
The Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order

4.2 Funding Statement

Planning Act 2008

Infrastructure Planning

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

PINS Reference Number: TR010015

Document Reference: 4.2

Regulation Number: 5(2)(h)

Author: Norfolk County Council

Revision	Date	Description
A	08 January 2014	Revision for Submission

INTRODUCTION

This document is submitted in relation to the application for a proposed Development Consent Order by Norfolk County Council to the Planning Inspectorate Secretary of State, under the Planning Act 2008.

The application is for the Norfolk County Council (Norwich Northern Distributor Road (A1067 to A47(T))) Order, to grant development consent for the construction of a new highway running west to east, to south, between the A1067 Fakenham Road and the A47 Trunk Road at Postwick, including improvements to the existing highway network to the north and north east of Norwich.

This document comprises part of the application documents and relates to Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

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1 Introduction

1.1 Summary

- 1.1.1 This Funding Statement (this Statement) relates to an application (the Application) by Norfolk County Council (NCC or Applicant) to the Secretary of State under the Planning Act 2008 (PA2008) for development consent for the Norwich Northern Distributor Road (the Scheme), which would grant powers to NCC to construct and operate the Scheme.
- 1.1.2 This Statement has been prepared in compliance with the requirements of Regulation 5(2)(h) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and in accordance with the Department for Communities and Local Government guidance, 'Planning Act 2008: Application form Guidance' (June 2013) and 'Planning Act 2008: Guidance related to procedures for the compulsory acquisition of land' (September 2013) .
- 1.1.3 It is required because the development consent order (DCO) for the Scheme would authorise the compulsory acquisition of land or interests in land. Regulation 5(2)(h) therefore requires the Applicant to provide a statement indicating how the implementation of the powers conferred by the DCO would be funded.
- 1.1.4 This Statement forms part of a suite of Application documents. It should be read alongside and is informed by those documents. In particular, this Statement supplements the Statement of Reasons for Compulsory Acquisition (4.1 Statement of Reasons).
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2 Capital funding

2.1 Scheme Cost

- 2.1.1 The current cost estimate for the Scheme that is the subject of the Application is £148.55 million. This cost estimate includes construction costs, preparation costs since 2012/13, supervision costs and land acquisition costs. This is an estimate of the anticipated outturn cost and therefore includes an allowance for inflation.

2.2 Scheme Funding

- 2.2.1 The capital costs of the Scheme will be jointly funded by the Department of Transport (DfT) and NCC.
- 2.2.2 In September 2011, NCC submitted a Development Pool bid for Government funding for Local Authority major transport schemes in respect of the Scheme (Appendix A).
- 2.2.3 This bid was approved by DfT in December 2011, with the Scheme being given "Programme Entry " status and an award of provisional funding (with a fixed maximum DfT contribution) (Appendix B)
- 2.2.4 DfT's funding grant is capped at £86.5m and is subject to satisfactory completion of all remaining statutory processes, and is made on condition that before 'Full Approval' will be granted, NCC is required to commit to a funded and programmed package of sustainable transport measures in Norwich city centre, as proposed in the Norwich Area Transportation Strategy (NATS).
- 2.2.5 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 with the most recent update in November 2013 which identified progress on delivery, sets out the current and emerging programme, and highlights the relationship between NATS' schemes and the wider growth and development agenda. NATSIP takes account of the implications of emerging funding opportunities including the Community Infrastructure Levy.
- 2.2.6 The key features of NATSIP are;

City centre improvements

A bus rapid transit (BRT) network

A core bus network

A package of cycling and walking improvements

Specific rail service improvements

Smarter choices initiatives, like travel planning

Highway network improvements

The Northern Distributor Road

- 2.2.7 As part of the funding conditions from DfT, there is a requirement to continue to deliver the NATS package of measures. NATS IP 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 is rolled-forward each year, which Members are asked to agree annually as part of the annual Local Transport Plan capital programme.
- 2.2.8 As part of this requirement, a progress tracker was developed to clearly show the schemes delivered in the past, what NCC is delivering presently and what NCC propose to implement with potential funding sources in the next ten to fifteen years.
- 2.2.9 Given NCC's commitment to fund and programme a package of sustainable transport measures as required by the DfT condition and as explained above, if DCO is granted for the Scheme, NCC will immediately submit an application for Full Approval to the DfT. Whilst the DfT Programme Entry funding decision related to a road from the junction with the A47(T) at Postwick to the A140 (Cromer Road) near Norwich International Airport to the north of the City, NCC's Cabinet considered a report on 2 April 2012 which included details for the section from the A140 to the A1067. The Cabinet resolved to submit the Application for the Scheme (to the A1067) and underwrite the additional costs (Appendix C).
- 2.2.10 NCC's Cabinet considered further reports in December 2012 and September 2013 which discussed possible design changes following public consultation and the additional cost implications. A further report to NCC's Cabinet on 4 November 2013 consolidated all the additional costs into a revised cost profile (Appendix D). On 4 November 2013 the Cabinet resolved to underwrite

£60.34m towards the scheme in accordance with the funding profile set out in Appendix D.

