

Greater Norwich Growth Board

Joint Five Year Infrastructure Investment Plan - FINAL

February 2019

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 2019/20 Annual Growth Programme (AGP). The projects listed within the subsequent four years are the IIF funding priorities till 2023/24. See Appendix A

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 Infrastructure 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 three District Councils will consider this Plan in January/February 2019. Projects listed within the forthcoming financial year should be considered as the proposed AGP for 2019/20. Thus approval of this plan will commit IIF funding to those projects. Funding to support the projects in the subsequent four years will be confirmed through future updates to this Plan.

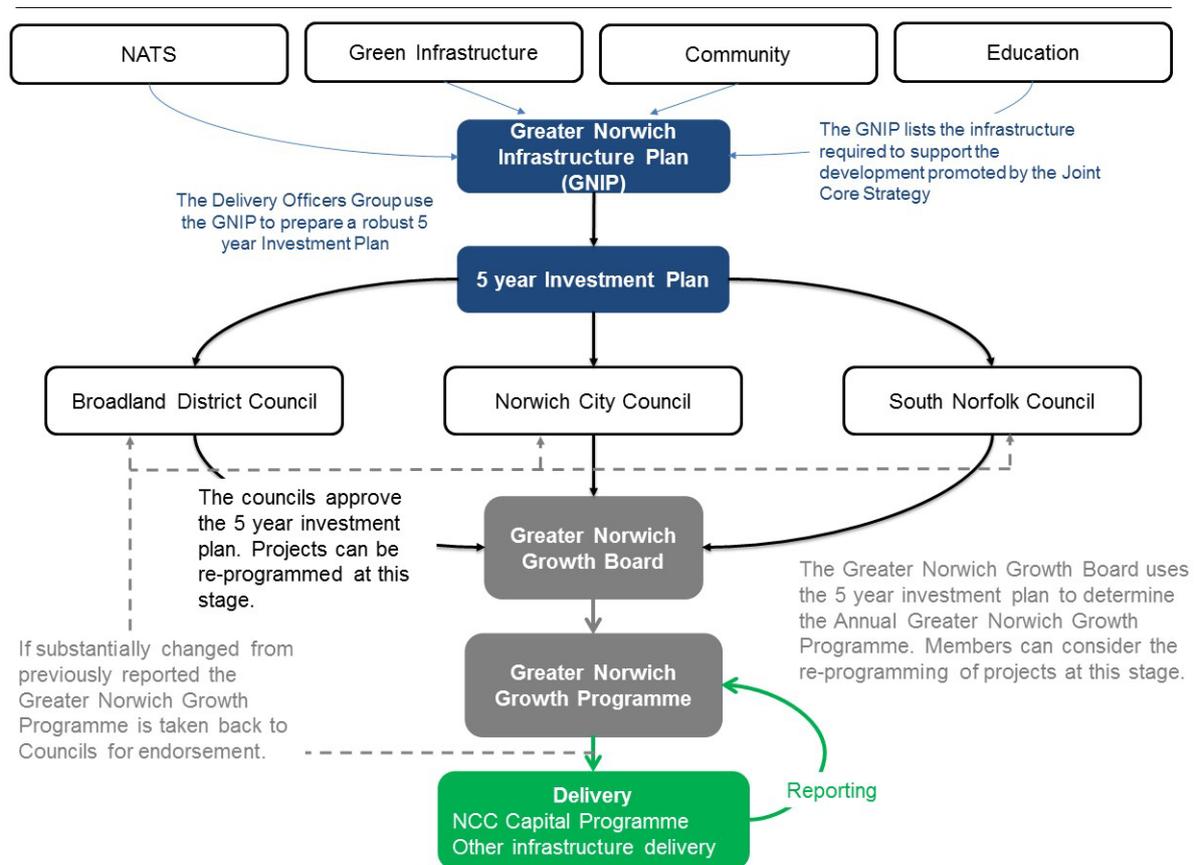
The GNGB will consider this Plan at its meeting in February 2019.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2019/20 AGP in early 2019.

