

Place Shaping Panel

Agenda

Date

Monday 18 January 2021

Members of the Place Shaping Panel

Cllr P E Bulman
(Chairman)

Cllr S Lawn
(Vice Chairman)

Cllr N J Brennan
Cllr S M Clancy
Cllr N J Harpley
Cllr L H Hemsall

Cllr G K Nurden
Cllr L A Starling
Cllr D M Thomas
Cllr J M Ward

Conservative Substitutes

Cllr A D Crotch
Cllr J F Fisher
Cllr R R Foulger
Cllr R M Grattan
Cllr D King
Cllr G F Peck
Cllr C E Ryman-Tubb

Liberal Democrat Substitutes

Cllr J A Neesam
Cllr S Riley

Labour Substitute

Cllr B Cook

Time

6pm

Place

To be hosted remotely at:

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1 Yarmouth Road
Thorpe St Andrew
Norwich

Contact

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If any Member wishes to clarify details relating to any matter on the agenda they are requested to contact the relevant Director / Assistant Director.



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Public Attendance

This meeting will be live streamed for public viewing via the following link:
<https://www.youtube.com/channel/UCZciRgwo84-iPyRlmsTCIng>.

If a member of the public would like to attend to ask a question, or make a statement on an agenda item, please email your request to committee.services@broadland.gov.uk no later than 5.00pm on 13 January 2021.

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Trevor Holden
Managing Director

DECLARATIONS OF INTEREST AT MEETINGS

When declaring an interest at a meeting Members are asked to indicate whether their interest in the matter is pecuniary, or if the matter relates to, or affects a pecuniary interest they have, or if it is another type of interest. Members are required to identify the nature of the interest and the agenda item to which it relates. In the case of other interests, the member may speak and vote. If it is a pecuniary interest, the member must withdraw from the meeting when it is discussed. If it affects or relates to a pecuniary interest the member has, they have the right to make representations to the meeting as a member of the public but must then withdraw from the meeting. Members are also requested when appropriate to make any declarations under the Code of Practice on Planning and Judicial matters.

Have you declared the interest in the register of interests as a pecuniary interest? If Yes, you will need to withdraw from the room when it is discussed.

Does the interest directly:

1. Affect yours, or your spouse / partner's financial position?
2. Relate to the determining of any approval, consent, licence, permission or registration in relation to you or your spouse / partner?
3. Relate to a contract you, or your spouse / partner have with the Council
4. Affect land you or your spouse / partner own
5. Affect a company that you or your partner own, or have a shareholding in

If the answer is "yes" to any of the above, it is likely to be pecuniary.

Please refer to the guidance given on declaring pecuniary interests in the register of interest forms. If you have a pecuniary interest, you will need to inform the meeting and then withdraw from the room when it is discussed. If it has not been previously declared, you will also need to notify the Monitoring Officer within 28 days.

Does the interest indirectly affect or relate any pecuniary interest you have already declared, or an interest you have identified at 1-5 above?

If yes, you need to inform the meeting. When it is discussed, you will have the right to make representations to the meeting as a member of the public, but must then withdraw from the meeting.

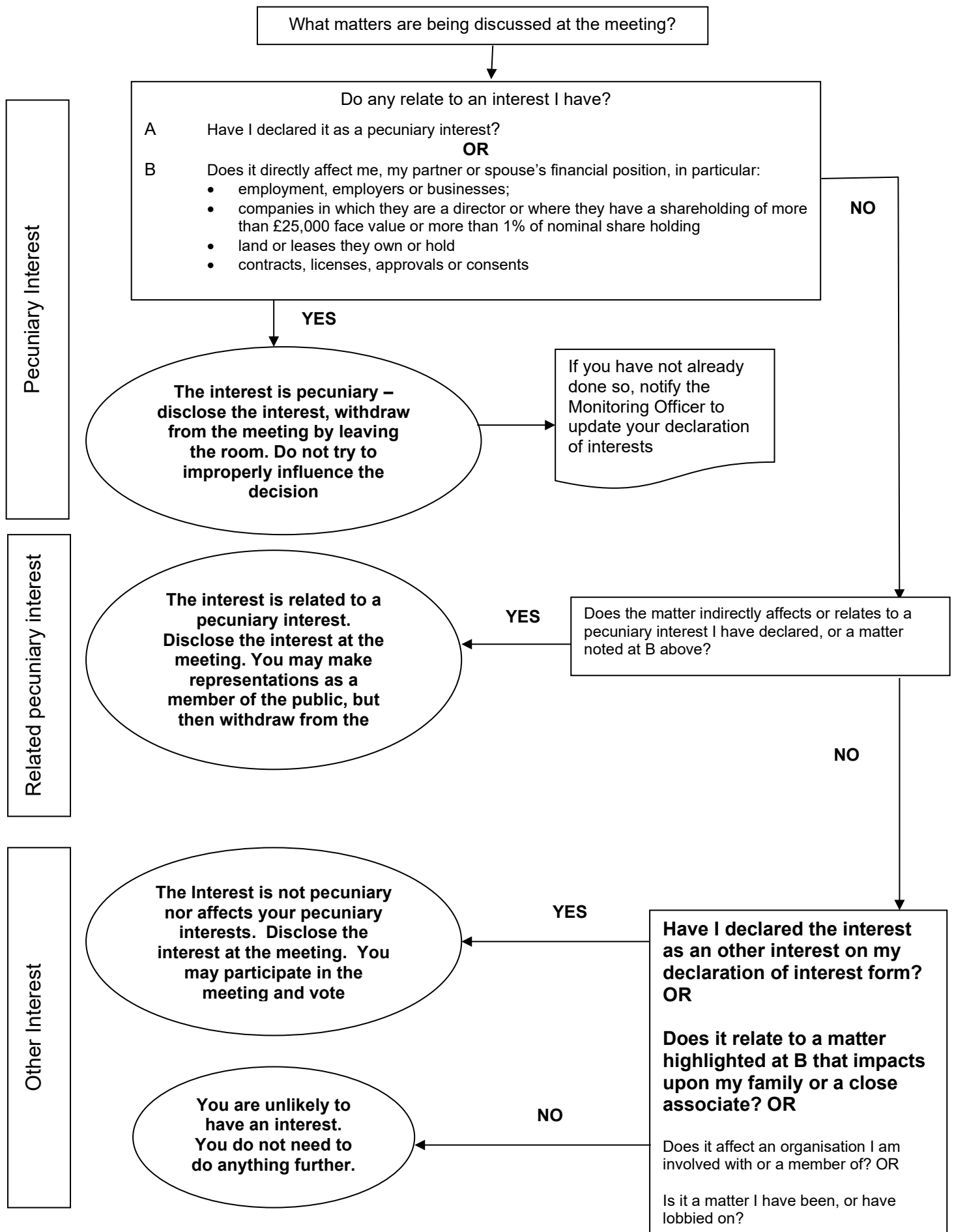
Is the interest not related to any of the above? If so, it is likely to be another interest. You will need to declare the interest, but may participate in discussion and voting on the item.

Have you made any statements or undertaken any actions that would indicate that you have a closed mind on a matter under discussion? If so, you may be predetermined on the issue; you will need to inform the meeting, and when it is discussed, you will have the right to make representations to the meeting as a member of the public, but must then withdraw from the meeting.

FOR GUIDANCE REFER TO THE FLOWCHART OVERLEAF

**PLEASE REFER ANY QUERIES TO THE MONITORING OFFICER
IN THE FIRST INSTANCE**

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



Minutes of a meeting of the **Place Shaping Panel** held by video link on **Monday 4 January 2021** at **5pm** when there were present:

Cllr P E Bulman – Chairman

Cllr N J Brennan
Cllr S M Clancy
Cllr L H Hemsall

Cllr S Lawn
Cllr G K Nurden
Cllr L A Starling

Cllr D M Thomas
Cllr J M Ward

Cllr S Beadle, Cllr K Kelly, Cllr S Prutton and Cllr D Roper also attended the meeting.

Also in attendance were the Director of Place, Assistant Director Planning, Greater Norwich Planning Policy Manager, Place Shaping Manager and Democratic Services Officers (JH and JO).

24 DECLARATIONS OF INTEREST UNDER PROCEDURAL RULE NO 8

| Member | Minute No & Heading | Nature of Interest |
|---------------|---|---|
| Cllr S Clancy | 27 - Greater Norwich Local Plan – Regulation 19, Pre-Submission Publication | Disclosable Pecuniary Interest, owner of development land within the Greater Norwich Local Plan area. |

25 APOLOGY FOR ABSENCE

An apology for absence was received from Cllr N J Harpley.

26 MINUTES

The Minutes of the meeting held on 26 October 2020 were confirmed as a correct record, save for the following amendment:

Minute No: 21 – Apologies for Absence

Cllr Lawn was added to the list of those sending apologies for absence.

27 GREATER NORWICH LOCAL PLAN – REGULATION 19, PRE-SUBMISSION PUBLICATION

The Chairman noted that the report related to the process and procedure for taking the Greater Norwich Local Plan (GNLP) through a formal stage that would seek comment on its legal compliance and soundness before it was submitted to the Secretary of State for independent examination.

The Greater Norwich Planning Policy Manager explained that the Regulation 19 Stage was not a consultation per se, but would allow stakeholders to submit representations in respect of whether the plan was legally and procedurally compliant and 'sound' (positively prepared, justified, effective and consistent with national policy). It would not be necessary to show compliance with the Duty to Cooperate, as there was no unmet need amongst neighbouring authorities. 'Stakeholders' could include anyone with an interest in the plan, but their comments would only be taken into account by the independent examiner if they related to the above criteria.

The period of publication when representations could be received was from 1 February to 15 March 2021.

It was emphasised that Regulation 19 was not a stage to object to proposed sites on development management grounds. Objectors to the allocation of a site would have to provide evidence that the allocation of a site had been procedurally wrong or unsound and out of line with national policy.

Changes to the plan had been made as a result of the Regulation 18 consultation, as well as changes to national policy. This included an overall increase in the number of homes to address a shortage of affordable housing, as had been made clear in the Government consultation paper 'Planning for the Future'. However, it should also be noted that 75 percent of housing had already been allocated in the existing plan and that 5,000 homes had been delivered.

For the Regulation 19 stage the Economic and Retail Study had been updated to take account of the pandemic. The Study had indicated that the approach being taken was sound and matched that being taken nationally. It was also considered that Greater Norwich was in a better position than many areas to bounce back from the economic crisis being caused by the pandemic.

Members noted the importance of the Economic and Retail Study, as both the retail and the office accommodation landscape was changing significantly and that this could have an impact on the housing numbers required, as shops/offices were converted to dwellings. It was requested that the Economic and Retail Study be included as an addendum to the published plan.

In response the Director of Place emphasised that the Economic and Retail Study was only one of a whole range of documents that were used as an evidence base for officers to compile the Plan and as such that they would not normally be published or circulated any wider. However, he recognised the exceptional circumstances and the importance of the economy and confirmed that the Study would be circulated to Members on Friday following an informal GNLP meeting. If Members had any comments arising from this they should contact the Portfolio Holder for Planning, who would report them to the meeting of Cabinet on 12 January 2021.

In response to a query, the Panel was advised that the Greater Norwich Development Partnership Board had put a great deal of hard work into the Plan and it was extremely unlikely that any one of the local authorities would not approve the draft GNLP for publication.

It was noted that the land allocation in the plan was up-to-date with only minor amendments to be made.

A query was raised about the possibility of the economic downturn leaving large developments without retail centres, but it was confirmed that policies were in place to ensure that local centres which would meet people's everyday needs would form part of developments.

The Panel was also advised that in areas where housing numbers had increased following consultation at the Regulation 18 stage, the Regulation 19 stage would be an opportunity to challenge the process and procedure of the allocation and subject it to independent examination

RECOMMENDED TO CABINET

That subject to receipt of the Economic and Retail Study:

1. To publish the draft GNLP under regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 from 1 February to 15 March 2021; and,
2. Delegate authority to the Assistant Director for Planning, in consultation with the Portfolio Holder for Planning, authority to make any minor or factual corrections to the GNLP ahead of its publication.

The Portfolio Holder for Planning commended the Greater Norwich Development Team for the huge amount of hard work they had put in to bring the GNLP to this stage.

28 UPDATE TO LOCAL DEVELOPMENT SCHEME

The Place Shaping Manager introduced the report, which proposed amending the Local Development Scheme (LDS) to reflect changes to the Greater Norwich Local Plan (GNLP) timetable.

The LDS set out the timetable for preparing new plans and summarised what they contained. The last update was in July 2020, but since then it had been agreed to accelerate the process to allow the plan to be put in place before an increased housing requirement was introduced by the Government using a revised methodology.