3 Land acquisition

- 3.1.1 The current cost estimate (see paragraph 2.1.1) includes an amount to cover the total cost of the payment of compensation for the compulsory acquisition of land, interests in land and rights over land.
- 3.1.2 To date, four pieces of land have been purchased relating to the Scheme, as they would have been affected by blight. Should any future claims for blight arise, the costs of meeting any valid claims will be met by NCC.

4 Appendices

4.1 Appendix A – Development Pool Bid

**LOCAL AUTHORITY MAJOR SCHEMES
BEST AND FINAL FUNDING BID
SEPTEMBER 2011**

Scheme Name	Norwich Area Transportation Strategy - Norwich Northern Distributor Route (NDR)
Local Authority	Norfolk County Council (NCC)

SCHEME COST SUMMARY (£m)		
	Scheme As Previously Configured (from section 1.4)	Revised Scheme (from section 4.4)
LA contribution *	£18.8*	£22.0*
Third Party Contribution		
- Growth Point	£4.5	£4.0
- CIF (CLG)	£21.9	£19.0
DfT Funding Contribution	£70.4	£67.5
Total	£115.6	£112.5
* NOTE: The LA Contribution figures do not include Part 1 claims. Both sets of figures include inflation increases assuming a scheme opening in 2017		

CONTACT DETAILS FOR FURTHER ENQUIRIES	
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NOTE: Bids should be received by the Department by Noon on 9th September 2011.

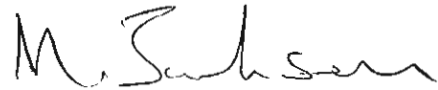
SENIOR RESPONSIBLE OWNER DECLARATION

As Senior Responsible Owner for the Norwich Northern Distributor Route (NDR) I hereby submit this Best and Final Funding Bid to DfT on behalf of Norfolk County Council and confirm that I have the necessary authority to do so.

Name:
Mike Jackson

Signed:

Position:
Director of Environment, Transport and
Development

**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 the intention and the means to deliver this scheme on the basis of its proposed funding contribution at section 4.3 (a) above, as well as meeting any ongoing revenue requirements on the understanding that no further increase in DfT funding will be considered beyond the maximum contribution requested at 4.3 (c) (including if third party contributions should no longer be available).

Name:
Paul Brittain

Signed:



Please Note: The promoting authority should ensure that a copy of this BAFB form and all supporting information is available on its website by 5pm on 12 September 2011.

Please detail the appropriate location where these documents can be located. The Department may provide a link to these pages from its own website.

Norfolk County Council Website address for data:

http://www.norfolk.gov.uk/Travel_and_transport/Transport_future_for_Norfolk/Norwich_Area_Transport_Strategy/Northern_Distributor_Road/DfT_Development_Pool_Bid/index.htm

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SECTION 1: THE SCHEME AS PREVIOUSLY CONFIGURED

i.e. BEFORE 10 JUNE 2010

This section should EITHER describe the scheme as approved at Programme Entry OR as submitted in a business case bid for Programme Entry OR on the latest design on which the last QMR submitted to the Department was based.

Note: this information should be consistent with what was included in previous EoI with any differences explained.

Date of Programme Entry or PE Bid or last QMR Submission (where applicable)	PE 16 December 2009 (letter confirmation from DfT 8 Feb 2010)
Estimated total scheme cost (inclusive of eligible preparatory costs)	£106.3m
DfT contribution	£67.5m
Local Authority Contribution (excluding the costs of any Part 1 Claims that you may have included at this time) (NOTE: Total reduced due to Part 1 Claims)	£16.8m
Third party contribution (Includes £1m Growth Point and £21m CIF allocation)	£22.0m

1.1 Brief description of the scheme as previously configured *This should clearly state the scope of the scheme and describe all of its key components.*

The Norwich Northern Distributor Road (NDR), as part of the Norwich Area Transportation Strategy (NATS), is crucial to delivering housing and jobs growth in Norwich. It is the key piece of infrastructure necessary to enable the overall delivery of the 37,000 houses and 27,000 jobs identified in the Joint Core Strategy (JCS). It forms part of a package to deliver sustainable transport measures including bus rapid transit, walking and cycling measures, and a comprehensive transport plan aimed to boost and sustain the city centre economy.