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

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

Fig. 1 – Infrastructure Investment Plan Development Process



Proposed 2019/20 Annual Growth Programme (AGP)

Estimates for the total forecasted amount of CIL collected over the plan period have reduced over previous years. This is in part due to the changes in Government policy which have increased the categories of development which are exempt from paying CIL but also due to the complex nature of CIL receipting making forecasts incredibly difficult to calculate.

CIL income has been less than forecasted each year since 2014. In order to safeguard the commitments made to all projects within previously agreed AGPs the GNGB made this decision on 25th June 2018:

To temporarily suspend the inclusion of any new projects in future 5 Year Investment Plans and Annual Growth Programmes. New projects which require urgent or time limited funding will still be able to submit proformas however these will be reviewed independently.

It is proposed that Education receive £2million to support the development of their capital programme, but there are no projects from within the themes of Green Infrastructure, Transport or Communities included within the 19/20 AGP.

This Plan provides the reprogrammed financial commitments for IIF funding against the forecasted CIL income until 2023/24.

Projects which were previously programmed to be delivered in 19/20 have either sourced funding elsewhere, have been closed and are no longer a priority or have agreed to re-programme their delivery until funding is available.

Approximately £1.5million of projects allocated IIF in previous AGPs will continue to be delivered in 2019/20.

Updates on the delivery of projects approved in previous AGPs are in Appendix C.

TRANSPORT

Transport for Norwich (TfN)

The Norwich Area Transportation Strategy (NATS), now more widely known as 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 a 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 late-Summer 2019 for full adoption in 2020.

Projects supported by IFF

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 funding streams including (in particular) Growth Deal and Cycle City Ambition Grant (CCAG) to deliver projects. The NATS projects which have been allocated IIF are:

- St Clements Toucan crossing
- Eaton Interchange – improvements to the crossing
- Roundhouse way- new bus interchange
- Golden Ball street- highways improvements
- Lakenham Way - Yellow Pedalway
- A140 corridor - improvements north of the city
- St Faiths to airport transport link
- Colney River Crossing
- Broadland way- Green lane North to Plumstead Rd
- Green pedalway junction improvements
- Marriotts Way- access improvements in Costessey
- Marriotts Way- resurfacing at Drayton

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. 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 2021/22. 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. Further information on whether funding is secured and its value will not be known until early 2019. Although a range of funding is being sought, it is likely that there will be further requests for funding from the IIF after the currently agreed programme ends in 2019/20.

A provisional IFF allocation of £900,000 per annum for three years was included within the previous version of this Plan, but the Infrastructure Development Board (IDB) have now agreed that funding for future TfN projects will be considered and confirmed individually in future publications of this Plan.

Strategic Transport Schemes

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

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 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.

Long Stratton Bypass and Hempnall Crossroads

The Long Stratton Bypass will be funded from a combination of developer funding and public sector funding. Currently, work is underway to secure DfT funding towards delivery of the bypass. The remainder of the funding will be made up of a developer contributions and up to £10m of CIL supported borrowing. It is expected there will be a planning decision on the bypass and associated development in early 2019 and if DfT funding can be secured, work could start as soon as late 2020.

EDUCATION

Children's Services publish their Schools Local Growth and Investment Plan (SLGIP) annually in January for the Children's Services Committee. 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 seventeen new schools in Greater Norwich to support the forecasted growth. Those currently being progressed are:

- Sprowston, White House Farm – in planning;
- Hethersett, new school building to allow the existing Infant School to move into a new building and expand – land transfer in progress;
- Wymondham (Silfield)- land transfer progressing but some issues with access and services;
- Blofield, new building to move and expand existing school – land discussions ongoing;
- Bowthorpe, new building to move and expand existing school – land discussions ongoing
- Trowse, new building to move and expand existing school – land expected to be transferred early 2019.

