On-street parking at various locations along Yarmouth Road creates pinch points that delays general traffic, particularly buses, and creates difficult cycle conditions.</p> <p>Seek to relocate some existing on street parking to off-road parking on Yarmouth Road.</p>
Purple Pedalway: Lion Wood	<p>The purple pedalway connects Thorpe Road to Plumstead Road via Lion Wood. The path through the ancient woodland is heavily rutted and flash floodwater collects in the valley and surges down to Wellesley Avenue South and Thorpe Road.</p> <p>Provide a more appropriate surfaced path so cyclists and people with mobility problems can access the woodland and move between neighbouring areas.</p> <p>Install sustainable urban drainage features to capture and infiltrate floodwater to mitigate flooding.</p>

Scheme name	Summary description and scheme benefits
Rackheath – East-West highway link across railway	<p>New highway access is required to serve housing development in the growth triangle.</p> <p>Build a highway bridge over the rail line as part of the growth triangle link road.</p>
Postwick Park and Ride mobility hub	Expansion of existing P&R site
Mobility hubs along Thorpe Road at Harvey Lane, near Primrose Crescent and Broadland Business Park	Introduction of mobility hub facilities and catchment works.

APPENDIX E – FUTURE GREEN INFRASTRUCTURE, COMMUNITY AND EDUCATION PROJECTS

District	Project/Scheme Description	Status	Total Est. Scheme Cost (£,000)	Contributory funding (£,000)	Source	Funding need (£,000s)	Spend Profile £'000s								
								2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Green Infrastructure Projects															
Broadland	North West Woodlands - delivery of new country park		750		CIL/Other	750									
Broadland	Great Plumstead Hospital - cycling and pedestrian enhancement and biodiversity project		185		CIL/Other	185									
Norwich/Broadland	Lion Wood	Feasibility work about to commence	TBC		CIL/Other										
Norwich	MW: Hellesdon Station Area	Feasibility work about to commence	210	HLF MWHT funding sought	CIL / Other	210			105	105					
Norwich	Kett's Heights	10k Neighbourhood CIL in 16/17	210	£12k Friends of Ketts Heights	CIL / HLF	50				50					
Norwich	Riverside Walk Missing Link Duke St to St George's St	Feasibility	300		CIL / Other	300				300					
South Norfolk	East Wymondham GI project - Access and biodiversity improveemnt project		140		CIL/Other	140									
South Norfolk	Poringland Woods - Access and improvement scheme		30		CIL	30									
South Norfolk	Frenze Beck - Restoration and access enhancement project		40		CIL	40									
Area-Wide	Green Loop	Feasibiity on-going	tbc		Other/CIL	tbc									
Area-Wide	Burlingham Country Park	Feasibility at stage 1	tbc		Other/CIL	tbc									
Area-Wide	Yare Valley Parkway	Feasibility on-going	tbc		Other/CIL	tbc									
Community Facilities															
Broadland	Brook & Laurel Farm Community Building	Requires Project Brief / Feasibility	500	100	S106/CIL	400				500					
Broadland	North Sprowston & Old Catton Community Space including library	Requires Project Brief / Feasibility	2,400	0	S106/CIL	2,400					2,400				
Broadland	Land South of Salhouse Road Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500				500					
Broadland	Rackheath Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500					500				
Broadland	Cremer's Meadow, Brundall	Project Development	25	0	CIL / NBhd	25		25							
Broadland	Great Plumstead Open Space / Community Orchard	Project Development	25	0	CIL	25			25						
Norwich	Strategic play (including 5 projects)		430	0	CIL	430			115	100	115	100			
Libraries															
Broadland	Expansion of Sprowston Library	Commencing planning			S106/CIL				X						
Broadland	Reepham self access improvement		30		CIL	30				30					
Norwich	West Earham self access improvement		43		CIL	43				43					