The NDR scheme is a dual carriageway distributor road from the A47 at Postwick to the A140 junction near Norwich International Airport to the north of the city. It is 14km in length and includes at-grade roundabout junctions at intersections with existing radial routes (see attached plan Ref 04). The NDR scheme has an excellent overall value for money **BCR of 7.42** (refer Section 3.2) which categorises it as **Very High** value for money.

The government funding being sought for the scheme, totalling £86.49m (£67.49 DfT and £19.00m CLG), will provide the potential to unlock growth that as a conservative estimate amounts to **£1.3bn** of additional investment in the Norfolk economy.

At Postwick the NDR will link with the A47 and wider Trunk Road network via a significant junction upgrade (called Postwick Hub). This includes dual carriageway roads linking to the existing highway network and facilitating access to a new business park development and the extension of an existing business park. This junction upgrade has been awarded CIF growth point funding, which is currently held by DfT pending resolution of the Development Pool process.

In addition to the distributor road, the following elements will be delivered, which are also part of NATS and immediately lock-in the benefits of the NDR and Postwick Hub:

- A range of city centre measures to provide immediate benefits for walkers, cyclists and bus users/operators
- Other linked highway improvements to improve access
- Traffic speed reduction measures in the northern suburbs to ensure appropriate use of the highway network and improve local communities
- A £2m contribution towards Postwick Park and Ride expansion

As well as the economic cost of the congestion in northern Norwich, the NDR also delivers local environmental benefits to those suburbs and communities that it relieves.

The NDR is key to future economic growth in the Norwich area and protecting the historic city centre environment. It opens up strategic employment sites at Norwich International Airport, Rackheath and Broadland Business Park – facilitating the land to provide for over 12,000 jobs and enables the delivery of up to 10,000 new homes (as set out in the JCS). It will also provide greatly improved access for north east Norfolk to the strategic road network, taking full advantage of the forthcoming dualling of the A11.

In doing so, the NDR will provide improved accessibility from North Norfolk to employment opportunities at Norwich Research Park and the Norfolk and Norwich University Hospital as well as those in Broadland.

1.2 What are/were the primary objectives of the scheme?

Please limit this to the primary objectives (ideally no more than 3) the problems to which this scheme is the solution. If the primary objectives have changed please explain why. Do not include secondary objectives i.e. things to which the scheme will contribute.

The strategic case for the NDR scheme has been set out in an updated document (see attached Ref 01) which clearly defines the objectives of the NDR. These can be grouped under the following three primary objectives, which reflect the Governments recently published white paper 'Creating Growth, Cutting Carbon' published in January 2011:

1. **To deliver economic growth.** 10,000 new homes and 12,000 new jobs are directly dependent on the implementation of Postwick Hub and the NDR. The NDR will directly link strategic employment sites, Norwich International Airport and major housing growth areas to the trunk road. The new road will provide strategic access to large parts of north and north-east Norfolk, including its essential tourism centres directly facilitating access to employment as well as improving employers' access to labour markets.
2. **To provide sustainable transport benefits.** The NDR is vital to enable the delivery of the full package of NATS measures including bus rapid transit, walking and cycling measures and improvements within the city centre. Without the NDR and this package of measures the transport system in Norwich does not have the capacity to allow the housing and jobs growth and would become a barrier to delivering the JCS.

3. **To improve the quality of life for communities.** Traffic is known to be using inappropriate routes through housing areas and villages in northern areas of Norwich to avoid traffic delays on radial roads and the inner and outer ring roads. This is diminishing the quality of life for residents by increasing the potential for accidents, noise and pollution, reducing their likelihood of walking or cycling and creating severance within their communities. The NDR improves the quality of the environment for those living, working and visiting Norwich city centre, by removing cross-city traffic and directly enabling the significant walking, cycling and bus transport enhancements promoted in NATS.

The strategic case for the NDR concludes that the scheme is an essential piece of infrastructure to facilitate the Joint Core Strategy (JCS) for the Norwich area which has been examined in a public forum and found to be a sound planning strategy. Implementation of the JCS will deliver 27,000 new jobs and 37,000 new homes up to 2026.

The identified problems that the road and the overall NATS strategy address are:

- Traffic congestion causing delay to public transport services
- Constraints on allocated employment development sites
- Transport issues inhibiting business growth
- Providing headroom to accommodate planned growth

1.3 Please describe the process by which this scheme came to be the preferred option for meeting those objectives including reasons why alternatives were not progressed.

This may simply be an extract from what has already been described in previous Major Scheme Business Cases. However please take the opportunity to expand on that previous material as necessary.

An extract from the Major Scheme Business Case (originally submitted in July 2008) provides a summary of the process completed to develop the preferred option.