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

£2M committed in 2018/19 has helped with two projects; one to identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation and two, in Brundall to ensure the primary school has suitable accommodation for larger cohorts of children.

GREEN INFRASTRUCTURE

The Green Infrastructure Programme Team is formed by officers from all Greater Norwich councils who work together to strategically plan 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 outdoor classroom.

River Yare Crossing

This project is part of the wider East Norwich Gateway project (described below) 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 Norwich City Council and the Broads Authority in June 2018.

The strategy 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 IFF funding in previous AGPs include completion of missing links of the Riverside Walk, improvements to accessibility of the existing Riverside Walk and enhanced links with the Broads network at Whitlingham in the longer term. Potential future GI projects include enhancement of Bishops Bridge to Whitefriars Bridge green space, and enhancement of the Boom Towers and Ber Street wooded ridge area.

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 helps to support the green infrastructure requirements for anticipated new housing and employment development identified in the city centre and east Norwich.

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.

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. Notable delivery in 18/19 have seen £1million of IFF funding supporting phase two of The Nest in Horsford plus £250,000 towards a project developing sports and play facilities at Ketts Park Wymondham. Both are large strategic sports projects which have received funding from many other sources in addition to IFF.

Refurbishment of the Hewett School swimming pool was identified as a priority in the review plan. However, this project has not progressed and a leisure feasibility study undertaken by KKP consultants in 2017 recommended that a new leisure facility should be built.

The proposed Mile Cross Health & Wellbeing Centre is expected to deliver a new leisure centre including swimming pool, sports hall, and community and associated fitness facilities. A cost profile is being prepared for this project which is expected to be delivered in 2022.

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. There is an important synergy between this project and the improved transport connections that will be provided by the St. Faiths Road to Airport project and the NE Norwich Link Road. Both these transport projects have IIF funding.

East Norwich Gateway

This project will provide infrastructure to open up the development of the Utilities Site and Deal Ground (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. The proposal would consist of three bridges, one across the River Wensum and two across the River Yare (one of which is the green infrastructure project referred to above) and associated road infrastructure.

Norwich Research Park (NRP)

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 will be 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 up 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 and the nearby housing development.

Five Year Investment Plan Framework

Explanation of the categories within Table 1

Actual CIL receipts- this is the amount of CIL income received by the IIF to date.

Forecast CIL receipts- this is the CIL income 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-this is the amount of CIL which will be drawn down from IFF to deliver projects in the 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.

Borrowing agreed- This includes 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. Although, 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.

CIL receipts have been lower than forecast since the creation of the IIF in 2014. As a result we now forecast an over commitment of the Growth Programme in the financial year 2019/20. If this occurs and the IIF falls into deficit, the fund would be charged interest on the amount. However, it is expected that through careful programme management the Greater Norwich Project Team will be able to prevent this situation occurring. This potential interest charge has therefore not been allocated within the framework

The IDB along with each partner's s151 officer has recommended that the accrued cash reserve should be reallocated back into the IIF, whilst a new £2m cash reserve is planned to be built over the subsequent 4 years of this Plan.

The cash reserves allocated in previous versions of the Plan (17/18 and 18/19) have therefore been removed from this updated Framework.

Table 1 – Proposed Five Year Infrastructure Investment Plan

	to date	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
INCOME									
Balance brought forward	£3,396,917								
Actual CIL receipts		£3,214,589	£3,334,000						
Forecast CIL receipts				£5,544,021	£3,963,579	£7,090,086	£7,506,073	£7,091,249	£7,075,971
Cumulative Income	£3,396,917	£6,611,506	£9,945,506	£15,489,527	£19,453,106	£26,543,192	£34,049,265	£41,140,514	£48,216,485
EXPENDITURE									
Borrowing agreed*		£572,518	£2,056,881	£2,064,776	£2,064,776	£2,096,102	£2,096,102	£2,210,958	£2,383,242
Programme agreed	£182,827	£506,000	£1,109,000	£3,750,000	£1,462,000	£1,320,000	£60,000	£30,000	£0
Education			£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000
Cash Reserve						£500,000	£500,000	£500,000	£500,000
TOTAL	£182,827	£1,078,518	£5,165,881	£7,814,776	£5,526,776	£5,916,102	£4,656,102	£4,740,958	£4,883,242
Cumulative Expenditure	£182,827	£1,261,345	£6,427,226	£14,242,002	£19,768,778	£25,684,880	£30,340,982	£35,081,940	£39,965,182
Cumulative Surplus/Deficit	£3,214,090	£5,350,161	£3,518,280	£1,247,525	-£315,672	£858,312	£3,708,283	£6,058,574	£8,251,303
Forecasted surplus to commit to AGP					£0	£858,312	£2,849,971	£2,350,291	£2,192,729