On 19 December the Government had published a further revision of the methodology which did not result in the scale of increase that it had earlier implied. However, as substantial work on the Regulation 19 version of the Plan had been done it proposed to carry on with the new agreed timetable.

Publication of the pre-submission Regulation 19 plan would take place during February and March, with submission to the Secretary of State for independent examination in July 2021 and the anticipated adoption of the plan in September 2022.

The GNLP would directly replace the Joint Core Strategy and the Site Allocations documents, but not the Area Action Plan for the Growth Triangle or Development Management Documents.

RECOMMENDED TO CABINET

It is recommended that Cabinet recommends to Council that it approves the proposed amendments to the current Local Development Scheme (LDS).

The meeting closed at 5.53pm

Greater Norwich Growth Board: Joint Five-Year Investment Plan

Report Author: Paul Harris
Planning
01603 430444
paul.harris@broadland.gov.uk

Portfolio: Planning

Wards Affected: All

Purpose of the Report:

Agree the content of the draft Greater Norwich Joint Five Year Infrastructure Investment Plan 2021-2026 and approve the allocation of the Community Infrastructure Levy (CIL) to the projects included within the first year of the five-year plan. The five year plan includes: a progress report on previously approved projects; proposals for new projects to be funded by CIL in 2021/22, otherwise known as the 2021/22 Annual Growth Programme (AGP); updated forecasts of CIL income; and, information on future funding priorities.

Recommendations:

It is proposed that Place Shaping Committee advises Cabinet to recommend to Council that it:

1. agrees the Greater Norwich Joint Five Year Infrastructure Investment Plan 2021-2026, included in appendix A;
- and,
2. approves the allocation of CIL to 4 specified projects, these projects will form the 2021/22 Annual Growth Programme (AGP); the allocation of £2M to support the

Education Capital Programme within Greater Norwich; and, the allocation of an additional £341,000 to projects GP46 and GP53 that were initially allocated funding within the 2018/19 AGP.

1 SUMMARY

- 1.1 This report presents the draft Greater Norwich Joint Five Year Infrastructure Investment Plan 2020 to 2025. The five year plan includes: progress report on previously approved projects; proposals for new projects to be funded by CIL in 2020/21, otherwise known as the 2020/21 Annual Growth Programme; updated forecasts of CIL income; and, information on future project priorities.
- 1.2 In accordance with the CIL pooling arrangements for Greater Norwich's Infrastructure Investment Fund (IIF), each of the three CIL charging authorities, Broadland District Council, Norwich City Council and South Norfolk Council, need to agree the Greater Norwich Joint Five Year Infrastructure Investment Plan 2021 to 2026 and approve the allocation of CIL to specified projects as part of the Annual Growth Programme (AGP).

2 BACKGROUND

- 2.1 In 2013 the Greater Norwich authorities (Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council) together with the New Anglia Local Enterprise Partnership, signed a City Deal with Government. To help achieve our growth ambitions, the City Deal agreed a strategic infrastructure programme supported through Government-approved access to borrowing at a preferential rate and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund (IIF).
- 2.2 In order to effectively plan for and deliver infrastructure to support planned growth the Greater Norwich Growth Board has responsibility for managing the IIF and assembling the Annual Growth Programme (AGP) from the Joint Five-Year Infrastructure Investment Plan (5YIIP).
- 2.3 Prior to the preparation of this 5YIIP, the Greater Norwich Infrastructure Plan (GNIP) was updated. The GNIP can be found here: <http://www.greaternorwichgrowth.org.uk/delivery/greater-norwich-infrastructure-plan/>. The GNIP identifies infrastructure priorities to the end of the Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area.

3 CURRENT POSITION

- 3.1 The GNIP identifies infrastructure priorities to the end of the Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area. The GNIP was updated prior to the preparation of this 5YIIP¹. The GNIP is listed as a background paper to this report.

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

- 3.2 Taking account of a range of evidence and information from Council Officers and other Stakeholders, the 5YIIP identifies projects that are currently considered to be a priority for delivery over the next 5 years to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal.
- 3.3 If agreed by the each of the three CIL charging authorities within Greater Norwich, Broadland District Council, Norwich City Council and South Norfolk Council, projects recommended to be allocated pooled CIL funding within the 5YIIP will be duly adopted within the respective year's Annual Growth Programme (AGP). Projects identified within the 5YIIP but not within an AGP remain priorities but have not been allocated CIL funding.
- 3.4 This 5YIIP plan also sets out an updated position on infrastructure delivery, includes revised CIL income forecasts, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.

21/22 Annual Growth Programme (AGP)

- 3.5 In accordance with the agreed processes for the Infrastructure Investment Fund (IIF), the Greater Norwich Infrastructure Delivery Board (IDB) met on 9th of October 2020 to agree which projects are to be put forward as the proposed 2020/21 Annual Growth Programme (AGP). As a result, 4 new projects totalling £921,124 have been recommended to be supported through the IIF.

| Project Name | Applicant | Amount of CIL requested | Total project size |
|--|------------------|--------------------------------|---------------------------|
| Brundall Sports Hub | Broadland | £100,000 | £1,345,655 |
| Bure Valley Path: Access and Recreational Enhancement | Broadland | £259,124 | £841,406 |
| Kett's Heights | Norwich | £312,000 | £312,000 |
| Football Development Centre (FDC) Bowthorpe 3G Pitch | Norwich | £250,000 | £929,400 |
| Total | | £ 921,124 | |

- 3.6 In addition, it is proposed that Education receive £2million to support the development of their capital programme within Greater Norwich. This allocation will provide additional funding support for an extensive expansion project at Ormiston Victory Academy (previously allocated funding through the 20/21 AGP).

It is also proposed that GP46 and GP53, two existing Marriott's Way projects that were initially allocated funding within the 18/19 AGP, are to be allocated an additional £341,000 for their joint delivery in 21/22.

- 3.7 Approximately £1,000,000 from the IIF remains committed to ongoing projects that were identified in previous AGPs.
- 3.8 Delivery updates for all existing projects including further details regarding GP46 and GP53 are provided in Appendix of the 5YIIP
- 3.9 The total value of the 21/22 Annual Growth Programme is £2,921,124.
- 3.10 At its meeting on 1st December 2020 the Greater Norwich Growth Board recommended the approval of the Draft Five Year Infrastructure Investment Plan 2021-26, including the 2021/22 Annual Growth Programme to each Partner's Cabinets and Councils.

4 PROPOSED ACTION

- 4.1 As set out in section 3, the projects identified within this 5YIIP 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.
- 4.2 Following a successful outcome to their evaluation in accordance with the agreed project appraisal procedure, the 4 new projects identified for CIL funding in 2021/22 have been agreed by the Greater Norwich Growth Board. The 4 projects include 2 projects considered to be key priorities by Broadland that that either enable or support planned growth within the district. Specifically, these projects are: Brundall Sports Hub and the Bure Valley Access Path.
- 4.3 On the basis of the above, and in accordance with the recommendation in section 8, it is proposed that Cabinet recommend that Council agrees the Greater Norwich Joint Five Year Infrastructure Investment Plan 2020-2025 and approve: the allocation of CIL to the 4 specified projects, these projects will form the 2021/22 Annual Growth Programme (AGP); the allocation of £2M to support the Education Capital Programme within Greater Norwich; and, the allocation of an additional £341,000 to projects GP46 and GP53 that were initially allocated funding within the 2018/19 AGP.

5 OTHER OPTIONS

- 5.1 Cabinet may choose to recommend amendments to the 5YIIP prior to its agreement, agree funding for only some of the 4 projects identified for CIL funding in 2021/22, or proposed that funding is not approved to support the Education Capital Programme and/or that an additional £341,000 to projects GP46 and GP53 is not approved.
- 5.2 In order to ensure a) the timely delivery of the AGP, and b) that all projects that receive pooled CIL funding have been properly evaluated in accordance with agreed project appraisal procedure, it would not be reasonable to recommend

additional projects for CIL funding within the 2020/21 AGP. The project appraisal process ensures, as far as practicable, that projects are strategically justified and deliverable.

- 5.3 If Cabinet considers that there are additional priority projects that should be considered for the allocation of pooled CIL funding then a further recommendation should be made. This recommendation should instruct the Director of Place to progress such projects in accordance with the Pooled CIL funding arrangements for consideration as part of the 2022-2027 5YIIP and 2022/23 AGP.

6 ISSUES AND RISKS

- 6.1 **Resource Implications** – The most significant immediate risks relate to project cost control and delivery. For the projects within Broadland, these risks are being minimised through project management and/or effective partnership working practices. The time/costs associated with these practices will be met within existing officer resources.

There may also be ongoing management and maintenance costs following delivery of the schemes. For the Bure Valley Path, elements within the highway would be adopted by Norfolk County Council as Highway Authority and maintained under their capital programme. Elements of the scheme related to Bure Valley Path itself would be maintained under the public services cooperation agreement between Broadland District Council and Norfolk County Council for the Bure Valley Path.

Once delivered, ongoing maintenance of Brundall Sports Hub will be the responsibility of the Parish Council. In this regard it is currently intended that the Parish Council will establish a Company Limited by Guarantee (CLG), who will in turn tender for an operator to run the day to day operations.

There remains a risk that CIL income will not cover all commitments made within the agreed programme. This risk is mitigated by the significant amount of CIL liable from planned growth within Greater Norwich. A forecast of income from planned growth is included in Table 1 of the 5YIIP.

The Planning for the Future White Paper published in August 2020 proposes that the existing CIL and S106 regimes of securing development contributions are replaced with a new, consolidated “Infrastructure Levy”. At a national level the new system would aim to increase revenues when compared to the current system. However, the White Paper also recognises that in some low value areas development would be likely to fall below the minimum value-based threshold for making contributions under the new system. The White Papers sets out that the impact on areas with lower land values under the proposed new system will be given further consideration. This situation will need to be kept under review.

Legal Implications – No specific legal advice has been sought as part of the preparation of this report. There are not, however, considered to be any specific legal implications arising from the agreement of the 5YIIF or approval of the AGP.

In accordance with the Council's practices, there has been engagement with the Monitoring Officer, and the wider Corporate Management Leadership Team (CMLT) in the preparation of this report.

Equality Implications – An Equalities Impact Assessment accompanies this report at Appendix B.

- 6.2 **Environmental Impact** – The environmental impacts associated with the Brundall Sports Hub have been taken into account in the approval of the planning application for the site.

The crossing of the A140 included as part of the Bure Valley proposals will be subject to a planning application and environmental impacts will be considered within the application. There are not considered to be any environmental impacts associated with the other aspects of the scheme.

- 6.3 **Crime and Disorder** – There are ongoing issues around management of graffiti along the bridges connected with the Bure Valley Pathway. This will continue to be addressed as part of the ongoing management of the Bure Valley Path.

6.4 **Risks**

There are not considered to be any specific risks other than those specifically documented above arising from the recommendations in this report.

7 **CONCLUSION**

- 7.1 The projects within this 5YIIP have been appropriately identified with reference to evidence and the input of Officers and stakeholders. The project are therefore appropriately identified as 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.
- 7.2 The 4 new projects proposed for CIL funding in 2021/22 have been agreed by the Greater Norwich Growth Board (GNGB), following an assessment of their suitability by the Greater Norwich Project's Team, in accordance with the adopted processes for the Infrastructure Investment Fund (IIF). It is therefore appropriate to allocate pooled CIL funding to these projects.
- 7.3 With available CIL funding in place, the allocation of £2M to support the Education Capital Programme remains an important part of the ongoing support provided to address the education impacts of growth. Increasing the allocated funding to projects GP46 and GP53 will ensure that they are able to fulfil their potential to improve access and accessibility on the Marriott's Way.

8 **RECOMMENDATIONS**

It is proposed that Place Shaping Committee advises Cabinet to recommend to Council that it:

1. agrees the Greater Norwich Joint Five Year Infrastructure Investment Plan 2021-2026, included in appendix A;

and,

2. approves the allocation of CIL to 4 specified projects, these projects will form the 2021/22 Annual Growth Programme (AGP); the allocation of £2M to support the Education Capital Programme within Greater Norwich; and, the allocation of an additional £341,000 to projects GP46 and GP53 that were initially allocated funding within the 2018/19 AGP.

Background Papers

Greater Norwich Infrastructure Plan (GNIP) 2020

Greater Norwich Growth Board

Draft Joint Five-Year Infrastructure Investment Plan 2021-2026

December 2020

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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 2021/22 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.