Details from the MSBC Executive Summary are:

“Proposals for an NDR first came to prominence as an issue for the Norwich area in the 1991 NATS. The preferred strategy produced by consultants after a 2 year study recommended inclusion of an NDR scheme but the scheme was not included as part of the adopted strategy pending further investigation into its impact. Reviews of the NATS strategy in 1994 and 1997 maintained this position until NATS 4 strategy was reviewed and adopted in 2004. The NDR scheme was included in NATS 4 as a means of achieving other elements of the strategy, which had not been successfully achieved under NATS 3.

The inclusion of the NDR scheme took place after a rigorous process of review, following webTAG guidance, which involved the appraisal of six strategic options including a number based around public transport. The preferred strategy option including the NDR scheme was deemed to best meet the aims and objectives of the NATS strategy, and following extensive public consultation, was adopted by the County Council in October 2004.

The public consultation for the NATS Review invited consultees to comment on whether an NDR scheme should be part of the strategy. To help consultees

come to a view, a number of route corridors were included in the consultation document – 3 to the east and 4 to the west. Whilst there was strong support for an NDR scheme (78% of respondents) there was no strong preference on which route should be preferred and a large number of variations were proposed.

Having adopted the preferred NATS strategy, the County Council then undertook a Stage 2 Assessment of the route alternatives prior to carrying out an extensive public consultation on a number of possible routes. That consultation resulted in strong environmental concerns being expressed about the impact of a new road across the River Wensum Special Area of Conservation (SAC) to which the County Council responded by carrying out further assessment beyond a Stage 2 level to ascertain whether the impact on the SAC could be mitigated. The conclusion was that it could not be demonstrated that the new road would not affect the integrity of the SAC.

Alongside this, traffic modelling indicated that a road starting at the A1067 in the west rather than the A47 gave significant benefits and delivered most of the objectives of the NDR scheme and these were key factors in the decision to choose the preferred route as now proposed.

Removing motorised through traffic from the city centre is an essential element of NATS in support of policies within the City of Norwich Local Plan and City Centre Spatial Strategy to make the city centre a more liveable space. The construction of the NDR scheme will enable measures to be implemented to deter through traffic from travelling via the city centre, creating a safer and more environmentally attractive environment for residents, pedestrians and cyclists.”

Between the submission of the major scheme business case (MSBC) for the NDR in July 2008 and confirmation of Programme Entry in December 2009, there was significant dialogue with DfT and a considerable number of further sensitivity tests were completed to demonstrate the robustness of the assessment work. In summary this work included:

- Core Scenario (updating MSBC data and Traffic Forecast information)
- Dependent Development
- Part NDR from A140 to A47
- Further Tests 2 to 6 (varying growth rates and other assumptions)

The options considered in the original MSBC and the additional assessment work completed prior to the confirmation of Programme Entry, have confirmed that the preferred option provides the best solution to meet the objectives.

The updated strategic case also concludes that the preferred dual carriageway option for the NDR scheme best meets the Councils’ and wider stakeholder objectives.

During 2009 and 2010 the NDR was included as part of a detailed development of the NATS Implementation Plan to deliver the significant changes needed to improve transport in and around Norwich. The consultation, level of support and adoption of the Plan is discussed in more detail in section 5 of this bid.

The NDR was also included as part of an Examination in Public for the Joint Core Strategy for the Norwich Policy Area towards the end of 2010. It is worth noting the JCS Inspectors' found the proposals to be 'sound' and specifically commented that they are not convinced that a non-NDR package of transport interventions would be a realistic solution in terms of the necessary infrastructure to support the planned growth in the Norwich area.

1.4 What was the last total estimated cost of the scheme as previously configured including where changed since the award of Programme Entry?

Please provide the latest cost of the scheme with a summary and where, appropriate, an explanation of the key changes from the previous cost breakdown. Please use this section to identify any cost savings that you have already made since the award of Programme Entry. Figures should be outturn costs. Please adjust to exclude the costs of any Part 1 Claims that you may have included at this time.

£m	Pre 2011/12	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	%
LA contribution	7.3		0.956	1.486	3.610	3.079	2.369			18.8	16.3
Third Party contribution	1.6	0.7	1.1	1.1						4.5	3.9
CIF funding allocation			11.471	10.428						21.9	18.9
DfT funding requested					14.810	30.872	24.718			70.4	60.9
Annual Totals	8.9	0.7	13.527	13.014	18.420	33.951	27.087			115.6	100.0

Key changes to the cost breakdown since the original Programme Entry (December 2009) compared with the figures set out in the table above are:

- The scheme includes the Postwick Park and Ride extension access improvements (which form an essential part of the Postwick Hub). It also includes funding for City Centre and Traffic Speed reduction measures which were not included in the original scheme approved for Programme Entry.
- The scheme has effectively been delayed by 2 years. The original intention was to commence with the construction of Postwick Hub during 2010, however this has not been possible due to the spending review and the instruction that Public Inquiries would not be commenced by the Secretary of State. The intention now is to commence Postwick in 2012.
- This 2 year delay has therefore generated additional inflationary pressures which have been factored into the figures above. This assumes an inflation increase of approximately £5m for the two years, reflecting a range of construction sector increases, but also considering the financial climate from 2010 to 2012.