*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 Hempnall Crossroads and Long Stratton Bypass.

Appendix A -Prioritised projects for future allocations of IIF funding till 23/24

Appendix B - Growth programme to date (previously agreed AGPs)

Appendix C- Individual project delivery updates

APPENDIX A – Prioritised projects for future allocations of IIF funding till 23/24 (grouped by theme)

EDUCATION

Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	Funding need					
				2019/20	2020/21	2021/22	2022/23	2023/24
Hethersett High Extension	8,000	6,790	1,210	1,210				
Hethersett Junior reorganisation	4,600	3,600	1,000	1,000				
Hellesdon New 420 Primary	8,000		8,000		500	3,500	4,000	
New Bowthorpe Primary School	8,000	2,500	5,500		500	2,000	3,000	
Easton Primary Extension to 420	4,000		4,000			1,000	1,500	1,500
Hingham Primary Mobile Replacement	900	500	400	400				
Crangleford New 420 Primary	8,000		8,000	500	3,500	4,000		
Long Stratton New 420 Primary	8,000		8,000			500	3,500	4,000
North Norwich New Secondary and existing schools	26,000		26,000			2,600	2,600	2,600
Blofield New 420 Primary	8000		8,000	1,000	4,000	3,000		
Beeston Park New 420 Primary #1	8,000		8,000			500	3,500	4,000
South of Salhouse Road New 420 Primary	8,000		8,000					500
Beeston Park New Free School 420 Primary #2	8,000		8,000					500
Rackheath New 420 Primary #1	8,000		8,000			500	3,500	4,000
Land East of Broadland Business Park New 420 Primary	8,000		8,000				500	3,500
Education Total				4,110	8,500	17,600	22,100	20,600
Potential future IIF commitment				2,000	2,000	2,000	2,000	2,000

TRANSPORT

Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	Funding need					
				2019/20	2020/21	2021/22	2022/23	2023/24
MW: Inner Ring Road crossing	500		500		200	300		
Transport Total/Potential future IIF commitment				0	200	300	0	0

GREEN INFRASTRUCTURE

Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	Funding need					
				2019/20	2020/21	2021/22	2022/23	2023/24
Marriotts Way: Biodiversity management with community engagement/volunteer support (continues to 2026)	160	15			29	29	29	29
Kett's Heights Norwich- landscape and heritage enhancements	150	100	50		50			
Marriotts Way: Surface and drainage improvements at road crossing points	89	10	79		79			
Riverside Walk Missing Link Duke St to St George's St	300		300		300			
Boudicca Way cycle- development of cycle route between Diss & Norwich	23		20		20			
Boudicca Way- signage and links from new development	17		15		15			
Marriotts Way: Hellesdon Station Area	210		210		105	105		
Marriotts Way: Aylsham Gateway	30		30		30			
Riverside walk access improvements upstream of New Mills	360				80	150	70	60
Kett's Country Trail	85		85		85			
Burlingham Trails Attractions and Facilities Project - including disabled access path, improved car park and toilets	240		240			240		
Burlingham Trails Cycling and Walking Routes- formalising paths	180		180			100	80	
20 Acre Wood path replacement	90	10	80			80		
Yare Valley: Lodge Farm to Bawburgh Lakes cycle/footpath link	210	25	185			85	100	
Wymondham - Tuttle Lane ecological enhancements	30		30			10	10	10
Witton Run GI corridor- improvements of walking/cycling links	170		170			170		
South Walsham GI Project- footpath and community space	150		150			150		
West Brundall GI Project- walking links to new developments	425		425			75	350	
Carrow to Castle Wooded Ridge Walk	400		750			150	250	
Marriotts Way: Trim Track - Cosstessey	10		10			10		
Marriotts Way: Reepham surfacing and biodiversity	100		100			100		
Marriotts Way: Crossing over Taverham Road in Drayton	100		100			100		
Link from Blofield to Blofield Heath- including pedestrian crossing over a47	125		125				125	
Enhancement of Riverside Walk & open space- Bishops Bridge to Whitefriars	50		50				50	
South East Lingwood GI Connectivity- access to new development	25		25				25	
South Walsham Fen Access	35		35				35	