THE GREATER NORWICH GROWTH BOARD

The Greater Norwich Growth Board is a partnership that is unlike any other in the UK. Norfolk County Council, Norwich City Council, South Norfolk District Council, Broadland District Council and the New Anglia Local Enterprise Partnership are the five partners that make up the GNGB. They have chosen to work together to accelerate the delivery of infrastructure within the wider Greater Norwich area, because they truly understand the benefits that can be achieved by looking beyond individual administrative boundaries.

Since the establishment of the GNGB in 2014, their partnership working practices and particularly the pooling arrangements of CIL contributions within the IIF, are now considered an exemplar model of working by the Planning Advisory Service (PAS). They have cited the GNGB as a partnership who are pursuing ambitious growth agendas under strong strategic leadership and cross boundary collaboration.

Since 2014 the partnership has allocated over £21m of IIF funding and £40m of CIL supported borrowing which has levered in at least an additional £180m to deliver infrastructure projects within the Greater Norwich area.

The GNGB's successes were emphasised when they became the winners of the partnership working category at the 2020 national Planning Awards. An accolade that has confirmed that their unique working arrangement is to be celebrated. The partnership looks forward to continuing to work together to pool their shared skills and resources, leveraging additional funding, increasing delivery outcomes whilst continually planning for even bigger infrastructure schemes for the future.

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 latest version also provided thematic strategic priorities against which the projects submitted for funding have been assessed. The 2020 GNIP was accepted at the GNGB meeting on 19th May.

This Plan provides the reprogrammed financial commitments for IIF funding against the forecasted CIL income until 2025/26. This will be followed by the Annual Growth Programme (AGP) for 2021/22, which will provide more detail on the projects which have been accepted on to the Greater Norwich Growth Programme.

The GNGB agreed new processes for project selection on 27th of November 2018, and this is the second year that the projects have been progressed through this full process before being recommended for inclusion in the AGP. A call for new projects is triggered upon the acceptance of the GNIP. This year's call closed on 11th September, the Greater Norwich Projects Team (GNPT) appraised each submission and provided recommendations to the Infrastructure Delivery Board (IDB) alongside comments received from the Greater Norwich Delivery Officers Group. The new processes have led to clear acceptance criteria for projects, a measured and robust selection process to support informed recommendations from the IDB which enables the GNGB to allocate CIL in a clear and decisive manner.

Projects listed within the forthcoming financial year within this Five-Year Plan should be considered as the proposed AGP for 2021/22.

The GNGB will initially consider this Draft Five Year Plan on 1st December 2020.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2021/22 AGP in early 2021

The three District Councils will consider this Plan at their Cabinet meetings in January/February 2021. As per the agreed processes, the approval of this plan by each District Council will commit IIF funding to those projects within the forthcoming financial year, accepting them as the AGP 21/22.

The final AGP 21/22 will return to the GNGB for formal joint agreement at their meeting on 18th March 2021.

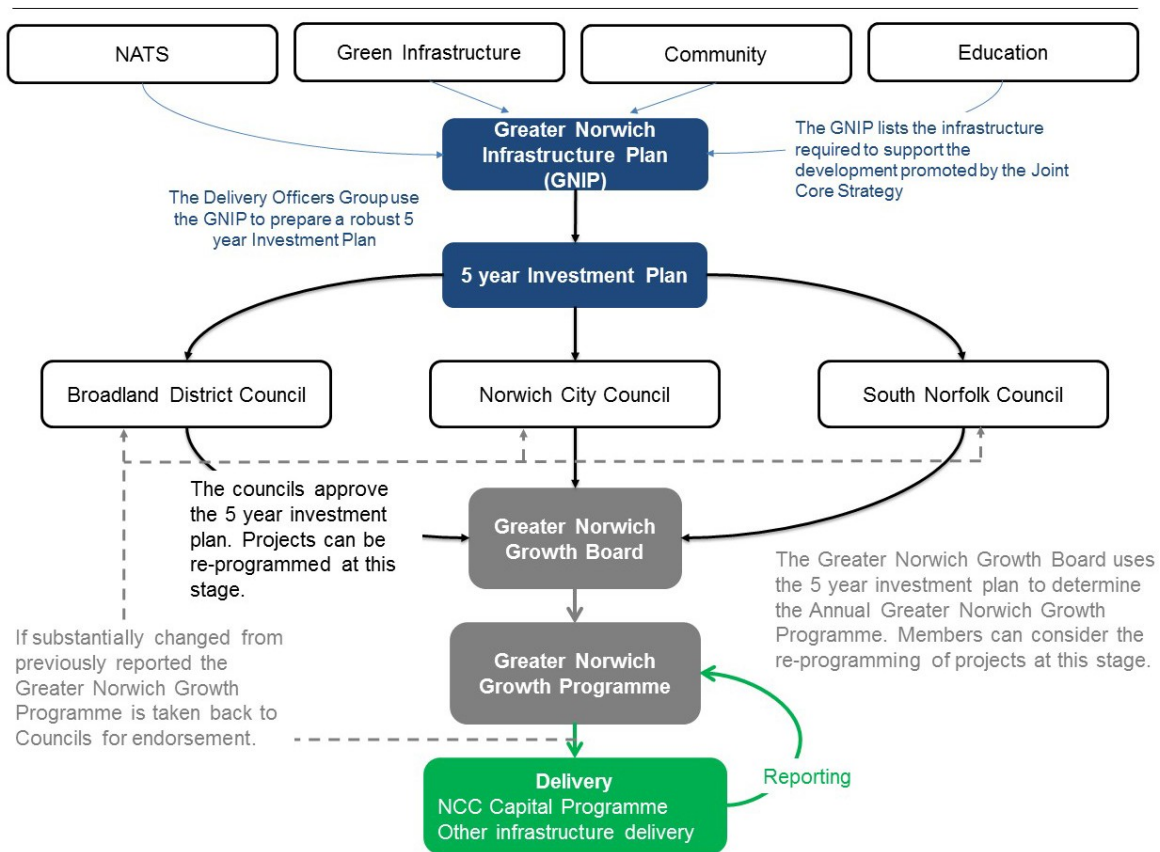


Figure 1 - Infrastructure Investment Plan Development Process

PROPOSED 2021/22 ANNUAL GROWTH PROGRAMME

In accordance with the processes for the Infrastructure Investment Fund (IIF), the Infrastructure Delivery Board met on 9 October 2020 to agree which projects are to be put forward as the proposed 2021/22 Annual Growth Programme (AGP). As a result, 4 projects totaling £921,124 have been identified to be supported through the IIF. Details of these projects have been included in this report as Appendix A.

| Project Name | Applicant | Amount of CIL requested | Total project size |
|--|-----------|-------------------------|--------------------|
| Brundall Sports Hub | Broadland | £100,000 | £1,345,655 |
| Bure Valley Path: Access, and Recreational Enhancement | Broadland | £259,124 | £841,406 |
| Ketts Heights | Norwich | £312,000 | £312,000 |
| Football Development Centre (FDC) Bowthorpe 3G Pitch Project | Norwich | £250,000 | £929,400 |
| TOTAL | | £921,124 | |

In addition, it is proposed that Education receive £2million to support the development of their capital programme within Greater Norwich. This new allocation will support development at Ormiston Victory Academy. More details regarding all Education IIF allocations, can be found on page 9.

It is proposed that GP46 and GP53, two Marriott's Way projects that were initially allocated funding within the 18/19 AGP, are to be allocated an additional £341,000 for their joint delivery in 21/22. The scale of the change to the original projects means that they have been reconsidered against current funding criteria but as these are existing projects within the Growth Programme they have not been included within the above list of new allocations. Details of how the project has been appraised can be found within the project updates in Appendix C.

Approximately £1m from the IIF remains committed to ongoing projects that were identified in previous AGPs. Updates on these projects are provided in Appendix C.

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:

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 to replace the 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 inquiry was conducted in February 2020 and notwithstanding a recommendation to approve from the inspector, the Secretary of State refused planning for the development in November. The implications of this decision are not yet known but securing the comprehensive redevelopment of Anglia Square will remain a key regeneration priority for the partnership.

East Norwich

Following the closure of Carrow Works in 2020, significant regeneration proposals are being developed in East Norwich. The redevelopment area comprises not only the Carrow works site but the adjacent Carrow House (which is expected to be vacant in early 2021) and the further brownfield sites of the Utilities Site and Deal Ground which lie to the east of the mainline railway and provide the interface between the City and the Broads national park.

The area represents the largest regeneration scheme in Greater Norwich and has the potential to deliver a sustainable new community comprising up to 4,000 homes alongside considerable employment and community spaces.

To unlock the potential of this area there will need to be considerable investment in infrastructure to support redevelopment. This will be a complex exercise and is currently being examined through a detailed masterplanning exercise which will supplement policies concerning the area in the emerging Greater Norwich Local Plan. This masterplanning exercise is being overseen by a public private partnership.

The level of infrastructure investment to unlock the development remains to be established. However, the expectation is that this may require public sector leadership in order to deliver. One possible source of funding that may assist with this is the Infrastructure Investment Fund and the GNGB may need to draw down further borrowing via the City Deal in order to ensure timely delivery of the site.

Delivery of infrastructure in this manner not only has the potential to deliver a major development but also has the potential to massively improve access to the Broads and Whitlingham Country Park for much of the City's population. (See GI section for River Yare Crossing).

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.

Norwich Research Park (NRP)

Work commenced in March 2020 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 June 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, the last but one section of the Hethersett Lane cycle way, 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. Key improvements which have all received IIF funding include a new bus interchange at Roundhouse Way, a more direct footpath link to the significant housing growth at Bowthorpe which has been enabled by a new footbridge across the River Yare. Health walks to improve the wellbeing of patients, employees and residents alike which 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.

Greater Norwich Food Enterprise Zone

Located on the Food Enterprise Zone at Food Enterprise Park (Honingham), the Food Innovation Centre is being led by Broadland District Council to provide food grade premises, a fully fitted test kitchen, a sensory food tasting facility in conjunction with a comprehensive innovation support package for eligible businesses, based in Norfolk and Suffolk. Once built, these facilities will meet excellent sustainable development criteria (Breeam Excellent) as well as compliance with supermarket requirements (British Retail Consortium) both of which are attractive to future tenants. Subject to securing the funding package, the build is expected to start in Q2 2021 with a 12 month build time.

Various projects in and around the Food Enterprise Park will help improve its connectivity to the wider area. These include the dualling of the A47 with a junction access to the FEP and an additional power supply to support the delivery of whole of the FEP (100 acres)

Smart Emerging Technologies Institute – SETI

The East of England Smart Emerging Technologies Institute (SETI) is a planned research and innovation initiative aiming to create the fastest collaborative research testbed in Europe. The project is led by the University of East Anglia in collaboration with BT at Adastral Park, University of Cambridge and University of Essex.

SETI is based around the development of a closed loop fibre network which will enable data transfer more than 1,000 times faster than broadband connections. SETI will be a science, technology and business asset for the region that will push the boundaries of leading science research and benefit the UK as a whole. Although delayed due to Covid-19, work on the technology and business case for SETI is progressing and will be published early 2021 .

Cambridge Norwich tech Corridor (CNCT)

CNCT continues to grow offering a range of support to both businesses and policy makers. In conjunction with promoting the location as a great place to do business, a new focus for this project is *Cluster Development* in the different high-growth locations in the Corridor.

CIL ALLOCATION- FOUR THEMATIC GROUPS

Greater Norwich's adopted CIL charging policy examined the delivery requirements of four types of infrastructure to support the planned housing growth. Applications from these four thematic groups of Transport, Education, Green Infrastructure and Communities (which includes Sports) are therefore welcomed to apply to the IIF.

TRANSPORT

Transport for Norwich (TfN)

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 sets 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 action plan will be consulted on in spring 2021 for adoption later in 2021.

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 – Cromer Road - Aylsham Rd (A140)
- GP24 - Colney River Crossing

- GP26b- Hempnall Crossroads
- GP32 - Broadland Way: Green Lane North to Plumstead Rd
- GP45 - Green Pedalway junction improvements
- GP46 – Marriott's Way: Access improvements in Costessey
- GP53 – Marriott's Way: Resurfacing at Drayton
- GP74 - Plumstead Road Roundabout

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 Outline Business Case is nearing completion and it is expected that this will be submitted to the Department for Transport in December 2020 and once approved will confirm 70% of the overall project cost from DfT, with a further release of scheme development funding. The remainder of the overall project funding (30%) will be made up of a developer contribution and up to £10m of CIL supported borrowing.

We are working with the Developer to progress the planning applications for the bypass and associated development to submit revised proposals for re-consultation in 2021. In the meantime, work continues on the bypass which has recently moved into detailed design.