1.5 Please describe any developments (such as housing) linked with the scheme as described above and explain any changes impacting on these developments (eg policy changes such as housing allocations, changes to redevelopment plans)?

This should explain any links that the planned scheme had to major developments and provide details of changes to these plans such as through changes in policy relating to housing, changes to developer plans etc

The Joint Core Strategy (adopted March 2011)

The Joint Core Strategy for Broadland, Norwich and South Norfolk has been developed by Broadland District Council, Norwich City Council and South Norfolk Council, working together with Norfolk County Council as the Greater Norwich Development Partnership.

The JCS sets out the required levels of growth and its location in terms of both housing (37,000 properties) and employment (27,000 jobs) in and around Norwich. The Inspectors for the JCS provided their findings in a final report published in mid-February 2011 and considered the JCS to be sound (see Inspectors Report February 2011 – Ref 08).

Paragraph 9 of the Inspectors' Report says, "The authorities have seized the initiative, risen to the challenges presented by the demographic forecasts for the area and made a proactive response which recognises the scale of the issues. The JCS sets out a sound long-term strategy for this growth and the GNDP position on this issue is worthy of support."

The largest concentration of growth in the JCS is within the Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle. The NDR is integral and essential to the growth area. Development within the growth area will include 7,000 dwellings (with an additional 3,000 after 2026) and expansion at strategic employment areas as set out in the table below. The Growth Triangle is also adjacent to Norwich International Airport and associated employment growth. Paragraph 72 of the Inspectors Report concludes that "there are strong reasons to support the selection of this area as a location for a major urban extension Concentrating the development at this major growth location is the most effective way of maximising its contribution to the [Norwich Policy Areas] sustainability and providing infrastructure economically".

Throughout the process there has been ongoing dialogue with developers who are keen to ensure that the housing and employment growth is delivered. Whilst the current economic climate is very challenging, the JCS spans a period of 15 years (ie to 2026) and sets out possible further growth beyond that period (to 2031). The need for the NDR as a key part of NATS must therefore be seen in the context of a much longer timescale that will extend beyond the immediate financial difficulties.

The JCS identifies the NDR and Postwick Hub as essential elements of transport infrastructure. Without them there are limited levels of housing and employment growth that are possible in the north and east of Norwich, but with them up to 10,000 homes and significant employment can be delivered. The following table sets out the interim scales of development identified in the JCS that are released by Postwick Hub and completion of the NDR.

Planned and Committed Development Dependencies

	Housing	Employment Land	Estimated jobs
Do Nothing	200 exemplar at Rackheath Existing commitments of 1400 houses	New and existing allocations constrained	
Postwick Hub	At least 1600 dwellings	Release development of 15Ha including allocation at Broadland Business Park New allocation of 25ha including approximately 50,000m2 B1 adjacent to Broadland Business Park	1800 3200
NDR	A further 8,200 dwellings	New employment allocation of 25Ha at Rackheath New employment allocation 30Ha at Norwich International Airport	3300 3900
Totals	11,400	95Ha	12,200

The above does not include additional jobs that can be expected from intensification on existing sites, or in existing businesses throughout the northern suburbs and fringes as a result of enhanced access.

In addition to the longer term jobs created from new business development areas, there are additional jobs associated with the construction of Postwick Hub and the NDR. These have been set out by the already appointed contractor, Birse Civils Ltd, as up to 400 jobs for residents and businesses within the locality of the scheme. This represents 80% of the total staff employed on the scheme.

There will also be significant job creation in the construction of housing, commercial development, services and infrastructure such as transport and utilities necessary for supporting growth.

Alongside the county's then economic partnership, Shaping Norfolk's Future, and following widespread consultation with business, the GNDP authorities adopted the Greater Norwich Economic Strategy (GNES) in 2009. The GNES supporting action plan includes delivery of the NDR as a critical element.

Postwick Hub

Postwick Hub (promoted by the County Council) and the associated Broadland Gate Business Park Development (promoted by a private sector developer partner) has planning consent and is effectively ready to start construction. This releases 25 hectares of employment land.