Hellesdon to Drayton Greenway- creating a green corridor, walking/cycle link (continues to 2027)	170		105				34	34
Drayton to Horsford Greenway- creating a green corridor, walking/cycle link (continues to 2027)	300		295				59	59
Long Distance Cycle Loop	75		75				75	
Local walking circulars with links to pubs, restaurants and cafes- creating 7 circular walks by formalising existing paths	35		35				35	
GI Total/Potential future IIF commitment				0	793	1,554	1,327	192

COMMUNITY

Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	Funding need					
				2019/20	2020/21	2021/22	2022/23	2023/24
Brook & Laurel Farm Community Building	500	200	300				300	
Strategic play - replace play equipment in 5 City parks (project continues to 2025)	430		430		115	100	115	100
Tuckswold library self access improvement	43		43		43			
West Earlham library self access improvement	43		43		43			
Hingham library self access improvement	20		20		20			
New Swimming Pool and Sports Hall in Diss	10,000-12,000		1,600		1,600			
Artificial Grass Pitch in Diss	500		500		500			
New Sports Hall in Thorpe St Andrew	2,700	1,000	2,700					1,700
Rackheath Community Building	500		500					500
Community Total/Potential future IIF commitment				0	2,321	100	415	2,300

Potential future IIF commitment	2019/20	2020/21	2021/22	2022/23	2023/24
Education	2,000	2,000	2,000	2,000	2,000
Transport	0	200	300	0	0
Green infrastructure	0	793	1,554	1,327	192
Community	0	2,321	100	415	2,300
TOTAL	2,000	5,314	3,954	3,742	4,492

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. At the time of writing, work to complete the formal transfer of land into public ownership is ongoing (pending agreement over land originally designated for a Bus Lane) whilst final works are being completed by the end of the financial year - including general tree-safety work and addressing site drainage by installing a culvert.

GP 19

St Faiths Rd to Airport Transport Link: £1,000,000

In total £1m of CIL funding was allocated to this project. This funding was split equally between 2016/17 and 2017/18. This funding has now been re-profiled.

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 premises. Further scheme development has focused on the Meteor Close to Repton Avenue link, with initial traffic modelling completed by Mouchel in June 2016.

The modelling indicated that the completion of an all traffic link between Meteor Close and Repton Avenue would benefit existing traffic problems at the junction between Hurricane Way and St Faiths Road without significant impact on other road and junctions in Old Catton. Public consultation was due to take place on the construction of a link between Meteor Close and Repton Avenue in early 2018. Following pre-consultation engagement with local members the planned consultation was deferred to enable further consideration of:

- the need for the link,
- the routing of the link into the Airport Industrial Estate,
- the optimum timing of the link's delivery
- whether any interim status, such as the initial creation of a bus only link, is appropriate.

Additional feasibility is currently being undertaken alongside negotiations with the developer of the land north of Repton Avenue. This is expected to be completed by the end of 2018. Following completions of feasibility and negotiations a decision will be taken about the delivery of the project.