The £10m of borrowing was agreed through the Greater Norwich City Deal agreement which was signed with MHCLG in 2015. This agreement gives the GNGB access to lower-

cost borrowing from the Public Works Loan Board (PWLb). A total of £80m of borrowing was agreed through the City Deal, £10m of which was allocated specifically to support the delivery of Long Stratton Bypass

The borrowing is expected to be required in 2022/23. Confirmation of the final sum and details of the loan arrangements will be included within next year's version of this Plan. Forecasted loan repayments have been programmed within the Growth Programme (Appendix C page 19), but this is subject to change and agreement by all partners.

GP26b Hempnall Crossroads

Hempnall crossroads is now fully operational. The 20/21 Annual Growth Programme included a £561,760 contribution to this project, listed as GP26b in Appendix C.

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. This 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

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 was used to deliver 6 transport schemes across Greater Norwich during 2019/20, which included new pedestrian crossings, provision of segregated cycle facilities between Wymondham and Hethersett, improvements to Norwich bus station and the implementation of a new cycle share project.

It was announced in September 2020 that a further £32m of Transforming Cities funding had been allocated to Greater Norwich. We have prioritised corridors and schemes that will maximise benefits and value for money and are deliverable within the challenging timescales of the funding programme (up to end 2023). We have also tried to deliver the best possible balance between bus, walking and cycling schemes, which will be supplemented by a coordinated and sustained behaviour change programme that will be locally funded and delivered.

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:

- Blofield, new building to move and expand existing school – land discussions ongoing
- Cringleford, at design stage but waiting for S106 triggers for commencement and access to site
- Silfield new primary – awaiting housing triggers
- North Norwich – early land discussion only
- Salhouse Road new primary – awaiting housing triggers
- Poringland new primary – site appraisal underway

Children's Services' Capital Priorities Group oversee the work to determine the order, timing, details and funding of education priorities. Norfolk County Council Cabinet considered the funding of the schools' capital programme in October 2020. Cabinet agreed that NCC investment would fund any shortfall to ensure the delivery of essential school places once all other funding opportunities have been explored.

2017/18 commitment

Hethersett – funding drawn down for two schemes to support housing growth in the village.

- £1m was committed towards the expansion of 11-16 places at Hethersett High Academy. A new classroom block was completed for September 2020, with a total budget of £8m, and the remaining funding government grant for Basic Need.
- £1m to increase Hethersett VC Junior school to a full Primary The scheme is due to complete in November 2020. The total budget is £4.5m, with residual funding from a government grant for Basic Need and condition.

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 modern school accommodation. Land assembly conversations are moving forward.

- To ensure the existing primary school site in Brundall has suitable accommodation for larger cohorts of children. This involves the provision of 2 new classroom blocks, demolition of caretaker bungalow and improvement to parking provision. There was a delay in the programme due to planning, but completion is anticipated for December 2020.

2019/20 commitment

£2M committed in 2019/20 to support the delivery of a new 420 place primary school in Cringleford on allocated S106 land with a consideration for the need for a nursery alongside the primary school. The design is being developed and surveys are underway, at risk. Further progress on this scheme requires access to the land, and the land transfer from the developer, which is scheduled upon the occupation of 100th home. (A request to transfer the site early was rejected by the developer.) The developer has recommenced work on site following the pause during the initial Covid-19 outbreak, but their pace of build out will depend on housing market conditions.

2020/21 commitment

£2M committed in 2021/22 to support capital for an extensive expansion project at Ormiston Victory Academy in Costessey. This involves a new three-story classroom block and internal remodeling to increase the number of school places to 1500 for 11-16 year old's. A planning application is due to be submitted, with work starting on site in 2021. Completion is required for September 2022.

2021/22 commitment

A further £2M is proposed to be allocated to support the considerable expansion of Ormiston Victory Academy, with a total project cost likely to be in the region of £9.5m. The shortfall of £5.5m will be met with a government grant of Basic Need and if necessary, NCC borrowing.

GREEN INFRASTRUCTURE

The Green infrastructure Programme Team comprise officer representatives from the four Greater Norwich partner authorities, together with the Broads Authority as a key stakeholder. They are responsible for identifying the green infrastructure strategic priorities within the Greater Norwich area and ensuring that the Green infrastructure network meets the requirements of the Habitats Regulations Assessment of the Joint Core Strategy and other subsidiary Development Planning Documents.

The below are projects that have been prioritised by the GNGB for future investment the majority of which have 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 providing 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 will help support regeneration of the wider East Norwich area, which is identified as a strategic regeneration area in the emerging Greater Norwich Local Plan. It will take the form of a cycle/pedestrian bridge crossing the River Yare to enable better access to Whitlingham Country Park from the city centre. The masterplan concerning the East Norwich redevelopment will explore this issue further.

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 Norwich Riverside Walk

This is identified as a sub-regional green infrastructure corridor supporting growth locations in the Joint Core Strategy. The River Wensum Strategy noted above also aims to complete key missing sections of the riverside walk within the city. 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 site called Houghen Plantation (is the key area that has enabled the creation of this new country park) was purchased by Broadland District Council in 2019, and the amount is being repaid to the district from the IIF over a five-year period. 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 able to intercept visits to the internationally designated sites whilst attracting visits from across the wider 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
- provide improved countryside and recreational access for new residents
- 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 has seen the completion of 8 Library projects across the Greater Norwich area, implementing the Open Library service.

The 2014 sports facilities and playing pitches study identified key areas requiring development, which are now being progressed and delivered by the Greater Norwich Sports Strategy Implementation Group. Projects that have been developed by this group and included in previous AGPs include Aylsham Sports Hub, Wymondham tennis club, Recreation Road swimming pool, Long Stratton Sports Hub and the Crusaders rugby football club.

At their September meeting, the GNGB agreed for a review of this 2014 study to be undertaken together with the development of a wider reaching Sports and Physical Activity Strategy. Once all match funding is confirmed, the review will be commissioned using Sport England's new Strategic Outcomes Planning Guidance and is expected to be complete by Autumn 2021. It will provide recommendations to implement an integrated approach to sport and physical activity. This more holistic approach will move away from just considering sporting participation within built facilities, it will:

- consider the contribution of improving physical and mental health and wellbeing to, reducing health inequalities,
- improve community cohesion
- address barriers to participation.

FIVE YEAR INVESTMENT PLAN FRAMEWORK

In a previous version of this plan, the growth programme had forecasted a deficit in 19/20. Following the implementation of new processes for the allocation of the IIF, a move to committing allocations to projects that are deliverable within the forthcoming year plus an increased understanding of CIL forecasting, the fund is now forecasted to hold a balance of £7.8m at the end of 21/22. (This figure is subject to change because it is dependent upon CIL income for the second half of 20/21 and all of 21/22 being received as forecast)

| | To End March 2020 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
|---|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| INCOME | | | | | | | |
| 1 Actual CIL receipts | £22,525,542.65 | £3,724,575 | | | | | |
| 2 Interest | £115,074.00 | | | | | | |
| 3 Forecast CIL receipts | | £6,877,184 | £8,948,549 | £7,212,085 | £9,436,950 | £8,315,831 | £7,441,402 |
| 4 Cumulative Income | £22,640,617 | £33,242,376 | £42,190,925 | £49,403,010 | £58,839,960 | £67,155,791 | £74,597,193 |
| EXPENDITURE | | | | | | | |
| 5 Programme agreed | £3,672,000 | £4,866,000 | £1,488,000 | £258,000 | £143,000 | £143,000 | |
| 6 Programme proposed (21/22 AGP) | | | £490,000 | £432,000 | | | |
| 7 Borrowing agreed | £6,737,000 | £2,057,045 | £2,057,045 | £2,057,045 | £2,057,045 | £2,057,045 | £2,057,045 |
| 8 Cash Reserve | | £2,000,000 | | | | | |
| 9 Borrowing proposed | | | | £472,808 | £472,808 | £472,808 | £472,808 |
| 10 Education | £6,000,000 | £2,000,000 | £2,000,000 | £2,000,000 | £2,000,000 | £2,000,000 | £2,000,000 |
| Total Expenditure | £16,409,000 | £10,923,045 | £6,035,045 | £5,219,853 | £4,672,853 | £4,672,853 | £4,529,853 |
| 11 Cumulative Expenditure | £16,409,000 | £27,332,045 | £33,367,090 | £38,586,943 | £43,259,796 | £47,932,649 | £52,462,502 |
| 12 Cumulative Surplus/Deficit | £6,231,617 | £5,910,331 | £8,823,835 | £10,816,067 | £15,580,164 | £19,223,142 | £22,134,691 |
| 13 Committed funds in future years (22/23 - 25/26) | | | £976,000 | | | | |
| 14 FORECASTED non committed funds, available to spend | | | £7,847,835 | | | | |

Table 1 – Proposed Five Year Infrastructure Investment Plan

Explanation of the above table.

- 1- The amount of CIL income received from the Districts and paid into the IIF.
- 2- Interest earned on the balance of funds held within the IIF since 2014.
- 3- 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. The medium to long term effect on the construction industry following the Covid-19 outbreak, Brexit and the proposed planning reform add additional uncertainty to these figures.
- 4- Total CIL income received from the opening of the IIF to the end of each given financial year. Future years are forecasted figures.
- 5- The amount of CIL which will be drawn down from the 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.

- 6- The amount of CIL which will be drawn down by the projects proposed to be included within the 2021/22 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.
- 7- The agreed loan repayments for the Broadland Northway
- 8- It was agreed by each partners s151 officers that a reserve equal to one annual loan repayment be built up over 3 years from 2017/18 to safeguard this loan repayment, but in the 2019 5YIIP the accrued cash reserve was required to be reallocated back into the IIF to prevent an overall deficit occurring. Following the careful management of the fund and introduction of new allocation processes, the full £2M reserve was reallocated into the IIF in the 20/21 AGP.
- 9- The forecasted borrowing repayments calculated using the estimated amount that will be required to support the delivery of long Stratton Bypass. This forecasted amount will not be confirmed until all parties agree and sign a legal agreement enabling the loan to be drawn down and the repayments committed. This forecast is calculated assuming a £10m loan taken over 25 years beginning 22/23.
- 10- NCC has a statutory duty to support the growth of schools. A £2million allocation from the IIF has been identified for each year within this Plan. Future years should only be considered as an indicative figure which will be confirmed annually with the acceptance of each new Annual Growth Programme.
- 11- Total Expenditure from the opening of the fund to each year end. Future years are forecasted figures.
- 12- Total amount within the fund at the end of each financial year. Future years are forecasts only and are subject to change because both the income and expenditure are forecasted.
- 13- Amount committed to projects that will be drawn from the fund in future years. This will not be spent in the forthcoming year but is not available to be allocated to other projects.
- 14- The forecasted funds available within the IIF at the end of the forthcoming year which could be allocated to new projects. This is a forecast only because both income and expenditure are forecasted and are subject to a high degree of change. (see No.3)

This financial framework has been provided for the specific purposes of this Plan, to support the decision making of new allocations. A detailed breakdown of individual project drawdowns set against CIL income is detailed within the Full Growth Programme Appendix C

APPENDIX A – 2021/22 ANNUAL GROWTH PROGRAMME PROJECT DETAILS

This appendix sets out the projects which have been put forward to be funded by CIL in the 2021/22 Annual Growth Programme for Greater Norwich. The projects are listed by the authority in which they will be geographically delivered, together with their proposed CIL allocations.

Broadland

Brundall Sports Hub - £100,000

Phase one of the project is to deliver a Sports Hub to include a multi-sport floodlit 3G artificial grass pitch (AGP) with fencing, floodlighting, maintenance storage container, hard standing pathways, car parking and single storey club house/changing room building. With the possibility of a later Phase two to create a Community Gym

Bure Valley Path: Access, Promotion and Recreational Enhancement project - £263,124

This Access, Promotion and Recreational Enhancement project will deliver three distinctive schemes:

- Access – A crossing over the A140 delivering safe passage for cyclists and pedestrians;
- Promotion – a range of communications and marketing to promote the Bure Valley Path and the surrounding areas. This will include the promotion of circular walks along the route including a new booklet of walks with heritage, cultural and ecological interpretation;
- Recreation – the creation of 6 circular walks, way marking, surface improvements, and a range of improvements to the ecological corridor through the implementation of biodiversity improvements

Norwich

Kett's Heights - £312,000

Kett's Heights is located between two growth poles of Thorpe Hamlet ward and the NE growth triangle and lies close to significant growth proposed at Anglia Square. The proposed improvements to Kett's Heights provide for a more accessible and resilient space, but also provide enhancements to the green links through this area (linking with Mousehold Heath and Lion Wood). It connects to the green pedalway that leads to the start of the proposed Broadland Way near Dussindale / Broadland Business Park and is also adjacent to promoted walking routes that include Lion Wood and the Wensum Riverside Walk. The new access proposed will enable these walking routes include this site.

