

<b>LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL</b>	
<b>Scheme Name</b>	Norwich Northern Distributor Road (NDR)
<b>Local Authority</b>	Norfolk County Council (NCC)
<b>Annex A</b>	NATS Programme



Description	2003 to 2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018-2025 Future Schemes	Total ExpectedSpend
Bus Rapid Transit						£558,980	£567,004	£361,990	£826,990	£319,000	£758,750	£930,000	£4,984,500	£24,075,000	£33,382,214
Bus Priority Schemes/Bus Infrastructure	£8,719,974	£647,003	£533,745	£1,019,372	£909,887	£154,035	£107,952	£1,361,043	£654,750	£612,500	£370,417	£947,500	£455,000	£325,000	£16,818,178
Ticketing			£16,959	£47,828		£2,500	£32,500	£142,500	£200,000	£200,000	£200,000	£25,000	£25,000	£150,000	£1,042,287
Improvements to P & R	£1,564,011		£74,249	£540,002	£374,599	£245,839					£50,000		£1,500,000	£1,600,000	£5,948,700
Northern Distributor Road (NDR)	£928,020	£1,225,049	£1,929,808	£2,635,316	£3,377,169	£1,539,067	£702,747	£1,810,839	£3,976,478	£7,200,556	£25,453,458	£57,288,105	£52,877,910	£4,552,684	£153,160,030
Postwick Hub including Phase 1 of Park and Ride expansion				£490,852	£1,097,676	£346,359	£273,832	£1,358,000	£2,398,000	£16,668,000	£5,800,000	£300,000			£28,732,719
City Centre Improvements		£4,373	£10,976	£24,397		£2,202,000	£246,000	£207,000	£247,700	£894,000	£1,610,000	£1,252,000	£2,125,000	£2,845,000	£11,668,446
Safety/Capacity Improvements	£1,414,719	£313,508	£406,918	£434,547	£558,994	£200,000	£70,000	£554,000	£208,000	£60,000	£2,195,000	£6,000,000	£1,100,000	£55,020,000	£68,535,686
Traffic Management	£985,503	£647,201	£665,532	£1,308,820	£1,297,768	£49,370	£20,000	£10,000	£29,000	£17,000		£70,000	£10,000	£65,000	£5,175,194
Rail	£85,728	£379,078	£91,495				£50,000				£1,000,000		£1,050,000	£350,000	£3,006,301
Cycling - Norwich City Cycle Network Masterplan		£442,228	£167,598	£157,375	£179,976	£127,000	£155,000	£645,250	£420,500	£4,100,000	£2,000,000	£5,009,000	£4,626,000	£305,000	£18,334,927
Walking		£924,788	£215,610	£1,051,683	£1,496,958	£524,000	£77,500		£41,000	£71,000	£290,000	£108,000	£53,000	£30,000	£4,883,539
Smarter Travel Choices		£50,000	£80,000	£50,000	£20,000		£220,000	£428,600	£30,000	£20,000	£20,000	£20,000	£20,000	£120,000	£1,078,600
Freight	£8,145	£26,362	£171,965	£145,281	£2,339										£354,092
Total for Year	£13,706,100	£4,659,590	£4,364,855	£7,905,473	£9,315,366	£5,949,150	£2,522,535	£6,879,222	£9,032,418	£30,162,056	£39,747,625	£71,949,605	£68,826,410	£89,437,684	£364,458,089
														Total Spend	£352,120,913



<b>LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL</b>	
<b>Scheme Name</b>	Norwich Northern Distributor Road (NDR)
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<b>Annex B</b>	Postwick Full Approval Form



## LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL

<b>Scheme Name</b>	Postwick Hub Junction
<b>Local Authority</b>	Norfolk County Council (NCC)

### STRATEGIC CASE

**1.1 Has the Strategic Case for the scheme altered in any way since the submission of your Best and Final Funding Bid?**

**NO**

*In particular any external developments, changes in local plan, changes in developers plans or any new issues arising impacting upon public or business support for the scheme. If yes please provide details.*

The Strategic Case for the Postwick Hub was set out in the CIF 2 bid for the scheme in October 2008. A BAFB for the Norwich Northern Distributor Road (NDR), which included the Postwick Hub, was compiled in September 2011. The principle of the Strategic Case has not changed. However because funding of the Postwick Hub alone is being sought, a summary of the Strategic Case for it (excluding the NDR) which was presented at the Public Inquiry held in July 2013 follows.

The adopted Joint Core Strategy (JCS) sets out a strategy for housing and employment growth in the Norwich Policy Area which comprises Norwich and parts of Broadland and South Norfolk Districts. However, in the eastern side of Norwich growth and existing planning permissions are constrained by the limitations of the existing highway infrastructure. This constraint has been recognised in the JCS and in planning decisions made in relation to development proposals in the vicinity of the existing Postwick junction. To unlock the development potential of the area in the vicinity of the junction, including up to 5,000 jobs with the extension of the Broadland Business Park, 600 new homes (with potential for 1,000 more), and the expanded Park and Ride facility, the Scheme is required to come forward.

The Highways Agency (HA) has recognised the transport issues relating to the Postwick junction of the A47 and A1042, and has used its powers to protect the A47 trunk road. This has resulted in the Local Plan policy restrictions on the Broadland Business Park, an existing Local Plan allocation, and in the imposition of conditions on relevant planning permissions, to restrict development (that would have an impact on the junction) until improvements to the capacity of the Postwick junction are delivered.

<p>The northern part of the Broadland Business Park has planning permission subject to conditions including the delivery of the Postwick Hub Junction. The consented proposal, known as the Brook Farm/Laurel Farm development, includes 600 new homes (Brook Farm) and around 15ha of employment land (Laurel Farm) that will contribute to delivering the planned growth in housing and jobs in the Norwich area. Based on employment multipliers, using the latest HCA guidance and presented in evidence to the recent Public Inquiry for the Postwick Hub, it is estimated that the development of the Laurel Farm proposals could provide 1800 new jobs.</p> <p>The Broadland Gate Business Park (BGBP) development is a proposed further expansion to the east of the existing Broadland Business Park. It is consistent with the JCS requirement for an additional allocation of 25ha. The BGBP development has been granted planning permission, also conditional on the delivery of the Postwick Hub. This is because the access to the BGBP is proposed to be via the existing Postwick Hub junction and additional junction capacity is required. The developable plots on this site total around 18ha of which 11ha are identified for Class B uses, which covers offices, workshops, factories and warehouses. The evidence presented to the Public Inquiry estimates that Class B uses in this development could provide 3300 jobs. The other consented commercial uses will also generate additional jobs.</p> <p>Consequently the total number of jobs released is expected to be in excess of 5000. The Postwick Hub scheme is therefore not simply a transport intervention but is required both to address transport issues at the Postwick Hub junction and to unlock approved and committed development.</p> <p>In summary, the need for the Postwick Hub scheme is to unlock economic growth in the east of Norwich which is currently constrained due to the limited existing capacity of the Postwick Hub Junction. It has also been designed to facilitate a possible future Northern Distributor Road (NDR) which is part of the infrastructure considered essential to enable the delivery of the agreed JCS and support further economic and housing growth to the north east of Norwich. The Strategic Case that accompanied the original CIF 2 bid can be found in Annex A.</p>	
<p><b>1.2. Has the scope of the scheme changed from that described in the Best and Final Funding Bid?</b>  <i>If so please provide details, including any changes resulting from conditions attached to statutory powers granted.</i></p> <p>Funding was originally allocated for the Postwick Hub following the successful CIF 2 bid. The BAFB for the NDR included the Postwick Hub Junction and set out the funding arrangements for this. This application is for the funding of the Postwick Hub only.</p>	<p><b>NO</b></p>



## ECONOMIC CASE

### 2.1 What is the latest BCR of the scheme?

**-2.9**

*Please provide updated AMCB, TEE and Public Accounts Tables in **Excel** form. Unless specifically requested by DfT no new analysis is required, merely the updating of information known to have changed e.g. costs; and reflecting reduced optimism bias where applicable.*

Updated AMCB, TEE and Public Accounts Tables can be found in Annex 1.

The proposed Broadland Gate and Laurel Farm employment developments are considered to be dependent upon the construction of the Postwick Hub Junction, due to the inability of the existing local road network to cope with the forecast vehicle trip generation of the development.

The transport scheme has been appraised in isolation, without the inclusion of the dependent developments, following the Department for Transport (DfT) WebTAG guidance in 3.16D.

Results are presented for the economic impact of the development based on the benefits of land use development as well as the additional Gross Value Added (GVA) benefits of enabling 5000 jobs at Broadland Gate and Laurel Farm. Annex B includes a written statement from NCC's development partner Ifield Estates Limited which sets out how they intend to bring the development forward. A summary of the results of this appraisal are shown below.

#### Summary costs and benefits

Cost £m		Benefits £m
Development	Development Cost 88*	GVA: 378 Development benefits: 494
Transport scheme	Present Value of Costs: 25	Present Value of Benefits: -74 Accidents: -4

2010 prices discounted to 2010. \* This is the estimate by NCC's developer partner for Broadland Gate, development costs for Laurel Farm will be additional to this figure.

When tested in isolation, the Postwick Hub Junction is predicted to generate transport disbenefits of £74m and accident disbenefits of £4m. Offsetting the transport disbenefits shown above is a development benefit of £494m, which represents the benefit of the change in traffic patterns caused by the Broadland Gate development.

In addition to this, and assessed using the approach in the A47 Wider Economic Benefits report developed by Mott MacDonald (2012) which is included in Annex C, is an additional Gross Value Added (GVA) gain of £378m to the local economy. All values are in 2010 prices discounted to 2010.

<p>The Postwick Hub Scheme - Economic Appraisal Report is included in Annex D. Further supporting Economic evidence, as presented at the Public Inquiry can be found in Annexes E to G</p> <p><b>2.2 Please attach an assessment of the Social and Distribution Impacts of the scheme (conducted in line with DfT guidance) including, where appropriate, include details of appropriate mitigations?</b></p> <p><i>If you have already agreed with DfT that no update is required beyond that included in your BAFB please state here.</i></p> <p>Assessment of Social and Distributional Impacts (SDIs) is included in Annex 2.</p>	
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## FINANCIAL CASE

**3.1 What is your estimate of the total outturn cost of the scheme?** *Please provide a breakdown of costs using the template below. Please use cost headings consistent with those used in your BAFB, although you may identify the contracted construction price in its own line.*

*In the column showing the BAFB costs please incorporate any adjustments made by DfT as advised in your Programme Entry letter.*

*Please ensure that in the risk/QRA cost*

- *You have removed risks now transferred to the contractor as part of the final tendered price*
- *You have not included any risks associated with ongoing operational costs*
- *You have used the P50 value.*

*Please quote all amounts in £m to three decimal points (i.e. to the nearest £1000)*

*Please provide detailed cost estimate and QRA as Annexes.*

The BAFB presented costs which included the NDR, Postwick Hub and the new access arrangements to the Park & Ride. An estimate of the Postwick Hub element is presented below. The allowance for potential Part 1 Claims has also been excluded.

Annex 3 includes the Postwick Hub detailed cost estimates. Annex 4 includes the QRA, the contractor risk has been removed and forms part of the target price. However, for completeness and information the contractor risks are also included in Annex 4.

Cost Heading	As per BAFB (including any adjustments advised by DfT)	Currently Estimated Cost
<b>Base Cost Summary</b>		
Construction Cost	16.592	17.899
Land Cost	0	0.000
Preparation Cost	2.372	4.924
Supervision	0.500	0.500
Base Cost Total	19.464	23.323
<b>Quantified Cost Estimate</b>		
Base costs (incl. Eligible Preparation Costs)	19.464	23.323
Quantified Risk Assessment	1.458	0.586
Inflation at 2%	1.000	0.491
<b>Total</b>	<b>21.922</b>	<b>24.400</b>

### **3.2 Please state what inflation assumptions you are using.**

*Inflation rates for different categories (e.g. general inflation, construction cost, operating cost) should be separately identified.*

Construction inflation has been assessed at 2% per annum for the years 2013 to 2016. The use of 2% was agreed with the County Council's appointed contractor (Birse Civils Ltd) and is considered appropriate for the following reasons:

- Construction inflation has probably peaked;
- Due to overall market conditions, contractors are finding it easier to negotiate with their supply chain to obtain discounts;
- Ability to use buying power of a large organisation to obtain best value from the supply chain and this would reduce exposure to increased costs;
- There are a number of inflation-related risk allowances already included within the budget.

BCIS and other relevant construction inflation indices show forecast construction inflation to be at a lower level than forecast background inflation from RPI over the 2012 to 2016 period (source: Table M3: Medium Term Forecasts for CPI and RPI, HM Treasury Document, May 2012).

As forecast construction inflation is less than the forecast of RPI, the scheme costs inputted into TUBA were adjusted by a constant price adjustment factor. The derivation of the constant price adjustment factor is shown in Table 1.

Table 1: Calculation of Constant Price Adjustment Factor

	2012	2013	2014	2015	2016
Construction cost increase (p.a.)		2.00%	2.00%	2.00%	2.00%
RPI increase (p.a.)		3.10%	2.80%	3.10%	3.10%
Cumulative adjustment factor (constr cost)	1.000	1.020	1.040	1.061	1.082
Cumulative adjustment factor (RPI)	1.000	1.031	1.060	1.093	1.127
Constant price adjustment factor	1.000	0.989	0.982	0.971	0.961

### **3.3 Please describe any significant remaining risks to the current cost estimates?**

The significant remaining risks (other than inflation and those risks identified in the risk register referred to in 3.1) are typically strategic risks outside the control of the authority, for example:

- Statutory changes e.g. EU legislation changes, UK Government tax
- Change in design standards
- Political - Change of Government / Secretary of State
- Political - Change in Government strategy, policy and targets
- Contractor goes into receivership
- Change in environmental designations
- Civil unrest, riots, strikes

Other risks are identified in the Risk Register attached in Annex 4.

<b>3.4 Please provide a breakdown of the proposed funding sources for the scheme</b>	
<p><b>(a) Local Authority contribution</b>  <i>Please include the LA costs incurred or expected to be incurred since Programme Entry (that is the original Programme Entry approval if prior to 2011) excluding ineligible preparatory costs as defined by previous guidance and excluding the cost of any Part 1 Claims.</i></p>	<p><b>£3.417 million</b>            (see note below)</p>
<p><b>(b) Agreed third party contributions</b>  <i>This should include only <u>committed</u> third party contributions, Please name each contributor on a separate line and provide evidence of agreement (e.g. a letter from the funder confirming their degree of commitment, timing for release of funds and any other conditions etc).</i></p>	<p><b>£1.983 million (Growth Point)</b>            (see note below)</p>
<p><b>(c) DfT funding requested</b>  <i>The funding requested from DfT <u>must not</u> exceed that requested in your Best and Final Funding Bid (BAFB).</i></p> <p><i>If the total estimated cost of the scheme is less than that quoted in the Department's Programme Entry letter, the requested contribution from DfT should be reduced by the same proportion.</i></p>	<p><b>£19.000 million (CIF allocation)</b>            (see note below)</p>
<p>Notes:</p> <p>The Scheme has been developed in partnership with NCC's development partner resulting in a joint hybrid planning application. The collaborative working between NCC and the developer has avoided the need for NCC to make a Compulsory Purchase Order and has also helped to minimise the land acquisition costs. While this does not represent a direct monetary contribution it has reduced the scheme costs.</p> <p>The DfT's contribution towards the Park &amp; Ride extension was removed at BAFB reducing the original CIF2 allocation from £21m to £19m. The new access arrangements to the expanded the Park &amp; Ride site will be implemented at the same time as the junction works. This element represents an additional Local Authority contribution of £3m to that detailed in 3.4a above.</p> <p>The CIF 2 allocation is set out in BAFB MSBC Economic Case Update (para 3.10) as a Third Part Contribution. This CLG funding was subsequently held by DfT. Refer to correspondence from DfT in Annex H.</p>	

### 3.5 What is the estimated funding profile?

- Please do **not** include in any of the costs shown in this table
  - ineligible preparatory costs as defined by previous guidance
  - the cost of any Part 1 Claims.
- Although the maximum level of DfT funding will be fixed, profiles across years may be subject to further discussion and agreement.
- Please specify the third party contributor(s) and list each one (if more than one) on a separate line.
- The DfT contribution to costs that have already been incurred should not exceed what was assumed in the BAFB and should include no more than 50% of eligible preparatory costs (as defined by previous guidance). Please note that the DfT contribution to costs already incurred should, if the scheme is approved, be included in the first quarterly claim submitted to the Department.

£m	Costs already incurred	2012/13	2013/14	2014/15	2015/16	2016/17	Total	% of total
LA contribution	0.788				2.630		3.417	14.00
Third Party contribution	0.275	1.358	0.350				1.983	8.13
DfT funding requested			4.000	15.000			19.000	77.87
<b>TOTAL</b>	<b>1.063</b>	<b>1.358</b>	<b>4.350</b>	<b>15.000</b>	<b>2.630</b>		<b>24.400</b>	

### 3.6 Please indicate the level of flexibility with regard to the phasing of the local contribution of the bid (including the third party contribution), should the DfT have a need to vary the phasing of its own contribution for budgetary reasons.

*Please detail the level of change in DfT support per funding year you could accommodate within the project and from which sources any change would be made up.*

The funding profile presented in 3.5 is based on the contractor's most recent programme, planned land entry dates and the date by which key Statutory Undertaker orders are to be placed and funds committed. The profile assumes placing high value orders early such as steelwork, which will in turn help to mitigate against possible inflationary pressures.

With a construction programme that spans two financial years funding flexibly is limited. There is scope to reduce spend in 2013/14 by deferring the placement of advance orders.

### 3.7 Please explain how the Local Authority contribution will be funded.

*Please reference any council decisions allocating the required budget or approving any necessary borrowing etc*

The County Council has agreed to underwrite the balance of funding required to complete the Postwick Scheme. The Contribution will be managed through one-off reserve funding, capital receipts and, if necessary, prudential borrowing.

## COMMERCIAL CASE

### **4.1 Please provide details of the firm and final offer for the main contract, including the price and period of validity.**

*If there are multiple contracts and none can be regarded as the primary contract please explain this on a separate sheet, also addressing the questions below.*

Birse Civils Ltd was appointed as preferred contractor for Postwick Hub and the NDR using a two stage New Engineering Contract (NEC 3) by NCC on 16 February 2009. The Contractor has been appointed for Stage 1, early contractor involvement (ECI) to assist with the development of the Scheme through the statutory processes phases. The Contractor will be appointed to Stage 2 to construct the Scheme only when the Secretaries of State have confirmed the Orders and funding is in place.

A brief summary of the procurement strategy and process followed to appoint Birse Civils Ltd has been included in Annex I.

An updated Target Price was submitted in November 2013 and agreed by NCC on 11 December 2013. This is regarded as the firm and final offer provided that the construction starts in April 2014.

### **4.2 Is this a fixed price or target price contract?**

*If target price, please provide details of the pain/gain arrangements*

The contract is NEC 3, Option C, with a Target Price developed from first principles and an incentivised approach which aims to deliver the construction works below the target figure. A pain/gain share arrangement is used as part of this process and the share ranges are as follows:

Share range	Contractor's share percentage
Less than 100%	50%
From 100% to 110%	50%
From 110% to 130%	70%
Greater than 130%	100%

### **4.3 Please provide details of any incentive or other clauses that may affect the total cost or the timing of payments?**

Value Engineering (VE) incentivises all parties to the contract to look for innovation and savings through acceptable revisions to the Employer's Requirements.

Any variations agreed as VE will not reduce the Target Price - savings will automatically be shared by gain arrangements as set out in 4.2 (ie less than 100% would provide a 50/50 split of the saving between contractor and employer. Some Compensation Events will adjust the target price, up or down, and therefore the Initial Target Price is monitored during the works and adjusted as necessary.

**4.4 Please list the significant risks that are transferred to the contractor, and those that remain with the authority.**

Contractor's Risks

The Contractor has covered his risk allowance within in the Target Price. The main risks that have transferred to the contractor are as follows:

- Increase in fuel and vehicle levies
- Exceptional weather
- Escalation of sub-contractor costs
- Trunk Road Interface restrictions

Risks Retained by the Authority

The main risks that remain with the authority are shown below. The costs of managing these risks and allowances for the realisation of these risks have been provided for in the Quantified Cost Estimate (see 3.1 above):

- Movement of existing structure and possible jacking of existing bridge
- Delays due to archaeological finds
- Daytime restrictions on traffic management imposed by Highways Agency
- Delays to Statutory Undertakers diversions

**4.5 Please describe how you will ensure effective contract management**

*Include details of reporting and liaison requirements, meeting frequency, interface of contractor with internal governance arrangements.*

The project has well established internal governance arrangements that will now be further expanded to include reporting channels to the Contract Supervision / Administration team and the Contractor. The contract will be supervised by an experienced Project Manager and Deputy Project Manager with many years of site experience on major contracts. The Contractor's Team and the County Council Team will work together in shared accommodation with a strong partnering focus.

Project Governance Arrangements

The Governance arrangements for this project are described in 5.6. This section describes arrangements for management of the main works construction contract. The roles and responsibilities of the Project Steering Board, The Project Delivery Board and the Project Delivery Team are fully described in BAFB, Section 3.6. included in Annex K.

Contract Management Arrangements

The works have been procured under an NEC3 Option C contract. The contract documents set out the roles and responsibilities of each party together with management and communication requirements. The detailed requirements for reporting, progress meetings, liaison meetings are given within the Works Information and include, for example:

- Fortnightly Delivery Team and Contract Administration meetings
- Financial change/ forecasting will be closely monitored and reported monthly
- Risk meetings
- Public relations and stakeholder liaison
- Traffic liaison meetings



**4.6 Please provide brief details of procurement arrangements for works outside the main contract, and what stage these have reached?**

All work except utility diversions are within the main contract. All orders have now been placed to take advantage of NRSWA advance payment discounts. The following utilities are affected by the project.

- Anglian Water
- BT
- UK Power networks 11kV
- UK Power networks 33kV
- Virgin Media
- Vodafone

## DELIVERY CASE

### **5.1 Please provide details of the statutory powers you have acquired**

*Please list separately each power obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers, and any conditions attached to them.*

#### **THE A47 TRUNK ROAD (POSTWICK INTERCHANGE SLIP ROADS) ORDER 20.. (“the Slip RO”).**

#### **THE A47 TRUNK ROAD (POSTWICK INTERCHANGE SIDE ROADS) ORDER 20.. (“the SRO”).**

Draft orders were published by the Highways Agency and examined at Public Inquiry in July 2013. The Secretaries of State for Transport and Communities and Local Government have agreed to confirm the Draft Orders in a letter dated 08 January 2014. The High Court Challenge period ends on 14 March 2014.

#### **Planning permissions:**

Outline permission for a business park and a full permission for junction improvements were granted by Broadland District Council (BDC) in October 2011. Condition 1 requires all reserved matters to be submitted to the Planning Authority within 10 years of the date of permission (i.e. before October 2021).

Full planning permission for a Private Means of Access was granted by BDC in May 2010. This permission also includes the construction of an infiltration drainage lagoon as well as the new access track to The Grange. An application for a further permission to extend the time limit for implementation was granted in March 2013. Condition 1 requires that the development must begin within 3 years of the date of permission (i.e. before March 2016).

Annex J includes a Conditions of Planning Tracker, which schedules out all of the conditions attached to the various planning permissions.

In addition to the above permissions associated with the junction improvement, full planning permission for a 500 space extension to the Park & Ride was granted by NCC in May 2010. NCC has commenced this development for the purpose of implementing the planning permission however the extension cannot be opened for use prior to the completion of the junction improvement.

#### **Environmental Impact Assessment Record/Notice of Determination:**

As there are elements of the Schemes that fall within the Highways Agency estate or that would potentially impact upon the Highways Agency network, it was necessary to ensure all environmental assessments were compliant with Highways Agency procedures in relation to environmental assessment as outlined in the Highways (Environmental Impact Assessment) Regulations 2007, Part VA of the Highways Act 1980, and in accordance with the Highways Agency’s DMRB Volume 11 on environmental assessment.

Therefore, in addition to the EIAs, a non statutory environment assessment was completed in August 2012. This was based on the EIA for the Scheme completed in 2011, as well as some additional desk studies on elements not covered in the EIA (namely the Grange access road).

The output from this assessment was the Postwick Hub Junction Environment Assessment which is referred to as the "HA Environmental Assessment 2012". After reviewing the HA Environment Assessment 2012 and the revised traffic forecast the HA produced an updated Record of Determination dated 14 May 2013 stating that no significant environmental effect was likely to result that was not already addressed by the previous EIAs. This determination was publicised via a Notice of Determination in the London Gazette (on 20 May 2013) and in local newspapers (on 17 May 2013)

In addition to the above during the implementation stage NCC will also be seeking approval for various Traffic Regulation Orders (TRO).

**5.2 Please provide details of further engagement since the BAFB with the Statutory Bodies (Environment Agency, Natural England, English Heritage)**

*Please include evidence of how you have taken account of their views and any requirements for mitigation etc.*

Comments received from statutory bodies have been incorporated into the conditions imposed by the granting of planning approvals listed in 5.1 above; these are currently in the process of being discharged. Where appropriate these requirements have been passed on to the Contractor through the contract documents and the others are continuing to be discharged by the project team.

As part of the Environmental Impact Assessment Record/Notice of Determination various statutory bodies such as the Environment Agency, Natural England and English Heritage were further consulted, no objections or issues were raised in relation to this.

Further dialogue is underway with the Environment Agency (EA) with regard to the drainage ponds due to the recent introduction of a Source Protection Zone (SPZ) in the vicinity of the Scheme. NCC has worked closely with the EA to produce a suitable design solution which is being finalised prior to final submission to the EA for approval.

**5.3 Please provide brief details of your evaluation plans for the scheme and attach your full evaluation plan as an Annex.**

The Monitoring and Evaluation Plan is included in Annex 5.