Whilst the project, if implemented, is not expected to utilise all the allocated funds, it remains judicious at this point to retain any unused element of the CIL funding allocation in order to ensure, as far as practicable, a complete link to St Faiths Road, of an

appropriate standard, can be delivered. Any unused funding will be released back into the pooled CIL for reallocation.

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. This could be achieved through additional parking, which would increase the accessibility and usage of the site. In addition, provision of cycle racks will provide for other users.

Strumpshaw Pit is currently owned by Norfolk County Council, and includes a circular walk around a closed landfill site with various wildflowers growing. It is commonly used by dog walkers but is not fully accessible. Additional parking would increase the accessibility and usage of the site. In addition, provision of cycle racks will provide for other users.

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. Part one is expected to be delivered in spring 2019 and part two in autumn 2019.

GP52

Thorpe Marriott Greenway: £105,000

The Thorpe Marriott 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 Marriott estate, the Marriott's Way, Nabout 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 project is expected to begin in March 2019.

GP53

Marriott's 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 consultation in 2015. This project covers the section of Marriott's Way at the rear of the Tesco supermarket in the Drayton area (between Fakenham Road and Taverham Lane) and involves surface improvements and work to reduce the gradient of access ramps to allow better accessibility.

Improvement of this section will fit into the ongoing surface improvement between Norwich and Thorpe Marriott to improve cycle commuting into the city. Site investigations

have been underway but delivery is delayed to achieve economies of scale with other projects (including GP46). The start date is expected to be Autumn 2019-20.

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, full size sports hall, indoor gym and associated changing facilities, cafe, learning space, classrooms and office, 10 sleeping pods to be used for residential training courses, external spectator stand and associated parking, and an outdoor gym,. It will be the only full 11aside indoor football pitch in the region that is open to the public. Alterations to access and infrastructure will be necessary to delivery these facilities.

Phase 1 (pitches, clubhouse and sleeping pods) is complete and operational. Phase 2 (which this CIL funding is supporting) has received outline planning and the application for reserved matters has been submitted to Broadland District Council. Works are expected to commence February 2019

An official opening took place on 13th September with over 150 guests including representatives from the GNGB. Operationally, the site engaged with a total of 1,603 people during the first month of opening.

Organisations already using the site for training events include Clarion Housing, Broadland Housing, Anglian Training, Norfolk County Council Children Services plus 450 people have used the facility for Football matches and training.

Norwich

GP13

Eaton Interchange: £100,000

Works completed end August 2018, need for some remedial works has been identified. The project included the construction and implementation of the following:

- Reducing traffic speeds through traffic calming and a 20mph restriction.
- Widening the cycle track from the Cellar House to Newmarket Road. This will see an increase from 1.5m to 3m, allowing for two-way cycle flow.
- Increasing maximum stay to two hours in the existing parking area outside the old Post Office on Eaton Street.
- Installing double yellow lines on the remainder of the slip road past the Cellar House and extending these further into Eaton Street.
- Moving the vehicle stop line back in Bluebell Road so buses and other large vehicles can turn left from Eaton Street more easily.

- Additional detection and optimising of signals sequence for right turning vehicles.
- Resurfacing the carriageway and improved lining within the junction.
- Providing an on-carriageway feeder lane, Advance Stop Line (ASL) and a new cycle traffic signal on Eaton Street for cyclists going straight ahead at the junction. This will mean safer access and waiting at the crossroads and allow cyclists a green signal in advance of general traffic, providing a head start towards the slip road going uphill.
- Simplifying pedestrian crossings in the centre of Eaton.
- Installation of 'gateway signs' on the main route into Eaton village at Cringleford.

GP17b

Bus Priority and sustainable transport improvements, A140 corridor (North City): £950,000

The primary objective of this project is to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. This will enable the benefits of the NDR to be realised by improving bus journey reliability and bus service performance as well as having a positive impact on bus patronage. The scope of the project has also been 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 NDR and Fifers Lane.