Key deliverables are;

- Improved access to the site with new steps from Kett's Hill and the provision of a new

ramped access from Ladbrook Place enabling access for all.

- Repairs to the walls and infrastructure of the site ensuring their preservation and the safety of users of the site.
- New habitat created and existing improved leading to increased biodiversity

Football Development Centre Bowthorpe – 3G Pitch Project - £250,000

The proposed project at FDC Norwich (Bowthorpe) will see the installation of a 3G full sized football pitch, replacing an existing full-sized grass pitch. By converting the existing grass pitch to an artificial 3G pitch we will ultimately be able to cater for more football activity, both traditional and recreational.

APPENDIX B – GREATER NORWICH GROWTH PROGRAMME

| | | CIL spend to date | | | | | | | | | | Current* | Programmed CIL drawdown | | | | |
|---|---|-------------------|--------------|------------|---------|---------|----------|---------|---------|---------|----------|----------|-------------------------|----------|----------|----------|----------|
| Ref | Expenditure | Project Budg | Other fundir | CIL fundir | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| Agreed 2014/15 Growth Programme | | | | | | | | | | | | | | | | | |
| GP1 | Harrisons' Wood | (45) | | (45) | | | (10) | (21) | (4) | (4) | (5) | | | | | | |
| | Harrisons' Wood secured funding (S106) | 45 | | 45 | | | | | | | 45 | | | | | | |
| GP2 | Darby Wood | (35) | | (35) | | | (26) | | | | | | | | | | |
| GP3 | Marston Marsh | (30) | | (30) | | | (24) | (1) | | | | | | | | | |
| GP4 | Earlham Millennium Green - Phase 1 | (15) | | (15) | | | (3) | | | | | | | | | | |
| GP5 | Riverside Walk | (70) | (19) | (51) | | | (17) | (31) | | | | | | | | | |
| GP6 | Marriott's Way - Phase 1 | (60) | | (60) | | | (60) | | | | | | | | | | |
| GP7 | Norwich Health Walks | (40) | | (40) | | | (38) | | | | | | | | | | |
| Agreed 2015/16 Growth Programme | | | | | | | | | | | | | | | | | |
| GP8 | Earlham Millennium Green - Phase 2 | (66) | | (66) | | | (52) | | | | | | | | | | |
| GP9 | Marriott's Way - Phase 2 | (250) | | (250) | | | (236) | (1) | | | | | | | | | |
| GP11 | St Clements Toucan Crossing | | | (113) | | | | | (113) | | | | | | | | |
| GP13 | Eaton Interchange | | | (100) | | | | | (100) | | | | | | | | |
| GP13b | Roundhouse Way | | | (50) | | | | | | | | (50) | | | | | |
| GP16 | Golden Ball Street (NATS) | | | (1,023) | | | | (1,023) | | | | | | | | | |
| GP17b | Cromer Rd - Aylsham Rd (A140) | | | (87) | | | | | | | | (87) | | | | | |
| Agreed 2016/17 Growth Programme | | | | | | | | | | | | | | | | | |
| GP19 | St Faiths to Airport Transport Link | (1,000) | | (1,000) | | | (20) | | | | | | | | | | |
| GP22 | Pink Pedalway - Heathgate | (250) | (100) | (150) | | | (150) | | | | | | | | | | |
| GP23 | Carrow to Deal Ground riverside walk | (350) | (250) | (100) | | | | (29) | | | | | | | | | |
| GP24 | Colney River Crossing (NRP to Threescore) | (422) | (251) | (171) | | | | (48) | (30) | (90) | | | | | | | |
| GP25 | NDR (see borrowing costs below) | | | | | | | | | | | | | | | | |
| GP26 | Long Stratton Bypass (see borrowing costs below) | | | | | | | | | | | | | | | | |
| GP26b | Hempnall Crossroads | (4,600) | (4,038) | (562) | | | | | | | | (562) | | | | | |
| Agreed 2017/18 Growth Programme | | | | | | | | | | | | | | | | | |
| GP27 | Lizard and Silfield Nature Reserves | (14) | | (14) | | | | | | | (14) | | | | | | |
| GP29 | Marriott's Way-Barn Road Gateway | (69) | (24) | (45) | | | | | | | (41) | | | | | | |
| GP30 | Sloughbottom Park - Andersons Meadow | (343) | | (343) | | | | | | (4) | (58) | (281) | | | | | |
| GP31 | Riverside Walk accessibility improvements | (200) | | (200) | | | | | | (5) | (2) | (22) | (172) | | | | |
| GP33 | Strumpshaw Pit Circular Walk | (60) | (25) | (35) | | | | | | | (23) | (12) | | | | | |
| GP34 | Cringeford N&N strategic connections | (68) | (10) | (58) | | | | | | | | | (58) | | | | |
| GP36 | Castle Gardens | (220) | (70) | (150) | | | | | | | | (100) | (50) | | | | |
| GP37 | Long Stratton Sports Hub | (2,545) | (2,045) | (500) | | | | | | | | (610) | | | | | |
| GP38 | Football pitch improvements | (100) | | (100) | | | | | | | | (80) | (20) | | | | |
| GP39 | Hales cricket and bowls clubhouse improvements | (190) | (160) | (30) | | | | (5) | | | | (25) | | | | | |
| GP40 | Ketts Park Sports Hub: Wymondham | (800) | (550) | (250) | | | | | | | | | | | | | |
| GP41 | Wroxham Library: self service improvements | | | | | | | | | (250) | | | | | | | |
| GP42 | Plumstead Road Library: self service improvements | (153) | (33) | (120) | | | | | | | | (34) | | | | | |
| GP43 | Diss library: self service improvements | | | | | | | | | | | (112) | | | | | |
| GP44 | Education - Hethersett | (2,000) | | (2,000) | | | | | | (2,000) | | (29) | | | | | |
| Agreed 2018/19 Growth Programme | | | | | | | | | | | | | | | | | |
| GP45 | Green Pedalway- junction improvements | (560) | | (560) | | | | | | | | (560) | | | | | |
| GP46b | Marriotts Way-Costessey resurfacing & Drayton ramp | (526) | | (526) | | | | | | | | (8) | (493) | | | | |
| GP47 | UEA to Eaton Boardwalk | (30) | | (30) | | | | | | (5) | (20) | (3) | (27) | | | | |
| GP48 | Wherryman's Way: Yare Valley Cycle Route | (23) | | (23) | | | | | | | | (5) | (18) | | | | |
| GP49 | Earlham Millennium Green Improvement Project: Phase 3 | (25) | | (25) | | | | | | | | (4) | (21) | | | | |
| GP50 | Yare and Wensum Valleys Link | (170) | | (170) | | | | | | | | | (170) | | | | |
| GP51 | Green Infrastructure: Access for All | (150) | | (150) | | | | | | (27) | (25) | (37) | (30) | (30) | | | |
| GP52 | Thorpe Marriott Greenway | (121) | | (121) | | | | | | (5) | (9) | (107) | | | | | |
| GP55 | Community Sports Hub - The Nest Horsford | (4,625) | (3,501) | (1,124) | | | | | | (396) | (384) | (413) | | | | | |
| GP56 | Harleston Library self-access improvement | (35) | | (35) | | | | | | | (22) | | | | | | |
| GP57 | Costessey Library self-access improvement | (35) | | (35) | | | | | | | (26) | | | | | | |
| GP58 | Loddon Library self-access improvement | (35) | | (35) | | | | | | | (22) | | | | | | |
| GP59 | Earlham Library self-access improvement | (35) | | (35) | | | | | | | (26) | | | | | | |
| GP60 | Mile Cross Library self-access improvement | (35) | | (35) | | | | | | | (24) | | | | | | |
| GP61 | Education - Blofield and Brundall | (2,000) | | (2,000) | | | | | | | | (1,000) | (1,000) | | | | |
| Agreed 2019/20 Growth Programme | | | | | | | | | | | | | | | | | |
| GP62 | Education - Cringleford | (2,000) | | (2,000) | | | | | | | | | (1,000) | (1,000) | | | |
| Agreed 2020/21 Growth Programme | | | | | | | | | | | | | | | | | |
| GP63 | North West Woodlands Project | (1,265) | (546) | (719) | | | | | | | | (147) | (143) | (143) | (143) | (143) | |
| GP64 | Hellesdon Station Green Infrastructure | (453) | (221) | (232) | | | | | | | | (36) | (111) | (86) | | | |
| GP65 | East Wymondham Green Infrastructure | (46) | (2) | (44) | | | | | | | | (44) | | | | | |
| GP66 | 20 Acre Wood Community Access Improvements | (62) | | (62) | | | | | | | | | (62) | | | | |
| GP67 | Ketts Country Long Distance Trail | (98) | | (98) | | | | | | | | (15) | (83) | | | | |
| GP68 | Frenze Beck Green Infrastructure | (45) | (10) | (35) | | | | | | | | (35) | | | | | |
| GP69 | Aylsham Sports Hub Stage 3 | (986) | (511) | (475) | | | | | | | | (385) | (90) | | | | |
| GP70 | Wymondham Tennis Club | (150) | | (150) | | | | | | | | (150) | | | | | |
| GP71 | Crusaders Rugby Football Club | (600) | (450) | (150) | | | | | | | | | (150) | | | | |
| GP72 | Recreation Road Pool | (60) | | (60) | | | | | | | | (60) | | | | | |
| GP73 | Norwich Parks Tennis | (423) | (320) | (103) | | | | | | | | (103) | | | | | |
| GP74 | Plumstead Road Roundabout | (1,350) | (625) | (725) | | | | | | | | (725) | | | | | |
| GP75 | Education - Ormiston Victory Academy (allocation rolled forward to 21/22) | | | | | | | | | | | | | | | | |
| Proposed 2021/22 Growth Programme | | | | | | | | | | | | | | | | | |
| GP75 | Education - Ormiston Victory Academy | (9,000) | (5,000) | (4,000) | | | | | | | | | (4,000) | | | | |
| GP76 | Brundall Sports Hub | (1,346) | (1,246) | (100) | | | | | | | | | (100) | | | | |
| GP77 | Bure Valley Path | (841) | (582) | (259) | | | | | | | | | (30) | (229) | | | |
| GP78 | Kett's Heights | (312) | | (312) | | | | | | | | | (109) | (203) | | | |
| GP79 | FDC Bowthorpe 3G Pitch | (929) | (679) | (250) | | | | | | | | | (250) | | | | |
| Full Growth Programme | | | | | | | (178) | (511) | (1,109) | (2,944) | (930) | (5,866) | (7,978) | (1,690) | (143) | (143) | - |
| Cash reserve (agreed in 19/20 Annual Growth Programme) | | | | | | | | | | | | (2,000) | | | | | |
| | | | | | | | | | | | | | | | | | |
| GP25 | GP25 Broadland Northway (amount borrowed) | | | (40,000) | | | (40,000) | | | | | | | | | | |
| | Interest and loan repayment against borrowing | | | | | | (559) | (2,057) | (2,057) | (2,057) | | (2,057) | (2,057) | (2,057) | (2,057) | (2,057) | (2,057) |
| GP26 | GP26 Long Stratton Bypass (forecasted borrowing amount) | | | (10,000) | | | | | | | | | | (10,000) | | | |
| | Forecasted interest and loan repayments against the borrowing | | | | | | | | | | | | | (473) | (473) | (473) | (473) |
| TOTAL borrowing costs (annual payment made from pooled CIL) | | | | | | | (559) | (2,057) | (2,057) | (2,057) | (2,057) | (2,057) | (2,057) | (2,530) | (2,530) | (2,530) | (2,530) |
| TOTAL pooled CIL funding requirement | | | | | | | (178) | (1,070) | (3,166) | (5,001) | (2,987) | (9,923) | (10,035) | (4,220) | (2,673) | (2,673) | (2,530) |
| Actual pooled CIL income | | | | | 56 | 851 | 2,490 | 3,215 | 3,334 | 5,710 | 6,870 | 3,725 | | | | | |
| Forecasted pooled CIL income | | | | | | | | | | | | 6,877 | 8,949 | 7,212 | 9,437 | 8,316 | 7,441 |
| Forecasted annual pooled CIL surplus / (deficit) | | | | | 56 | 851 | 2,312 | 2,145 | 167 | 709 | 3,884 | 679 | (1,087) | 2,992 | 6,764 | 5,643 | 4,912 |
| CIL Interest Earned | | | | | | 0 | 7 | 14 | 15 | 30 | 49 | | | | | | |
| Forecasted Cumulative CIL balance (including interest) | | | | | 56 | 907 | 3,226 | 5,385 | 5,567 | 6,306 | 10,239 | 10,917 | 9,831 | 12,823 | 19,587 | 25,230 | 30,142 |
| Forecasted Cumulative CIL income | | | | | 56 | 907 | 3,397 | 6,612 | 9,945 | 15,655 | 22,525 | 33,127 | 42,075 | 49,288 | 58,725 | 67,040 | 74,482 |
| Forecasted Cumulative CIL commitment | | | | | | | (178) | (1,248) | (4,414) | (9,415) | (12,402) | (22,325) | (32,360) | (36,580) | (39,252) | (41,925) | (44,455) |

* Current Draw down figures are made up of part actual draw down (spend) and part programmed future draw down

APPENDIX C – PROJECT UPDATES

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 2015/16. The woods, now referred to as Harrison's Wood, were opened to the public in May 2016.