Linked to this, another Planning Application, 'Brook Farm', also has a resolution to grant permission for 600 houses and Broadland Business Park Phase 2 (a further 15 hectares). Both of these are within the Growth Triangle and dependent, by planning condition, on the Postwick Hub trunk road junction improvement.

The overall scale of development that is released by the Postwick Hub improvements are to be explored in more detail through the Area Action Plan for the Growth Triangle being prepared by Broadland District Council. The GNDP has also initiated a Postwick Developer Forum to further consider the scale of growth that can be delivered by the Postwick Hub junction improvement.



SECTION 2: REVISED SCHEME PROPOSAL

This section should describe the changes you are proposing to make for the purposes of your Best and Final Funding Bid.

2.1 Are you proposing any changes of scope from the scheme as described in Section 1? *If yes, please describe in detail the changes you are proposing. Please also attach explanatory maps, diagrams etc. as appropriate.*

The changes to the scope from scheme as previously configured are:

a) Postwick Hub with inclusion of P&R entrance arrangements

Postwick Hub has previously received funding as a stand alone project that delivers immediate economic growth potential. Included as part of the original scheme was an extension to the existing Park and Ride site. It is proposed to amend the scope of this to reduce the initial demand on funding the junction and park and ride expansion. The details of what is to be included are shown on the plan attached (Ref 40). This shows the proposed highway related improvements associated with the Postwick Hub and P&R access. The delivery of the increased P&R parking facilities will follow at a later date (currently projected to be 2015).

b) Detailed design scope changes

The detailed design for the NDR is well advanced and this has enabled a value engineering review with the contractor to assess potential changes in scope that deliver cost savings. The outcome of this work has identified the following main proposals:

- Reductions in carriageway pavement widths.
- Reduction in the design life of the carriageway pavement and changes to the specification of materials being used.
- Removal of previously included segregated left turn lanes on the roundabout junctions.
- Drainage design reductions in scope and detailed amendments.
- The removal of streetlighting, particularly at the roundabout junctions (except the A140).

c) Redesign of A140 junction

The A140 junction has been completely redesigned following the DfT Programme Entry announcement of only providing funding to this point. It has changed from a previous 'grade separated' junction to an 'at-grade' solution. Details are provided on plan Ref 06.

The redesign maintains the potential for the County Council to continue to deliver the section of the NDR from the A140 junction to the A1067 as a further phase of the project. This junction design is also capable of accommodating future business park development, associated with the airport, which has already been detailed in section 1 above.

Savings associated with these scope changes are set out in section 2.3 below.

2.2 What, if any, additional changes of scope have you ruled out for the purposes of your Best and Final Funding Bid? Please give reasons.

Single Carriageway NDR

A single carriageway proposed from the Postwick Hub junction (at the A47) to the A140. This does not provide for the potential of the wider NATS Implementation Plan and cater for the extent of growth set out in the JCS. As set out in other sections of this submission, the NDR is integral to unlocking the growth potential of the Greater Norwich area. A reduction to single carriageway compromises the ability to free up the roadspace to enable public transport, walking and cycling improvements in the city, and on the main approaches into the city.

Modelling carried out during the development of the NDR has shown that increasing the capacity of the NDR, makes it more effective in attracting trips off the existing unsuitable roads in the Northern Suburbs of Norwich. A single carriageway option is not effective in meeting this objective. The original MSBC submission included a low cost option which consisted of a single carriageway road. The MSBC Value for Money Case concluded that this option “performs poorly, failing to deliver journey time savings, due to the impacts of additional traffic using existing road links.”

Realignment of the NDR

A number of options were previously consulted and discounted during the original development of the NDR. Previous County Council Cabinet reports (see Ref 10 (7 March 2005) & Ref 11 (19 September 2005)) provide a summary of the extent of this work.

As part of the work completed in developing the NDR, the preferred route alignment was chosen on the basis of being able to accommodate most of the proposed housing growth areas (with the exception of the more recent Eco-Community development). The alignment also provides a less significant impact on the environment than the other options considered. This can also be seen from the Landscape Impact Assessment (see Ref 37) work completed as part of the BCR appraisal.

A change to the alignment of the NDR would also impact on the locational strategy adopted within the JCS.

Removal of the Plumstead Road intermediate NDR junction

This option was considered as it could have removed a roundabout from the NDR, a short length of link road and a small connecting roundabout on Plumstead Road. It was considered possible depending on the delivery of the new Brook Farm link road that links Postwick junction to the Plumstead Road and will be delivered by that development (a planning application has already been approved for this development).

The assessment work completed for this has indicated that the traffic that would have used the Plumstead Road junction displaces onto inappropriate routes

through the existing villages of Salhouse and Rackheath. For this reason, it was considered that this option should not be considered further at this stage.