Modelling work is currently underway looking at the potential installation of bus lanes on both approaches to the Boundary junction. Signal improvements are being considered at the Woodcock Road / A140 junction to improve efficiency for all users. In addition, work to look at installing detectors on pedestrian crossings so they are not triggered unnecessarily is ongoing. The date of works to begin is still to be confirmed.

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 adjoining site has completed their connecting section of riverside walk, probably during late 2019-20. Discussions between Norwich City Council and BHA are ongoing with the aim of confirming the construction date.

GP24

Colney River Crossing (NRP to Threescore): £171,000

Creation of a walking route between Bowthorpe and the Norwich Research Park through the construction of a new footbridge and improvement of the connecting footpath from Bowthorpe Southern Park to Bowthorpe Centre and the associated open space at The Runnel. CIL funding was initially awarded in 2016/17 with an additional £21,000 approved

in 17/18. The bridge is now finished and open for use. The CPO process is continuing with official handover of the structure to the County Council progressing – final completion anticipated in December 2018.

GP29

Marriotts Way- Barn Road Gateway: £40,000

Improvements to the gateway to Marriott's Way to improve legibility and raise the quality of this important entrance. Design work is complete and has been sent to contractor for pricing. The consultation period has finished. Traffic Management costs are higher than budgeted so additional funding is being sort. Completion of works is currently programmed for March 2019.

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/realigning, providing street lighting, improving an adjacent storm drain, vegetation management, tree planting, and drainage improvements. Topographical survey and design works are complete. Street lighting costs are higher than budgeted and are being reviewed. There has been some slippage with the programme but it remains feasible to complete works as expected by the end of March 2019.

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. Project delivery has slipped due to staff resource but work is expected to start on site in summer 2019.

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. There has been slippage with the programme but works continue, with design and planning expected to be finalised summer 2019 and construction works commencing Autumn 2019.

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 has been carried out and the final report has just been recived. Project start on site is still to be confirmed.

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 ambition 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. The planning consultation period is complete and the project is undergoing a detailed design process.

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. Planning permission would be required for the boardwalk. Awaiting Environmental Permit from Environment Agency. Contractor appointed and on site.

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. Facilities such as path surfacing and gates will need to be more robust to handle this increased level of use and to ensure that the natural habitats and amenity value of EMG and the adjacent sites are not compromised. EMG and the adjacent areas, which include Earlham Marsh, are already well-loved by many local residents and a higher standard of amenities would increase the site's value to the community. A local scout pack has already expressed interest in using the site for leisure and educational activities.

The main pedestrian route through EMG has already been improved and upgraded under Phase 2 of a CIL funded improvement project. Under an earlier Phase 1, habitat improvements were undertaken including refurbishment and enlargement of the wildlife pond. The current proposals seek to build on this work by:

- Improving links to the main route through the site from Bowthorpe, and from West Earlham via George Fox Way;
- Refurbishing and improving existing but 'tired' entrance features such as estate fencing and gates;
- Provision of a new, high quality interpretative signboard;
- Replacing 3 worn-out timber pond and river dipping platforms with more durable recycled plastic versions; and
- Refurbishing an existing timber footbridge connecting EMG with Earlham Marsh

A start date is expected to be confirmed soon for the refurbishment of the entrance features and removal of the foot bridges.

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 commence 19/20.

South Norfolk

GP13b

Roundhouse Way: £50,000

Development of a new bus interchange at Roundhouse Way, Cringleford. Land negotiations are still underway and at the time of writing the statutory consultation period for a revised S73 Planning application has closed, but an extension has been requested for the NCC Environment Team's response. A Decision is anticipated in early December 2018.

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 routes (such as new permissive footpaths) for recreational access. The project will identify and agree new routes, which will be developed as appropriate. Necessary infrastructure such as stiles, fencing, signage/way marking, hedgerow planting/restoration and interpretation/localised publicity will be provided to encourage and manage use of the network. Awaiting landowner agreement for Public Right of Way to be finalised before works can be proceed. Expected start on site early spring 2019.