**5.4 Please provide details of your construction milestones below**

*Please include interim milestones (at least one but no more than 5 or 6) between start and completion of works. If the completion date has slipped from the date estimated in your BAFB please provide an explanation. Please provide a copy of the latest project plan (programme) as an Annex.*

See Annex 6 for the programme.

	Date estimated in BAFB	Current estimated date
Public Inquiry Starts	January 2012	July 2013
Confirmation of Side Road Orders	March 2012	January 2014
Agree Works Target Cost	February 2012	December 2013
Submit Full Approval application to DfT	March 2012	January 2014
DfT announce Final Approval		March 2014
Advance tree coppicing work		February 2014
Work Starts on Site	May 2012	April 2014
- Milestone 1 New EB Merge Slip Road		January 2015
- Milestone 2 New EB Diverge Slip Road		April 2015
- Milestone 3 New Signal Controlled Junction		August 2015
- Milestone 4 New Bridge		Sept 2015
Work Completed	November 2013	November 2015

**5.5 Please briefly describe the most significant risk remaining to the above timetable and attach the latest version of your project risk register (if different from the QRA risk register).**

The most significant risks to the above timetable are any delay that prevents the main construction works commencing in early 2014. The risks identified to delay the construction start date are:

- Timing of Full Approval from DfT
- Discharge of planning conditions
- Delays due to archaeological finds
- Delays to Statutory Undertakers diversions
- Delays due to environmental issues (eg bird nesting)

## 5.6 Have your governance arrangements changed since submission of your BAFB?

*If so please provide details, including changes to SRO, Project Manager, Project Board composition, approval processes and, in particular, details of how your contractor will fit into your governance structure.*

The County Council recognises the importance of an integrated governance and delivery structure, comprising sufficiently senior officers with regular involvement and interaction with elected Members to ensure democratically accountable delivery. Further explanation on the team and board comprising the strategic governance arrangements, and specific roles, can be found below.

Project Structure	Name(s)/ Team Leader
Portfolio Holder	Cllr David Harrison
Project Sponsor	Tom McCabe - Interim Director Environment Transport & Development (NCC)
Senior Responsible Officer	David Allfrey (NCC)
Delivery Board	Tom McCabe (NCC) Tracy Jessop - Asst Director Transport (NCC) Sandra Eastaugh (NCC/GNDP) Nick Osborne (BCL) John Birchall - Comms (NCC) David Allfrey (NCC) Mark Kemp (NCC) Andrew Skiggs - Finance (NCC)
Project Manager	Mark Kemp (NCC)
CDM Coordinator	Tim Ellis (NCC)
Design Team	Mark Kemp (NCC) – Overall/ Highways Matt Harrison (NCC) – Overall/ Highways John Pattinson (MM) – Bridges
Construction Supervision/ Contract Administration	Ian Taylor (NCC) – NEC Manager Tim Ellis (NCC) – Asst NEC Manager
Environmental Co-ordinator	Jacqueline Fookes (MM)
Contractor Team	Don Henry (BCL) – Project Director Richard Moore (BCL) – Project Manager Andy Skinner (BCL) – Finance Manager Nick Gibbins (BCL) – Programme Manager
Policy Manager	David Cumming (NCC)
Gateway Review	Liz Jackson (SCC)
NCC	Norfolk County Council
MM	Mott MacDonald
GNDP	Greater Norwich Development Partnership
BCL	Birse Civils Ltd
SCC	Suffolk County Council

## **Cabinet and Cabinet Scrutiny Committee**

On a six monthly basis, progress will be reported to the County Council's Cabinet, which holds the executive powers. Intervening reports will be prepared if required by the Administration. Additionally, the Senior Responsible Officer will provide regular updates to the Cabinet member responsible for Environment Transport and Development. These arrangements will ensure appropriate democratic involvement of the elected Members. The Cabinet Scrutiny Committee has the jurisdiction to call in any Cabinet decisions for review. If the Committee chooses to examine the Postwick Hub project in more detail, all relevant reports will be made available by the Project Manager.

## **Delivery Board**

The Delivery Board will meet once a month and will include Project and Design Managers plus internal and external advisors. They will be supported by the Council's strategic partner Mott MacDonald, who has vast experience in advising local authorities on the delivery of major infrastructure projects.

## **Senior Responsible Officer**

David Allfrey, is currently the Highway and Major Projects Team Manager in the Highways Group of the Environment, Transport and Development Department of Norfolk County Council. He is a Chartered Civil Engineer, with 25 years experience in managing highway related projects. He has been a Senior Manager with NCC's Environment, Transport and Development Department for 5 years.

## **Project Manager**

Mark Kemp is currently a Project Team Manager in the Environment, Transport and Development Department of Norfolk County Council. He is a Chartered Civil Engineer with over 30 years experience working within the construction industry. He has been responsible for the development, design and implementation of major capital projects within the County Council and represented NCC at the Public Inquiry as an expert witness. He has been appointed to manage the project, establish a detailed action plan and direct the work of the project delivery team

## **Decision Making Process**

Day-to-day decisions will be taken by the Project Manager in conjunction with the Project Delivery Board. However, all decisions of a politically sensitive nature, policy or procurement will be confirmed by the Strategic Delivery Board, ensuring participation of Senior Responsible Officer, the Project Sponsor and representation from the County Council's Cabinet.

The organogram on the following page depicts these governance arrangements in more detail, highlighting reporting channels.

**Postwick Project Governance**

**Portfolio Holder**

**Councillor David Harrison**  
*Cabinet Member for Environment,  
Transport, Development and Waste*

**Delivery Board**

<b>Tom McCabe</b> <i>Interim Director of ETD (NCC)</i>	<b>Tracy Jessop</b> <i>Assistant Director Travel &amp; Transport Services (NCC)</i>	<b>Finona McDiarnid</b> <i>Assistant Director Economic Development (NCC)</i>
<b>Mark Allen</b> <i>Assistant Director Environment &amp; Waste (NCC)</i>	<b>David Allfrey</b> <i>Major Projects Manager (NCC)</i>	<b>Nick Osbourne</b> <i>Birse Civils Ltd (BCL)</i>
<b>Jon Barnard</b> <i>NDR/NATS Manger (NCC)</i>	<b>Mark Kemp</b> <i>Project Team Manager (NCC)</i>	<b>Nick Haverson</b> <i>Major Projects Support Manager (NCC)</i>

**Project Sponsor**

**Tom McCabe**  
*Interim Director of ETD (NCC)*

**Senior Responsible Officer**

**David Allfrey**  
*Major Projects Manager (NCC)*

**Project Manager**

**Mark Kemp**  
*Project Team Manager (NCC)*

**CDM Coordinator**

**Tim Ellis**  
*Resident Engineer (NCC)*

**Construction  
Supervision/Contract  
Administration**

Ian Taylor (NCC) - NEC Manager  
Tim Ellis (NCC) - Assistant NEC  
Manager

**Contractor Team**

Don Henry (BCL) - Project Director  
Richard Moore (BCL)- Project  
Manager  
Andy Skinner (BCL)- Finance  
Manger  
Nick Gibbins (BCL) - Programme  
Manager

**Design Team**

Mark Kemp (NCC) -  
Overall/Highways  
Matt Harrison (NCC) -  
Overall/Highways  
John Pattison (MM) - Bridges

**Environment Coordinator**  
Jacqueline Fookes (MM)

**5.7 Please provide details of the assurance process you have undertaken including results of any project assurance reports since your BAFB, with any resulting action taken or planned.**

*Please attach a copy of the summary recommendations of the most recent project assurance report.*

**Postwick Hub Junction - Key Stage Review**

A review has been undertaken at a high level to assess the progress made to date and the readiness of the project to move into the implementation stage once funding approval has been obtained. See Annex 8 for Project Assurance recommendations. The scope of the review was as follows:

- Review the resourcing and governance of the project including partner interfaces and reporting
- Review the project risks and whether the proposed mitigations are appropriate
- Review the overall readiness of the project to move into delivery

The review concluded that the successful delivery of the project/programme to time, cost and quality appeared highly likely and there were no major outstanding issues that at this stage appear to threaten delivery significantly.

**5.8 If not provided in previous submissions, please provide a copy of your benefits realisation plan.**

The Monitoring and Evaluation Plan is included in Annex 9.

**5.9 Please provide brief details of major stakeholder and public engagement carried out since the BAFB and further engagement planned during construction.**

*Please provide a copy of your Stakeholder Analysis and Communications Plans.*

*Please also highlight whether any significant shifts of stakeholder opinion have taken place or new issues have arisen and describe and how you are responding to them.*

The recent Public Inquiry into the Draft Orders which was held in July 2013 provided a further opportunity for stakeholder and public engagement. There have been no major shifts in stakeholder opinion. Annex 10 includes the Stakeholder Analysis Plan.

A public liaison procedure, see Annex 11, has been developed in conjunction with the Contractor to cover contact with all stakeholders and the procedure will detail how contacts are to be dealt with and recorded. A Public Liaison Officer will be appointed to lead on this aspect of the works. Any complaints will be dealt with in accordance with this procedure and appropriately recorded in line with well established NCC complaints procedures.

A fortnightly newsletter will be issued to stakeholders including adjacent properties and business who will be impacted during the works, describing progress and the programme for the immediate future. This will also be published on NCC's website and will be used to keep the public informed of the progress of the works and any significant impacts. The local radio will be issued with regular bulletins so that they can keep the travelling public informed.



**SENIOR RESPONSIBLE OWNER DECLARATION**

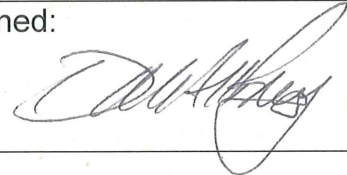
As Senior Responsible Owner for Postwick Hub I hereby submit this request for Full Approval to DfT on behalf of Norfolk County Council and confirm that I have the necessary authority to do so.

I confirm that [name of authority] has acquired all the statutory powers (Traffic Regulation Orders excepted) necessary to construct the scheme.

Name: David Allfrey

Signed:

Position: Major Projects Manager

**SECTION 151 OFFICER DECLARATION**

As Section 151 Officer for Norfolk County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Norfolk County Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution at section 3.4(a) above
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested

Name:  
Peter Timmins

Signed:

**CONTACT DETAILS FOR FURTHER ENQUIRIES**

**Lead Contact:**

**Position:**

**Tel:**

**E-mail:**

David Allfrey  
Major Projects Manager  
01603 223292  
david.allfrey@norfolk.gov.uk

**Alternative Contact:**

**Position:**

**Tel:**

**E-mail:**

Mark Kemp  
Project Team Manager  
01603 638198  
mark.kemp@norfolk.gov.uk

## CONTACT DETAILS OF YOUR CHIEF FINANCE OFFICER

(If the scheme is granted Full Approval we will need these details for the formal offer of DfT grant)

<b>Name:</b>	Peter Timmins
<b>Job Title:</b>	Interim Head of Finance
<b>Full Postal Address:</b>	Norfolk County Council Resources Finance County Hall Martineau Lane Norwich Norfolk NR1 2DH
<b>E-mail:</b>	Peter.timmins@norfolk.gov.uk

## **SUMMARY OF ANNEXES REQUIRED**

Annex No	Description	Form Ref
1	Revised TEE, AMCB and Public Accounts Tables	2.1
2	Social and Distributional Impacts analysis	2.2
3	Detailed cost estimate	3.1
4	Quantified Risk Assessment	3.1
5	Evaluation Plan	5.3
6	Project Plan (Programme)	5.4
7	Project Risk Register (N/a included in QRA above)	5.5
8	Project Assurance recommendations	5.7
9	Benefits Realisation Plan	5.8
10	Stakeholder Analysis Plan	5.9
11	Communications Plan	5.9

## **SUMMARY OF ADDITIONAL ANNEXES**

Annex No		
A	CIF2 Strategic Case	
B	Ifields Statement	
C	A47 wider economic benefits	
D	Postwick Hub Scheme - Economic Appraisal Report	
E	Traffic safety and economics proof of evidence Vols 1 and 2	
F	Economics proof of evidence Vols 1 and 2	
G	Statement regarding Calculation of One Third Additionality	
H	DfT correspondence	
I	Summery of Birse procurement strategy	
J	Conditions of Planning Tracker	
K		
L		



<b>LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL</b>	
<b>Scheme Name</b>	Norwich Northern Distributor Road (NDR)
<b>Local Authority</b>	Norfolk County Council (NCC)
<b>Annex C</b>	Norfolk County Council November 2013 Cabinet Report



## **Norwich Area Transportation Strategy (NATS) Implementation Plan and Norwich Northern Distributor Route (NDR) Update**

Report by the Director of Environment, Transport and Development

### **Summary**

The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Cabinet in April 2010. The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. Good progress has been made delivering the plan. It has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear.

The update is not a new plan. Rather, it takes account of progress with scheme delivery, outlines the relationship between NATS schemes and the wider growth and development agenda, and takes account of the implications of emerging funding opportunities including the Community Infrastructure Levy. The major difference between the NATSIP adopted in 2010 and the update is in the phasing of delivery of the schemes. For example, the recent government awards of funding for better Bus Area and Cycle City Ambition has allowed significant acceleration of delivery on schemes.

The key features of the Implementation Plan are also unchanged and include city centre improvements; a bus rapid transit (BRT) network; a core bus network, integrated ticketing and information; a package of cycling and walking improvements; specific rail service improvements; "Smarter Choices" initiatives, like travel planning; major road network; the Northern Distributor Road.

The Implementation Plan is included as Appendix A. It sets out the overall basis for scheme delivery across the Norwich Policy Area over the next 10-15 years. A detailed, two-year programme of schemes for delivery will be rolled-forward each year, which Members will be asked to agree annually as part of the annual Local Transport Plan capital programme.

The NDR update at section 3 includes details following completion of the Nationally Significant Infrastructure Project (NSIP) consultation (see Appendix B). It sets out some minor changes to the NDR project as a result of the consultation. It is proposed that the finalised NDR project will be submitted to the Planning Inspectorate in late November/early December 2013.

Having also completed the consultation and finalised the details of the NDR, an updated cost profile for the project is included (see Appendix C). This now incorporates the additional costs of the roundabout at Fir Covert Road and the airport radar replacement, which were reported and agreed at Cabinet in September, which combined have added £2m to the overall project costs.

### **Recommendation / Action Required**

- i) Cabinet is asked to adopt the updated NATS Implementation Plan.
- ii) Cabinet is asked to agree the revised NDR cost profile.
- iii) Cabinet is asked to confirm it is content for the Development Consent Order for the finalised NDR scheme to be submitted.

## **1. Background**

- 1.1. The Norwich Area Transportation Strategy (NATS) was first adopted by the local authorities in the area in 1975, continuously evolving and delivering improvements since then. NATS4, the latest version of the Strategy, was adopted in 2004 and its Implementation Plan was adopted in March 2010.
- 1.2. NATS4 and its Implementation Plan were developed alongside and deliver the transport element of the wider sustainable development agenda for the Norwich area as expressed in the Joint Core Strategy (JCS) and the Greater Norwich Economic Strategy. Integration of these strategies has been greatly aided by the close working relationship between the County, City and District Councils through the Greater Norwich Development Partnership.
- 1.3. NATS4 provided a baseline for the development of the JCS. The more detailed proposals in the Implementation Plan were developed alongside the JCS to support its policies and proposals. This was a two way process and the opportunity was taken in 2010 to realign a number of NATS policies with the JCS. The JCS was submitted in late 2009 and adopted in March 2011, although following a legal challenge, part of the JCS relating in particular to the North East Growth Triangle was remitted. This text was re-submitted and was subject to an examination in public beginning in May 2013. The Greater Norwich Economic Strategy was also developed in the same period and adopted in 2009. These strategies complement and support each other to deliver sustainable development across the area.
- 1.4. The NDR progress was updated in a report to Cabinet in September 2013. This set out that the project, a key element of the NATSIP, has been confirmed by the Secretary of State as being of national significance. This has enabled the project, following an earlier decision by Cabinet in December 2012, to continue to complete the necessary Nationally Significant Infrastructure Project consultation process, which commenced in July 2013 and closed on 20 September. This report therefore provides an update on the findings of the consultation and the changes that have been made to the NDR project as a result of the consultation. This has also enabled the NDR project to be defined in its final form prior to submission to the Planning Inspectorate in late November/early December 2013. An updated cost profile for the project has been developed.

## **2. Updated NATS Implementation Plan**

- 2.1. The Plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery given progress with implementation and that the growth plans for the area are more clear.
- 2.2. Work on the update shows that overall the County Council and its various partners have delivered NATSIP as originally envisaged, and that future delivery will continue to roll-out the plan as agreed in April 2010. That is, there have been no substantive changes to the content of the plan, either in its delivery to date, or its planned future delivery.
- 2.3. The only change is to the phasing of schemes within the plan. The reduction in available funding for transport over recent years, through the Local Transport Plan, has resulted in some schemes having to be put back. However, it has been possible



to bring forward some schemes in the plan for earlier delivery, such as the measures currently being undertaken as part of our successful bid for Better Bus Area funding. Similarly, the recent successful Cycle City Ambition Grant secured £3.7m of government funding and will allow acceleration of schemes to upgrade cycling infrastructure across Norwich, including an eight-mile route through the city centre linking people with growth areas from the Norwich Research Park to Heartsease.

- 2.4. The plan has been developed to deliver the required step-change in transport provision to realise the full potential of NATS and cater for the transport needs of a vibrant and growing regional centre. The timing of some transport schemes is therefore dependent on the timing of when major growth comes forward. The timing of the delivery of the major housing and jobs growth, which is largely outside the council's control, has affected the timing of delivery of some of the individual schemes as part of the plan.
- 2.5. Looking forward, many elements of the plan's delivery will continue to be contingent on the timing for when growth comes forward, or when funding becomes available. Whilst the plan sets out the overall basis for transport delivery, the exact phasing may change due to these factors. Members will be asked to agree the detailed programme of schemes in the normal way, as part of the overall countywide annual capital programme, which is agreed each year, and in response to ad hoc funding opportunities.
- 2.6. The key features of the Implementation Plan are:
  - City centre improvements
  - A bus rapid transit (BRT) network
  - A core bus network, integrated ticketing and information
  - A package of cycling and walking improvements
  - Specific rail service improvements
  - Smarter Choices initiatives, like travel planning
  - The highway network
  - The Northern Distributor Road.
- 2.7. A copy of the updated NATS Implementation Plan, intended as a stand-alone document is attached as Appendix A. It was reported to ETDOS Panel and the Norwich Highways Agency Committee (NHAC) in September. Panel and NHAC were asked to recommend the updated plan's adoption to Cabinet. Both meetings had similar discussions about the updated NATS Implementation Plan where Members discussed some of the detailed aspects of the plan; particularly in relation to their views regarding the city centre proposals. Members were reminded that the plan is not a new plan, but an update of the Implementation Plan agreed by Cabinet following extensive public and business consultation. Further detailed work to examine the implications of individual measures would be undertaken as and when these proposals are taken forward, at which point there will be opportunity for further Member engagement and discussion. It is anticipated that a further update of the plan will be done – on a similar basis to this one – in another three years as appropriate. At the Panel meeting, members also agreed that they would like to see the NDR construction started as soon as possible and therefore agreed April 2015 as their expected start date.

### 3. **NDR update**

- 3.1. As reported to Cabinet in September 2013, the NDR NSIP consultation process has continued following confirmation by the Secretary of State that the project is of national significance. The consultation closing date was originally set as 20 September, however due to issues associated with correct identification of some landowners and some requests for additional time to respond, there was some added provision of time provided for some of the consultees. The details of the results of the NDR consultations have been collated and summarised in Appendix B to this report. These details are important in informing the final version of the NDR scheme that will be submitted under the Development Consent Order process to the Planning Inspectorate in late November/early December.
- 3.2. The main points to note from the consultation are that the NDR scheme as proposed has not changed significantly, however there are some minor detail changes that have been made in response to the feedback received. Specifically the proposal to include a roundabout at Fir Covert Road as well as at the A1067 Fakenham Road junction has been adopted as part of the final scheme proposals. The NDR remains dual carriageway throughout its length, including the section from Fir Covert Road to the A1067, which was a specific point considered through the consultation and which received overwhelming support from those who responded.
- 3.3. Other more detailed changes made include:
- changes to drainage lagoons size and positions
  - widening of certain private means of access tracks
  - new agricultural accesses to fields
  - minor amendments to the horizontal alignment of the Holt Road/Drayton Lane Roundabout
  - amendments to the Norwich Aeropark and Petans access from the Airport Roundabout
  - changes to detailed planting proposals on earth bund to the north of Beeston Lane
- Due to the relatively minor nature of these changes, they have a broadly neutral impact on the project costs and therefore there is no change in the overall cost profile as a result of these changes.
- 3.4. In summary, the consultation has helped inform the final development stages of the NDR scheme. Whilst some changes have been made, they are not considered to be significant and have not had a major impact on the cost of the project. It is therefore proposed to submit the final NDR scheme with the minor changes included to the Planning Inspectorate to ensure the NDR delivery programme, as set out in the September Cabinet report remains broadly on target, with construction due to start in the Spring of 2015.
- 3.5. The costs of the NDR scheme have been updated as a consequence of finalising the details for submission to the Planning Inspectorate and the detailed cost profile is included at Appendix C. This profile was last update in the April 2012 Cabinet report. The key changes since then have been an addition of £5m agreed by Cabinet in December 2012, following completion of the 2012 consultation, and the more recent costs added (September 2013 Cabinet) for the Fir Covert Road roundabout and airport radar, that add a further £2m.

- 3.6. It should also be noted that the spend profile has also been adjusted to take account of the NSIP process, which has required more ‘front end’ work to deliver the planning application and this is therefore different to that which was set out in April 2012, which pre-dated the decision to follow the NSIP process. The main change in respect of this therefore is that the 2013/14 NCC costs have increased from £2m to £3.55m, however, correspondingly, the 2014/15 costs have been reduced by the same amount (i.e. £1.55m). There is no cost increase to the project as a consequence of the NSIP application, just a change to the spend profile.
- 3.7. The overall cost of the project has therefore changed and this is now £148.55m. The spend profile at Appendix C also reflects the timing of the draw down of the DfT funding for the Postwick Hub junction, which is anticipated to be able to commence in Spring 2014, but is subject to the Secretary of State confirming the Side and Slip Road Orders.
- 3.8. At its 16 September 2013 meeting, Council received a motion requesting that; 1) Subject to the outcome of the current consultation, submit an application for a Development Consent Order under the Planning Act 2008 in respect of the NDR as proposed, to allow the scheme to be implemented as soon as possible; and 2) Commission a report on the feasibility of providing a link across the Wensum Valley from the A1067 to the A47 southern bypass. In response, Cabinet set out that it remains committed to the delivery of the NDR from Postwick to the A1067 and would like to see this delivered as soon as possible. In addition, a feasibility study into possible connections between the A1067 and the A47 west of Norwich was agreed by Cabinet, with an expectation that Members and other stakeholders will be consulted on the scope of the feasibility study as soon as resources allow, accepting that key resources were currently focussed on delivering the first part of the motion.

#### 4. **Resource Implications**

- 4.1. **Finance:** Funding for the Plan will come from a variety of sources, including the Local Transport Plan allocation, funding from developers, or through the Single Local Growth Fund and other opportunities such as any government funding bids. Implementation will be phased over 10-15 years as funding becomes available. The implementation plan has been largely designed around this phased approach although some of the larger schemes will require larger chunks of funding. The council is working with partners on how to deliver such schemes, including through its work on City Deals and the Single Local Growth Fund (SLGF). A NATS public transport package and Norwich Southern Bypass junctions have been identified as priorities for part-funding from the local major transport scheme element of the SLGF.
- 4.2. The County Council has previously agreed to underwrite £53m of the cost of the NDR, with the GNDP having committed in principle to provide up to £40m. In addition, in December 2012, Cabinet also agreed to add a further £5m of project cost following the results of the community consultation and associated changes to the project. DfT has also recently confirmed that any of the government funding for the project (amounting to some £86.5m in total) that extends outside of the current spending review period (i.e. 2015), will be paid to the Local Enterprise Partnership as part of the Local Growth Fund. Government will provide further detail of any further approval requirements for the release of these funds.

- 4.3. **NDR cost profile update:** The impact to the NDR of the changes made to finalise the scheme ready to submit to the Planning Inspectorate in November/December have been set out in section 3 above. The revised profile is therefore included in Appendix C and this shows a change of £2m to the overall cost of the NDR, amended to £148.55m. As set out above, there was previous agreement to underwrite £58.33m (£53.33m + £5m), with £40m committed in principle from the GNDP. The new profile therefore requires that Cabinet approve a revised underwritten amount of £60.34m.
- 4.4. **Staff:** Staff across the ETD Strategic Partnership and partners – particularly Norwich City Council – will be involved in taking the Plan forward for delivery. The NDR project continues to be staffed from the ETD Strategic Partnership and Birse Civils Ltd. For specific schemes, the feasibility, consultation and scheme delivery will be met from existing resources. A team capable of delivering the NDR and Postwick Hub has been identified and has the necessary support provided by partners Mott MacDonald.
- 4.5. **Property:** No implications arising from the Plan update. Implications may arise from specific scheme as they are brought forward for delivery. Landowner negotiations and land registry checks are continuing in relation to the NDR.
5. **Other Implications**
- 5.1. **Equality Impact Assessment (EqIA):** An EqIA was completed for NATSIP 2010. This has been reviewed and refreshed for the updated plan. It identified that transport is a major concern for key groups including disabled and older people. To mitigate negative impacts the implications should be considered in detail as and when projects are taken forward.
- 5.2. **Communications:** All appropriate communications will be undertaken as NSIP schemes undergo feasibility and delivery. A communications plan has been developed for the NDR and it identifies key stakeholders and mechanisms for making/ maintaining communication and this will continue to evolve and adapt as the project progresses.
- 5.3. **Health and Safety Implications:** The NDR and some NATSIP projects are subject to the Construction (Design and Management) Regulations (CDM) and the schemes are regularly assessed in accordance with these regulations by an appointed CDM Coordinator.
- 5.4. **Environmental Implications:** A Strategic Environmental Assessment was undertaken on NATSIP prior to its adoption in 2010. As it is not a new plan, and the only thing that has changed is to the phasing of schemes within the plan it is not intended to update the Strategic Environmental Assessment as the original remains fit for purpose. The statutory environmental bodies have been consulted on this proposed approach. One response was received, from Natural England, who agreed that the phasing of schemes within the plan is unlikely to result in a significant environmental effect.
- The NDR project has included significant work in completing Environmental Impact Assessments and details of these will be included as part of the formal consent order process.