There has been a long delay to the transfer of the land to Broadland District Council which were delayed further due to the redeployment of resources during the Covid-19 outbreak. The Council is now urging for this to be resolved and for the transfer to be completed before the end of 2020. On completion of land transfer repayments into the IIF will commence as per original agreement.

GP33 - Strumpshaw Pit Circular Walk: £35,000

This project aims to expand the dog walking capabilities of Strumpshaw Pit, offering an alternative location for walking and offsetting the impact of visitor numbers in the protected sites of Norfolk.

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.

Preliminary design work on the car park is complete and is now ready for consultation. Discussions have been had with South Norfolk Green Infrastructure Officer and agreement is in place to use section 106 funds on access improvements including tree maintenance, path maintenance and car parking. Works have been temporarily suspended due to Covid-19.

GP52 - Thorpe Marriott Greenway: £121,000

The Thorpe Marriot Greenway is designed in order to promote better greenspace and access in the Thorpe Marriott area. This is through creating a path 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 NDR green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor (S6).

Current status of this project is as follows;

- Confirmation of final works programme from Openreach pending.
- Confirmation of installation date for Waymarking and Interpretation boards from NORSE pending

Project can be closed after Openreach and NORSE works have been completed and invoices settled. Agreement of a launch event is under discussion.

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. The project is divided into three phases totalling £14.8m. Named 'The Nest' it will comprise:

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

Phase 2 is a £4.6m project being partly funded by CIL and will deliver a 3G Artificial Grass Pitch, changing rooms, a meeting / IT suite, two large multi-use spaces, stadium seating, highways new entrance, car parking and a gas and electricity sub. Building has commenced but there have been programme delays in 2020 due to the Covid-19 outbreak.

In March 2020 a change request was presented to the Greater Norwich Growth Board for an additional £124,277 for this project. Assurance was given to the Board that the Nest had already been proactive in securing a total of £4million match funding for the second Phase of the project, and it was confirmed that the project remained viable and was progressing well. Additional funding was approved, with the total CIL funding allocation now at £1,124,277.

GP63 - North West Woodlands Country Park - £719,290

The North West Woodlands Country Park (NWWCP) project creates a new country park facility surrounded by a large area of woodland, heathland and fenland in the Greater Norwich area. The project delivers 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.

Since the site has been purchased the main path has been re-graded and a culvert installed to make the paths drier and more accessible. A secondary path has been scraped and widened to allow better access. In addition to this access points have been installed on the site, the carpark has been redressed and surfaced, grazing introduced on site to manage heathland areas, benches, seating and way marking and interpretation panels have been installed. Play equipment will be the subject of a public consultation so installation dates for this milestone will be delayed till Dec 2021. Additional car-parking

and access improvement will be delivered in May 2021 and wider links across adjacent sites will be completed in Jan 2022

Funding was awarded to purchase the site which was completed in December 2019, and a Project Officer post is now in place to lead on delivery of the scheme.

GP69 - Aylsham Sports Hub Stage 3 - £475,000

The Project is to deliver a full-size, floodlit 3G pitch which can be sub-divided into 3 smaller pitches suitable for football and rugby, on the site of the Aylsham Sports Hub at Aylsham High School, owned by the Aylsham Cluster Trust.

The facilities will fulfil a need identified by the Football Association and the local community and related partners to provide all weather floodlit facilities in the Aylsham area. This facility will be available to local clubs and teams, along with recreational football players to hire on a pay as you go basis or block bookings. The pitch will come with its own 2 team changing rooms and a referee area attached and adjacent to the gym/fitness building in line with Football Association regulations so could be used for tournaments and official events. This will be operated under Aylsham Sports Hub. The project secured an additional £510,750 of match funding to deliver the project.

The 3G facility was completed and handed over on 28 August 2020, with floodlights being connected on 13 September 2020. The pitch is currently open and being used by a number of football clubs in the area, with casual bookings also now available.

The project is on track to deliver the changing areas by March 2022, in the meantime temporary changing facilities have been made available in the existing sports hall.

GP74 - 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. Furthermore, it will ensure that the strategically important orbital link road between Salhouse Road and Plumstead Road can be delivered.

Additional £625,000 of match funding from the LEP and Business Rates Pool has been secured to facilitate delivery.

Good progress has been made to agree with NCC that they will design and build the roundabout. Due to a number of factors, including booking road space, the S278 process and Covid-19 all milestones have slipped. However, a clear project plan is in place now with NCC to ensure a start on site in January 2021 with a three month build programme.

Norwich

GP17b – Cromer Rd-Aylsham Rd (A140) Bus Priority and sustainable transport improvements: £87,000

The primary objective 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 Broadland Northway to be realised by improving bus journey reliability and bus service performance as well as having a positive impact on bus patronage. The project involves the provision of an inbound bus lane between Fifers Lane and Waterloo Road along the Cromer Road/Aylsham Road corridor. The provision of the inbound bus lane would be shared with cyclists

The feasibility study is complete, and confirmation received that this scheme will be brought forward under Transforming Cities Funding Phase 2. Detailed design and safety audit are currently underway.

GP23 - Carrow to Deal Ground riverside walk: £100,000 – (prematurely closed)

Delivery of a short section of cycle / footway on the north bank of the River Wensum to provide a key 'missing link' in the route between Norwich city centre / rail station and the Deal/Utilities sites (part of what is known as East Norwich).

Delivery of this project was stalled in 2018 due to the uncertainty of the neighboring sites. With no clear indication of when they will come forward the rationale for delivery of this section of route no longer exists. £260,000 of match funding for the project (originally from Sustrans) could be better redeployed elsewhere so the project opted to prematurely close with the remaining funds released back into the IIF. The project drew down £29,000 in 2017/18, no further funds will be requested.

GP29 – Marriott's 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 project was enhanced with an additional £8,000 of Heritage Lottery Funding which enabled railway heritage fencing and a gate. The project is now complete.

GP30 – Marriott's Way: Sloughbottom Park – Anderson Meadow: £342,504

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.

The scheme is split into two phases:

- Phase 1 – Dragon Bridge to Mile Cross Road Bridge adjacent Andersons Meadow
- Phase 2 – Mile Cross Road Bridge to Sloughbottom Park

Additional expenses incurred and delays to programme due to Covid-19, but works are now progressing and on track for completion

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. Secured contractor for steelworks elements however were unable to appoint a main contractor. Tender documentation requires preparation. Structural engineers' drawings complete and our drawings require revising accordingly ready for tender. Covid-19 has resulted in the timescales for a number of projects shifting, with some being brought forward and others pushed back. Staff resource has also been affected which has resulted in insufficient resource to deliver the scheme this financial year.

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.

Initial programme delay and potential issues with the Castle keep project have led to delayed progression. Further information has now been provided by the Castle team allowing for a project timeline to be established with greater clarity.

Whilst there is potential of issues with supply chains due to Covid-19 disruption. Procurement for the project is due to be advertised in November 2020 with an anticipated start date of January 2021 to avoid the Christmas period.

GP38 - Football Pitch Improvements: £100,000

This project provides 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. Also the purchase of additional equipment to allow a good standard of maintenance for the pitches. This will permit moving the pitches annually to prevent excessive wear, improve the playability of the pitches and increase capacity.

Project initiation document has been completed setting out proposed project. A project plan will be developed from this with the work being undertaken over 3 phases. Norfolk FA have undertaken a pitch strategy for Norfolk, so we are working with them on this to ensure that our spend is carried out where a specific need has been identified through this strategy.

Due to Covid-19 improvement works were delayed due to staff being furloughed. Programme of improvements will commence once the football season has ended. Completion of the full project is still expected to be 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 complete. Final account to be agreed and project signed off by November 2020.

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

The project is to extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford. Environmental permit from environment agency will be required. The developer is providing £70,000-worth of work alongside this project.

After successful coordination with Environment Agency (EA) additional funding has been secured through EA for wider environmental improvements. These works are funded and will be delivered by the EA but we will be working alongside them with this project to increase biodiversity benefits and budget efficiencies e.g. combined ecological surveys.

Works have been defined and agreed with landowners / site managers. Detailed design and production information under development but Covid-19 has caused some delay due to IT limitations of working remotely, effects on staff resource, and the resulting shift in timescales for other projects. Start on site has been revised to Aug/Sept 2021.

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

The main pedestrian route through EMG is already being 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
- Refurbishing an existing timber footbridge connecting EMG with Earlham Marsh

All planned works have been completed. Design work on provision of new interpretative signboard is progressing with an anticipated completion date of March 2021.

Improvement works to resurface Bredon Gravel path have stalled due to Covid-19 impact on Contractor. It is anticipated that this final stage will be completed by March 2021

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 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 project will improve this link for walkers, cyclists and wildlife.

Delays in obtaining information, lack of staffing resource and Covid-19 restrictions for some sub-projects has led to overall delay on this project. Restart dates awaited.

GP64 - 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.

Transforming Cities Fund matched funding has been confirmed. Construction of Hellesdon Road crossing and Marriott's Way ramped access and path anticipated to commence.

GP66 - 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 informal path 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.

Due to Covid-19 and demands of other project work on staff, the project has been deferred until April 2021.

GP72 - Recreation Road Pool: £60,000

The project outputs include constructing new fencing to allow the swimming pool to be accessed during the school day whilst safeguarding pupils; constructing a covered cycle store to encourage users to cycle to the centre; and increasing the size of the car park to increase 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.

The project is due to progress, but currently it has been put on hold due to Covid-19, with the main focus on making the centre Covid secure for reopening.

GP73 - Norwich Parks Tennis: £103,453

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.

Tender documents are currently advertised on the NCC portal with a closing date of 09 October 2020. This date has been extended due to Covid-19 and difficulties with availability of sub-contractors. Delivery is anticipated for end November / early December.

South Norfolk

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

Allocation initially agreed within the 17/18 AGP to create new and improved Green Infrastructure links in the area of the N&N Hospital, Yare Valley Walk and Cringleford. The delivery of this project was put on hold whilst discussions continued with local landowners. It is expected that the project will be re-confirmed within the forthcoming year and an update will be reported to the Infrastructure Delivery Board to seek agreement to proceed.

GP37 - Long Stratton Sports Hub: £500,000

The project aims to bring together a number of facility-providing partners (South Norfolk Council, Long Stratton High School and Long Stratton Parish Council) to improve the sport and leisure facility stock in the village in anticipation of significant housing growth. It will create a new sport and leisure 'Hub' across three adjacent sites and provide new and enhanced facilities that are fit for purpose and better suited to the current and future facility needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery. In May 2020 a project change request was agreed by the Infrastructure Delivery Board and a further £110,000 of CIL funds were awarded as a result of updated construction costs.

Project works had been progressing well, but Covid-19 has led to a pause in progress whilst staff resources are re-directed. The Business case and risk log for the project in post-Covid are due to be considered by SNC officers and members in November 2020. Financial sustainability of the project has been compromised by the pandemic and the associated drop in customers that the completed facility could generate.

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.

Phase One – site access improvement works were completed in January 2020. Awaiting start of phase 2 works.

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

Improve the Yare Valley Cycle Route, which follows the Wherryman's Way Loddon cycle loop which links into the Norwich cycle map and Norwich pedalways project.

The works were programmed to be delivered by Spring 2020, but progress has been slow due to absences of key project staff impacting on capacity to deliver work. We are working with the wider team to allocate additional resource in order to progress this project.