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. Delivery is on hold whilst discussions continue with developers of proposed developments in the area, with the expectation that they will bring forward elements of this project as part of their schemes.

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. Match funding was received from the community asset fund in April.

Works at the leisure centre progressed well despite being delayed by the discovery of asbestos in some areas. Expected handover date now spring 2019

Cost certainty work for pool project is nearing completion – expected late November. Sport England funding is also secured to support that project.

Long Stratton PC pavilion tenders now received – application for match funding from Football Foundation now submitted, decision expected early 2019. If this is not successful the Parish Council will explore borrowing opportunities to support this project.

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. Phase 1 is to create new access to the site, which is a planning condition. This has been delayed due to the discovery of a water main underneath the proposed access route, which either needs to be rerouted or lowered. Awaiting quote from Anglian Water to undertake this work.

Phase 2 is the delivery of new pavilion – will require additional capital to be secured from external funders, and not expected to begin until 2019.

GP40

Ketts Park Sports Hub, Wymondham: £250,000

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

Delivery of the AGP is now complete with handover to South Norfolk Council from the contractors on 30/11/18. The delivery of the tennis element of the project has been delayed because the Lawn Tennis Association temporarily suspended their capital grants programme. An application is expected to be submitted early 2019.

GP48

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

Improve the Yare Valley Cycle Route (which follows the Wherryman's Way), through creating signage and route improvements. Delivery has been postponed until Spring 2019 to allow for works to link into the Great Yarmouth cycle signage (which is being funded through the LEP Growth Fund). The LEP funded work is delivering a range of cycle signage through Great Yarmouth and any signage linking into the wider network. The signage will link Great Yarmouth's recreational circular cycle loop with the Wherryman's way circular to create two circulars and a single route that connects Norwich and Gt Yarmouth cycling networks together.

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. The full project brief has been developed but timetable for delivery is yet to be agreed with Tarmac. This project is being linked to others to achieve economies of scale. (incl GP53) Access to the site is being investigated, and project delivery is programmed to begin May 2019.

GP51

Green Infrastructure, Access for All: £150,000 (delivery over five years)

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 18/19 has been supported by numerous match funding including private land owner contributions. This has allowed the scope of the project to expand so that access improvements have been made to the full length of the Boudicca way (over 30 miles). Works have included dropped kerbs to allow chair access, removal of stiles, bridging of cattle grid, widening of gates and paths, and path resurfacing to smooth uneven surfaces

The next tranche of works is being planned for 19/20 and will be based on the Wherryman's Way.

GP 41-43 & 56-60

Communities-Library self-service and access improvements (8 projects): Total £295,000

These projects will introduce self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will

be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.

GP41 Wroxham Library

Installation of the Open Library system and the public toilet are complete. The system is live and the public toilet is complete. A DDA compliant access ramp will be completed for handover on 3rd December 2018

GP42 Plumstead Road Library

This library does not have any off-road parking for bikes or cars. The nearby on street parking is limited which means that some customer groups find it difficult to use the services available at the library. This project includes the development of an onsite car park as well as the access improvements.

Preliminary site preparation works have begun which includes cell burial of the Japanese knot weed. Works will be completed by Friday 30th November for formal handover on Monday 3rd December. Final stages of the Open Library works to be completed week commencing 3rd December 2018.

GP43 Diss Library

All works have been completed, and Open Library will be introduced as soon as staff training is completed pending appointment of a Library Manager.

GP 56 Harleston Library

All works have been completed in readiness for going live on 3rd December.

GP57 Cosstessey Library

All works have been completed in readiness for going live 10th December.

GP58 Loddon Library

Works currently being carried out with likely completion date for 'open libraries being Thursday, 29th December 2018. Minor alteration to the shared front door (electronic lock) to be completed by Christmas.

GP59 Earlham Library

All works have been completed in readiness for going live on 7th January.

GP 60 Mile Cross Library

All works have been completed in readiness for going live on 7th January.