- 5.5. **Any other implications:** Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.
6. **Section 17 – Crime and Disorder Act**
- 6.1. Requirements of the Act as it relates to the design and operation of the NDR and other NATS schemes will continue to be taken into account in the development of the projects.
7. **Risk Implications/Assessment**
- 7.1. In the context of the NATS implementation plan, key risks associated with the NDR and other NATS schemes are around funding and the statutory planning process. These risks are being managed through active project management and engagement. It has been confirmed that the NDR will be taken through the Nationally Strategic Infrastructure Projects route for planning consent, which will mitigate the risks around this.
8. **Overview and Scrutiny Panel Comments**
- 8.1. The NATSIP was considered by the ETDOS Panel on 26 September and NHAC on 19 September. Both meetings had similar discussions about the updated NATS Implementation Plan where Members discussed some of the detailed aspects of the plan; particularly in relation to their views regarding the city centre proposals. Members were reminded that the plan is not a new plan, but an update of the Implementation Plan agreed by Cabinet following extensive public and business consultation. Further detailed work to examine the implications of individual measures would be undertaken as and when these proposals are taken forward, at which point there will be opportunity for further Member engagement and discussion. At the Panel meeting, members also agreed that they would like to see the NDR construction started as soon as possible and therefore agreed April 2015 as their expected start date.
9. **Alternative Options**
- 9.1. NATSIP was adopted in 2010 following extensive testing of alternative options and extensive public consultation. This plan has been updated; the main changes being to phasing of delivery. As such, the Plan continues to include the package of measures that best meet objectives, have public and stakeholder support, and can be delivered within the likely available resources. Alternatives to the NDR have been examined through the Major Scheme Business Case process and further examination by DfT as part of the Development Pool bidding process.
10. **Reason for Decision**
- 10.1. NATSIP was adopted by the County Council in April 2010. It is important to keep the plan up to date to reflect the progress made on delivery and to ensure it continues to provide a guide to future delivery reflecting the growth plans for the area. The NDR is an essential element of the NATSIP and forms a key part of the Joint Core Strategy for the Norwich Policy Area. The decision to continue the development consent order application for the project is essential to be able to realise the full benefits of the Implementation Plan, to provide the transport infrastructure for

Norwich to enable its prosperity into the future, taking account of existing transport problems and accommodating future growth in housing and employment, which are essential to economic growth in Norfolk and vital to achieving LTP targets.

## Recommendation / Action Required

- (i) Cabinet is asked to adopt the updated NATS Implementation Plan.
- (ii) Cabinet is asked to agree the revised NDR cost profile.
- (iii) Cabinet is asked to confirm it is content for the Development Consent Order for the finalised NDR scheme to be submitted.

## Background Papers

County Council Cabinet reports dated 6 April 2010, 2 April 2012, 3 December 2012 and 2 September 2013.

## Officer Contact

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

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David Allfrey (NDR)	01603 223292	david.allfrey@norfolk.gov.uk



If you need this report in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 and ask for David Cumming or textphone 0344 800 8011 and we will do our best to help.

# Norwich Area Transportation Strategy Implementation Plan Update 2013

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## **1. Introduction**

- 1.1. The Norwich Area Transportation Strategy (NATS) has evolved and delivered improvements over a number of years. NATS4, the latest version of the Strategy, was adopted in 2004 and its Implementation Plan (NATSIP) was adopted in March 2010. This NATSIP Update identifies progress on delivery, sets out the current and emerging programme, and highlights the relationship between NATS schemes and the wider growth and development agenda. It takes account of the implications of emerging funding opportunities including the Community Infrastructure Levy.

## **2. Background**

- 2.1. NATS and its Implementation Plan do not exist in isolation. They have been developed alongside and deliver the transport element of the wider sustainable development agenda for the Norwich area as expressed through the Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) and the Greater Norwich Economic Strategy. Integration of these strategies has been greatly aided by the close working relationship between the County, City and District Councils through the Greater Norwich Development Partnership.
- 2.2. NATS4 provided a baseline for the development of the JCS. The more detailed proposals in the Implementation Plan were developed alongside the JCS to support its policies and proposals. This was a two way process and the opportunity was taken in 2010 to realign a number of NATS policies with the JCS. The JCS was submitted in late 2009 and adopted in March 2011<sup>1</sup>. The

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<sup>1</sup> Following a legal challenge, part of the JCS relating in particular to the North East Growth Triangle was remitted. This text has been re-submitted and was subject to an examination in public in May and July 2013.

Greater Norwich Economic Strategy was also developed in the same period and adopted in 2009. These strategies complement and support each other to deliver sustainable development across the area.

- 2.3. The key features of the Implementation Plan are:
  - City centre improvements
  - A bus rapid transit (BRT) network
  - A core bus network, integrated ticketing and information
  - A package of cycling and walking improvements
  - Specific rail service improvements
  - Smarter Choices initiatives, like travel planning
  - The highway network
  - The Northern Distributor Road.
- 2.4. While NATS and its Implementation Plan are particularly focussed on the Norwich Policy Area, by improving sustainable access to the area, they also support growth and development more widely across Norfolk.

### **3. NATS and growth**

- 3.1. The Norwich area has seen significant growth over a number of years. The last major improvement to transport infrastructure was the A47 southern bypass which opened in 1992. Subsequently, the Park and Ride network was developed to serve trips from outside the urban area accessing the city centre. More recently the “public transport major” scheme, which included the redevelopment of the bus station, was delivered in the city centre. Progress has also been made on delivering bus priority, particularly on the Dereham Road and Newmarket Road, using capacity released by the bypass. In this period, since the beginning of the 1990s, the area has developed and grown. In particular:
  - An estimated 25,000 new dwellings have been developed in the NATS area and the population has increased by about 40,000
  - the number of jobs is estimated to have grown by around 25-30,000 across the three districts as a whole (with over 100ha of employment land developed since 2001 alone)
  - major business park development has taken place at Costessey and, in particular, Thorpe St Andrew
  - Castle Mall and Chapelfield shopping centres have been developed and the city centre has become a national top 10 shopping destination
  - The Norfolk and Norwich hospital relocated to Colney and expanded. The neighbouring University of East Anglia (UEA) has also expanded with student numbers more than doubling.
- 3.2. Growth is continuing. Taking account of changes since its base date of 2008, the JCS targets the delivery of around 30,000 dwellings and a similar number of jobs in the NATS area between 2012 and 2026.
- 3.3. NATS has already brought major improvements to transport provision and the environment that benefit thousands of people who live, shop and work in and around Norwich. However, our transport system is under strain, and pressure will increase over time. NATSIP has been developed to deliver the required



step-change in transport provision to realise the full potential of NATS and cater for the transport needs of a vibrant and growing regional centre. The Implementation Plan is fundamental to delivering economic growth and meeting key objectives such as those relating to climate change, growth and regeneration, improved accessibility, quality of life and health and improved safety and security.

- 3.4. While NATS is a package of interdependent measures with a strong focus on public transport, cycling and walking, the Norwich Northern Distributor Road (NDR) plays a key role in delivering both the transport strategy and the JCS. The NDR is required to strengthen a transport infrastructure which fails to meet current needs and is inadequate to support the long-term future of the city. It is fundamental to delivering a wide range of outcomes. It will stimulate economic growth, reduce rat-running from unsuitable roads in villages and from new and existing residential areas, and improve accessibility. It will relieve congestion on existing roads including the outer ring road. By freeing up capacity on radial routes, the NDR and complementary transport schemes enable priority measures to be introduced for buses, walking and cycling, significantly improving accessibility, quality of life and opportunities to support economic growth. The NDR is necessary to cater for multi origin/destination orbital trips which inherently cannot be dealt with by public transport. Access to existing and planned strategic employment areas, such as Norwich airport and Broadland Business Park, will be significantly improved as a result of the NATS Implementation Plan.
- 3.5. The NDR, with its associated NATS measures, does not simply provide for the quantum of planned growth, it underpins the opportunity to deliver a high quality living environment in sustainable developments based around walking, cycling and public transport.
- 3.6. **Current/emerging development “hotspots”**
- 3.7. Table 1 identifies locations where significant scales of development are underway or are expected to start in the near future. It highlights the key strategic NATSIP infrastructure schemes that support these locations, many of which are already being implemented or are programmed. While NATSIP projects are also required to serve existing communities, destinations and businesses, information on concentrations of new growth will help prioritise new investment in the medium term.

**Figure 3.1: Current and emerging growth locations**

Location	Scale (from 2013)	Status	Key supporting NATSIP infrastructure	Comments
<b>All locations</b> will need to be supported by investment in the strategic cycle network.				
Costessey : Queens Hills,	Up to 1,900 dwellings	Under construction	Dereham Road BRT corridor Longwater junction Grapes Hill bus lane Chapel Field North two-way bus operation	June 2013 – 1,140 dwellings occupied
Costessey : Lodge Farm	983 dwellings	Phase 1 - Under Construction Phase 2 – Application and preferred allocation	Dereham Road BRT corridor Longwater junction Grapes Hill bus lane Chapel Field North two-way bus operation	August 2013 – 381 dwellings occupied
Easton	900 dwellings	Preferred option allocation	Dereham Road BRT corridor Longwater junction Grapes Hill bus lane Chapel Field North two-way bus operation	Easton is also identified as the potential location of a commercial development of a 'food and farming hub'
Bowthorpe : Three Score	1,000 dwellings	Permitted	Dereham Road BRT corridor Earlham Rd core bus route	Limited scope for significant bus infrastructure on the Earlham Rd corridor

			Grapes Hill bus lane Chapel Field North two-way bus operation	
Norwich Research Park	165,000m2 commercial	Approved	Earlham Rd core bus route Chapel Field North two-way bus operation	Limited scope for significant bus infrastructure on the Earlham Rd corridor. Potential for alternative provision via UEA core bus route and/or Newmarket Rd
Cringleford	1,000 dwellings 1,200 dwellings to be allocated	Under construction	Newmarket Road BRT corridor Thickthorn junction	August 2013 – 443 dwellings occupied
Hethersett	1,200 dwellings	Approved subject to S106	Newmarket Road BRT corridor Thickthorn junction	
Wymondham (various)	2,200 dwellings	Under construction, permitted, applications, allocations tbd	Newmarket Road BRT corridor Thickthorn junction Wymondham local measures	August 2013 – 372 dwellings occupied at various locations
Poringland	720 dwellings	Under construction or permitted	Trowse/Bracondale core bus route	August 2013 – 199 dwellings occupied

Trowse/Norwich Deal Ground	744 dwellings	Permitted	Trowse/Bracondale core bus route	594 dwellings in Norwich 150 dwellings in South Norfolk
Broadland Business Park/St Andrews Park and Broadland Gate	40ha+ commercial Application for 12,750m2 B1 redevelopment of ex-hospital	Permitted extensions and undeveloped plots	Yarmouth Rd BRT corridor Postwick Hub junction improvement NDR	Postwick Hub has funding and planning permission. Subject to the successful outcome of the SRO Public Inquiry, implementation will commence this year.
Thorpe St Andrew: Brook Farm	600 dwellings	Permitted	Plumstead Rd core bus route NDR	
Sprowston : Home and White House Farms	1,233 dwellings	Permitted	Wroxham Rd core bus route NDR	
North Sprowston and Old Catton	3,500 dwellings c26,000m2 commercial	Application	N Walsham Rd core bus route Wroxham Rd core bus route NDR	In the longer term the area could also be served by the Salhouse Road BRT corridor
Norwich International Airport	100,000m2 (39ha) commercial	Permitted	Cromer Rd BRT corridor NDR	
Hellesdon Hospital/Golf Course	1,100-1,300 dwellings	Preferred option allocation	A1067 Fakenham Road BRT Corridor NDR	

## **4. Progress on delivery**

### **4.1. Introduction**

- 4.2. This section of the report identifies which schemes have been delivered and how they contribute to the overall strategies for transport and growth in the area. A more complete breakdown of schemes is included in Appendix 1.
- 4.3. Major progress on delivery has been made with some significant projects completed or underway. However, since 2010 delivery has been affected by reduced local transport budgets. Overall, available spending by the County Council on integrated transport has reduced from just over £11m countywide in 2009/10 to £2m annually from 2011/12, and there has been a general fall in funding from other sources as development dropped off during the economic downturn post 2008.
- 4.4. Although these severe pressures on funding have affected delivery and resulted in a need to re-evaluate projects – especially of more costly schemes – the authorities have been able to limit impacts by for example securing funding from other sources including successful bids and is now gearing up to deliver a raft of measures that will ensure major step-changes in the NATS area. Section 5 details the future delivery programme.

### **4.5. City Centre**

- 4.6. The focus of NATS within the city centre is to reduce the impact of traffic and make it a more attractive place for business, retail and visitor experiences. Between 2005 and 2007 major progress was made through delivery of the new bus station and bus priority measures within the city centre. These measures meant that buses from the north no longer had to make a major diversion around the city's one-way system. Delivery since 2008 has focussed on consolidating these major improvements; overcoming air quality problems; improving travel information and ticketing, and continuing to improve the city's environment for people on foot or bicycle.
- 4.7. During 2008/9 the first Low Emission Zone outside of London was launched in Castle Meadow to overcome air quality problems. A number of measures were required including exhaust emission standards, requiring stopped buses to switch off their engine, and Eco-Driving training. St Augustines Street, in the north of the city centre had also been declared an air quality management area, and was suffering from a number of derelict vacant buildings on the historic street. Major changes to the traffic flow were implemented, comprising the St Augustines Gyratory. Monitoring has shown increased economic activity and modest improvements to air quality along the street.
- 4.8. The accessibility of the city has been greatly enhanced for pedestrians and cyclists including through the provision of two new bridges over the river, one off Barrack Street near the law courts and one between Riverside and King Street near Dragon Hall. Both open up direct pedestrian and cycle routes into the city centre and are well used.

#### 4.9. **Bus Rapid Transit and the bus network**

- 4.10. A major strand of the NATS Strategy and Implementation Plan is a bus-based public transport system linking major facilities (such as employment centres or the university) with existing residential areas or planned growth areas. This incorporates up to six Bus Rapid Transit routes, with other well-used routes that link major services and facilities being identified as Core Bus Routes.
- 4.11. Since 2008 staged implementation of Bus Rapid Transit has started, beginning with its roll-out on the Dereham Road corridor. Bus stops have been upgraded and bus priority introduced. BRT will ultimately extend to the strategic employment / retail location at Longwater; see Section 5. On Newmarket Road, the length of bus priority has been extended, and the inbound bus way is now operational for the full 24 hours.
- 4.12. There has also been a focus on bringing bus stops across the city up to a suitable accessible standard, comprising raised kerbs and bus stop clearway markings. Further major improvements will be made through the Better Bus project, dealt with in Section 5 Looking Ahead.
- 4.13. The County Council has continued to operate Park and Ride and has introduced several new initiatives to further promote and encourage its use including Tweet and Ride and marketing of Park and Ride to those within 5km. These are dealt with in Section 4.24 Smarter Choices.

#### 4.14. **Cycling and Walking**

- 4.15. Cycling and walking provision has been a major focus of delivery for the County Council. Within the Norwich area delivery has been targeted at safer and healthier links between schools and nearby residential areas, joining up the networks within the city and providing necessary facilities such as road crossings or footways (pavements). This latter delivery is targeted on the villages and towns outside the urban area to link services and facilities by foot.
- 4.16. **Cycling**  
Partners across the city, including the County Council, Norwich City, Broadland and South Norfolk Councils, and cycling groups agreed a cycle network linking major locations such as the city centre and University. An innovative cycle map printed on untearable, water-proof paper was launched showing the network.
- 4.17. Infrastructure delivery is now focussed on this network and has included the city centre to airport route, where contra-flow facilities were provided on Duke Street to allow cyclists to travel into the city against the general flow of traffic. A major part of the hospital to city centre to Heartsease pink pedalway was delivered across Mousehold Heath, including traffic calming and better crossing facilities on Gurney Road.
- 4.18. Elsewhere, delivery has included making the general road environment safer and more convenient for cyclists through advanced stop-lines at traffic-signal-controlled junctions, improved cycle route facilities and cycle parking. Many of the road crossings and Safer and Healthier Journeys to School initiatives delivered (see below) include facilities for cyclists. A cycle hire facility was launched in 2013 at Norwich Station by the train operator.

#### 4.19. **Walking**

Since 2008, 20 road-crossing schemes, 17 walking schemes (eg lengths of new pavements), and 32 Safer and Healthier Journeys to School initiatives have been delivered. This last heading covers a variety of different types of schemes to make it easier for children to travel sustainably to school including new crossings, new pavements or traffic management schemes. These schemes had been identified by school communities and included in their school travel plans.

The schemes have been delivered right across the Norwich area including within the city centre, the built-up area and in the surrounding towns and villages.

#### 4.20. **Rail**

4.21. Rail services are not provided by the local authorities. Train services are provided by private companies on a franchise basis with the companies providing at least the minimum level of service specified by government. Infrastructure like the tracks is maintained and improved by Network Rail. The County Council works in partnership with the rail industry, government, community rail partnerships and others to secure and deliver improvements.

4.22. Since 2008, the County Council and rail industry has delivered the following major measures:

- Wifi on Norwich to London trains
- Measures to reduce carbon usage on the Bittern Line
- Public transport interchange improvements in Norwich and Wymondham including a 100 space car park, and pedestrian and cycle improvements
- Electronic signage and public address systems at Wymondham and Attleborough
- Train services have become more reliable and punctual
- Longer Norwich to Cambridge trains to cope with increasing numbers of passengers
- Ticket sale machines, cycle hire and ticket barriers at Norwich station
- Norwich to Cambridge line resigalled
- Replacement of the overhead line equipment on the Norwich to London line.

4.23. Community Rail Norfolk, which oversees the work of the Community Rail Partnerships on the Bittern and Wherry Lines, has been set up. The County Council is represented on the board and continues to provide funding for specific projects including printed and electronic information (eg a line guide).

#### 4.24. **Smarter Choices**

4.25. Smarter Choices describes activities that help and support people in their travel, with a particular emphasis on walking, cycling and public transport. The County Council is supportive of such measures and carries out the activities itself, or provides funding or works in partnership with others on their delivery. Because these measures are funded from revenue rather than capital budgets they are not included in the schemes listed in Appendix 1.

4.26. These activities are described elsewhere and include:

- Bike map

- A printed guide to the two community rail lines
- Park and Ride promotions
- Travel Plans for residential and business developments
- Road Safety campaigns and initiatives
- Printed and electronic travel information
- Support of Norfolk Car Club with new cars being added in Norwich.

#### 4.27. **The Highway Network**

- 4.28. The major road network is important to ensure the continued economic vitality of Norwich and the wider area. Our priority is to improve the trunk road links into the city and manage the effective operation of the local road network.
- 4.29. Because the County Council is not responsible for trunk roads we work with government and the Highways Agency to secure and deliver improvements. We raised the profile of the A11 and influenced government's 2010 decision to complete the dualling; now underway and due to be completed by the end of 2014. Our focus is turning to the A47 where we have raised the road's profile with government, presenting a Business Case setting out the economic benefits from focussed improvement schemes.
- 4.30. Major improvement works have been undertaken on the ring roads. On Norwich Inner Ring Road we have remodelled the existing junctions at Barrack Street and Whitefriars roundabout to increase capacity, reduce congestion and improve the punctuality of bus services, together with measures to enhance safety for pedestrians and cyclists. On the outer ring road, junction improvements have been carried out at Mile Cross Lane / Catton Grove Road.
- 4.31. A raft of other measures have been completed, often in association with development, including a mini roundabout at Taverham, road widening and junction improvements on the A1074 at Costessey, junction capacity improvements at the Newmarket Road / Eaton Road junction, and junction upgrades to traffic signals, A140 Ipswich Road / B1113, Keswick.
- #### 4.32. **The Northern Distributor Road and Postwick Hub**
- 4.33. The NDR is a key element of the NATS Implementation Plan, allowing delivery of the full range of NATS measures.
- 4.34. Government confirmed in December 2011 that it was providing £86.5m towards the cost of the NDR and Postwick Hub junction. In April 2012 the County Council agreed to take it forward as a single, dual carriageway scheme as far as the A1067, agreeing in principle funding of up to £40m to underwrite the full costs of the NDR and its related measures.
- 4.35. The Postwick Hub has planning consent and a Public Inquiry for the Side Roads Order has recently concluded. In December 2012 the County Council agreed to seek permission for the NDR, including Postwick Hub, as a Nationally Significant Infrastructure Project (NSIP) under the terms of the Planning Act 2008. This approach is for projects which are of national significance due to their impacts on the national trunk road network. The NDR, including Postwick Hub, falls within this. In August 2013 the Secretary of State for Transport confirmed that in his view the NDR is nationally significant and directed that it should be treated as development for which development consent is required



following recent changes to legislation that would otherwise have seen the NDR fall outside the scope of the NSIP regime set out in the 2008 Act.

The main benefit of following the NSIP route is that it should see the planning process completed in time for a 2015 start of construction. The NSIP route for the NDR would also mitigate the risk of a failure of the Postwick Hub inquiry process by including Postwick Hub within the application. This approach respects the independence of the Postwick Hub inquiry process but keeps open the opportunity to pursue the Postwick scheme at an early opportunity to boost the local economy, which was always the objective.

## **5. Looking ahead**

### **5.1. Introduction**

5.2. There are a number of challenges that the transport system will face in the next few years. Norwich will continue to grow and needs to remain an attractive place given the planned large increases in housing and jobs. It will also need to keep pace with other cities as they develop and change in order to compete and retain its place as one of the UK's top retail and business centres. Transport has an important role in this. The momentum built up through ongoing NATS delivery over many years needs to be kept up. Our plans aim to make sure that the transport system is able to accommodate the city's growth and that the transport system does not become a blockage to business investment or have a negative impact on the cultural and social development of the Norwich area. Transport improvements aimed at delivering growth also serve and benefit existing communities.

5.3. This report updates the NATS Implementation Plan 2010 to the current position: summer 2013. This is not a new NATSIP. Instead it takes account of progress made since 2010 and sets out the proposed approach and phasing of future delivery. The exact detailed delivery programme may change as we continue to take advantage of opportunities (which might result in some schemes being delivered earlier than envisaged), or have to put back schemes for reasons including lack of available funding.

5.4. The agreed, two year capital programme for the NATS area is included in Appendix 2. This detailed programme will be rolled forward each year.

### **5.5. City Centre**

#### **5.6. Long-term overview**

The city centre remains the key focal point for a wide range of activity not only for Greater Norwich, but also for a much wider area stretching across East Anglia. The JCS sets out that Norwich city centre will build on its importance for key economic sectors including financial and general insurance services, retailing and creative and media industries, and that it will continue to be a UK 'top-10' retail centre.

5.7. The NATS Implementation Plan envisaged some radical changes to the city centre's transport system. These are aimed to improve the environment of the city, making it easier for people to get about by all modes, and to ensure that the transport system can support delivery of the JCS and does not become a

constraining factor in Norwich's development.

The plans and anticipated phasing of delivery are shown below.

5.8. **1st phase** (being undertaken during the next two years using secured funding):

- Removing general traffic from St Stephens Street and bus-only on Surrey Street
- Two-way bus, and deliveries and access-only on Chapel Field North.

Although NATSIP had originally envisaged St Stephens Street and Chapel Field North would not be delivered until later in the plan period, there was an opportunity to secure government funding for early delivery of these two key schemes. Together, the two schemes will make a huge step-change in the core retail area, removing barriers to pedestrians caused by through car traffic.

5.9. **2<sup>nd</sup> phase**

- Closure (pedestrianisation) of Westlegate
- Golden Ball Street and Farmers Avenue two-way for general traffic
- Removal of traffic from Gaol Hill and Exchange Street.

These schemes are not currently programmed but can be undertaken prior to delivery of the Northern Distributor Road. Westlegate pedestrianisation has been a long-standing ambition of many businesses within the city centre, particularly major retail stores who see removal of traffic as vital to reinvigorate the street and create a joined-up modern shopping thoroughfare linking John Lewis with the department stores on Rampant Horse Street, Chapelfield shopping centre and the market place. If this is done, Golden Ball Street and Farmers Avenue will need to be made two-way to allow access to Castle Mall car park.

Improving the shopping environment by removing traffic from Gaol Hill and Exchange Street depends on support from the affected interests in that part of the city. Further work to understand the traffic implications of closing these roads will also be needed.

5.10. **Last phase**

- Buses only in both directions along Prince of Wales Road
- Rose Lane two way for general traffic
- Market Avenue: southbound for buses only; northbound for all traffic
- Agricultural Hall Plain two-way for buses only
- Tombland public realm improvements to reduce traffic dominance.

These schemes complete the major changes in traffic movement envisaged as part of the NATS Implementation Plan. They complete the bus-only route between the train station and bus station and significantly restrict general traffic making through city centre movements. Because they will mean longer distance traffic going through the city centre will have to reroute, they cannot be completed until after completion of the NDR. The NDR takes traffic off existing routes, freeing up capacity to allow re-routing away from the city centre.

### 5.11. Figure 5.1: City Centre Proposals



### 5.12. Proposals for buses

For buses, we plan new routes to spread movements away from congested roads and create more room for buses to stop. These new routes – described above – will be more direct and help buses avoid congested parts of the inner ring road. Two way bus movements on Chapel Field North (complemented by a new bus lane along Grapes Hill) will allow buses a direct route into the heart of Norwich from the west and south– avoiding the busy Chapel Field Road section of ring road – and cut the numbers of car movements on Theatre Street and Rampant Horse Street. These roads are in the core retail area and currently the amount of traffic on them makes it difficult for people to get between the historic market place and lanes area to the modern Chapelfield and St Stephens Street shopping areas.