South Norfolk	Expansion of Long Stratton library	Awaiting developer contributions once development proceeds.			S106/CIL											
South Norfolk	Hingham self access improvement		20		CIL	20				20						
Sports Facilities																
Broadland	Extend and Refurbish Rackheath Pavilion	Requires Project Brief / Feasibility	TBC from feasibility		CIL/ Other	TBC				x						
Broadland	Modernisation of Thorpe St Andrew School swimming pool	Feasibility Study required	1000		S106/ CIL											
Broadland	New Sports Hall in Thorpe St Andrew	Feasibility Study required	2700	1900	S106/ CIL	800			2,700							
Broadland	Modernisation of Hellesdon High School sports hall				S106/ CIL											
Broadland	Modernisation of Sprowston High School Swimming Pool		1000		S106/ CIL											
Broadland	Modernisation of Sprowston High School Sports Hall	Feasibility Study required	TBC from feasibility													
Broadland	A new sports hall in a growth area (such as Rackheath) co-located with a new secondary school	Masterplan developed, planning application expected Summer 2017	2750													
Broadland	A new sports hall in Acle	Feasibility Study required	2700		S106/ CIL											
Broadland	Improve Facilities at King George V Playing Field	Requires Project Brief / Feasibility	TBC from feasibility		S106, CIL and Other											
Broadland	Brundall 3G Football Pitch Sports HUB Yarmouth Road Ready to select contractor	Design required	1400		S106/CIL					x	x					
Norwich	Football Pitch Improvements	Condition survey undertaken/project plan being written/dependent on Norfolk FA LFFP.	115		CIL/S106					34	33	33				
South Norfolk	New Swimming Pool and Sports Hall in Diss	ALS/FMG completed feasibility report 2018/19. OPE funding secured to advance project to next stage, on Community Hub concept.	16-18,000,000	6,800-8,800	CIL/ Other	15,900						1600				
South Norfolk	Artificial Grass Pitch in Diss	Linked to above project, potentially on Diss High School site	500		CIL/ Other							500				
South Norfolk	Improvements to Hales cricket and bowls clubhouse	Project subject to delays due to site access/utility issues.	160	130	CIL	30				30						
South Norfolk	Long Stratton Sports Hub, pitch improvements	Work expected on pavilion to commence April 2019, pool work at tender stage.	3200	2,700	CIL/ Other	500			2000	1200						
South Norfolk	New sports improvements (artificial grass pitch for football/rugby) in Wymondham	Complete: full size AGP opened for use December 2018.	1000		CIL/ Football Foundation/SNC	250		1000								

Education																
District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding and Source		Funding Need (£'000s)	Spend Profile £'000s									
				S106	Basic Need		to date	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Post 2025
Broadland	Blue Boar Lane New Free School 420 Primary	On site construction	7,600	5,800	1,800		3,840		2,560	1,200						
South Norfolk	Trowse New 210 Primary	Awaiting start on site date in discussion with housing developer	5,000	800	4,200		2,580		1,720							
South Norfolk	Hethersett New 420 Primary	Planning approval pending	8,000	4,500	3,500		500	3,750	3,750							
Norwich	New Bowthorpe Primary School	Discussions with Norwich City Council on appropriate site	8,000	2,500		5,500			500		2,000	3,000				
South Norfolk	Hethersett Junior reorganisation	Design underway approaching planning application	4,600		3,600	1,000		500	2,050	2,050						
South Norfolk	Wymondham High Extension	Next phase of masterplan underway	10,000	10,000			2,000	2,000	3,000	3,000						
South Norfolk	Wymondham New 420 Primary Silfield	Developed design underway but paused due to access and services	8,000	5,100	0	2,900	500					3,750	3,750			
South Norfolk	Mulbarton Primary expansion to 3FE	Masterplan complete. Awaiting pressure on pupil numbers	4,150							500	1500	2150				
Broadland	Little Plumstead VA Primary Extension to 420	Planning approval received. Awaiting pressure on pupil numbers	4,050	400		3650		250	400		1,700	1,700				
South Norfolk	Hethersett High Extension	Planning approval pending	8,000	1,754	5,036	210		500	500	2,000	2,000					
Broadland	Hellesdon New 420 Primary	Waiting for development to commence	8,000	0	0	8,000					500	3,500	4,000			
South Norfolk	Easton Primary Extension to 420	Awaiting further housing growth for permanent capital project	4,000	0	0	4,000						1,000	1,500	1,500		
South Norfolk	Hingham Primary Mobile Replacement	Feasibility underway	900			900				450	450					
South Norfolk	Cringleford New 420 Primary	Dialogue commenced with developers on school site	8,000	0	0	8,000						500	3,500	4,000		
South Norfolk	Long Stratton New 420 Primary	Waiting for development to commence	8,000	0	0	8,000								500	7,500	
Broadland	North Norwich New Secondary and existing schools	Preferred site identified. Waiting for development to commence.	26,000			26,000							2,600	2,600	2,600	18,200
Broadland	Blofield New 420 Primary	Discussions with Broadland/Parish on new site.	8,000			8,000				500	3,500	4,000				
Broadland	Brundall Primary extension to confirm 315 places	Feasibility underway	TBC			TBC										
Broadland	Beeston Park New Free School 420 Primary #1	Waiting for development to commence	8,000			8,000						500	3,500	4,000		
Broadland	South of Salhouse Road New 420 Primary	Waiting for development to commence	8,000			8,000								500	3,500	4,000

Broadland	Beeston Park New Free School 420 Primary #2	Waiting for development to commence	8,000			8,000										8,000
Broadland	Rackheath New 420 Primary #1	Waiting for development to commence	8,000			8,000							500	3,500		4,000
Broadland	Rackheath New 420 Primary #2	Waiting for development to commence	8,000			8,000										8,000
Broadland	Land East of Broadland Business Park New 420 Primary	Discussions with land promoter	8,000			8,000							500	3,500	4,000	