GP65 - East Wymondham Green Infrastructure: £44,422

Oxford Common is an area of natural countryside that has been identified as having the potential to support recreation and the improvement of green infrastructure within the south and east Wymondham areas. The project will install appropriate infrastructure around the site to create an accessible area for local residents to visit for recreation purposes. The project will establish approximately 1800 metres of new permissive paths, resulting in a newly defined circular route and the possible enclosure of 9 hectares of grassland for restoration of the site to County Wildlife Site (CWS) standard.

There has been a delay in agreeing the legal CIL funding agreement due to Covid-19, but this is expected to be agreed in the next few weeks, with no major issue outstanding. It is anticipated that the work will be completed before the end of the 2020/21 financial year.

GP68 - Frenze Beck Green Infrastructure: £35,200

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.

There has been a slight delay in the contractor work because they are dealing with a back log of work and delay in ordering goods due to the Covid-19 lock down.

GP70 - 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.

There have been delays in programme due to re-prioritisation of officer work related to

the Covid-19 response.

GP71 - 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. £450,000 of match funding has been secured.

The Covid-19 period has seen some significant personnel changes within the club and a new committee is now in place to drive the project forward over the coming months. Some concerns about availability of national governing body funding to support capital projects in post-Covid environment as many NBGs have been hit hard financially by the pandemic. Construction commencement anticipated to be March 2021.

Greater Norwich area-wide

GP46 & 53 Marriott's Way Ramp & Resurfacing: £526,000

The Marriott's Way Thorpe Marriott to Costessey surfacing works (GP46) and Marriott's Way Ramp (GP53) projects came forward as part of a programme of works identified through the Marriott's Way Implementation and Delivery plan, informed by public and stakeholder consultations in 2015.

The projects aim to improve access and accessibility on Marriott's Way and link into a number of other projects along the route funded from the Heritage Lottery Fund, Transforming Cities as well as the IIF, to help facilitate the use of Marriott's Way as a key walking and cycling route and a sustainable transport corridor for people commuting into and out of Norwich. They involve the improvement in access points and resurfacing between Thorpe Marriott and Costessey plus the creation of a ramp to the rear of the Tesco supermarket in the Drayton area to reduce the gradient allowing much improved accessibility for all.

Having progressed both schemes, it became apparent that the works required, and the initial estimated costs of the proposed works were both significantly over the original allocation. In October 2020 a change request was presented to the Infrastructure Delivery Board (IDB), seeking further CIL funds to undertake the works. The IDB concluded that due to the scale of additional funds required, these projects should be re-presented as a full new IIF application as one merged project. A new application was submitted, fully appraised and then recommended for inclusion in the IIF by the IDB on 6th November 2020. The original total budget for both projects was £185,000. The total revised amount sought to deliver both projects is £526,000.

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, identifying the improvement works necessary to allow such access. This project implements a range of smaller scale accessibility improvements across various projects and areas.

Agreement of the alternative access arrangements and planned improvements scheduled for March 2020 were delayed due to Covid-19. Limited availability of key project staff has impacted on project delivery. Wider team discussions are ongoing to allocate additional resources to progress the project.

GP67 - Kett's Country Long Distance Trail - £97,630

Recreation of Kett's Country Long Distance walking trail linking Norwich through to Wymondham and creating a series of 5 local circular walks linked to areas of increased development. This will include installation of new signage and furniture, creation of walks books and promotional materials, removal of all access obstacles and deliver countryside access improvements. Installation of new data counters to monitor usage and economic impact. This project provides additional access to Green Infrastructure to the new populations at Wymondham and Hethersett.

There has been a delay to meeting anticipated deadlines due to Covid-19. Ground truthing works are now expected to complete in November 2020

APPENDIX D – FUTURE TRANSPORT PROJECTS

| Scheme name | Summary description and scheme benefits |
|---|---|
| Traffic signal priority for all buses | Develop the traffic control system to enable all buses to benefit from priority measures being available, improving the reliability and journey times of the public transport network. |
| St Stephen's Street | Improve bus stop infrastructure, pedestrian, cycle and public realm facilities through the busy heart of the city centre. |
| Norwich Rail Station mobility hub | Improve the Foundry Bridge junction next to the rail station with much more space for pedestrians and simpler crossing arrangements. Improve access for cyclists and provide improved facilities for buses to serve the station. |
| Thorpe Road (Clarence Road – Carrow Road) | Located on the edge of the city centre, this scheme involves the implementation of a contraflow lane to provide cyclists and bus passengers with a more direct and improved access to the rail station and city centre along this key access route from the east of the city. |
| Grapes Hill Roundabout | Review signaling arrangements to improve traffic flow, remove congestion to buses and general traffic through this busy junction and accommodate cycling and walking crossings for users of the pink pedalway. |
| City centre eastbound through traffic reduction | Introducing eastbound through-traffic reductions in the city centre enables substantially improved facilities for pedestrians and conditions for cycling between the northern part of the city centre and the market area. A reduction in traffic through Agricultural Hall Plain and down Prince of Wales Road will reduce delays to buses along this key city centre bus corridor and improve conditions for walking and cycling in this part of the network that saw investment in Tranche 1 TCF |
| Tombland | Significant improvements to walking and cycling provision at this key cultural and heritage site will be delivered. This site is also a key interchange with bus services and the pink pedalway cycle route. |
| King Street | Widen pavements and provide dedicated cycle facilities to create a coherent and direct link for walking and cycling along National Cycle Route 1 and improve the connection between cultural institutions, substantial new residential development and the city centre. |
| Norwich Bus Station mobility hub | Improve pedestrian access to the Norwich Bus Station from Queens Road, encouraging an increased number of people to access the Norwich Bus Station from the west. |

| Scheme name | Summary description and scheme benefits |
|--|--|
| Wayfinding | Invest in new and transformative infrastructure to encourage more sustainable modes of transport for commuting and leisure journeys. Feedback is that a lack of wayfinding discourages people from trying different modes and routes and an improvement to this aspect of the sustainable transport network will support the livability and healthy, active lifestyles of the city. This will also extend the pedalway signage system to reflect the adjustments to network configuration as a result of further investment in the pedalway network. |
| Wymondham Rail Station platform access | Deliver step-free access to the Cambridge-bound platform, which is currently not available for those with impaired mobility, suitcases, pushchairs, etc. |
| Thickthorn P&R Phase 1 | Expand the existing Park & Ride site by circa 400 spaces in order to facilitate a new service to the expanding Norwich Research Park (NRP). Establish a 'Park and Cycle' initiative, building on the Beryl Bike scheme, implemented using Tranche 1 of TCF, as well as cycling connections to the nearby blue pedalway. |
| Norfolk & Norwich University Hospital mobility hub | Provide a new bus interchange close to the outpatient's entrance that resolves congestion and reduces the conflict with vulnerable users of the disabled car parking area. Introduce bike share to strengthen the mobility hub provision and increase passenger capacity |
| South Park Avenue and Unthank Road | A narrow carriageway along part of this route causes substantial delays to buses due to their size and lack of manoeuvrability. Carriageway widening and removal of obstructive parking will reduce bus journey times and improve the reliability of the busiest bus route in Norfolk between the city centre and the University of East Anglia (UEA) / NRP. |
| Newmarket Road (Eaton Road – Christchurch Road) | Extend the high-quality Danish stepped cycle track to the Outer Ring Road (ORR). Introduce a new signalised crossing to accommodate the large numbers of pedestrians and cyclists travelling to the City of Norwich School. Newmarket Road is a key bus corridor and the large flow of buses will see journey time reductions and improved reliability through traffic junctions at this location. |
| St Stephen's Road | Widen footway substantially to accommodate high pedestrian volumes heading between Norwich Bus Station and St Stephen's Street bus facilities to City College Norwich alongside the busy A11 corridor. |
| Dereham Road (Longwater Lane - Wendene) | Widen the off-carriageway path for use by cyclists, who are currently forced to share the carriageway with large quantities of fast-moving traffic. Introduce new bus lanes on both approaches to a key junction to remove delays experienced by bus passengers. |
| Dereham Road / Richmond Road | Upgrade the existing crossing with an improved shared path facility to allow for increased capacity for pedestrians and cyclists, providing a safe connection for nearby pupils and residents. |

| Scheme name | Summary description and scheme benefits |
|---|--|
| Dereham Road / Breckland Road with Costessey & Bowthorpe mobility hub | Provide a new bus gate and consolidate bus stops at a new mobility hub at a more central location where residents of Costessey and Bowthorpe can access more frequent and express bus services. Replace the existing unappealing subway with a signal-controlled pedestrian and cycle crossing. |
| Earlham Green Lane – Marriott's Way | Improve the environment for cycling between Earlham Green Lane and Norwich Road to create a safe link between the green pedalway and National Cycle Route 1, both of which work to provide alternative cycle routes to the busy Dereham Road. Upgrade the existing pedestrian crossing over Dereham Road with a wider crossing facility that can also be used by cyclists. |
| Marriott's Way to Hellesdon Road | Realign the existing Marriott's Way walking and cycling route to the more direct track bed route with a new sealed surface and a ramped access to a new crossing close to Hellesdon Bridge |
| Dereham Road / Larkman Lane and Larkman mobility hub | Create a new outbound bus lane on the approach to Larkman Lane and improve access to bus services at this location for those on foot and bike. Delays to bus services accessing this mobility hub will be removed. |
| Dereham Road / Old Palace Road / Heigham Road | Improve cycle facilities and provide greater priority at the junction to aid bus and cyclist movements through the junction. |
| Norwich Airport industrial estate link | Provide a new sustainable transport link between the International Aviation Academy / Airport industrial estate) and Norwich International Airport. This link will be for pedestrians, cyclists and buses only and not general traffic. |
| Cromer Road and Aylsham Road (Fifers Lane – Glenmore Gardens) | Create significant lengths of inbound bus lane on the most congested segment of Cromer Road and Aylsham Road on the direct route from the Airport, Airport Park & Ride site and bus services from North Norfolk without the requirement to remove any general traffic lanes. |
| Boundary junction | Change permitted movements through the busy Boundary junction that complement the Cromer Road and Aylsham Road bus lanes scheme. Introduce and designate a new pedalway connection to Mile Cross and Hellesdon facilitated by these changes. |
| Cycle and pedestrian crossing of Outer Ring Road (Mile Cross) | Improvements to cycle and pedestrian crossing facilities of the ORR at Mile Cross. This connects with a new pedalway route to Hellesdon via Reepham Road. |

| Scheme name | Summary description and scheme benefits |
|---|--|
| Sprowston Road (Denmark Road - Outer Ring Road) | Provide an outbound (uphill) protected cycle lane alongside new sections of inbound and outbound bus lanes. This will be facilitated by a combination of kerb realignment, narrower traffic lanes and parking relocation to connect to the Broadland Growth Triangle (BGT). |
| Sprowston Road (Magdalen Road – Denmark Road) | Introduce a new one-way traffic circulation to significantly aid the flow of buses along this main public transport route into the city centre from north Norwich and further afield. This is the most significant cause of bus delay along this corridor. There are significant improvements for pedestrians as cars will park entirely on the carriageway and not half on the carriageway / half on the pavement as presently (due to narrow carriageway widths and two-way traffic flows). Inbound cycling will be safer and more attractive – outbound cycling will be directed onto local quieter road. |
| Heartsease Fiveways junction | A redesign of the junction will provide significant improvements for cyclists and pedestrians and enable bus operators to provide more efficient and reliable services. |
| Kett's Hill roundabout | Improve safety for cyclists and introduce a bus lane on the city-bound approach. This scheme strongly complements the Heartsease Fiveways junction scheme as they are on the same corridor. |
| 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> |
| Car Club Expansion across all corridors | <p>As well as general public use, small and medium sized enterprises are regular users of the existing 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 |
|--|--|
| 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> |
| 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> |
| 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> |
| 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> |
| 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> |

| Scheme name | Summary description and scheme benefits |
|---|---|
| Wymondham train station mobility hub | 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. |
| Cross Valley Link | <p>The lack of a direct connection between UEA and NRP that is usable by buses requires lengthy routing via Earlham 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> |
| Mobility Hubs at Wymondham Market Cross and Hethersett (in addition to those mentioned above) | Introduce mobility hub facilities and catchment works. |
| 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, Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place) (in addition to those mentioned above) | Introduce mobility hub facilities and catchment works. |

| 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> |
| 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> |
| 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> |
| 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> |

| Scheme name | Summary description and scheme benefits |
|---|--|
| 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> |
| Mobility hubs at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath | Introduce mobility hub facilities and catchment works. |
| 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> |

| Scheme name | Summary description and scheme benefits |
|--|--|
| 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> |
| 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> |
| 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 PIPELINE PROJECTS
GREEN INFRASTRUCTURE, COMMUNITY AND EDUCATION PROJECTS