### 5.13. Proposals for pedestrian and cyclists

Within the city centre most trips are made on foot and it is important that people can get about easily. We need also to ensure that the transport system does not dominate the city's heritage assets.

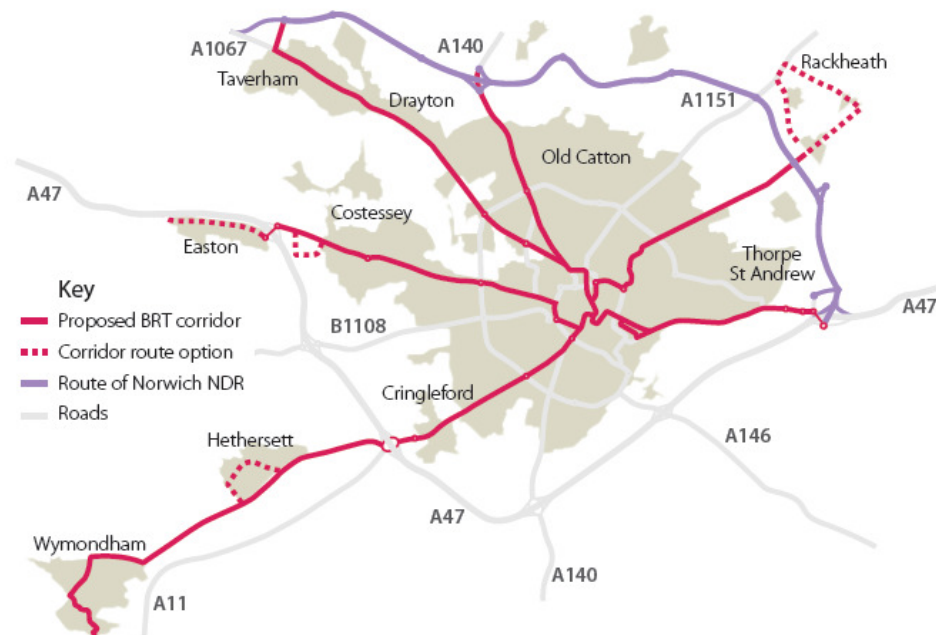
Our plan is to reduce traffic on streets used mostly by people on foot keeping

traffic volumes and speeds low. Traffic that needs to use the city centre will be able to do so, but will be rerouted away from streets most used by pedestrians.

- 5.14. One way systems and pedestrianisation in the centre can make it difficult for cyclists to move around the city. Our plan is to create cycling routes across the centre of town. We want to allow cyclists to use some one-way streets in both directions and change the restrictions on pedestrianised streets to allow bikes to use them at certain times. This will be outside the busy main part of the day when they are well used by people on foot.
- 5.15. **Proposals for general traffic and delivery vehicles**  
It is vital to ensure that drivers making deliveries or on business can get to premises, and that cars can get to city centre car parks. The major changes to the street patterns will ensure that these key functions can continue.
- 5.16. **Delivery over the next two years (April 2013-15)**
- As part of our Better Bus Area project, work is on-going to deliver the Chapel Field North and St Stephens Street / Surrey Street measures
  - Continuing to implement bus stop improvements with new stops and additional electronic information
  - Review and amend the restrictions on pedestrianised streets to harmonise time-periods and allow cycling when loading is allowed.
- 5.17. **Delivery post 2015**
- See benefits of reduced traffic in the city centre as a result of the Northern Distributor Road opening
  - Improve the shopping environment by removing general traffic from Exchange Street and Gaol Hill
  - Consolidate car parking by closing some of the smaller car parks located in the middle of the city centre and replacing them with parking on the edge
  - Improve traffic and bus circulation by making Prince of Wales Road two-way for buses only, and Rose Lane two-way for general traffic.
- 5.18. **Bus Rapid Transit and the bus network**
- 5.19. **Bus Rapid Transit**  
Bus Rapid Transit (BRT) aims to deliver a step change in the speed and quality of public transport services linking major existing and growing residential locations with the city centre and strategic employment areas. BRT routes will incorporate the practicable maximum of bus priority, although this will be limited by the historic narrow streets and a road network that has evolved over time. BRT will include high quality branded stops and vehicles and frequent services on a 'turn up and go' basis. At the end of the routes BRT services are likely to fan-out and serve different destinations and routes.
- We are negotiating a voluntary quality bus partnership – a Bus Charter – with the main operators who provide the vast majority of services. This will mean that all passengers will be able to benefit from a clear commitment to deliver an agreed highest quality of service.
- 5.20. Up to six BRT routes are planned. These are, in the general order of their delivery:
- Dereham Road
  - Newmarket Road

- Yarmouth Road / Thorpe Road
  - Salhouse Road / Gurney Road
  - Cromer Road / Aylsham Road
  - Drayton Road.
- 5.21. The timing of works will depend on a number of factors: passenger demand from existing or new markets (eg housing growth areas); the availability of funding; and the ability to deliver the appropriate bus priority measures, most notably affected by delivery of the NDR. In order to support sustainable development it will be important to try to bring forward enhanced public transport provision to support early phases of growth.
- 5.22. BRT is being rolled-out first on Dereham Road where good progress has already been made. Implementation of further sections will be brought forward in conjunction with the proposed major housing growth (circa 1,000 houses) at Easton, also completing the BRT link to the Longwater employment area, the Showground and a proposed food hub.
- 5.23. On the Newmarket Road corridor, major growth has been identified in Cringleford, Hethersett and Wymondham, and further afield at Attleborough and Thetford. Significant employment sites are also located along, or adjacent to, this corridor including the Hethel Engineering Centre, Lotus, and the Norwich Research Park/UEA/Hospital cluster. Sites for this growth are being identified and beginning to come forward with a number of planning permissions in place. A placemaking exercise has been completed identifying the major requirements for BRT. Within the built up area the bus priority measures are largely complete.
- 5.24. The full benefits of BRT on the Yarmouth, Salhouse, Cromer and Drayton Road corridors can only be realised after NDR opening. The necessary levels of physical bus priority can be provided only once levels of general traffic are reduced following the opening of the NDR. Timing of delivery will depend to a large extent on when growth proposals are identified and brought forward. The most advanced growth proposals are at North Sprowston and Old Catton and will require investment in the core bus routes on Wroxham and North Walsham Roads.
- 5.25. The roll-out of high quality public transport improvements will be kept under review bearing in mind – in particular – the passenger market. The exact nature, timing and type of improvement may need to evolve taking such factors into account.

5.26. **Figure 5.2: Bus rapid transit routes**



5.27. **Core Bus Routes**

Improvements on other, non-BRT corridors will focus on smaller-scale works to alleviate congestion and focus particularly on junctions where buses can be given additional priority through traffic signals and by using short lengths of bus lane. Improvements to bus stops and information provision will be provided.

5.28. **Park and Ride**

A complete network of Park and Ride sites around Norwich already exists and these currently have spare capacity to accommodate future growth. A planned doubling in size of the site at Postwick will follow the construction of the Postwick Hub junction improvement from 2015. A future additional site at Trowse will be kept under consideration for possible delivery as and when it can be demonstrated that there will be sufficient demand. The option of other additional sites – eg at Drayton – has been considered previously and rejected. Smart electronic ticketing will be introduced from autumn 2013 and highway signing on the approach roads to the city will be installed late 2013/ early 2014.

5.29. **Other measures**

We were successful in our bid for funding under Better Bus Areas. Worth £2.9m in total, it allows fast tracking of a range of NATSIP schemes, bringing benefits to bus users, cyclists, pedestrians, coach, taxi and car users. The funding will allow improved ticketing, information and signage, new infrastructure and changes to traffic management in the city to assist public transport.

The main infrastructure measures include removing general traffic from St Stephens Street, a new up-hill bus lane on Grapes Hill, improved interchange between bus and rail at Norwich rail station, bus shelter enhancements, bus stop upgrades along all key transport corridors, new electronic signage at transport interchanges, smart ticketing on Park and Ride, and a review of traffic signalled controlled junctions and upgrade to traffic light priority for buses.

This will be supported by a range of other measures including a smarter choices campaign and improved information and ticketing.

- 5.30. Smart card ticketing will be introduced on all buses as part of a three-year pilot, as a precursor to a national roll out. This £2.5 million pilot has been funded by government as part of their commitment to ensure all buses in England are smart enabled.
- 5.31. **Delivery over the next two years (April 2013-15)**
- New up-hill bus lane on Grapes Hill, removal of general traffic from St Stephens Street and two-way bus operation on Chapelfield North
  - Start of implementation of BRT on Newmarket Road
  - Smart card ticketing introduced across the network
  - Upgrade bus stops and travel information
  - Upgrade of interchanges at the bus station, UEA and hospital.
- 5.32. **Delivery post 2015**
- Work with partners on developing BRT transit between the city centre and areas of new and existing housing
  - Upgrade core bus routes
  - Upgrade interchanges.
- 5.33. **Cycling and Walking**
- 5.34. Our focus will be to continue to join-up the facilities on the identified cycle network, improve walking and cycling links that connect major facilities (especially to schools) and implement schemes at casualty hotspots.
- 5.35. **Cycling**
- Across the whole of Norwich we will look to build-in features that make cycling easier. This could include advanced cycle stop lines at traffic lights or allowing cyclists to legally make manoeuvres not allowed for other vehicles such as banned turns at junctions or being able to cycle both ways on one-way streets. A particular focus will be to deliver the seven pedalways identified in the cycle network plan over the coming 10-15 years.
- 5.36. Norwich City, Broadland District, South Norfolk and the County Council made a successful bid for Cycle City Ambition Grant. The bid's focus is on the south-west quadrant and linking this to new growth areas in the north east quadrant and Broadland Business Park. In the south west there are major hubs including the Norwich Research Park, the University of East Anglia and Norfolk and Norwich University Hospital, and planned growth at Hethersett, Wymondham and Cringleford. Infrastructure measures will be supported by campaigns, marketing and publicity to encourage and support cycling. Delivery will start this year and by September 2015 the pink pedalway should be complete.
- 5.37. We were also successful with our bid to improve locations with a number of cycle casualties. Schemes will be implemented during 2013/14.
- 5.38. **Walking**
- For pedestrians, we will continue to put in zebra, traffic lights, or central island road crossings and make conditions better for people on foot. Our priorities will be on measures where there is strong public need and at sites with a history of road traffic casualties. There are opportunities to deliver public realm

improvements in areas such as Tombland, as part of delivering the city centre proposals. Phasing of schemes will be dependent on funding and delivery of complementary works.

**5.39. Delivery over the next two years (April 2013-15)**

- Various cycle route improvements including cycle signing on orange route, Palace Street cycle lane, Thorpe Road, Wymondham Harts farm cycle link
- Henstead Road Hethersett footway links to development
- Various road crossings including Bluebell Road by North Park Avenue and Hall Road south of Queens Road
- Implement the Cycle Ambition project including the eight mile route from the south west (including NRP/Hospital/UEA cluster) via the city centre to Rackheath, a 20mph zone across the city centre and simplification and clarification of the rules governing cycling in the city centre.

**5.40. Delivery post 2015**

- Continue to develop and implement the cycle routes from the city centre to major destinations, and make cycling easier and safer by continuing to put in measures like advanced stop-lines at traffic lights. Our proposed programme for the cycle network is in the following route order: Blue, Green, Yellow, Red, Orange then Purple Routes. We would not stick rigidly to this sequence if development activity presented an opportunity to accelerate the creation or upgrading of parts of the network.
- Implement public realm improvements as funding allows.

**5.41. Rail**

5.42. Our main focus is on promoting and securing the improvement of strategic connections and upgrades to the commuter services into Norwich. We will continue to work with the rail industry and contribute to, or fund, smaller projects on the rail network where funding allows. We also remain committed to the Community Rail Partnerships in the county.

5.43. Our current focus is to influence the major decisions being taken about renewal of the franchises for train services, and agreement about the 2014-19 capital spending programme for Network Rail. The priorities are:

- Faster journey times, more capacity and better quality travel experience Norwich-London
- Completely refurbished, or new, trains on other routes
- ½ hourly frequencies between Norwich and Cambridge, with an extension of the service to Stansted Airport and – perhaps in the medium to longer term – ½ hourly frequencies between Norwich and Sheringham
- Improvements at stations: priorities include accessibility improvements at Wymondham to ensure all passengers can get to both platforms

5.44. Government and the rail industry have not yet made decisions about their spending programmes either in the short or longer terms. The following is our best estimate of what might be delivered during the relevant periods.

**5.45. Delivery over the next two years (April 2013-15)**

- Commitment secured for rolling stock on the Norwich to London line (preferably for new stock)
- Improvements to stations and station facilities



- Completion of the renewal to the overhead line equipment on the Norwich to London line, improving train service reliability
  - Feasibility study into new stations at Broadland Business Park and Postwick.
- 5.46. **Delivery post 2015**
- Bow Junction scheme to provide additional track infrastructure to allow additional trains to serve London Liverpool Street on the Great Eastern Mainline, to be delivered during 2014-19 spending programme
  - Feasibility into further additional track infrastructure (suggested as a fourth line in the Chelmsford area) to allow additional trains to serve Liverpool Street. Feasibility undertaken to allow delivery in the 2019-24 period
  - Delivery of linespeed improvements on Norwich to London line to allow faster train journeys
  - Service improvements including half hourly frequency of Norwich to Cambridge trains
  - Investigations into the feasibility of – in the longer term – new passenger services between Dereham and Wymondham.
- 5.47. **Smarter Choices**
- 5.48. Smarter Travel Choices play an important role in supporting modal shift from car to more sustainable modes and delivery will be further rolled out as part of the NATS Implementation Plan, subject to funding. Successful funding bids such as Better Bus Area and partnership working gives confidence about ongoing delivery, based around the themes of helping employees get to work, sustainable transport and casualty reduction.
- 5.49. Highlights of future delivery include the Better Bus Area initiative that will see employees at businesses and business parks able to access live travel information from their desktops. Also, employees and residential developments will benefit from personalised travel planning, and a business travel 'tool kit' is being developed to provide businesses with comprehensive travel information.
- 5.50. **Delivery over the next two years (April 2013-15)**
- Live travel information on employees' desktops at key businesses.
  - Personalised journey planning for residential and business developments
  - Continued implementation of travel plans at new developments
  - Roll-out of a business travel 'tool kit' as part of Better Bus Area
  - Road safety education and training.
- 5.51. **Delivery post 2015**
- Continue travel planning work
  - Continue a range of smarter choice delivery based around NATSIP capital programme delivery
  - Continue road safety education and training
- 5.52. **The Highway Network**
- 5.53. NATSIP aims to ensure that the road system is as efficient and effective as it can be and can cope with the added traffic from housing and jobs growth. We are doing this through a number of means, not least by working with partners such as the Greater Norwich Development Partnership where infrastructure

constraints holding back housing and jobs growth have been identified. We are working on how to overcome these, making sure that future plans look at issues holistically and plan the transport network to help deliver the wider growth plans. Much of our focus over the next two years will be continuing to work through infrastructure constraints to bring economic benefits to the Norwich area, focussed around the major road network in areas of larger-scale growth.

- 5.54. The Norwich Northern Distributor Road is a key part of our plans. More detail on this road is included in the following section.
- 5.55. The A47 is a priority. We are undertaking our own Route Based Strategy through our work with the A47 Alliance alongside work being done by the Highways Agency. Findings from the strategies will directly influence future government trunk-road spending programmes.
- 5.56. We are developing details of the required enhancements at locations where we already know that development is being held back by A47 constraints, working particularly at Thickthorn and Longwater / Easton junctions.
- 5.57. Work will continue to bring forward a Long Stratton bypass. Timing of delivery will be dependent on when the planned 1,800 houses come forward, and on securing the necessary funding, made up from the development in the village and the remainder from other pots.
- 5.58. The County Council will also continue to work on infrastructure requirements for the growth triangle, see below on the NDR.
- 5.59. Network management will continue to be important. We will carry out enforcement of waiting restrictions, tackle sites with patterns of road casualties, and maintain the network's efficiency by targeting measures at sites where there is persistent chronic congestion, particularly to overcome delays to buses.
- 5.60. **The Northern Distributor Road and Postwick Hub**  
This road is key to delivering NATSIP. It will provide the key to unlocking many parts of our other plans, providing better transport links to a large area of north Norfolk including improving connection from the airport to the trunk road / European network (TEN-T) and connection to / from the Great Yarmouth Enterprise Zone which supports the offshore energy industry and supply chain, removing traffic from unsuitable roads in and around the north of Norwich, and providing essential links to new and existing housing and businesses including the airport. Without the NDR, we will not be able to carry out all of the NATSIP measures described.
- 5.61. Subject to a successful outcome from the Postwick Hub inquiry and a timely decision by the Secretary of State, construction on the Hub could start in spring 2014. Work on the NDR itself is programmed for a start in spring 2015, and opening in spring 2017, subject to the statutory process, see section 4.35.
- 5.62. **Delivery over the next two years (April 2013-15)**
  - A47 Southern Bypass / Longwater junction short term improvement works
  - Start of construction of Postwick Hub
- 5.63. **Delivery post 2015**
  - Norwich Northern Distributor Road
  - Major junction enhancements on A47 at Thickthorn and Longwater

- Long Stratton bypass
- Developer link-road in north east growth triangle.

Figure 5.3: NATSIP Phasing

										NDR open to traffic							
		2010/ 11	2011/ 12	2012/ 13	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
<b>Bus Rapid Transit (BRT)</b>																	
	Dereham Road																
	Newmarket Road																
	Rackheath																
	Other BRT routes																
<b>Bus Schemes</b>																	
	Upgrade core bus routes																
	Upgrade interchanges																
	New bus services linking residential and employment areas																
	Further develop multi-operator and multi-modal ticketing																
	Feasibility and delivery of off-bus ticketing																
	Review and introduce additional P&R services																
<b>NDR</b>																	
	Main scheme																
	Associated works on surrounding roads to 'lock-in' benefits																
	Postwick Hub and expand Postwick P&R																
<b>Other Highway</b>																	
	Southern Bypass junctions																
	Completion of local development link road (Broadland)																
	Norwich Research Park (NRP) transport infrastructure																
	Long Stratton Bypass																
<b>City Centre Works</b>																	
	St Augustines Gyratory / Anglia Square																
	Pedestrianisation schemes																
	Bus-only roads (eg. St Stephens Street, Prince of Wales Road)																
	Public realm works																
	Consolidation of car parks																

										NDR open to traffic							
		2010/ 11	2011/ 12	2012/ 13	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
<b>Safety</b>																	
	20mph works in residential areas - Costessey																
	20mph works in residential areas - general																
<b>Traffic Management</b>																	
	Traffic light priority and enhancement to traffic signals																
	Variable messaging signing to aid driver and passenger information																
<b>Rail</b>																	
	Award of new East Anglia franchise																
	Rail service enhancements																
	Possible new station construction																
<b>Cycling</b>																	
	Develop extended cycle map with user groups																
	Additional cycle storage facilities																
	Implement contra-flow cycle lanes																
	Feasibility and delivery of a core cycle network																
	Increased cycle priority at junctions																
	Potential cycle hire scheme																
<b>Walking</b>																	
	New pedestrian crossings and refuges																
	Increased pedestrian priority at junctions																
<b>Smarter Travel Choices</b>																	
	Develop journey planning tools																
	Campaigns to raise awareness of sustainable modes																
	Development of green travel plans with businesses																
<b>Freight</b>																	
	Review access restrictions in the city centre																
	Work with partners to promote freight consolidation																

## 6. Monitoring

### 6.1. Air Quality

6.2. National guidance requires locations which have air quality problems to be working towards air quality objectives as a result of interventions. Overall this is yet to be achieved, but improvements have been made.

6.3. Results for the first full year in St Augustines Street with the gyratory system in operation (2011) showed that the air quality improved considerably, although there was a slight increase in 2012.

### 6.4. **Figure 6.1: Annual Mean Concentrations at 50 St Augustine's Street ( $\mu\text{g}/\text{m}^3$ )**

Year	2006	2007	2008	2009	2010	2011	2012
Concentration	50	52.1	50.9	56.2	55.0	47.5	51.6

6.5. Grapes Hill monitoring has shown continued compliance with the objectives.

6.6. Monitoring has commenced on Chapelfield North.

6.7. Unfortunately, Castle Meadow shows a continuing exceedance of the annual NO<sub>2</sub> average. It has remained at approximately the same level for 2010/11/12 despite interventions.

6.8. Norwich Central has been declared as an AQMA to incorporate all of the existing AQMAs back in November. An updated action plan from this declaration will follow.

### 6.9. Ring Road Cordon Information

6.10. The number of vehicles crossing the outer ring road has fallen by 6.2% since 2007. Over the same period the number of vehicles crossing the inner ring road has fallen by 7.6%.

### 6.11. Travel to Work Data - Census

6.12. The headline facts for working Norwich residents aged 16-74:

- Almost 1 in 4 walks to work (23.8% up from 22.7% in 2001). This is the third highest proportion for any council area in England and Wales (behind the City of London and the Isles of Scilly)
- 9% cycle to work (the 8th highest nationally and up from 8.8% in 2001)
- 1 person in 3 either walks or cycles to work; the 5th highest nationally (behind the City of London, Isles of Scilly, Cambridge and Oxford)
- More people travelled to work by car in 2011 than they did in 2001 (50% in 2001 compared with 51.3% in 2011)
- Working at home decreased from 6.7% in 2001 to 4.1% in 2011
- Bus usage was down (from 8.4% to 8.1%)
- Train usage was up (from 0.9% to 1.3%)
- Fewer people travelled to work by motorcycle or moped (down from 1.5% in

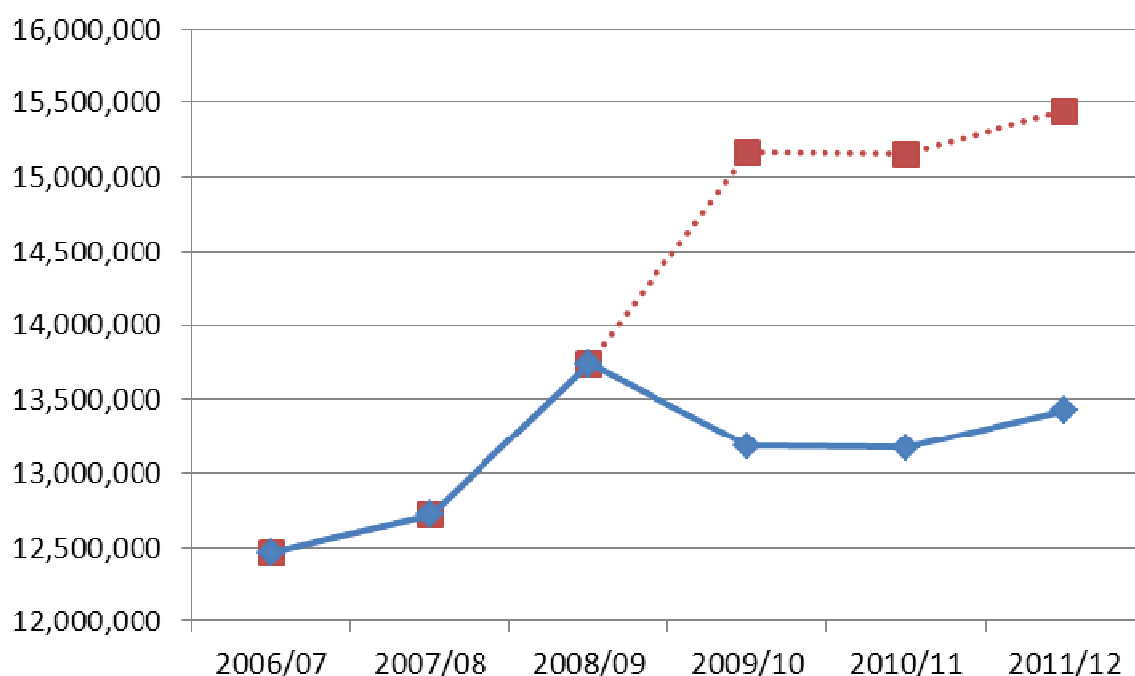
2001 to 1.1% in 2011).

- 6.13. Results from both Broadland and South Norfolk are unsurprisingly somewhat different:
- Around 1 in 10 people walk or cycle to work (10.3% Broadland, 10.0% South Norfolk)
  - Three quarters (75%) travel to work by car/van (70% as drivers, 5% as passengers).

6.14. **Bus patronage data**

- 6.15. Bus patronage has risen steadily since 2006/07. Figures do not include park and ride sites.