Reduction of speed limit

This was considered in order to assess whether the design standards could be reviewed to reduce the overall costs of the scheme. However a brief assessment highlighted that there are only likely to be minimal reductions in the scheme construction costs as there is a need to continue to provide a dual carriageway, with the associated design and safety standards.

In addition, reductions in the scheme benefits (due to increased journey time) would outweigh any minimal savings in construction costs. There are also concerns about the ability to enforce speed limits and the public acceptance of lower speed limits on a new dual carriageway.

Three-lane carriageway instead of dual carriageway

This option was suggested as an alternative to a single carriageway. However experience of these roads in Norfolk has been that they generate higher accident rates and Norfolk has an outstanding record in terms of its casualty reduction targets and achievements. It is not therefore considered appropriate to introduce a road standard that is known to have a poor accident safety record.

Within Norfolk, as part of its long standing efforts to reduce highway casualties, existing three-lane carriageways are being removed.

Signal junction control instead of roundabouts

In order to reduce the overall footprint of junctions and their associated construction and land costs, an option to use traffic signals has been considered. This has been rejected due to the potential reductions in junction capacity, the off-peak impact to traffic flows, the higher ongoing revenue costs associated with operating and maintaining the signals (compared with roundabouts) and the reduction in safety and likelihood of higher accident rates at the junctions.

Reducing the junction designs to smaller roundabouts

All intermediate junctions on the NDR are already 'at-grade' and have been designed with minimal footprints. The potential to reduce these further is therefore limited. Any further reduction would result in insufficient highway capacity as the junctions are already designed to an optimum.

Review of environmental mitigation

Significant value engineering has already been completed on the project and further reductions in the level of environmental mitigation would compromise the work already completed with statutory bodies in developing the proposals currently set out. It would generate too much risk through the planning process if the scope of mitigation was reduced any further.

More phasing of the construction of the NDR

The potential to deliver the NDR in phases has been considered. We have set out that the Postwick Hub can be delivered as a stand alone scheme ahead of the rest of the NDR because of the immediate benefits it brings in terms of unlocking employment and housing growth (as set out in the JCS).

Further phasing of elements of the NDR has also been reviewed, however it is clear from discussions with our already appointed contractor that the cost of delivering the NDR in a series of phases gets more and more inefficient as the number of phases increases. For this reason, when trying to keep costs to a minimum, it has been considered that proposing phasing as part of this submission is fundamentally unsound.

Use of tolling on the NDR

This has been considered as part of a broad overview of options. In terms of the number of intermediate junctions necessary to ensure the road operates as a distributor, the potential for tolling is not considered viable.

The cost of implementing a suitable tolling arrangement, administering its operation and the likely detrimental impact on the number of people using the road would all conspire to prevent it from offering a sound business case. There are also a high number of lower standard roads that create a network of alternative routes, which drivers may continue to be inclined to use, which is a key element that the NDR is intended to resolve.

2.3 Whether or not you are proposing a change of scope, please identify any savings that have been made to the total cost of the scheme, for example through value engineering.

Please provide details with a summary and explanation of the further savings beyond those already identified at 2.1 above or, if no scope changes are proposed, with reference to the cost breakdown provided in the latest cost estimate at 1.4 above.

We have made total scheme savings of **£5.1m** in the funding requested from DfT as part of this bid and these are set out below in the same format as the details provided in section 2.1:

a) Postwick Hub with inclusion of P&R entrance arrangements

In relation to the previously allocated £21m CIF funding from CLG, now held by DfT, we have reviewed the timing of the works to expand the existing Park and Ride site. This means that £2m of the £21m is not required and therefore the County Council is prepared to remove the need for this funding as part of the overall CIF project and will finance the Park and Ride works at a later date. This is expected to be between 2015 and 2020 when Park and Ride demand increases again to a level at which further parking is required.

This provides a reduction in requested funding from CLG via DfT of £2.0m.

b) Detailed design scope changes

The NDR has been developed over a number of years and this work has been completed in recent years with the appointed contractor (Birse Civils Ltd) working with the design team through Early Contractor Involvement.

This has generated savings over recent years that have enabled the scheme to stay within budget, taking into account annual inflationary increases. Therefore since Programme Entry additional significant savings have proved difficult to realise. However, a further detailed VE exercise has been completed as part of the work to develop this bid proposal. The identified savings are summarised below.

Reduced carriageway pavement width and reduced design life of the carriageway pavement, including changes to the specification of materials being used – saving £1.4m.

Removal of segregated left turn lanes at roundabout junctions – saving £0.2m (see plan Ref 05).