Green Infrastructure - Highest priority projects

| District | Project/Scheme Description | GI Priority Area | Status | Total Est. Scheme Cost (£,000) | Contributory funding (£,000) | SOURCE | Funding need (£,000) | Spend profile £'000 | | | | | | | | |
|-----------------------------|--|---|-------------------------------------|--------------------------------|------------------------------|---------------------|----------------------|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| Broadland | Green Loop - Bure Valley railway a140 Crossing | Green Loop | Feasibility | tbc | | CIL/Other | | | | | | | | | | |
| Norwich / Broadland | Lion Wood - SUDS project, to improve the drainage of water from Pilling estate through Lion Wood, enhancing and improving the biodiversity | Thorpe Ridge to The Broads via North Burlingham | Feasibility work about to commence. | 260 | 10 | Anglian Water @ NCC | 250 | | | | 10 | 100 | 150 | | | |
| Norwich | Riverside Walk Missing Link Duke St to St George's St | Norwich - Wensum Parkway | Feasibility | 1,200 | 880 | CIL / Other | 320 | | | | 100 | 1,100 | | | | |
| South Norfolk | Wymondham A11 Corridor GI study | Wymondham to Norwich A11 Corridor | Feasibility and design | TBC | | BRP/ CIL/ Other | | | | | | | | | | |
| Norfolk Council / Broadland | Green Loop- connecting Broadland Way, Bure Valley Path and Marriott's Way | NE Norwich | Feasibility on-going | tbc | | Other/CIL | tbc | | | | | | | | | |
| Norfolk Council | Burlingham Country Park | NE Norwich - East Broadland GI Plan | Feasibility at stage 1 | tbc | 0 | Other/CIL | tbc | | | | | | | | | |
| Norfolk Council | Yare Valley Parkway | SW Norwich | Feasibility on-going | tbc | | Other/CIL | tbc | | | | | | | | | |

Community Facilities

| District | Project/Scheme Description | Status | Total Estimated Project Cost (£,000) | Contributory funding (£,000) | SOURCE | Funding need (£,000) | Spend Profile £'000s | | | | | | | | | |
|-----------|--|--------------------------------------|--------------------------------------|------------------------------|------------|----------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| Broadland | Brook & Laurel Farm Community Building | Requires Project Brief / Feasibility | 500 | 100 | S106/CIL | 370 | | | | | | | | | x | |
| Broadland | North Sprowston & Old Catton Community Space including library | Requires Project Brief / Feasibility | 2,400 | 0 | S106/CIL | 2,400 | | | | | | | | | | x |
| Broadland | Rackheath Community Building | Requires Project Brief / Feasibility | 500 | 0 | S106/CIL | 500 | | | | | | | | | x | |
| Broadland | Cremer's Meadow, Brundall | Project Development | 25 | 0 | CIL / NBhd | 25 | | | x | | | | | | | |
| Broadland | Great Plumstead Open Space / Community Orchard | Project Development | 25 | 0 | CIL | 25 | | | x | x | | | | | | |
| Norwich | Earlham Park toilets | 80 | 80 | CIL NBhd | 0 | | | | 40 | 40 | | | | | | |

Sports Facilities

| District | Project/Scheme Description | Status | Total Estimated Project Cost (£,000) | Contributory funding (£,000) | SOURCE | Funding need (£,000) | Spend Profile £'000s | | | | | | | | | |
|---------------|---|---|---|------------------------------------|---------------------|----------------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | | | | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 |
| Broadland | Extend and Refurbish Rackheath Pavilion | Requires Project Brief / Feasibility | TBC from feasibility | | CIL NBhd | 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 | | | | | | | | | | |
| Broadland | Modernisation of Hellesdon High School sports hall | TBC from feasibility | | | S106/ CIL | | | | | | | | | | | |
| Broadland | Gym and Dance Hall contribution Aylsham | Planning Permission Secured (District Reference: 20190804) | 1626 | 1000 | S106/Other | 626 | | | | | x | | | | | |
| 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 | | S106/ CIL | | | | | | | | | | | |
| 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 | | S106/ CIL | | | | | | | | | | | |
| 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 | The Nest- Horsford Manor Community Sports Hub (Phase 3) | Phase 1 complete, fund raising for phase 2 complete, New Phase 3 being developed | 6500 | | CIL and other | | | | x | x | x | x | | | | |
| 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 | New Pitches North Hethersett | To be Delivered by Development | | | S106 | n/a | | x | | | | | | | | |

Education

| District | Project/Scheme Description | | Status | Total Estimated Project Cost (£,000) | | Contributory funding and Source | | Funding shortfall | To fund from other sources | Spend profile £'000s | | | | | | | | | | | Post 2026 |
|---------------|--|--|--|---|--|---------------------------------------|---------------|----------------------|--|----------------------|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------------|
| | | | | | | S106 | Basic Need | | | to date | | 2017/18 | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | |
| South Norfolk | Trowse New 210 Primary | | on site with completion schedule Autumn 2020 | 5,000 | | 800 | 4,200 | | 0 | 2,580 | | | 1,720 | | | | | | | | |
| South Norfolk | Hethersett New 420 Primary | | on site with completion schedule Autumn 2020 | 8,000 | | 4,500 | 3,500 | | 0 | 500 | | 3,750 | 3,750 | | | | | | | | |
| Norwich | Bowthorpe infant and junior school expansion | | Feasibility completed on existing schools awaiting housing growth | 4,000 | | 2,500 | | 1,500 | | | | | | | | 500 | 1,750 | 1,750 | | | |
| South Norfolk | Hethersett Junior reorganisation | | on site with completion scheduled Autumn 2021 | 4,100 | | | 3,100 | | 1,000 | | | | 500 | 1,800 | 1,800 | | | | | | |
| South Norfolk | Wymondham High Extension | | On site completion late 2020 | 6,100 | | 6,100 | | | 0 | 2,000 | | | 1,000 | 2,550 | 2,550 | | | | | | |
| 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 | | | | 4,150 | | | | | | 500 | 1500 | 2150 | | | | | |
| Broadland | Little Plumstead VA Primary Extension to 420 | | Planning approval received. Awaiting pressure on pupil numbers | 4,050 | | 400 | | 350 | 3,300 | | | 250 | 400 | | 1,700 | 1,700 | | | | | |
| South Norfolk | Hethersett High Academy expansion | | On site completion Autumn 2020 | 8,000 | | 1,754 | 5,036 | | 1,210 | | | | 2,000 | 3,000 | 3,000 | | | | | | |
| 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/capacity increase to 210 | | Planning application made | 1,000 | | | | 221 | 779 | | | | | 450 | 450 | | | | | | |
| South Norfolk | Cringleford New 420 Primary | | Design progressing awaiting access to site as set out in S106 | 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 | 3,500 | 4,000 |
| South Norfolk | Costessey Ormiston Victory Academy increase to 1500 11-16 age pupils | | Detailed design with planning application Winter 2020 | 9,500 | | 0 | 5,500 | 4,000 | | | | | | | 500 | 4,500 | 4,500 | | | | |
| South Norfolk | Poringland new 420 primary | | Site appraisal process underway | 8,000 | | 0 | TBC | 8,000 | TBC | | | | | | | | 500 | 3,000 | 4,500 | | |
| Broadland | North Norwich New Secondary and existing schools | | Feasibility underway for Sprowston High expansion and discussion on possible new site in North Norwich | 26,000 | | | | 26,000 | | | | | | | | | 2,600 | 2,600 | 2,600 | 7,800 | 10,400 |
| 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 | | Planning application made | 600 | | | | 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 | | | | | | | | | | | 500 | 7,500 |
| 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 | | |

Equalities and Communities Impact Assessment

Name of Officer/s completing assessment:

Paul Harris

Date of Assessment: 07/01/2021

1. What is the proposed Policy (please provide sufficient detail)?

For the purposes of the assessment the term 'Policy' relates to any new or revised policies, practices or procedures under consideration.

Joint 5 Year Infrastructure Investment Plan 2021 to 2026 and 2021/22 Annual Growth Programme.

2. Which protected characteristics under the Equalities Act 2010 does this Policy impact: (indicate whether the impact could be **positive**, **neutral**, or **negative**)

| Protected Characteristic | Potential Impact | | |
|---|-------------------------------------|-------------------------------------|----------|
| | Positive | Neutral | Negative |
| Age | <input checked="" type="checkbox"/> | | |
| Disability | <input checked="" type="checkbox"/> | | |
| Race | | <input checked="" type="checkbox"/> | |
| Sex | | <input checked="" type="checkbox"/> | |
| Religion or Belief | | <input checked="" type="checkbox"/> | |
| Sexual Orientation | | <input checked="" type="checkbox"/> | |
| Marriage/Civil Partnership | | <input checked="" type="checkbox"/> | |
| Pregnancy/Maternity | | <input checked="" type="checkbox"/> | |
| Gender Reassignment | | <input checked="" type="checkbox"/> | |
| 3. Which additional Communities characteristics does this policy impact? | | | |
| Health | <input checked="" type="checkbox"/> | | |
| Place inc. Rurality | <input checked="" type="checkbox"/> | | |
| Low Income and Poverty | | <input checked="" type="checkbox"/> | |

4. What do you believe are the potential equalities impacts of this policy?

Please include:

- Partnership organisations worked with in the development of this policy
- Evidence gathered to inform your decision
- Where you have consulted, Who and How this has informed the decision/policy
- Any other groups impacted not detailed above

Note: Impacts could be **positive**, **neutral**, or **negative** and impact groups differently

The Greater Norwich Growth Board Joint 5 Year Investment Plan 2021-2026 and Annual Growth Programme 2021/22 includes 2 specific projects that are relevant to Broadland. Projects directly related to Norwich and South Norfolk will be separately considered, in terms of EQIA, by those Councils.

The 2 specific projects relates to Broadland comprise: Brundall Sports Hub and Bure Valley Pathway.

Inherently these projects are likely to have a neutral impact on most of the protected characteristics. The two characteristic where there are potential for impacts are Age and Disability, specifically in terms of the usability of the project for those with physical disabilities or age related mobility issues.

The Bure Valley Pathway project comprises the delivery of a crossing over the A140, delivering a safe passage for cyclists and pedestrians, the creation of 6 circular walks (including way marking and surface improvements. As a minimum, it can reasonably be expected that the Council will not diminish the quality of the access to the pathway. Therefore the impact of this project is assessed as being neutral. Opportunities to improve access to the site for those with physical disabilities or mobility issues will be considered as part of the development of detailed proposals for the enhancement of the pathway, with the potential for positive equalities impacts to result. There are some early discussions about creating dementia friendly walks and improving access on to the Bure Valley path with infrastructure improvements. This will include looking at the path surfaces, and existing car parks to see whether access and parking can be improved to widen the appeal and use of the path for disabled users.

Brundall Sports Hub comprises the delivery of a multi-sport 3G pitch, floodlighting, car-park and club house/changing room. The design and construction of the facility will meet all obligations under the DDA.

5. What do you believe are the potential communities impacts of this policy?

Please include:

- How the policy can meet agreed priorities
- Evidence gathered to inform your decision
- Partnership organisations worked with in the development of this policy
- Where you have consulted, Who and How this has informed the decision/policy
- Any other groups impacted not detailed above

Note: Impacts could be **positive**, **neutral**, or **negative** and impact groups differently

Both projects are expected to have a potentially positive impacts on Health, Place, inc. Rurality. Specifically, Brundall Sport Hub will help to diversity and improve access to sports and fitness facilities within Brundall and its surrounding rural area. The Bure Valley Pathway project will enhance access and accessibility of the pathway and create further circular walks from the pathway, this will benefit Aylsham and the surrounding rural area.

6. How is it proposed that any identified negative impacts are mitigated?

Please include:

- Steps taken to mitigate, for example, other services that may be available
- If a neutral impact has been identified can a positive impact be achieved?
- If you are unable to resolve the issues highlighted during this assessment, please explain why
- How impacts will be monitored and addressed?
- Could the decision/policy be implemented in a different way?
- What is the impact if the decision/policy is not implemented?

Negative impacts, which require mitigation, have not been identified in relation to the above projects. There is however the potential to ensure that opportunities are maximised within the Bure Valley Pathway project by ensuring that opportunities for improving access for all are taken in the implementation of the project.

Signed by evaluator:



Signed by responsible head of department:

Helen Melors

Please send your completed forms to the equalities lead to be reviewed and stored in accordance with our legal duty.

REVIEW DATE – 06 / 01 / 2022