- 6.16. **Figure 6.2: Bus patronage data**  
(Blue line actual – excludes one operator from 2008/09 while red line shows estimated figure assuming 15% market share for missing operator)



6.17. **GNDP Annual Monitoring Report**

- 6.18. The Annual Monitoring Report (AMR) provides a useful indication of how the GNDP area is performing against the objectives set out in the Joint Core Strategy. The AMR can be found at:

<http://www.gndp.org.uk/our-work/joint-core-strategy/monitoring/>

6.19. **LTP3 SEA Monitoring Report**

- 6.20. The third Local Transport Plan's Strategic Environmental Assessment Monitoring Report also contains indicators relating to transport improvements in the County. The latest report can be found at:  
[www.norfolk.gov.uk/view/NCC122268](http://www.norfolk.gov.uk/view/NCC122268)

**Appendix 1**

**Schemes delivered in the NATS area since 2008**



## Delivery 2008-09

District	Location/Description	Scheme Type	Completion Date
<b>Road Crossing</b>			
Norwich	Norwich - Bowthorpe Road (by Cadge Road) S106 Funded - Zebra Crossing	Other Unsignalled Crossing	May-08
Norwich	Valley Drive New Pedestrian refuge	Other Unsignalled Crossing	May-08
South Norfolk	Wymondham - Norwich Road - Toucan Crossing	Toucan or Puffin Crossing	Jun-08
Broadland	Hellesdon C261 Reepham Road (Middletons Lane) Puffin Crossing	Toucan or Puffin Crossing	Sep-08
Norwich	Norwich - Albion Way Pedestrian Crossing Improvements - Refuge	Other Unsignalled Crossing	Nov-08
Norwich	Aylsham Road - Drayton Road to Press Lane - Pedestrian Refuges	Other Unsignalled Crossing	Feb-09
Broadland	Drayton - Fakenham Road A1067 Pedestrian Refuge	Toucan or Puffin Crossing	Feb-09
<b>Walking Schemes</b>			
Norwich	King Street - Cattlemarket Street Pedestrian Link	Other Walking Schemes	Jun-08
Norwich	Norwich - Exchange Street - Footway Widening (The lanes Spatial Metro Project)	New or Improved Footways	Jun-08
Norwich	Norwich - St Benedicts Experimental Part-time Pedestrianisation (Spatial Strategy)	Pedestrianisation	Jul-08
Norwich	Norwich - Spatial Strategy - St Georges	Other Walking Schemes	Oct-08
Broadland	Drayton - Costessey Lane (Brookland Nursing Home to Birbeck	New or Improved Footways	Oct-08
South Norfolk	Wymondham - Library Back Lane Walking and Cycling Improvements	New or Improved Footways	Oct-08
Norwich	Norwich - Little Bethel Street	Other Walking Schemes	Feb-09
<b>Local Road Schemes</b>			
Norwich	Norwich - Mile Cross Lane / Catton Grove Road ORR junction improvements	New Junction or Junction Improvements	Jun-08
South Norfolk	Stoke Holy Cross - A140 / C192 - Minor Widening at Junction	New Junction or Junction Improvements	Jul-08
Broadland	Taverham - Taverham Road/The Street/Sandy Lane Mini Roundabout	New Junction or Junction Improvements	Aug-08
Norwich	Norwich - Barrack Street - (S278) Access Improvements - Phase 1	New Junction or Junction Improvements	Nov-08

Norwich	Norwich - C850 Prince of Wales Road/C860 Rose Lane/Mountergate Traffic Signal Improvements	New Junction or Junction Improvements	Dec-08
South Norfolk	Swardeston - A140 Ipswich Road S278 - Dedicated Right Turn Lane	New Junction or Junction Improvements	Dec-08
South Norfolk	Tasburgh - A140 / Church Road - Junction Improvements	New Junction or Junction Improvements	Dec-08
Norwich	Norwich - Farmers Avenue/Castle Meadow Junction Signal Improvements	New Junction or Junction Improvements	Jan-09
Broadland	Gt & Lt Plumstead - Green Lane South (Section 106 funded) - Carriageway Widening Feasibility Study	Road Dualling or Widening	Feb-09
Norwich	City Centre Minor Works	Other Local Road Schemes	Mar-09
<b>Safer and Healthier Journeys to School</b>			
Countywide	Part-time Advisory School 20 (when lights show) Trial	Safe Routes to School	May-08
Norwich	Heartsease Estate - SHJ2S - Pedestrian Improvements	Safe Routes to School	Jul-08
Norwich	Tuckswold First School	Safe Routes to School	Sep-08
South Norfolk	Cringleford First & Middle School, Keswick Road / Safer & Healthier Journeys to School Traffic Management Improvements	Safe Routes to School	Oct-08
Norwich	Valley Primary School (Marlpit Estate) - Road Markings and associated TRO	Safe Routes to School	Nov-08
Norwich	Norwich - Angel Road Middle School - Pedestrian Improvements	Safe Routes to School	Nov-08
Norwich	Cavell First & Nursery School - SHJS - Access Improvements to Duckett Close	Safe Routes to School	Nov-08
Norwich	St Thomas Moore School (Jessop Road) - Verge Parking TRO & Management of school buses (signing and lining scheme, wooden bollards).	Safe Routes to School	Dec-08
Norwich	CNS (Eaton Road) - School Signs & Road Markings	Safe Routes to School	Dec-08
Norwich	Norwich - Mile Cross Primary School - SHJ2S A1024 Mile Cross Road/Kirkpatrick Road Crossing Improvements	Safe Routes to School	Feb-09
Norwich	Norwich - Lakenham Primary, Lionwood Primary, Mile Cross Primary & Bluebell Primary - School Zig-zag Markings	Safe Routes to School	Feb-09

Norwich	Norwich Area Independent Schools CIVITAS Project	Safe Routes to School	Mar-09
Norwich	Norwich - Thorpe Hamlet SHJ2S First / Middle School - Footpath through Lionwoods	Safe Routes to School	Mar-09
<b>Local Safety Schemes</b>			
Broadland	Aylsham to Norwich A140 Route Study LSS Lay-by Improvements and Lining & Signing	Other Local Safety Schemes	Jun-08
South Norfolk	South Norfolk A140 - Norwich to Scole Route Study LSS Lining and Signing	Other Local Safety Schemes	Jul-08
Norwich	Norwich - A147 Foundary Bridge / Riverside Road - Traffic Signal Modifications	Other Local Safety Schemes	Sep-08
Norwich	Norwich - Grapes Hill Roundabout - Visibility & Road Marking Improvements	Other Local Safety Schemes	Sep-08
Norwich	Riverside Road - Rosary Road to Foundary Bridge - Pedestrian Refuge & Lining Modifications	Other Local Safety Schemes	Sep-08
South Norfolk	Mulbarton B1113 Norwich Road - LSS Route Imps	Other Local Safety Schemes	Sep-08
Broadland	Rackheath - Sole & Heel Roundabout LSS - Surfacing, Signing & Lining	Other Local Safety Schemes	Dec-08
Broadland	Spixworth - Church Lane Bend	Other Local Safety Schemes	Mar-09
Broadland	Norwich to Smallburgh - A1151 - Local Safety Scheme Route Improvement to Lining and Signing	Other Local Safety Schemes	Mar-09
South Norfolk	Wymondham to Kimberley B1135 LSS Signing and Lining	Other Local Safety Schemes	Mar-09
South Norfolk	Trowse to Ditchingham - B1332 - Lining & Signing	Other Local Safety Schemes	Mar-09
<b>Traffic Calming and Traffic Management</b>			
Broadland	Taverham - NW Sector Traffic Calming / 20mph Speed Limit	Urban 20mph zones	May-08
Norwich	Queens Road (Hall Road)	Signalling/Signal Upgrade	Jul-08
Norwich	St Crispin's Road (Oak Street)	Signalling/Signal Upgrade	Jul-08
Norwich	Barrack Street (Bargate Court)	Signalling/Signal Upgrade	Jul-08
Norwich	Sweetbriar Road/Blackberry Court	Signalling/Signal Upgrade	Jul-08
Norwich	Cattle Market Street (Castle Mall)	Signalling/Signal Upgrade	Jul-08
Norwich	Castle Meadow Low Emission Zone (LEZ)	Clear Zones/Low Emission Zones	Jul-08
Norwich	Unthank Road (Gloucester Street)	Signalling/Signal	Aug-08

		Upgrade	
Norwich	Norwich - Rosary Road Area - Road Safety / Speed Management	Other Urban Traffic Calming	Sep-08
Norwich	Silver Road (Marlborough Road)	Signalling/Signal Upgrade	Oct-08
Norwich	Mile Cross Lane / Vulcan Road South	Signalling/Signal Upgrade	Oct-08
Norwich	Plumstead Road (Knox Road)	Signalling/Signal Upgrade	Oct-08
Norwich	Norwich - Farmers Avenue/Castle Meadow/Red Lion Street - Traffic Signal Operational Improvements	Other Traffic Management	Dec-08
Norwich	Oak Street (Jenkins Lane)	Signalling/Signal Upgrade	Dec-08
Norwich	Mount Pleasant Area - Road Safety/Speed Management	Other Traffic Management	Mar-09
Norwich	Bowthorpe Road - Farrow Road to Dereham Road - Road Safety / Speed Management	Other Traffic Management	Mar-09
Norwich	Future Waiting Restrictions (2008/09)	other traffic Management	Mar-09
<b>Other</b>			
Countywide	Travel Plans - Workplace Initiatives etc	Other Schemes	Mar-09
<b>Bus Infrastructure</b>			
Broadland	Thorpe Marriott Bus Stop Infrastructure Improvements	Improvements to Bus Stops	May-08
Countywide	Countywide Bus Stop Infrastructure Improvements (1)	Improvements to Bus Stops	Jun-08
Countywide	Traveline Journey Planning	other bus Infrastructure	Jun-08
Broadland	Sprowston Bus Stop Infrastructure Improvements	Improvements to Bus Stops	Jul-08
Broadland	Old Catton Bus Stop Infrastructure Improvements Service 16, 16A, 18A	Improvements to Bus Stops	Jul-08
Broadland	Spixworth Bus Stop Infrastructure Improvements	Improvements to Bus Stops	Jul-08
South Norfolk	Hethersett S278 Myrtle Road - Bus Stop Works	Improvements to Bus Stops	Jul-08
Countywide	Countywide Bus Stop Infrastructure Improvements (2)	Improvements to Bus Stops	Oct-08
Countywide	Countywide Bus Stop Infrastructure Improvements (3)	Improvements to Bus Stops	Oct-08
South Norfolk	Framingham Pigot to Loddon - A146 - Bus Stop Infrastructure Improvements	Improvements to Bus Stops	Oct-08
Countywide	Bus Infrastructure - Vehicle Improvements - Induction Loop Trial	other bus Infrastructure	Nov-08
Broadland	Postwick - Installation of new bus shelters at Broadland Business Park	other bus Infrastructure	Nov-08
Norwich	Norwich - Bus Infrastructure	Improvements to	Mar-09

	Improvements	Bus Stops	
Countywide	Installation of clearway markings at bus stops - North Area	Improvements to Bus Stops	Mar-09
Countywide	Installation of clearway markings at bus stops - South Area	Improvements to Bus Stops	Mar-09
Countywide	CO2 Reduction Measures - Alternative fuels / bus retrofit	Other Bus Infrastructure	Mar-09
Countywide	Countywide Bus Shelters	Improvements to Bus Stops	Mar-09
Countywide	Demand Responsive Transport - Door to Door Partnership Contributions	other bus Infrastructure	Mar-09
Norwich	Norwich Growth Point - Expressway Style Public Transport Infrastructure on B1108 and A1074	other bus Infrastructure	Mar-09
Countywide	Electronic Bus Service Registration	other bus Infrastructure	Mar-09
<b>Bus Priority</b>			
Norwich	Grapes Hill - Road Widening and New Left Turn Lane - Bus Improvements (Norwich Growth Point)	Bus Lanes	Mar-09
<b>Public Transport Interchange</b>			
Norwich	Norwich - Installation of Cityspace Vision Software	New Dynamic Info System at Interchanges	Nov-08
Norwich	Norwich - Ticket Vending Machine Software Updates	New Dynamic Info System at Interchanges	Mar-09
Norwich	Norwich - Ticket Vending Machines - Language Display Improvements	New Dynamic Info System at Interchanges	Mar-09
Countywide	Great Yarmouth, Holt and UEA Touchscreen Journey Planning Kiosk	New Dynamic Info System at Interchanges	Mar-09
Countywide	Countywide - Server to Server Data Link for real time passenger Information	New Dynamic Info System at Interchanges	Mar-09
Countywide	Countywide TOC Works	New Dynamic Info System at Interchanges	Mar-09
<b>Cycling</b>			
Norwich	Norwich - Chapelfield S106 Cycling Project - Chapelfield Cycle Route Improvements - Phase 2	Cycle Tracks	Sep-08
South Norfolk	Long Stratton - Town Centre - Cycle Parking	New Cycle Parking Facilities	Jan-09
South Norfolk	Thickthorn Park & Ride Cycle Parking Facilities	New Cycle Parking Facilities	Feb-09
Broadland	Sprowston Park & Ride Cycle Parking Facilities	New Cycle Parking Facilities	Feb-09

Norwich	Bowthorpe Cycle Facilities Upgrade Works	Cycle Tracks	Mar-09
South Norfolk	Wymondham London Road Shared Use Facility	Cycle Tracks	Mar-09
<b>Park and Ride</b>			
Broadland	Sprowston - Park & Ride - Drainage Improvements	Bus Related	Sep-08
South Norfolk	Norwich - Park & Ride Sites - Installation of Static Advertising Panels	Bus Related	Nov-08
South Norfolk	Costessey Park & Ride - Installation of CCTV	Bus Related	Mar-09

**Delivery 2009-10**

District	Location/Description	Scheme Type	Completion Date
<b>Road Crossing</b>			
Broadland	Taverham A1067 Fakenham Road (Kingswood Avenue) Toucan Crossing	Toucan or Puffin Crossing	Jun-09
Broadland	Thorpe End Plumstead Road Zebra Crossing Scheme	Other Unsignalled Crossing	Jun-09
Norwich	Norwich Barrett Street/Long John Hill Junction Pedestrian Crossing Facility	Other Unsignalled Crossing	Jul-09
Broadland	Sprowston C283 Salhouse Road (in the vicinity of Falcon Road East)	Toucan or Puffin Crossing	Aug-09
South Norfolk	Wymondham Zebra Imps	Other Unsignalled Crossing	Aug-09
Norwich	Norwich - Coleman Road Pedestrian Crossing Improvements	Toucan or Puffin Crossing	Sep-09
Norwich	Norwich - Unthank Road Pedestrian Crossing Improvements	Toucan or Puffin Crossing	Sep-09
Norwich	Norwich - Harvey Lane (nr Heartsease Rbt) - Lidl S278 - Puffin Crossing	Toucan or Puffin Crossing	Sep-09
Norwich	Norwich - Thorpe Rd/Harvey Lane	Other Unsignalled Crossing	Nov-09
Norwich	Norwich - Constitution Hill - Zebra Crossing	Other Unsignalled Crossing	Nov-09
<b>Walking Schemes</b>			



Broadland	Blofield - C441 Brundall Road	New or Improved Footways	Jun-09
Norwich	Norwich - Old Barge Yard / St Annes Wharf Pedestrian Cycle Bridge (EEDA / S106 funded)	Other Walking Schemes	Aug-09
Broadland	Sprowston - Footpath Improvements near Tesco (S106)	New or Improved Footways	Mar-10
Norwich	Norwich - Leopold Road Footway	New or Improved Footways	Mar-10
<b>Local Road Schemes</b>			
South Norfolk	Costessey A1074 Road Widening	Road Dualling or Widening	Apr-09
Broadland	Thorpe St Andrew - A1042 Yarmouth Road / Meridian Way Roundabout - Bus Gate Removal - Feasibility Study	New Junction or Junction Improvements	May-09
Norwich	City Centre Minor Works	Other Local Road Scheme	Mar-10
<b>Safer and Healthier Journeys to School</b>			
Norwich	Norwich - Bowthorpe - SHJ2S - St Michaels / Chapel Break School - Walking and Cycling route improvements	Safe Route to School	Jun-09
South Norfolk	Little Melton First School - S&HJ2S - Mill Road Footway	Safe Route to School	Jul-09
South Norfolk	Wymondham - Hewitts Lane (Robert Kett Junior School) SHJ2S Waiting Restrictions	Safe Route to School	Aug-09
South Norfolk	Costessey St Augustine School	Safe Route to School	Aug-09
Norwich	Norwich - Thorpe House School - Pedestrian Phase at Harvey Lane Signals	Safe Route to School	Nov-09
South Norfolk	Cringleford - Newmarket Road - Zebra Crossing Improvements	Safe Route to School	Feb-10
Norwich	Norwich - Salhouse Road/Heartsease Lane - SHJ2S - Shared Use Facility	Safe Route to School	Mar-10
<b>Local Safety Schemes</b>			
Broadland	Norwich to North Walsham B1150 LSS Signing and Lining	Other Safety Schemes	Jun-09
Broadland	Norwich to Holt B1149 LSS Route Imps	Other Safety Schemes	Jun-09
Broadland	Norwich to Smallburgh - A1151 - Local Safety Scheme Route Improvement to Lining and Signing	Other Safety Schemes	Jul-09
Norwich	Norwich - Dereham Road / Waterworks Road junction LSS	Other Safety Schemes	Jul-09

Norwich	Earlham Road - Park Lane to Heigham Road LSS alignment and lining	Other Safety Schemes	Jul-09
South Norfolk	B1172 Thickthorn Roundabout to A11 Besthorpe - LSS - Route Improvements to Signing & Lining	Other Safety Schemes	Aug-09
South Norfolk	Trowse to Ditchingham - B1332 - Lining & Signing	Other Safety Schemes	Sep-09
Broadland	Drayton - School Road LSS Improvements to Surfacing	Other Safety Schemes	Dec-09
Norwich	Norwich - Plumstead Road LSS - build-outs / carriageway narrowing	Other Safety Schemes	Jan-10
<b>Traffic Calming and Traffic Management</b>			
South Norfolk	HELLESDON DRAYTON HIGH ROAD / HELLESDON PARK ROAD	Signalling/Sig nal Upgrade	May-09
Norwich	Norwich - 20mph Speed Limit Pilot Project	Other Traffic Management	Jul-09
Broadland	Sprowston WROXHAM ROAD (RUSSELL AVENUE)	Signalling/Sig nal Upgrade	Jul-09
Broadland	Sprowston WROXHAM ROAD (COZENS HARDY ROAD)	Signalling/Sig nal Upgrade	Jul-09
Broadland	Wroxham Road (Merlin Avenue)	Signalling/Sig nal Upgrade	Jul-09
Norwich	Salhouse Road (Deloney Road)	Signalling/Sig nal Upgrade	Jul-09
Norwich	Barrett Road/Long John Hill	Signalling/Sig nal Upgrade	Jul-09
Norwich	Norwich - Silver Road Area - Road Safety / Speed Management	Other Urban Traffic Calming	Aug-09
Broadland	Taverham - Kingswood Avenue (Hinks Meadow) Traffic Calming	Other Urban Traffic Calming	Sep-09
Norwich	Mile End Road (Waldeck Road)	Signalling/Sig nal Upgrade	Sep-09
Norwich	Colman Road/Unthank Road	Signalling/Sig nal Upgrade	Nov-09
Norwich	Future Waiting Restrictions	Other Traffic Management	Mar-10
Norwich	Norwich - Ber Street / Thorn Lane / Brooke Place - Road Safety / Speed Management	Other Traffic Management	Mar-10
South Norfolk	Wymondham, Lime Tree Avenue	Other Urban Traffic Calming	Mar-10
<b>Other</b>			
Norwich	Norwich - Koblenz Avenue - Health & Safety Improvements	Other Schemes	Dec-09
Norwich	Norwich Car Club - Contribution	Other Schemes	Feb-10
Countywide	Travel Plans - Workplace Initiatives etc	Other	Mar-10



		Schemes	
Countywide	National Express Wi-fi Project - NCC contribution to Partnership scheme with EEDA/SCC/ECC/TOC	Other Schemes	Mar-10
Countywide	Bittern Line Carbon Neutral Stations Project (Partnership with One Railways & Network Rail who are providing £30k funding each)	Other Schemes	Mar-10
<b>Bus Infrastructure</b>			
Countywide	Countywide Bus Stop Infrastructure Improvements (3)	Improvements to Bus Stops	Apr-09
South Norfolk	South Area Clearway Markings	Improvements to Bus Stops	Jun-09
Countywide	Countywide - market towns installation of information kiosks	Other Bus Infrastructure	Aug-09
Norwich	Norwich Growth Point - Expressway Style Public Transport Infrastructure on B1108 and A1074	Improvements to Bus Stops	Nov-09
South Norfolk	Costessey Bus Stop Imps	Improvements to Bus Stops	Nov-09
Broadland	Countywide Bus Stop Infrastructure Improvements (North)	Improvements to Bus Stops	Jan-10
South Norfolk	Norwich to Attleborough Bus Stops	Improvements to Bus Stops	Jan-10
South Norfolk	South Area Bus Stops Infrastructure Improvements	Improvements to Bus Stops	Feb-10
Countywide	Installation of clearway markings at bus stops - Norwich	Improvements to Bus Stops	Mar-10
Countywide	CO2 Reduction Measures - Alternative fuels / bus retrofit	Improvements to Bus Stops	Mar-10
Countywide	Countywide Bus Shelters	Improvements to Bus Stops	Mar-10
Norwich	Norwich - Bus Infrastructure Improvements	Improvements to Bus Stops	Mar-10
<b>Public Transport Interchange</b>			
Norwich	Installation of Cityspace Vision Software	New Dynamic Info Systems at Interchanges	Aug-09
Norwich	Wymondham Railway station	Multi - Modal	Oct-09

		Interchange	
Countywide	Various Market Towns - Installation of Ticket Vending Machines in Bus Stations	New Dynamic Info Systems at Interchanges	Dec-09
Countywide	Countywide TOC Improvements		Feb-10
<b>Cycling</b>			
South Norfolk	Wymondham - Health Centre off London Road - DDBA S278	Cycle Tracks	Aug-09
South Norfolk	Wymondham - B1172 Norwich Road Shared Use Facility	Cycle Tracks	Oct-09
Norwich	Norwich City Centre Cycle Parking	New Cycle Parking Facilities	Mar-10
Norwich	Norwich - Bowthorpe, Toyle Road to Main Centre Cycle Link	Cycle Tracks	Mar-10
<b>Park and Ride</b>			
South Norfolk	Harford Park & Ride Site - CCTV Upgrades	Bus Related	Jan-10
Broadland	Sprowston Park & Ride Site - CCTV Upgrades	Bus Related	Jan-10
South Norfolk	Thickthorn Park & Ride Site - CCTV upgrades	Bus Related	Feb-10

### Delivery 2010-11

District	Location/Description	Scheme Type	Completion Date
<b>Road Crossing</b>			
Norwich	Norwich - A140 Aylsham Road/Woodcock Road Traffic Signals pedestrian crossing facilities	Other Unsignalled Crossing	Dec-10
Norwich	Ketts Hill (west of Quebec Road) Pedestrian refuge	Other Unsignalled Crossing	Mar-11
Norwich	Norwich Rosary Road (by Chalk Hill Road) Zebra Crossing	Toucan or Puffin Crossing	Mar-11
<b>Walking Schemes</b>			
Broadland	Salhouse - Station Road(between Railway Station and Footpath FP14) Phase 1	New or Improved Footway	Jul-10
Broadland	Near Tesco Store	New or Improved Footway	Jul-10
South Norfolk	Bixley - Arminghall Lane - Footway / Traffic Calming - part s106 funded	New or Improved Footway	Jul-10

Norwich	Norwich/Bowthorpe - Barnard Road Footway	New or Improved Footway	Oct-10
Norwich	Daniels Road (northern side) footway	New or Improved Footway	Dec-10
<b>Local Road Schemes</b>			
South Norfolk	Costessey - Longwater Lane (Old Roundwell Pub Site)	Other Local Road Scheme	Oct-10
Norwich	City Centre Minor Works	Other Local Road Scheme	Mar-11
<b>Safer and Healthier Journeys to School</b>			
South Norfolk	Poringland - Framingham High School - SHJ2S - B1332 Norwich Rd Bus Stop Improvements	SHJ2S	May-10
Broadland	Lodge Lane Infants School - Rear pedestrian gate at back of school (access via Swansgate)	SHJ2S	Aug-10
South Norfolk	Newton Flotman Primary School - Phase 2 - Alan Avenue Access	SHJ2S	Aug-10
South Norfolk	Wymondham - Imps to FP28	SHJ2S	Aug-10
Broadland	Blofield Primary School North Street Footway widening	SHJ2S	Sep-10
Norwich	Norwich - Aylsham Road / Woodcock Road traffic signal upgrade	SHJ2S	Oct-10
Norwich	Norwich - Recreation Road Infant School - Earham Road Pedestrian Crossing	SHJ2S	Oct-10
Norwich	Norwich/Bowthorpe - Cloverhill Infant School Traffic Calming	SHJ2S	Nov-10
Norwich	Norwich/Bowthorpe - Cloverhill Infant School Cyclepath	SHJ2S	Mar-11
Norwich	Norwich - Earham Academy - shared use facility	SHJ2S	Mar-11
Norwich	Norwich - Colman Junior School - South Park Avenue crossing imp	SHJ2S	Mar-11
<b>Local Safety Schemes</b>			
Broadland	Drayton - School Road LSS	Other Safety Schemes	Apr-10
Broadland	Horsford B1149 Holly Lane Junction Improvements LSS	Other Safety Schemes	Apr-10
South Norfolk	Costessey Longwater Roundabout resurface	Other Safety Schemes	Jul-10
South Norfolk	Framlingham Pigot A146 LSS	Other Safety Schemes	Sep-10
South Norfolk	Cringelford - Newmarket Road / Roundhouse Way Rbt - LSS - Visibility & Lining Improvements	Other Safety Schemes	Sep-10
Broadland	Rackheath A1151 Muck Lane LSS	Other Safety	Jan-11

		Schemes	
Norwich	St Clements Hill - Wall Road Junction	Other Safety Schemes	Jan-11
<b>Traffic Calming and Traffic Management</b>			
Norwich	Norwich Plumstead Road (Britannia Road) - Traffic Signal Upgrade	Signalling/Signal Upgrade	Jul-10
Norwich	St Stephens Road (Old N&N Hospital) - Traffic Signal Upgrade	Signalling/Signal Upgrade	Aug-10
Norwich	Aylsham Road / Woodcock Road - Traffic Signal Upgrade	Signalling/Signal Upgrade	Oct-10
Norwich	Norwich Growth Point Partnership: Anglia Square / St Augustine's / Duke Street Roundabout - Junction & Road Improvements, incorporating Air Quality Improvements	Clear Zones/Low Emission Zones	Nov-10
Norwich	Magdalen Road / Magpie Road - Traffic Signal Upgrade	Signalling/Signal Upgrade	Jan-11
Norwich	Aylsham Road - Losinga Crescent - Traffic Signal Upgrade	Signalling/Signal Upgrade	Feb-11
Norwich	Aylsham Road (Junction Road) - Traffic Signal Upgrade	Signalling/Signal Upgrade	Feb-11
Norwich	Chartwell Road (School Lane) - Traffic Signal Upgrade	Signalling/Signal Upgrade	Feb-11
Norwich	Future Waiting Restrictions	Other Traffic Calming	Mar-11
Norwich	Norwich - Silver Street Area - Permanent Signing for One-way System	Other Urban Traffic Calming	Mar-11
South Norfolk	Costessey - West End & The Street - Traffic calming review Phase 2	Other Traffic Calming	Mar-11
<b>Other</b>			
Countywide	Bittern Line Carbon Neutral Stations Project (Partnership with One Railways & Network Rail who are providing £30k funding each)	Other Scheme	May-10
<b>Bus Infrastructure</b>			
Countywide	Traveline Journey Planning	Improvements to Bus Stops	Jul-10
Broadland	Norwich to Gt Yarmouth Bus Stop Imps	Improvements to Bus Stops	Nov-10
South Norfolk	Norwich to Attleborough	Improvements to Bus Stops	Nov-10
Norwich	Norwich - Bus Infrastructure Improvements	Improvements to Bus Stops	Dec-10
South Norfolk	Norwich - Long Stratton - Diss Bus Stop Imps	Improvements to Bus Stops	Dec-10
South Norfolk	Wymondham to Norwich Bus Stop Imps	Improvements to Bus Stops	Jan-11
Countywide	Countywide Bus Shelters	Improvements to Bus Stops	Mar-11
Countywide	Vehicle Improvements - Installation of	Other Bus	Mar-11

	CCTV	Infrastructure	
Countywide	Electronic Bus Server Registration (EBSR)	Other Bus Infrastructure	Mar-11
<b>Bus Priority</b>			
Norwich	Norwich Newmarket Road Bus Priority Scheme	Bus Lanes	Jun-10
Norwich	Selective Vehicle Detection / BUSNET	Other Bus Priority	Mar-11
<b>Cycling</b>			
Broadland	Old Catton - Catton Park - Additional Cycle Parking Facilities	New Cycle Parking Facilities	Apr-10
Norwich	Norwich - Earlham Green Lane & Bluebell Road Upgrade of existing facilities	Cycle Tracks	Apr-10
Norwich	Norwich City Centre Cycle Parking	New Cycle Parking Facilities	Mar-11
Norwich	NATS Norwich Yarmouth Road Connect 2 links facility to proposed Whitlingham Bridge	Other Cycle Scheme	Mar-11

**Delivery 2011-12**

District	Location/Description	Scheme Type	Completion Date
<b>Walking Schemes</b>			
Countywide	Public Rights of Way in Towns and Villages	Other Walking scheme	Mar-12
<b>Local Road Schemes</b>			
Norwich	NATS Norwich Newmarket Road / Eaton Road Signalised Junction Capacity Improvements	Other Local Road Scheme	Nov-11
<b>Safer and Healthier Journeys to School</b>			
Norwich City	Norwich - Newmarket Road / Eaton Road - additional Pedestrian Crossing Facilities	SHJ2S	Mar-12
<b>Traffic Calming and Traffic Management</b>			
Norwich	Thorpe Road/carrow Road	Signalling/Signal Upgrading	Jun-11
Norwich	Mile Cross Lane (St Faiths Road) - Traffic Signal Upgrades	Signalling/Signal Upgrading	Jul-11
Norwich	Newmarket Road/Eaton Road - Traffic Signal Upgrades	Signalling/Signal Upgrading	Jan-12
Norwich	Minor Traffic Management Schemes - City	Other Traffic Management	Feb-12
Countywide	Introduction of Civil Parking	Other Traffic Management	Mar-12
Countywide	Minor Traffic Management schemes - County	Other Traffic Management	Mar-12
Norwich	Miscellaneous Waiting Restrictions	Other Traffic	Mar-12

		Management	
Norwich	Boundary Road/Drayton Road - Traffic Signal Upgrades	Signalling/Signal Upgrading	Dec-12
<b>Other</b>			
Countywide	Car Clubs / CO2 Reduction Measures		Aug-11
<b>Bus Infrastructure</b>			
Countywide	Demand Responsive Transport - Door to Door Partnership Contributions	Other Bus Infrastructure	May-11
South Norfolk	Norwich - Long Stratton - Diss bus stop Infrastructure Improvements	Improvements to Bus Stops	Jul-11
Countywide	County wide DDA Bus Stop Upgrades	Improvements to Bus Stops	Apr-12
Norwich	Norwich DDA Bus Stop Upgrades	Improvements to Bus Stops	Apr-12
<b>Bus Priority</b>			
Norwich	Selective Vehicle Detection / BUSNET	Bus Lanes	Sep-11
Norwich	Norwich Dereham Road Bus Priority Scheme	Bus Lanes	Mar-12
<b>Public Transport Interchange</b>			
Countywide	Market Town Public Transport Interchange Improvements	Multi-modal Interchange	Mar-12
<b>Cycling</b>			
Norwich	Norwich - Airport to City Centre Route - (City Section 106 funded) Duke Street	Other Cycling Schemes	Mar-12

**Delivery 2012/13**

District	Location/Description	Scheme Type	Completion Date
<b>Road Crossing</b>			
Broadland	Rackheath Salhouse Road Ped Crossing	Other Unsignalled Crossings	18/05/2012
<b>Walking Schemes</b>			
<b>Local Road Schemes</b>			
Broadland	Drayton Fakenham Rd, S278 Tesco	Other Local Road Schemes	Nov-2012
South Norfolk	Keswick - A140 Ipswich Road / B1113 Main Road(Section 106 funded) - Junction Improvements D&C upgrades to traffic signals	New Junction or Junction Improvements	Sep-2012
<b>SHJ2S</b>			
<b>Local Safety Schemes</b>			

Countywide	Various Locations - Parish Partners In Safety - VAS	Other Safety Schemes	28/06/12
Norwich	Norwich - A1056 Ipswich Road (adjacent to City College) LSS	Other Safety Schemes	02/11/2012
Norwich	Norwich A140 Mile End Road/Unthank Road LSS	Other Safety Schemes	15/5/12
<b>Traffic Calming and Traffic Management</b>			
<b>Other</b>			
<b>Bus Infrastructure</b>			
<b>Bus Priority</b>			
<b>Public Transport Interchange</b>			
<b>Cycling</b>			
<b>Park and Ride</b>			

## Appendix 2

### Agreed Capital Programme (NATS area) 20013/14 & 2014/15

**Note:** The following table shows the capital programme presented to County Council Members of the Environment Transport and Development Overview and Scrutiny Panel of 16 January 2013, and agreed by the County Council's Cabinet on 4 March 2013 (subject to the amendments described below ). Although this is the agreed capital programme and the information presented was current at the time, there will have been subsequent changes due to, amongst other things, the scope / cost of the schemes changing as a result of detailed design or consultation, or schemes slipping – or being brought forward – in the programme due to factors emerging during the detailed design / delivery stages of the programme's implementation.

The amendments agreed by Cabinet related to an additional £8m in one-off funding to support Norfolk's most vulnerable people, whilst investing in key projects that are priorities in local communities. From this £8m it was agreed to allocate £2m to support highways, divided equally between the following areas:

- An additional £1m for delivering local highway improvements in partnership with Town and Parish Councils
- An additional £1m for other highway improvements that support communities and businesses

These changes are not shown in the table below.



Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
Norwich Northern Distributor Road and Postwick Hub (Dft and NCC Corporate funding)	0	12m	0	27.5m	2013/14 funding comprises : £10m Postwick Hub CIF + £2.02m NCC corporate funding; 2014/15 funding comprises £9.44m DfT funding + £9m Postwick Hub CIF funding + £9.1m NCC corporate funding
NDR - feasibility studies for associated, essential schemes	0	0	0	100k	
Gt Yarmouth Third River Crossing	0	175	0	0	Final property purchases from blight
<b>Public transport schemes</b>					
Norwich DDA Bus stop upgrade	10	0	10	0	
County- DDA Bus stop upgrades	60	0	60	0	
Norwich- • Removal of general traffic from St Stephens Street and consideration of removal of general traffic from Surrey Street ("Better Bus Area" funded	0	200	0		
Norwich- New up-hill bus lane on Grapes Hill with retention of existing highway traffic lanes ("Better Bus Area" funded)	0	760	0	0	This project aims to cut bus journey times, improve reliability, with better access for taxis/bicycles in to the city.
Norwich- Highway Signage ("Better Bus Area" funded)	0	65	0	0	
County – installation of electronic real time signage	12	0	0	0	
County strategic traffic light priority	0	0	10	0	10-15 sites across SCOOT

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
					Norwich, King's Lynn & Gt Yarmouth - location being supplied by bus operators
County drt	0	90	0	90	To be progressed via developer contributions secured where DRT may be developed.
County bus shelter grants	20	20	20	20	
County – temporary bus stop infrastructure package (to be held at local depots)	5	0	5	0	Provides assistance to customers /contractor allowing better provision during disruption
County – advertising within bus stations outside Norwich	25	0	25	0	
County- Provide information boards at P&R sites, hire out the space to businesses for advertising	15	0	0	0	
County- Consider advertising space on moving gates at bus station. This would cover maintenance costs	3	0	0	0	
County- Consider alternative ways of meeting DDA targets - by looking at different ways of providing bus boarder points - plastics etc	15	0	0	0	
County- Allow businesses to operate out of P&R buildings	5	0	0	0	
County- Footways which would allow a route to school to be declared safe to save revenue (about 150 sites)	84	0	300	0	

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
County- Park & Ride lighting- replacement of photo electric cells	10	0	0	0	
County- Install Solar cells on bus shelters. Electricity generated to light shelter, sell excess back to national grid	15	0	15	0	
Norwich/NATS- Bus Rapid Transit (BRT) Stops (3) - Newmarket Road NATS IP- S106 funded	0	100	0	200	Provisional S1906 allocation to implement improvements resulting from placemaking strategy
Norwich/NATS- Bus Rapid Transit (BRT) Stops (2) - Postwick NATS IP- S 106 Funded	0	200	0	100	As above
<b>Pedestrian and cyclist improvements</b>					
Rackheath - Eco town to Sprowston - Cycle Link (Other funding from Broadland DC)	100	900	0	0	Other funding from Broadland DC
Norwich- NATS IP – Cycle network implementation	0	0	90	0	
Norwich- Cycle Signing ("orange" route)	30	0	0	0	
Norwich- Palace Street cycle lane	10	0	0	0	
Norwich- Thorpe Road, Magdalen Street , Mile Cross Lane contra flow cycle schemes Design	35	0	0	0	
Wymondham- Harts farm cycle link - partnership with Sustrans	10	0	75	75	
Future Cycling Schemes	0	0	0	0	
Public Rights of Way in Towns & Villages - Urban Path Improvements	20	0	20	0	
Hethersett - Henstead Road - Footway (links to	0	0	10	0	

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
potential development					
Norwich- NATS IP- future walking schemes	0	0	25	0	
Future Walking Schemes	0	0	0	0	
Delivering local highway improvements in partnership with Town and Parish Councils	100	100	100	100	Initiated in 2012/13 funding 32 small schemes
Area offices establishment charge	100	0	0	0	Required for Initiatives Pot (capital saving for joint traffic signal office). Withdrawn from 2014 onwards under new contract
Norwich-NATS IP- future road crossings	0	0	25	0	
Norwich - Bluebell Road by North Park Avenue - Crossing Improvements	60	0	0	0	
Norwich- Hall Road south of Queens Road	40	0	0	0	
<b>Traffic management, road improvements &amp; safety schemes</b>					
A47 Southern Bypass / Longwater junction Short Term improvement works (S106 Funded	0	100	0	0	
NATS IP Schemes - future design & implementation of schemes	50	0	155	0	
Norwich- NATS IP- Chapelfield North Public Transport Improvements & Westlegate Closure (GNDP/S106/City Council funded	50	929	0	0	
NRP Project 26 Colney S278 Highway Infrastructure	0	900	0	0	S106 funds to support widening of the B1108 between Hethersett Lane and the A47, which will support ongoing

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
					development of NRP and the local economy
Norwich - Future Waiting Restrictions / Minor Traffic Management schemes	10	0	10	0	
Air Quality Improvement Schemes	0	0	0	0	
Unallocated Traffic Management funding	20	0	20	0	
Minor Traffic Management Schemes-county	115	0	115	0	
Safety Partnership Schemes / contribution to maintenance schemes	50	0	50	0	
Local safety schemes Feasibility / Preliminary Design	0	25	0	25	
Norwich: Bowthorpe Roundabout -local safety scheme (jointly funded from DfT cycle Bid if successful	12.5	12.5	0	0	
Norwich: A1067 Drayton Road St Martin's road mini-r'about -local safety scheme jointly funded from DfT cycle fund if bid successful)	35	35	0	0	
Norwich- A1067 Drayton Road Whiffler Road - local safety scheme (jointly funded from DfT cycle fund if bid successful	10	10	0	0	
Norwich: Constitution Hill/Wall Rd mini roundabout- -local safety scheme (jointly funded from DfT cycle fund if bid successful	20	20	0	0	
Norwich - Avenues/George Borrow Road -local safety scheme (jointly funded from DfT cycle fund if bid successful)	7.5	7.5	0	0	

Location / Description	2013/14		2014/15		Comments
	LTP funding	Other funding	LTP funding	Other funding	
Unallocated Local Safety Schemes	116	0	225	0	To be allocated to low cost Safety schemes with high rates of return identified through the year
<b>Other Schemes, Future Fees &amp; Carry Over Costs</b>					
LTP support to Car Clubs / CO2 reduction measures	40	0	40	0	
Fees for future schemes (studies/preliminary Design	35	0	35	0	Assume this would fund 8 new feasibility studies; reduced in line with programme
Pre-feasibility work	0	50	0	50	
Retention / Land costs on completed schemes	40	0	40	0	

## **NDR Consultation Summary**

### **Previous Consultations**

Norfolk County Council has undertaken extensive consultations on the Norwich Area Transportation Strategy (NATS) including the NDR since 2003, with the most recent rounds being in April/May/June 2012 and February/March 2013. During these consultations Norfolk County Council has listened to what local residents and other interested parties have had to say, and has developed or amended the emerging NDR proposals as a result of, amongst other things, responses received.

An outline of the consultations prior to 2012 are detailed below:

<b>Year</b>	<b>Description</b>
2003	Consultations within the Norwich area on the Norwich Area Transportation Strategy (NATS) and route options for the NDR between the A47 to the east of Norwich and the A47 to the west of Norwich.
2004	Further consultations within the Norwich area on route options for the NDR between the A47 to the east of Norwich and the A47 to the west of Norwich.
2005	Consultations in the area of Weston Longville on route options to west of Norwich. Note: Later in 2005 Cabinet approved the NDR from the A47 east of Norwich (at Postwick) to the A1067.
2006 – 2008	On going meetings with parish councils along the corridor of the proposed NDR route to give an opportunity to raise issues or concerns.
2007 - 2008	Further exhibitions in parishes along the corridor of the proposed NDR route giving information on the project's development, including an exhibition in Postwick regarding the plans for the Broadland Gate Development.
2009	Consultations in the Norwich area on the NATS Implementation Plan, which sets forward the interventions (including the NDR) to improve access within the Norwich area and to encourage a modal shift onto more sustainable transport systems.

In June 2004 a report to Cabinet set out the findings of the 2003 NATS consultation. The key findings are shown below, with the highest 3 supported items are shown in bold, and include the NDR with 78%:

Overall, the consultation results support the Preferred Strategy. The level and order of support for each element of the Preferred Strategy was:

- **91% Improved passenger transport**
- **91% Improving traffic flow on main roads**

- **78% Northern Distributor Road**
- 75% Education, encouragement and enforcement
- 66% New Park and Ride site
- 65% Trams
- 65% Small scale traffic management measures in city centre
- 54% Access restrictions on residential side streets
- 52% Stopping traffic driving straight through the city centre
- 47% Current mode hierarchy
- 46% Suggested change to mode hierarchy
- 39% Access restrictions around the north of Norwich

In March 2005 Cabinet received a report setting out the results of the 2004 consultation on route options. In general this set out the support for specific route options for the eastern and western sections of the NDR. This defined the route alignment, however it highlighted an issue relating to the impact on the Special Area of Conservation designation of the Wensum Valley and unresolved issues following the consultation with strong adverse comments received, principally from the Environment Agency and English Nature (now Natural England). The report concluded that it was premature to make a decision regarding this until further work had been completed.

In September 2005 a further report was presented to Cabinet which outlined the results of the further work considering the impact to the Wensum Valley. This concluded that the environmental implications were significant:

“Work undertaken since March has shown that for the western routes crossing the River Wensum SAC and SSSI, it is extremely unlikely that a significant enough mitigation can be made to reduce the impact from 'very large adverse'.”

As a result Cabinet confirmed its approval to progress the NDR from the A47 at Postwick to the A1067 and not cross the Wensum Valley.

In Autumn 2009 a large scale consultation was carried out on the proposed Implementation Plan for the Norwich Area Transportation Strategy. The details of the plan were set out in a leaflet, and included key features:

- A bus rapid transit (BRT) network;
- Improvements to a core bus network as well as integrated ticketing and improved information;
- City centre improvements;
- A package of cycling and walking improvements;
- Specific rail service improvements;
- Smarter Choices initiatives, like travel planning; and
- The NDR

The leaflet was delivered to every household in the Norwich policy area and exhibitions were held, which resulted in over 11,000 responses.



Cabinet received a report in April 2010 setting out the results of the consultation. Of the approximate 23,000 individual comments made in those responses the top priority was to reduce congestion (31%) with an overwhelming 73% support for the package of city centre measures which form a key part of the overall NATS proposals. Overall support for the whole of the implementation plan proposals was 62%.

Over 100 businesses responded to the questionnaire and key transport problems highlighted were delays, unreliable journey times and congestion on the transport network. In terms of helping improve business performance, the NDR was highlighted as the most important scheme within NATS. Other proposals receiving strong support were BRT and rail and bus service enhancements. Overall over 80% of businesses agreed that the Plan would improve the local and regional economy.

Since Transport for Norwich was adopted in 2010 Norwich has seen large scale improvements including the adoption of a new cycling network, implementation of bus lanes and improvements along Newmarket Road and Dereham Road and more recently the successful bid to central government for £2.8m of Better Bus Access funding and the Cycle City Ambition project which has over £5m of funding provided, the majority of which is from central government.

### Public Consultations – April/May/June 2012

A Major Scheme Business Case for the NDR was submitted to the Department for Transport (DfT) in July 2008. In December 2009 the NDR was formally granted Programme Entry and thereby included in the DfT's programme for future funding.

The government's comprehensive spending review resulted in a government examination of funding commitments, which resulted in the NDR being placed within a 'Development Pool' of schemes requiring a new funding bid.

In September 2011 the County Council resubmitted a bid for funding from the DfT's Development Pool bid. The final bid was approved by DfT with reconfirmation of Programme Entry in December 2011.

Following this reconfirmation a series of 14 public exhibitions were held in parishes along the corridor of the NDR to enable people living close to the NDR to see the latest proposals and give feedback. Meetings were also held with parish councils and various stakeholders.

The key findings from these consultations and how they influenced the ongoing development of the NDR proposals (at that time) is detailed in the table below:

Key Issue Raised	NCC Action in Relation to Issue
The NDR should link all the way to the A47 to the west of Norwich.	This had been considered during the earlier consultations. NCC had decided not to include a link between the A1067 and A47 due to environmental and ecological impacts of crossing the River Wensum Special Area of Conservation.
Not enough provision for walkers, cyclists and horse riders.	As a result of the consultations, further examination of the provision made for non motorised users was undertaken. This resulted in additional facilities such as new sections of bridleway adjacent to the route of the NDR being added to the proposals.
Concerns over the closure of the A1067 Fakenham Road where it joins the NDR and the resulting effects on C261 Reepham Road (the proposals presented for consultation in 2012 did not include the now proposed A1067 Fakenham Road Roundabout but had Fakenham Road leading directly onto the NDR).	Following further consideration the NDR proposals were amended at this stage through the provision of a roundabout where the NDR met Fakenham Road, and the removal of the proposed roundabout providing a connection between the NDR and C262 Fir Covert Road.
Comments on the closure to general traffic of the C442 Middle Road, the U59392 Low Road and the U59400 Smee Lane (the proposals presented for this consultation in 2012 included closures of Smee Lane and Middle Road where they met the NDR, and a non motorised user and agricultural vehicle bridge over the NDR at Low Road).	As a result of the consultations the proposals were amended to provide closures to Smee Lane and Low Road, with an all user bridge being provided over the NDR at Middle Road. Middle Road was identified as the most appropriate road out of these three roads for an all user bridge because it was a better standard than Low Road and Smee Lane.
Concerns over the closure of Church Street between Horsford and Horsham St Faith (the proposals presented for this consultation in 2012 included the closure of Church Street at its junction with A140 Cromer Road).	As a result of comments received it was agreed to remove this closure and monitor the road after implementation of the NDR with consideration to implementing the closure if considered appropriate.

Concerns regarding the volume of traffic using the A1067 Fakenham/Beech Avenue/Fir Covert Road junction.	These concerns generally related to the closure of the Fakenham Road where it met the NDR with the result that vehicles wishing to access Fakenham through Taverham / Drayton would have to do so via the NDR and Fir Covert Road. The provision of the roundabout at Fakenham Road, where it joins the NDR, addressed these concerns.
Concern regarding the effect to businesses as a result of the closure of C262 Fir Covert Road at its junction with C261 Reepham Road.	The removal of the Fir Covert Road Roundabout and its replacement with the roundabout where the NDR meets Fakenham Road removed this closure. This change effectively relocated the position of this closure from the junction with Reepham Road to a point where the NDR crossed Fir Covert Road.
Concern over the volume of traffic using the B1150 North Walsham Road and the effects on its junctions with C249 Crostwick Lane/Rackheath Lane.	NCC concluded that they would undertake an assessment of the junction and investigate any junction improvements as appropriate.
Request for pedestrian footbridge over the NDR linking C251 Bullock Hill and the Petans Training facility.	NCC understood that these requests were a result of visitors to Petans tending to stay over night in Horsham St Faiths and then walking to the training facility via Bullock Hill. Having considered the volume of visitors to Petans and the cost of a new pedestrian footbridge, this proposal was not taken forward.
Concern over the volume of traffic using the A1151 Wroxham Road and the effects on its junctions with C258 Green Lane West	NCC concluded that they would undertake an assessment of the junction and investigate any junction improvements as necessary.

A report was presented to Cabinet in December 2012 which set out the results of the consultation and included a recommendation, agreed by Cabinet, to add £5m to the overall project costs to enable the changes suggested through the consultation to be included in the project proposals.

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### **Public Consultations – February/March 2013**

A further series of 14 exhibitions were held in February/March 2013 at similar venues to the previous 2012 exhibitions. The purpose of these exhibitions was to provide feedback on the results of the 2012 consultations and show how the NDR proposals had changed as a result of these comments.

Consultees were asked specifically to respond to the key changes to the NDR resulting from the April/May/June 2012 consultations, namely:

- the provision of a roundabout junction where the A1067 Fakenham Road meets the NDR, and the removal of the previously proposed C262 Fir Covert Road Roundabout resulting in a closure of this road where it crossed the NDR,
- removal of the C253 Church Street closure at its junction with the A140 Cromer Road,
- relocation of the closure on C258 Broad Lane from the railway line to the junction with the C874 Plumstead Road,
- provision of an all user bridge over the NDR at C442 Middle Road and closure of U59392 Low Road and U59400 Smee Lane where they meet the NDR.

The responses received were similar to those outlined previously, with the highest number of responses relating to the NDR not linking to the A47 to the west of Norwich. Responses tended to be split when considering the main changes made since the previous consultations. However, whilst there was a majority in favour of the effective relocation of the previously proposed C262 Fir Covert Road / NDR roundabout to the junction between the A1067 Fakenham and the NDR, there was concern raised over the resulting closure of Fir Covert Road.

As a result of the comments received and following further investigation, the NDR proposal was further amended so that it included an additional roundabout at the NDR junction with C262 Fir Covert Road, in addition to the roundabout at the NDR junction with the A1067 Fakenham Road.

### **NSIP Development Consent Order Consultations 2013**

Public consultation with the local community is a key element of the NSIP application process and therefore a draft Statement of Community Consultation (SoCC) was developed and consulted on with the relevant local authorities earlier in 2013. The draft SoCC defined how NCC intended to undertake its consultations with the local community. The SoCC was finalised having regard to the views of the local authorities.

The main element of the consultation involved holding 16 public exhibitions at locations in the vicinity of the NDR and within Norwich. Exhibitions were held between 8 July and 9 August 2013.

Over 57,000 invites to the exhibitions were sent out to residential addresses, stakeholder groups, County/District/City Councillors and MPs/MEPs. Due to the late delivery of some of the exhibition invites to residents in the Rackheath area an additional exhibition was held at Rackheath on 12 August 2013.

This round of exhibitions generated some of the highest attendance figures experienced in relation to the project, showing consultees were keen to ask officers in attendance detailed questions and welcomed the ability to leave comments or to request NCC officers to contact them with further clarification. The number of visitors for each exhibition are set out below:

<b>Date</b>	<b>Venue</b>	<b>Number of Visitors</b>
Mon 8 July 1pm to 8pm	Rackheath Holy Trinity Church Hall, Salhouse Road, Rackheath, NR13 6PD	166
Fri 12 July 1pm to 8pm	The Dussindale Community Centre, Thorpe St Andrew, Pound Lane, Norwich, NR7 0SR	125
Sat 13 July 1pm to 8pm	Old Catton Village Hall, Church Street, Hall Drive, Old Catton, NR6 7DW	146
Mon 15 July 1pm to 8pm	Postwick Village Hall, Ferry Lane, Postwick, NR13 5HL	74
Tue 16 July 1pm to 8pm	Spixworth Village Hall, Crostwick Lane, Spixworth, NR10 3NQ	216
Thu 18 July 1pm to 8pm	Easton Village Hall, Marlingford Road, Easton, NR9 5AD	37
Sat 20 July 1pm to 8pm	Drayton Village Hall, Pond Lane, Drayton, NR8 6PP	121
Mon 22 July 1pm to 8pm	Hellesdon Community Centre, Middletons Lane, Norwich NR6 5SR	163
Wed 24 July 1pm to 8pm	Sprowston Diamond Centre, School Lane, Sprowston, NR7 8TR	78
Thu 25 July 1pm to 8pm	Horsford Village Hall, Holt Road, Horsford, NR10 3DN	149
Sat 27 July 1pm to 8pm	Breckland Hall, Breckland Road, New Costessey NR5 0RW	40
Tue 30 July 1pm to 8pm	St Faiths Centre, Manor Road, Horsham, Norwich, NR10 3LF	88
Fri 2 August 1pm to 8pm	Taverham Village Hall, Sandy Lane, Norwich, NR8 6JR	225
Sat 3 August 1pm to 8pm	Gt Plumstead Village Hall, Church Street, Gt Plumstead, NR13 5AB	125
Tue 6 August 9am to 4pm*	The Forum, Millennium Plain, Norwich, NR2 1TF	285
Fri 9 August 1pm to 8pm	Norman Centre, Bignold Road, Norwich, NR3 2QZ	32
Mon 12 August 1pm to 8pm	Rackheath Holy Trinity Church Hall, Salhouse Road, Rackheath, NR13 6PD	62

*\* Note the open plan style of The Forum exhibition meant that it was not feasible to ask visitors to 'sign-in' on arrival. However, an approximate tally of those examining the display boards was recorded and is the figure detailed in this table.*

The consultation referred to in the preceding paragraphs refers to consultation undertaken with the local community under section 47 of the Planning Act 2008. In addition, specific consultation (in accordance with section 42 of the Planning Act 2008) was undertaken with prescribed bodies and those with affected land, as well as publicising the proposed application as required under section 48.

Consultees were able to provide comments on the NDR via a number of methods. The deadline for consultation responses was 20 September and a total of 1476 responses to the Section 47 consultations were received by this time. These are outlined below:

<b>Method of Response</b>	<b>Number of Responses</b>
On-line Questionnaire	497
Paper Copy Questionnaire	563
Telephone Call	29
E-mail	328
Letter	59
Total	1476

Some 1100 consultation packages were issued to section 42 prescribed consultees, local authorities and those with interest in land in the vicinity of the NDR proposals. The deadline for these consultees was also 20 September

Some packages were re-issued when further information became available regarding interested parties for certain areas of land, and an extended deadline was provided for these consultees. For these reasons, a small number of consultee response deadlines were extended to mid October.

Consultation responses were received from approximately 20 prescribed bodies, including a number from national organisations as well as local parish councils. Further responses were received from those with interest in land in the vicinity of the NDR proposals

Consultation responses were also received from the majority of local authorities consulted. These included responses from Cambridgeshire County Council, Suffolk County Council and Breckland District Council who confirmed that they did not have any comments to make. Waveney District Council commented that it had no objection to the proposal.

Norwich City Council commented that it had no objection to the proposal subject to delivery of the NATS implementation plan. Broadland District Council, South Norfolk Council and the Broads Authority indicated general

support for the proposals, whilst also making specific comments on particular aspects of them.

As a prescribed consultee, Norfolk County Council was consulted on the proposals and in accordance with its internal procedures the response to the consultation was discussed at the Planning and Highways Delegations Committee on Monday 14 October 2014. At this committee it was agreed that Norfolk County Council (as promoter of the NSIP application) be informed that Norfolk County Council (as the Planning Authority):

- raises no objections to the proposed NSIP proposal for the NDR,
- considers that the Preliminary Environmental Report (PEIR) needs to reflect the comments received from the internal consultees within the Environment, Transport and Development Directorate.

A Statement to the Planning and Highways Delegations Committee was made by Councillor Dearnley on behalf of the Green Party, which raised objections to the consultation process undertaken and the content of the PEIR.

All the consultation responses will be set out in the County Council's DCO application consultation report.

As a result of the consultation a large number of design changes were suggested and considered, and of these 28 were incorporated into the design. An example of changes are as follows

- changes to drainage lagoons size and positions
- widening of certain private means of access tracks
- new agricultural accesses to fields
- minor amendments to the horizontal alignment of the Holt Road/Drayton Lane Roundabout
- amendments to the Norwich Aeropark and Petans access from the Airport Roundabout
- changes to detailed planting proposals on earth bund to the north of Beeston Lane

### Specific Points Raised in the Consultation

Below are summaries of the main specific points raised in the consultation, and an indication of the response to those points. All consultation issues will be set out including the County Council's response in the DCO application consultation report.

### Comments on Alternatives to NDR

The main suggested alternatives to the NDR were:

- introduce a congestion charge in Norwich similar to London,
- widen existing routes around Norwich (routes beyond the built-up area),
- improve the A47 instead,
- upgrade the outer ring road,
- encourage more walking/cycling,
- provide better public transport,
- provide inner orbital link (between Postwick and A140) utilising proposed developer routes.

### Comments on Route of NDR

The overwhelming comments regarding the route of the NDR were associated with the link between the A1067 and A47. The majority commented on the need for the NDR to link between the A1067 and A47 to the west of Norwich. Typical comments were that:

- the NDR is only worth while if it joins to the A47,
- proposals will lead to greater volumes of traffic and impact further the lives of Costessey and Taverham residents,
- the environmental issues could be over come.

Other comments suggested that the route of the NDR was too close to villages or should stop at the A140.

### Comments Regarding On-Line Proposals for NDR

The following key issues were identified regarding the on-line proposals for the NDR.

#### **Key Issue      Dual Carriageway or Single Carriageway between Fir Covert Road and Fakenham Road**

Of those responses that made comment on whether this section of the NDR should be dual carriageway or single carriageway, the vast majority (over 85%) were in favour of dual carriageway.

#### **Key Issue      Provision of bridge over the NDR at Middle Road, Gt Plumstead**

A number of residents on Middle Road, Toad Lane and Hare Road in Gt Plumstead Middle Road commented that they were not in favour of Middle



Road Bridge or requested that Middle Road Bridge should be for farm vehicles only.

**Response** There has been extensive consideration of Middle Road Bridge and whilst the concerns of residents of these roads are acknowledged the wider view of the highway network (including the alternative routes to Middle Road) need to be considered. There has also been extensive discussion with the Parish Council on this issue and they have expressed a similar view. On this basis the bridge is to be retained as part of the proposal, so there is no change to the scheme.

### **Key Issue Postwick Hub Junction**

The main comments regarding the Postwick Hub were:

- junction is over complicated and will increase travel time,
- requests to keep both the eastbound slip roads open or in particular keep the eastbound diverge slip road open,
- that it will not reduce queuing at the junction.

**Response** There has been extensive debate regarding this junction design and this has also been discussed in detail at a separate Public Inquiry for the junction. All of the points raised, are noted, but there is no proposal to change the design as many variants and options have already been considered and discounted and the solution proposed has been examined in detail at the Public Inquiry and remains the only option that has been shown to work.

### **Key Issue Too many roundabouts**

Of the consultation responses regarding junctions on the NDR, the main comments received were that there are too many roundabouts on the NDR. Of these the main comments were

- the roundabouts will cause bottlenecks and delays, and the junctions should be like those on the Southern By-Pass (grade separated),
- the roundabouts will cause more accidents,
- the B1149 Holt Road should link directly to the A140/NDR junction.

**Response** One of the purposes of the NDR is to provide maximum connectivity for communities to distribute traffic movements. There is therefore no proposal to change the design.

### **Key Issue Fir Covert Road Roundabout**

Of the consultation responses received there was a balanced view regarding the re-introduction of the Fir Covert Road roundabout. The main comments in favour of providing the roundabout were that it gave better access to

businesses and helped reduce vehicle flows through Thorpe Marriott. The main comment against the roundabout were that could increase traffic though Beech Avenue and its junction with Fakenham Road.

**Response** This issue was extensively considered during previous consultations. The proposal is considered to provide an appropriate balance to all of the views raised and no design change is proposed.

### Comments Regarding Off-Line Proposals for NDR

The following key issues were identified regarding the off-line proposals for the NDR.

#### **Key Issue      Green Lane/Broad Lane Closure**

Of the consultation responses received regarding this closure, a slight majority stated that they were not favour of the closure. The main reason for being not in favour of the closure was that it would increase journey times.

**Response** Whilst the comments are noted, the reasons for the closure are primarily to improve safety at a junction that currently has poor visibility.

#### **Key Issue      Crostwick Lane/Rackheath Lane/North Walsham Road Junction and closure of Rackheath Lane**

Of the consultation comments made about the Crostwick Lane/Rackheath Lane/North Walsham Road junction, approximately 29 were not in favour of the proposals or suggested an alternative scheme, with the main comments being:

- the junction needs traffic signals or a roundabout,
- do not want Rackheath Lane closed,
- closing Rackheath Lane will increase the volume of right turning traffic from Crostwick Lane.

**Response:** The proposed improvements will simplify this existing staggered cross-road junction by removing the through east-west movements by closing the eastern side road. This will therefore improve safety.

#### **Key Issue      Church Street Closure**

Of the consultation comments received regarding the closure of Church Street there was a majority (72%) a favour of closing the road because of concerns that it would be used as a rat run. Those that wanted it to remain open were concerned about the increase journey times that the closure would create and the severance between two adjacent communities..

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**Response** It is proposed that Church Street should remain open to provide inter-community access. This has been discussed with both Horsford and Horsham St Faith parish councils. It is proposed however to monitor this arrangement after the NDR has been opened.

**Key Issue      Drayton Lane Closure and School Road/Hall Lane**

Comment was made during the consultations regarding the proposed closure of Drayton Lane, south of its junction with Reepham Road and the resulting effects on Hall Lane and School Road. A suggestion was made that the Drayton Lane/Reepham Road junction could be a roundabout junction, avoiding the need for a closure at this location.

**Response** Whilst the suggested change is possible, it does result in an increase in traffic in School Road within the centre of Drayton, when compared with the current proposal. For this reason it is not proposed to change the current design.

Comments on More General Suggested Changes to the Proposals

The suggestions for changes to the proposals were made during the consultations. These included:

- close Church Road, Gt Plumstead at A47,
- bridge over Fir Covert Road instead of a roundabout,
- improve the Fakenham Road/Beech Avenue/Fir Covert Road junction,
- keep all roads open, don't have closures,
- provide a bridge over the NDR between Petans and Bullock Hill,
- improve routes between the A1067 at Taverham/Drayton and the A47 at Costessey.

**Response** Most of these proposed changes are to ensure the safe operation of the highway network following implementation of the NDR. No design changes are therefore proposed.

Comments on Walking, Cycling and Horse Rider Proposals

In addition to the general concern that there should be more walking/cycling facilities as part of the project, the main specific suggestions for improved walking/cycling facilities were:

- crossing over/under the NDR where it crosses St Faiths Lane/Quaker Lane,
  - along Reepham Road,
  - the main routes into/out of the city and in particular on the A140 between Horsham and city centre (including better facilities at the A140/NDR junction) and the B1159 between Horsford and city centre,
  - along the route of the NDR from end to end,
  - Horsford to Drayton area, and Gt Plumstead to Thorpe St Andrew area.
-

**Response** A large amount of work has been carried out on the development of walking, cycling and horse rider provision with stakeholders to ensure where possible there is provision picking up any severed routes, locally used cycle routes and to tie in to the Norwich City Cycle network. As a result of the consultation there have been minor amendments to the network in response to safety audit and consultation. These are predominantly adjusting some of the crossing provision

#### Comments on Landscaping Proposals and Wildlife Effects

The main comments regarding landscaping/wildlife effects were:

- general concern about the loss of agricultural land, loss of rural areas, effects to wildlife and that more landscaping is required,
- need to plant mature trees and not saplings,
- need to consider evergreen trees to give autumn/winter noise protection,
- more landscaping is required with the specific, locations suggested being between Rackheath and NDR, north of Thorpe Marriott and area to east of Beeston Park,
- concern about wildlife movements (particularly deer) being split by NDR in area around The Springs (Rackheath) and suggestion for a wildlife bridge here,
- has JCS Green Strategy been taken into account.

**Response** Some minor changes are proposed to the landscaping design. These changes will be considered in the Environmental Statement that will form part of the NDR DCO application.

#### Comments on Effects to Specific Roads

The main areas of concern regarding the effects of the NDR were:

- B1149 Holt Road at Horsford,,
- School Lane/Hall Lane Drayton and Thorpe Marriott,
- Fakenham Road through Taverham/Drayton,
- Plumstead Road through Thorpe End,
- Radial routes such as Reepham Road and Wroxham Road,
- routes through Ringland Hills.

**Response -** Most of these proposed changes are to ensure the safe operation of the highway network following implementation of the NDR. No design changes are therefore proposed.

#### Comments on Regarding Emission and Noise Effects

Of the comments made regarding noise and emissions the main comment was the overall effect of the NDR, on noise and CO2 emissions although some identified specific locations where this was a concern. These locations included:

- Thorpe End,
- Reepham Road,
- Spixworth,
- Postwick,
- Horsford,
- Horsham,
- Rackheath,
- Taverham/Drayton/Thorpe Marriott
- at roundabouts on the NDR.

Response    No design changes are proposed as all issues related to this will be considered in the Environmental Statement that will form part of the NDR DCO application.

## Appendix C

### Project Delivery - Financial profile for Dual Carriageway NDR including Postwick Hub

	Financial Year								Total
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Future years		
<b>Capital Spend Profile with identified funding sources shown below</b>									
DfT			5.00	19.00	43.50				67.50
Postwick Hub CIF Funding		4.00	15.00						19.00
Growth Point Funding	1.36	0.35							1.71
NCC (LA Contribution) – Supported by GNDP funding up to £40m	1.81	3.55 (Note 1)	7.55	9.50	20.00	17.28	0.65* (Note 2)		60.34
<b>TOTAL</b>	<b>3.17</b>	<b>7.90</b>	<b>27.55</b>	<b>28.50</b>	<b>63.50</b>	<b>17.28</b>	<b>0.65</b>		<b>148.55</b>

Note 1 – The current year (13/14) profile has been amended from previous profile (£2m) and this has correspondingly reduced funding required in 14/15. This is taking into account the change of planning approach to the NSIP process, which requires earlier activities in its delivery compared with the Local Planning route, which was previously being considered when the previous profile was developed.

Note 2 – Remainder of airport radar funding costs to be spread over years from 18/19 to 22/23.

<b>LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL</b>	
<b>Scheme Name</b>	Norwich Northern Distributor Road (NDR)
<b>Local Authority</b>	Norfolk County Council (NCC)
<b>Annex D</b>	Norfolk County Council April 2014 Cabinet Report





## **Norwich Area Transportation Strategy (NATS) Implementation Plan and Norwich Northern Distributor Route (NDR) Update**

Report by the Interim Director of Environment, Transport and  
Development

### **Summary**

In November 2013 a report was presented to Cabinet which set out the latest update to the NATS Implementation Plan and provided details regarding the progress with the NDR and Postwick Hub projects. This report provides a further update and sets out the latest position in relation to the delivery of the Plan, including details on the City Centre improvements and cycle city ambition projects ('Push the Pedalways'), the NDR and Postwick Hub.

The NDR update at section 2 includes details following the submission of the Development Consent Order application to the Planning Inspectorate on 7 January 2014 and the subsequent acceptance of the application on 4 February 2014. In particular the update sets out the process that the project will now go through, with approximate timescales, which, it is hoped will lead to approval of the Development Consent Order by the Secretary of State early in 2015. As part of the process, there is a need to be able to respond to issues raised during the public examination of the NDR and therefore this report includes a recommendation to provide delegated authority to the Director of ETD in consultation with the Head of Law.

In addition, a previous Cabinet approval was provided in September 2013 to provide part funding towards the cost of a replacement radar at Norwich International Airport, as a compensatory payment due to the impact of the NDR on the existing radar. The agreement necessary for this and the subsequent procurement exercise for the new radar have been completed. The agreement and the associated radar funding arrangements are therefore now being progressed, however there is an increase in cost associated with this compared with the costs previously presented to Cabinet, but it is still possible to deliver the NDR within the overall funding previously approved by Cabinet. This is because the additional costs associated with the radar procurement are offset by reduced costs elsewhere in the project. As a consequence, an amended cost profile has been included at Appendix A.

Postwick Hub also received confirmation of the Side Road and Slip Road Orders in early January 2014 and this decision by the Secretary of State was published at the end of January. An update of the latest position for the project will be verbally reported to Cabinet.

### **Recommendation / Action Required**

- i) Cabinet is asked to provide delegated authority to the Director ETD, in consultation with the Head of Law (and Head of Finance where appropriate), in relation to decisions in responding to issues raised during the NDR Examination in Public.
- ii) Cabinet is asked to note the updated NDR cost profile, which includes the updated airport radar costs (the total project cost has not changed).

1. **NATS Implementation Plan – City Centre proposals update**
- 1.1. Background
- 1.2. In November 2013 Cabinet received an update report setting out progress made to date with the Norwich Area Transportation Strategy (NATS) Implementation Plan, in particular progress since its adoption by Cabinet in April 2010. The report and its recommendations, approved by Cabinet, included an update and refresh of the Implementation Plan which set out the proposals for delivery looking ahead. This report provides a brief update on some key projects since then.
- 1.3. Better Bus Area and Chapel Field North
- 1.4. Many elements of the Better Bus Area bid have been delivered, including travel information, ticketing and infrastructure improvements. One of the key projects included in the bid was the Grapes Hill bus lane and the removal of through traffic from St Stephens Street, all of which form part of the NATS Implementation Plan.
- 1.5. Linked to the above, after a failed Local Sustainable Transport Fund (LSTF) bid, funding was also allocated to bring forward changes to the use of Chapel Field North, making it two way and providing a bus gate at Rampant Horse Street to remove through traffic from Westlegate.
- 1.6. Following significant consultation for the projects and subsequent approvals of the necessary traffic orders at the Norwich Highways Agency Joint Committee, a legal challenge was received and the work on the projects was stopped pending resolution of the challenge.
- 1.7. In September 2013 the High Court handed down its judgement that there was no basis for a legal challenge. However, the claimant then request an oral hearing at the High Court. This was held in February 2014 and the High Court Judge again determined that there was no basis for a legal challenge. The appeal period for this has now passed and works are planned to recommence, starting with the Grapes Hill bus lane in April 2014.
- 1.8. The delivery of Chapel Field North and changes to St Stephens Street are also now planned to follow in the Summer of 2014. Works to improve Chapel Field Gardens and improvements to Convent Road at its junction with Grapes Hill have already been completed.
- 1.9. The delivery of these projects paves the way for significant improvements to bus based travel for Norwich and improvements for pedestrians and cyclists within the city centre.
- 1.10. Cycle City Ambition (Push the Pedalways)
- 1.11. In the November 2013 report to Cabinet confirmation was provided as part of the NATS update about the successful bid for £3.7m of government funding to improve the already established (since 2012) cycle network across Norwich. The funding was made possible through the 2<sup>nd</sup> wave City Deal process, which, linked to that, Norwich was invited to bid and was successful in achieving.

1.12. Progress with the project, which with other funding sources provides more than £5m of investment in cycle infrastructure and promotion, has continued, with 22 individual projects being progressed. An update for some of those projects includes:

- Alexandra Road - Park Lane (via Earlham Road): Provision of a raised table road hump at location of existing zebra crossing was completed w/c 17 February 2014.
- Market Hub: New and replacement cycle stands delivered w/c 3 March 2014.
- St Andrews Plain hub: New and replacement cycle stands installation completed during March 2014.
- Public consultation underway for the Gilders Way to Heathgate to Valley Drive and Heartsease, Munnings Way to Greenborough Road projects. Both projects have included individual one-day open events for public and stakeholders to attend.

Scheme option appraisals for The Avenues, and Park Lane to Vauxhall Street have been developed and completed, to allow the development of public consultation and associated events/exhibitions in June 2014.

## 2. **NATS Implementation Plan – NDR update**

### 2.1. Background

- 2.2. The Cabinet reports over the past 18 months have provided updates on the progress and delivery of the NDR. Specifically in December 2012, following a significant consultation, changes were agreed to the NDR project which included £5m of additional elements in response to comments received.
- 2.3. In September 2013 a further Cabinet report set out details approved by Cabinet to continue with the nationally significant infrastructure project process and to accept an additional cost of a compensatory payment towards the replacement of the airport radar system because of the impact of the NDR on the existing system. Cabinet also confirmed that it wanted the NDR to be a dual carriageway for its entire length from Postwick to the A1067.
- 2.4. In November 2013, the most recent report to Cabinet, set out details in relation to the NATS Implementation Plan and the NDR budget profile. Also confirmed by Cabinet was its approval to submit the Development Consent Order application for the NDR to the Planning Inspectorate.
- 2.5. This report provides an update to Cabinet since those previous reports.

### 2.6. Development Consent Order and Examination in Public

- 2.7. The Development Consent Order application for the NDR was submitted to the Planning Inspectorate on 7 January 2014. It was subsequently accepted by the Planning Inspectorate on 4 February 2014. This means that the application and the NDR proposals can move forward to the next stage, which is a public examination. At the time of writing this report a start date for the examination had not been provided, however it is anticipated to be during May 2014.
- 2.8. All documents associated with the application have been published on the County Council and the Planning Inspectorate websites. Anyone who wished to engage

with the examination in public process was invited to express their interest in a notice published in mid-February 2014. The closing date for expressing that interest was 23 March and the Planning Inspectorate will now keep all people informed of developments as the project progresses through its formal examination process. A summary of the process being undertaken is included at Appendix B.

- 2.9. During the examination process, the independent Inspectors will require significant work from the County Council as the applicant in response to questions that the Inspectors would like answered, or in response to questions that have been raised by others that the Inspectors would like to see responses to. As part of the process, some questions may require decisions to be taken in relation to the project that could be significant and could require consideration of changes to the scheme. As this would bring about changes to the scheme as submitted, and as approved by Cabinet, and because there will be a need to respond within very limited timescales (as little as 2 weeks), it is proposed that Cabinet provide delegated authority to the Director of ETD, in consultation with the Head of Law, to make such changes/decisions as necessary to enable responses within the appropriate timescales. In addition, where necessary and where cost implications are likely it is also recommended that the Director of ETD also consults with the Head of Finance where any decision, or cumulative decisions, would exceed the Director of ETD's Financial Delegation limits (currently £250,000).
- 2.10. Issues that may be raised that would need to be referred to and considered by the Director include:
- To take all necessary decisions in relation to the pre-examination, examination and post-examination stages relating to the NDR DCO application considered to be required to achieve development consent for the NDR project
  - To respond to all communication issued by the Examining Authority (PINS) in relation to the pre-examination, examination, reporting and decision-making stages in relation to the NDR DCO application, and generally to have conduct of those stages and to present the Council's case as applicant throughout
  - To respond to all representations and evidence submitted by or received from third parties (either directly or via PINS)
  - To agree and submit all evidence and other submissions required in relation to the DCO application / examination, including agreeing and completing statements of common ground and agreements with third parties (including to achieve withdrawal of objections)
  - To make changes and alterations to the NDR scheme where required
  - To submit revised versions and updates to DCO application documents, and new documents, where required
  - To carry out any necessary steps in relation to the NDR DCO application / examination required under relevant legislation or guidance
- 2.11. Airport Radar
- 2.12. Cabinet approved, at its September 2013 meeting, a recommendation to part fund a replacement radar system at Norwich Airport as a compensatory cost associated with the delivery of the NDR. This report provides an update on the process that has been undertaken to date and cost implications of the procurement process completed.

- 2.13. Since September, the Airport has undertaken a procurement exercise to provide a new radar system and the necessary display information associated with the radar operation. Costs have also been assembled through a separate procurement in relation to the necessary engineering infrastructure to install and house the new radar.
- 2.14. A tender evaluation report has been provided to NCC for review, however, for commercial reasons this has not been appended to this report. It is considered that the tender process has been completed in accordance with the appropriate regulations for such a system. A technical assessment of the offer provided by the bidders has also been completed by the Airport in order to establish the appropriateness and acceptability of the offered systems by the bidders.
- 2.15. As a result of recent changes in the radar market, costs for the radar hardware systems have increased notably and the lowest cost solution from the preferred bidder is in excess of that originally set out when the decision to provide a funding package was previously made by Cabinet.
- 2.16. Therefore the costs of the radar will result in an additional cost to the funding arrangements provided by NCC. In the September 2013 report these costs were set out as c. £1.3m project cost with the borrowing costs to the County Council being spread over an 8 year period at £185k per annum. The NCC contribution equates to 40% of the total cost of the radar and this figure is based on the loss of effective life of the existing radar system. All details in relation to this are set out in the September 2013 Cabinet report.
- 2.17. The additional cost will equate to an increase in the annual payment costs being made by NCC. These will increase from £185k to £257k for years 1 to 8. The remaining cost increases will be borne by the Airport.
- 2.18. However, further work has also been completed on associated highway schemes associated with the £5m allocation of funding approved by Cabinet in December 2012. These schemes were added to the NDR project as a result of feedback from communities through the consultation completed during 2012. The further design work completed on the various elements has enabled the costs to be better defined and as a result savings in the region of £500k are anticipated. This therefore means that the added costs of the radar can be absorbed within the funding already agreed by Cabinet.
- 2.19. There is therefore no additional increase in the overall project costs and the updated budget profile at Appendix A includes the revised annual costs associated with the radar, but there is no increase in the overall project cost, which remains at £148.55m.
- 2.20. Council Motion regarding the Wensum Valley
- 2.21. At its 16 September 2013 meeting, Council received a motion requesting that:
- “1) Subject to the outcome of the current consultation, submit an application for a Development Consent Order under the Planning Act 2008 in respect of the NDR as proposed, to allow the scheme to be implemented as soon as possible; and 2) Commission a report on the feasibility of providing a link across the Wensum Valley from the A1067 to the A47 southern bypass.”

- 2.22. In response, Cabinet set out that it remains committed to the delivery of the NDR from Postwick to the A1067 and would like to see this delivered as soon as possible. In addition, a feasibility study into possible connections between the A1067 and the A47 west of Norwich was agreed by Cabinet, with an expectation that Members and other stakeholders will be consulted on the scope of the feasibility study as soon as resources allow, accepting that key resources were currently focussed on delivering the first part of the motion.
- 2.23. Due to ongoing commitments towards the delivery of the NDR application documents and the change of professional services provider from Mott MacDonald to Mouchel, work has not yet progressed on this.
- 2.24. However, an evaluation of the work necessary will commence from April 2014 and this will provide a preliminary appraisal of options, which will then be presented back to Members to ensure the scope is in line with expectations. The work will consider options assessed as part of the consultation for the NDR completed previously and any further options that are considered appropriate. The report to Members and any subsequent reports will be presented separately from any future NATS update reports.
- 2.25. This initial, high level, work is expected to be completed within 3 months. Further work, subject to Member agreement, will take the feasibility work and options into a more detailed phase.
- 2.26. The cost of the initial 3 months work will be in the region of £50k. Further work, which will need to be in much more detail, will be set out in the initial report with costed options for the work that is necessary. Decisions around the extent of environmental surveys, legal opinion, consultation, modelling of options, and other factors will need to be reviewed, considered and agreed by Members.

### **3. NATS Implementation Plan – Postwick Hub update**

#### **3.1. Background**

- 3.2. A public inquiry considering the necessary Slip Road and Side Road Orders for the Postwick Hub was completed in July 2013. Since then, the Inspectors report has been completed and submitted to the Secretary of State. Early in January 2014, the Secretary of State confirmed that the Orders for the Postwick Hub should be confirmed and on 31 January 2014 those Orders were published.

#### **3.3. Construction works**

- 3.4. At the time of writing this report, the legal challenge period of six weeks from the date of publishing the Orders had not closed (ie 14 March 2014). As a consequence details regarding the position relating to the start of works for Postwick Hub could not be set out and a verbal update will be provided at the Cabinet meeting.
- 3.5. However, in anticipation of a legal challenge not being received and to ensure the construction works are able to commence, preparatory site clearance/coppicing has been completed to ensure that the main works are not impacted by the bird nesting season. In addition, work is being finalised to ensure that the planning conditions associated with the junction have been discharged. Therefore, subject to a legal challenge, the full construction works are able to commence around late April 2014

and these will be completed during the autumn of 2015.

#### 4. **Resource Implications**

- 4.1. **Finance:** Funding for the Plan will come from a variety of sources, including the Local Transport Plan allocation, funding from developers, or through the Single Local Growth Fund and other opportunities such as any government funding bids. Implementation will be phased over 10-15 years as funding becomes available. The implementation plan has been largely designed around this phased approach although some of the larger schemes will require larger chunks of funding. The council is working with partners on how to deliver such schemes, including through its work on City Deals and the Single Local Growth Fund (SLGF). A NATS public transport package and Norwich Southern Bypass junctions have been identified as priorities for part-funding from the local major transport scheme element of the SLGF.
- 4.2. The County Council has previously agreed to underwrite £53.33m of the cost of the NDR, with the GNDP having committed in principle to provide up to £40m, based on the potential for income from the Community Infrastructure Levy (CIL), associated with the now adopted Joint Core Strategy. In addition, in December 2012, Cabinet also agreed to add a further £5m of project cost following the results of the community consultation and associated changes to the project, and in November 2013, a further £2m for the airport radar and Fir Covert Road junction. This brings the total underwritten amount to £60.34m. DfT has recently confirmed that any of the government funding for the project (amounting to some £86.5m in total) that extends outside of the current spending review period (i.e. 2015), will be paid to the Local Enterprise Partnership as part of the Local Growth Fund. Further detail of any approval requirements for the release of these funds are expected later in 2014.
- 4.3. **NDR cost profile update:** A revised profile is included in Appendix A and this shows a change to the budget profile to take account of the airport radar cost profile and some bringing forward of expenditure as part of the earlier work associated with the Development Consent Order application process. There is no change to the overall cost of the NDR, which remains at £148.55m. As discussed in 4.2 above, Cabinet has previously approved the underwritten amount of £60.34m, which is shown in the budget profile.
- 4.4. **Staff:** Staff across ETD and from the ETD professional service provider (Mouchel), and colleagues in Norwich City Council will be involved in taking the NATS Implementation Plan forward for delivery. The NDR project continues to be staffed from NCC, Mott MacDonald and Birse Civils Ltd. For specific schemes, the feasibility, consultation and scheme delivery will be met from existing resources. A team capable of delivering the NDR and Postwick Hub has been identified and has the necessary support provided by Mott MacDonald and Birse Civils Ltd.
- 4.5. **Property:** No implications arising from this update. Implications may arise from specific NATS schemes as they are brought forward for delivery. Landowner negotiations and land registry checks are continuing in relation to the NDR.

#### 5. **Other Implications**

- 5.1. **Equality Impact Assessment (EqIA):** An EqIA was completed for NATSIP 2010. This has been reviewed and refreshed for the updated Implementation Plan. It

identified that transport is a major concern for key groups including disabled and older people. To mitigate negative impacts the implications should be considered in detail as and when projects are taken forward.

- 5.2. **Communications:** All appropriate communications will be undertaken as schemes undergo feasibility and delivery. A communications plan has been developed for the NDR and it identifies key stakeholders and mechanisms for making / maintaining communication and this will continue to evolve and adapt as the project progresses.
- 5.3. **Health and Safety Implications:** The NDR and some NATSIP projects are subject to the Construction (Design and Management) Regulations (CDM) and the schemes are regularly assessed in accordance with these regulations by an appointed CDM Coordinator.
- 5.4. **Environmental Implications:** A Strategic Environmental Assessment was undertaken on NATSIP prior to its adoption in 2010. The more recently adopted Implementation Plan (November 2013) has only changed with respect to the phasing of schemes within the plan and the Strategic Environmental Assessment is considered to remain fit for purpose. The statutory environmental bodies were previously consulted on this approach.

The NDR project has included significant work in completing Environmental Impact Assessments and details of these are included as part of the formal development consent order process and application submission documents – all of which are published on the County Council's and Planning Inspectorates websites.

- 5.5. **Any other implications:** Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

## 6. **Section 17 – Crime and Disorder Act**

- 6.1. Requirements of the Act as it relates to the design and operation of the NDR and other NATS schemes will continue to be taken into account in the development of the projects.

## 7. **Risk Implications/Assessment**

- 7.1. In the context of the NATS implementation plan, key risks associated with the NDR and other NATS schemes are around funding and the statutory planning process. These risks are being managed through active project management and engagement.

## 8. **Alternative Options**

- 8.1. NATSIP was adopted in 2010 following extensive public consultation. This plan has been updated, with the main changes being to phasing of delivery. As such, the Plan continues to include the package of measures that best meet objectives, have public and stakeholder support, and can be delivered within the likely available resources. Alternatives to the NDR have been examined through the Major Scheme Business Case process and further examination by DfT as part of the Development Pool bidding process and will be considered further during the examination in public process.



## 9. Reason for Decision

- 9.1. The NDR is an essential element of the NATSIP and forms a key part of the Joint Core Strategy for the Norwich Policy Area. The continuation of the NDR is essential to be able to realise the full benefits of the Implementation Plan, to provide the transport infrastructure for Norwich to enable its prosperity into the future, taking account of existing transport problems and accommodating future growth in housing and employment, which are essential to economic growth in Norfolk and vital to achieving LTP targets.

## Recommendation / Action Required

- (i) Cabinet is asked to provide delegated authority to the Director ETD, in consultation with the Head of Law (and Head of Finance where appropriate), in relation to decisions in responding to issues raised during the NDR Examination in Public.
- (ii) Cabinet is asked to note the updated NDR cost profile, which includes the updated airport radar costs (the total project cost has not changed).

## Background Papers

County Council Cabinet reports dated 6 April 2010, 2 April 2012, 3 December 2012, 2 September 2013 and 4 November 2013.

## Officer Contact

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

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If you need this report in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 and ask for David Allfrey or textphone 0344 800 8011 and we will do our best to help.

## Appendix A

### Project Delivery - Financial profile for Dual Carriageway NDR including Postwick Hub

	Financial Year								Total
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Future years		
<b>Capital Spend Profile with identified funding sources shown below</b>									
DfT			5.00	19.00	43.50				67.50
Postwick Hub CIF Funding		2.40	16.60						19.00
Growth Point Funding	1.36	0.35							1.71
NCC (LA Contribution) – Supported by GNDP funding up to £40m	1.81	3.95	8.25	8.65	20.00	16.68	1.00* (Note 1)		60.34
<b>TOTAL</b>	<b>3.17</b>	<b>6.70</b>	<b>29.85</b>	<b>27.65</b>	<b>63.50</b>	<b>16.68</b>	<b>1.00</b>		<b>148.55</b>

Note 1 – Remainder of airport radar funding costs to be spread over years from 18/19 to 21/22.

<b>LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL</b>	
<b>Scheme Name</b>	Norwich Northern Distributor Road (NDR)
<b>Local Authority</b>	Norfolk County Council (NCC)
<b>Annex E</b>	Funding Statement



## Briefing Note – Funding the NDR

The NDR is one scheme in a package of projects to be delivered as part of the Norwich Area Transport Strategy (NATS)

- NATS forms part of the infrastructure required to support the economy and improve the quality of life and transport choice for local people. It also helps to support the delivery of local growth requirements. In particular, as set out in the adopted Joint Core Strategy (JCS), which reflects the potential of the economy to generate jobs and the locally determined need for new housing. The NDR will also have wider benefits to the economies of North Norfolk and Great Yarmouth.
- The infrastructure requirements also form part of the City Deal which has given us access to a reduced rate PWLB borrowing (PWLB project rate, (an interest rate lower than would normally be available to the County Council, so if we do have to borrow it will be at a lower cost) and a number of other sources of funding.

### Project Delivery - Financial profile for Dual Carriageway NDR including Postwick Hub

	Financial Year								
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Future years	Total	
<b>Capital Spend Profile with identified funding sources shown below</b>	<b>3.17</b>	<b>6.7</b>	<b>29.85</b>	<b>27.65</b>	<b>63.5</b>	<b>16.68</b>	<b>1.00</b>	<b>148.55</b>	
DfT			5.00	19.00	43.50			67.50	45%
Postwick Hub CIF Funding		2.4	16.60					19.00	13%
Growth Point Funding	1.36	0.35						1.71	1%
NCC (LA Contribution) – Supported by GNDP funding up to £40m	1.81	3.95	8.25	8.65	20.00	16.68	1.00	60.34	41% <sup>1</sup>

The GNDP contribution will be funded from CIL contributions collected by the District Councils. As the NDR forms a critical part of the City Deals and is priority 1 transport infrastructure set out in the JCS and its implementation (plan the Local Investment Plan and Programme (LIPP)), the Districts are fully committed to meeting their funding commitments. The modelling that we have undertaken estimates the level of CIL funding as follows:

<sup>1</sup> 27% funded by GNDP funding, 14% NCC funded (£20.340m).

2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
£573	£2,292	£7,247	£10,567	£11,897	£12,168	£11,955	£11,263	£10,767	£9,824	£7,591	£6,125

Total anticipated available CIL Funding: £102.268m over the planning period

Through the City Deal, it has been agreed (by each of the GNGB local authorities) to pool CIL and other potential income such as retained business rates and new homes bonus.

As part of the planning for the delivery of the infrastructure requirements of the Joint Core Strategy, a forward programme has been produced to ensure the programme is deliverable from the available funding, taking into account long term funding sources and commitments.

In its forward planning the County Council has considered the financial impacts of the NDR. A full profile of expenditure on the NDR and related funding streams was taken to Cabinet on 4 November 2013, resolved to underwrite £60.34m towards the scheme in accordance with the funding profile presented. A further report was taken to Cabinet in April 2014 where members approved a revised cost profile to take into account a number of changes to the scheme, noting there was no change to the overall cost of the NDR. The total costs of the scheme remain at £148.55m and the Cabinet confirmed their commitment to underwrite £60.34m as shown in the budget profile.

Within the Capital Strategy and Programme 2014-17 report to Cabinet on 27 January 2014 members noted that, the majority of costs relating to the scheme are being reimbursed through funding from DfT, and that the Council would need to borrow £60.340m to finance the scheme over its lifetime. This borrowing is supported by the Greater Norwich Growth Board for up to £40.000m.

**Interim Director of Environment Transport and Development**



for Norfolk County Council

Date 29/9/14

**Section 151 Officer sign off**



for Norfolk County Council

Date 29/9

<b>LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL</b>	
<b>Scheme Name</b>	Norwich Northern Distributor Road (NDR)
<b>Local Authority</b>	Norfolk County Council (NCC)
<b>Annex F</b>	Norfolk County Council January 2014 Cabinet Report





**Consideration of Revenue and Capital Budget for 2014-17**  
**Statement by the Leader of the Council**

**1. Our Priorities**

- 1.1. The process of framing the budget has been dominated by the necessity of implementing the most severe cuts ever seen. These cuts are neither optional nor of our own making. Central Government has forced us into this position by making yet more savage cuts in the level of rate support grant

**2. Consultation Feedback**

- 2.1. When we began the public consultation on the budget, we believed that the Council needed to make savings of some £189 million – on top of savings of £140 million since 2011. Since the consultation began the Government has worsened the position by withdrawing PFI credits from the Energy From Waste project which is the equivalent of a further £6 million a year loss. Whilst the Secretary of State prevaricates over whether or not to give planning permission to the project we also have to make some provision for compensation to the contractors in the event that it does not go ahead.
- 2.2. The budget problems facing the Council have worsened because of Government actions throughout the year – reflecting the experience of many households in Norfolk. This Government's programme of cuts continues to pile misery onto hard pressed families.

**3. Our Budget**

- 3.1. As a Cabinet our feelings on the Budget we are proposing are complex. The Government massively underfunds services in Norfolk. We are clear that with more financial support we could make significant progress on our key priorities - our ambition is for everyone in Norfolk to succeed and fulfil their potential. By putting people first we can achieve a better, safer future, based on education, economic success and listening to local communities. We asked people for their views on our ambition and priorities for Norfolk, and we had some very thoughtful comments as feedback. Some people were concerned that we did not highlight vulnerable people in our priorities and asked us to consider adding this specifically to our list of priorities.

- 3.2. We haven't felt the need to do this up until now, because working for vulnerable people is at the very heart of everything we do as a council, and is a given for us. Our priorities highlight other important areas where we think we should aim to make a difference. It goes without saying that we are committed to providing high quality services in Adult Social Care. We have not been given the financial support that we need. Instead we have had to make some very difficult decisions.
- 3.3. In drawing up this budget we have worked hard to put our own house in order – around half the savings proposed stem from efficiency savings – but the remainder will impact on users of our services – and that is all Norfolk residents. We take no satisfaction in making these cuts but we believe that we are taking actions that will do least damage to services and therefore have the least impact on residents – particularly those most vulnerable and those who depend on us most.
- 3.4. We are appreciative to all who offered comments during the public consultation. We have been moved by both the strength of feeling on specific issues and the general awareness of the lack of room for manoeuvre that we have. A number of people have gone out of their way to give us some constructive alternatives and ideas – and I shall be asking officers to see whether we can take some of these ideas forward.
- 3.5. We have listened carefully to what people told us. We have heard their anxieties about service cuts and while we can't make them all go away, we have found some ways to lessen the impact on people. As detailed earlier the Government has worsened the Council's financial position since the consultation began and therefore we have even less room for manoeuvre than we had hoped.

#### **4. Changes To Budget Proposals**

- 4.1. Following on from the strong and sincere views expressed in the consultation we propose to draw back in the coming financial year from our original proposals namely
- ✓ Restore £1 million to the budget for 16 to 19 School Transport
  - ✓ Restore £3 million to the wellbeing element of Adult Social Care Personal Budgets
  - ✓ Restore £3 million to the Children's Services budget to consolidate the improvement programme on Safeguarding Children
- 4.2. We have conducted a thorough risk assessment on the Energy From Waste project. Over the past few months we have accumulated – through prudence

and good management – a fund for use in the event that the project does not proceed. However we are not prepared to make further cuts to add to that fund at this time. If the project is terminated for any reason, we would supplement the fund from general balances to pay any compensation in the short term. However, the Council would then have to look at urgent action including additional cuts to replenish those balances by the end of the financial year

- 4.3. This means we will have accumulated two thirds of the value of any termination costs, while using some £7 million for services and people who need it now. We have weighed up the risks very carefully, and think this is the right decision for Norfolk.

## **5. Council Tax**

- 5.1. We are not proposing any change to the level of Council Tax this year – we recognise that the Government has manipulated the system. Whereas previously we thought a Council Tax increase could give us £3 million to offset cuts, a late announcement indicating a lower new cap of 1.5% means we could only generate £1 million. Instead, we have instead built the freeze grant provision into our budgetary assumptions.
- 5.2. The public consultation covered a 3 year period and therefore these proposals contained in “Putting People First” not only set out the budget for 2014/15 but also include changes that will be implemented in the succeeding 2 years. Whilst we have strong views on the shape of those budgets we recognise that the Council will then be working under a new governance system, and it will be for the new Committees to set those budgets.

## **6. Open and honest**

- 6.1. When we started the consultation, we said we wanted to be very open and honest about the proposals. We have been straight forward with the public about what this means, and we have worked with them to understand – through equality impact assessments – what the changes could mean for them.
- 6.2. We have looked at everything very carefully and we were not prepared to allow the people of Norfolk to suffer the very worst of the cuts simply because Mr Pickles was unable or unwilling to reach a decision on The Willows.
- 6.3. The public has identified the three areas where they wished us to do more, if we could, and we have listened to them and responded.
- 6.4. It is a principled decision by all of Cabinet, not to implement the most severe cuts when it may well be that when Mr Pickles does make up his mind, we find there is no need to do so.

- 6.5. With such a finely balanced Council, it is going to be testing to reach a budget which is in the best interests of Norfolk residents. I believe we have worked with the opposition parties to have an approach which avoids game-playing in the lead up to the Full Council debate.
- 6.6. There is simply too much at stake for councillors to do otherwise.
- 6.7. The recommendations from Cabinet to Full Council are attached

## Summary of recommendations to Full Council

The recommendations from Cabinet to Full Council for the 2014/15 revenue budget are as follows:

1. Cabinet is asked to recommend to Council that the ambition and priorities (as set out in section 5.1 of the Consultation Findings and EQIA Report) are confirmed.
2. Cabinet is asked to agree the overall Equality Impact Assessment findings (in Appendix A of the Consultation Findings and EQIA Report) and the mitigating actions in relation to individual assessments.
3. Cabinet is asked to agree the level of risk and set of assumptions set out in the report 'Robustness of the estimates 2014-17', which underpin the revenue budget decisions and planning for 2014-17
4. Cabinet is asked to agree the following recommendations (as set out in section 11 of the report on the adequacy of provisions and reserves)
  - 1), note that excluding the arrangements to manage the Willows risk, the reduction in non-schools earmarked and general reserves of just under 65%, from £112m (March 2013) to £39.6m (March 2017);
  - 2) Agree, based on current planning assumptions and risk forecasts set out in Appendix D:

(a) for 2014-15, a minimum level of General Balances of £19m and,

(b) a forecast minimum level for planning purposes of

2015-16, £22.4m and,

2016-17, £24.1m

as part of the consideration of the budget plans for 2014-17 and reflecting the transfer of risk from Central to Local Government.

- 3) Agree the use of non-school Earmarked Reserves, as set out at Appendix E,
  - 4) Agree that the Head of Finance further reviews the level of the Council's Reserves and Provisions as part of closing the 2013-14 accounts in summer 2014.
  - 5) Note the updated policy on reserves and provisions.
- 
5. Member are asked to agree the Medium Term Financial Strategy 2014-17, including the four policy objectives to be achieved in the next budget

round for 2015-18 (set out in section 12.1 of the report on the Medium Term Financial Strategy 2014-17)

- 1) Revenue – to identify funding and savings for all three years to produce a balanced budget;
  - 2) Capital – to eliminate the revenue costs of prudential borrowing for highway schemes;
  - 3) To review the economic case for the investment in, and returns from County Farms
  - 4) Carbon – to consider the stretch target proposed by the October 2013 Corporate Resources Overview and Scrutiny Panel for the 2015-18 MTFS.
6. Cabinet is asked to agree the revenue budget recommendations and specifically the following recommendations that are set out in Section 16 of the 2014-15 Revenue Budget report.  
The Cabinet is proposing the following budget recommendation in the light of an improved financial position, the consultation, the delay in the planning permission for the Willows, and accepting greater risk, which results in £15.1m of extra costs met by £15.1m of funding:

**Cabinet is asked to:**

- a) Note the revised position which sees the availability of £10.9m for 2014-15.
- b) Agree the response to the consultation, by restoring £7.1m funding in 2014-15 for:
  - Children's revised budget savings, better data, robust budget £3.1m -
  - Children's 16-19 transport re-phased £1.0m -
  - Adults – personal care savings re-phased, plus less risk £3.0m -
- c) Note the delayed planning decision on the Willows, which will emerge after the budget meeting;
- d) Agree, that as a consequence, the prudent approach is to assume a possible planning failure, and gather £8m funds, towards the £26m that could be required, making a total of £19m [or 73%]

assembled;

- e) Note that the remaining £7m was to be defrayed by a £4.2 one-off contribution from the 2014-15 revenue budget for interest payments on capital, which can be deferred for a year;
- f) Agree, that in the light of the deferral above, the £4.2m is employed to help fund the Willows assembly, as set out below, accepting the increased degree of risk if the whole £26m becomes due.

	Resources £m	One-off costs £m
Availability	10.9	
Consultation		7.1
Willows		8.0
Interest payments	4.2	
Total	15.1	15.1

- g) Note that, a delay in the Willows decision beyond May 1st, exposes the Council to a potential increase in termination costs of £5m, to £31m, resulting in an unfunded risk of £12m [£31m less £19m], which in the short term would be covered by the General Reserve, whilst urgent savings were then assembled to restore the General Reserve to its £19m minimum.

**Cabinet is asked to agree to recommend to County Council:**

- a) An overall County Council Net Revenue Budget of £308.397m for 2014-15, including budget increases of £113.301m and budget reductions of £107.491m as set out in Table 5 of this report and the actions required to deliver the proposed savings.
- b) A freeze in Council Tax for 2014-15
- c) The budget proposals set out for 2015-16 and 2016-17, including authorising Chief Officers to take the action required to deliver budget savings for 2015-16 and 2016-17 as appropriate.
- d) As the current proposals are not adequate to deliver a balance budget in future years that further plans, to meet the shortfall, are brought back to Members before June 2014, as part of the 2015-16 budget planning process timetable (set out in Appendix F of the Revenue Budget report)
- e) The Council Tax calculations (set out in Appendix D of the Revenue Budget Report) and the precept to be collected from the District Councils.
- f) That the Head of Finance be authorised to transfer from the County Fund to the Salaries and General Accounts all sums necessary in respect of revenue

and capital expenditure provided in the 2014-15 Budget, to make payments, to raise and repay loans and to invest funds.

7. Cabinet is asked to agree the following recommendations set out in Section 15 of the Capital Programme 2014-17 report.

Cabinet is recommended to:

1. agree the proposed 2014-17 capital programme of £391.138m and refer it to the County Council for approval;
2. agree to recommend to the County Council the Minimum Revenue Provision statement attached at Appendix C;
3. agree to recommend to the County Council the Prudential Indicators in Appendix D;
4. note the new capital grant settlements for 2014-15 set out in Section 3;
5. note the estimated capital receipts to be generated over the next three years to support those schemes not funded from other sources as set out in Table 6;
6. note the analysis of potential property sales in paragraphs 5.6, and approve the development of this analysis into a property sales strategy to support the Council's future unsupported borrowing requirements;
7. note the projects to be funded from prudential borrowing and capital receipts in Appendix B, and the revenue implications of undertaking new projects in Table 8.
8. Cabinet is asked to endorse and recommend to County Council the recommendations set out in section 17 of the report on the Annual Investment and Treasury Strategy for 2014-15.



<b>LOCAL AUTHORITY MAJOR SCHEMES APPLICATION FOR FULL APPROVAL</b>	
<b>Scheme Name</b>	Norwich Northern Distributor Road (NDR)
<b>Local Authority</b>	Norfolk County Council (NCC)
<b>Annex G</b>	Procurement Strategy



The procurement process was overseen by a Procurement Board consisting of a Member from each political party advised by a Procurement Team consisting of experienced NCC officers. All decisions were ratified by NCC Cabinet.

Before the procurement process for the scheme began an exercise in 'soft marketing' was carried out where 5 contractors well known to NCC were invited to comment on the procurement strategy.

The advertisement for the commencement of the procurement process appeared in the Official Journal of the European Union on 7 February 2008 inviting expressions of interest from companies/consortia wishing to tender for the scheme. Ten expressions of interest were received; each applicant received a copy of the Pre-Qualification Questionnaire for return to the NCC by 12 March 2008.

Pre-Qualification Questionnaires were received from the following companies/consortia:

- Alfred McAlpine plc (now trading as Carillion Capital Projects Ltd)
- Birse Civils
- JMG – A joint venture between Jackson Civil Engineering and May Gurney

Companies/Joint Ventures applying were initially assessed on their financial standing and company profiles they were also assessed on their Technical Capability, approach to Equality and Diversity, Health and Safety and Environmental Issues.

The technical capability assessment team assessed and scored the applicants on the basis of the short listing evaluation criteria. Applicants were also requested to provide details of their involvement in up to seven projects and three projects which had involved partnering arrangements (contractual or non-contractual) on previous projects. References were taken up with those organisations as appropriate. All applicants fully met all the criteria and were invited to tender.

The scheme went out to tender under the restricted procedure on 16th July 2008 with a return date of 8th October 2008. The tendering process was progressed in two stages, as set out in a Cabinet report:

- The successful contractor was appointed for Stage 1 to assist with the development of the scheme through the Statutory Orders and Public Inquiry phases, known as Early Contractor Involvement (ECI).
- The contractor will be appointed to Stage 2 to construct the scheme only when funding for the scheme is in place, the Secretary of State has confirmed the Orders and a target cost has been agreed with the contractor.

The award was based on a 60/40 quality/price evaluation which was carried out by a team of experienced NCC officers and overseen by an independent 'arbitrator'. The price evaluation consisted of a possible ten points for Stage 1 and 30 points for Stage 2. The award decision was approved by NCC Cabinet in January 2009.