Reduced scope and detail amendments to the drainage design – saving £0.4m.
The removal of streetlighting – saving £0.5m.

Total additional savings from this latest VE work therefore equate to £2.5m.

c) Redesign of A140 junction

The A140 junction was previously designed as a grade separated junction to minimise the conflicting traffic flows from the A140 with the NDR, which was set out in the MSBC submission continuing to the A1067. The Programme Entry letter provided by DfT in February 2010 (see Ref 13), provided funding on the basis of the scheme stopping at the A140 and required a review of the junction design.

As part of the updated work associated with this submission, the A140 junction has been reduced to a large at-grade roundabout which has enabled a review of the relative costs of both junction designs. Whilst there has been a removal of bridge structures, there has been an increase in the overall scale of the at-grade junction.

This has resulted in a net saving of £0.6m.

2.4 Please provide separate details of any further changes you are proposing to the scheme from that submitted in January 2011.

Alternative proposals were appraised in significant detail as part of the original MSBC submission and these were tested further as part of the sensitivity analysis requested by DfT prior to Programme Entry being granted in December 2009. In view of this, and following an endorsement of the JCS by the Planning Inspectorate following the Examination in Public during 2010, it is considered that the optimum and best solution that achieves the essential outcomes has been thoroughly developed and tested. Therefore, no further changes have been identified.

2.5 What is your latest assessment of the cost, feasibility and value for money of any alternatives to the proposed scheme?

This should include any previous options subsequently discarded and / or those proposed by third parties. Please explain why this / these options have not been progressed. Please detail any elements that have been included in your proposed scheme. Please make reference to any material differences with the preferred scheme in costs or benefits such as carbon impacts.

The NDR

Prior to the submission of the NDR MSBC in 2008, an options assessment was completed for NATS in 2005. The options assessment report (see Ref 15) concluded that “The assessment indicates that the strategy options including the NDR and complementary transport measures give the most economic benefit...”

In addition, work completed during the development of route options for the NDR showed that there was greater public support for the route alignment that formed the basis of the MSBC submission from the A47 east of Norwich to the A140. This route received 50% more overall votes than the next nearest option. Details are set out in the 19 September 2005 Cabinet report (see Ref 11).

The original 2008 MSBC submission (Ref 14) also included options assessments. The Executive Summary concluded that “The analysis indicates that the proposed scheme performs significantly better than the other options including the public transport option, in benefit to cost terms and operational and safety terms.”

Extensive further work considering options in more detail was also completed at the request of DfT prior to Programme Entry being granted for the NDR in December 2009.

The Core Scenario (the defined scheme) at that stage was the NDR from the A47 at Postwick to the A1067. This was the basis of the original 2008 MSBC, however during the assessment the County Council were requested to also develop an option for the NDR that extended only as far as the A140 junction. This ‘part NDR’ option had a lower BCR of 4.6, compared with the previous Core Scenario, which was 6.1.

Further sensitivity tests were also undertaken to review the scheme as part of the programme entry analysis. Details are set out below.

Extract from ‘NDR Sensitivity Tests for DfT - Tests 2-6 Main Report – Volume 1’

Economic assessment results of previous sensitivity tests are as follows:-

Sensitivity Test Number	Scenario	Benefit / Cost Ratio (BCR)	Scenario	Benefit / Cost Ratio (BCR)
1	Core Scenario	6.1	-	-
2	Test 2 Pessimistic Local Development	6.1	-	-
3	Test 3A Low Growth	4.5	Test 3B High Growth	8.2

4	Test 4A Lower Trip Rates	6.1	Test 4B Higher Trip Rates	6.2
5	Test 5A Core Scenario without City Centre measures	8.6	Test 5B Core Scenario without any complementary measures	8.9
6	Test 6 Varied Parameters	6.6	-	-

The previous Core Scenario has a positive Cost Benefit Ratio (BCR) of 6.1 which categorises the scheme as “Very High Value for Money” in accordance with the DfT’s current Value for Money guidance. The BCRs of Tests 2 to 6 range from 4.5 to 8.9, confirming that the Very High category is appropriate. The results of the sensitivity tests carried out as part of the current bid process are set out in Sensitivity Tests Main Report (Ref 30)

In addition to the sensitivity work set out above, the PT option in the MSBC was also analysed in more detail. Reports were submitted to DfT (see reports – Ref 16, 17, 18 & 19) and these summarised that the PT option would need either unrealistic amounts of subsidy, or unrealistic increases in patronage simply to achieve BCRs of 1.5, which is significantly less than the Core Scenario and Part NDR set out above.

The NDR, as proposed, has been through an extensive Examination in Public as part of the JCS process and the Inspectors found in favour of the proposals as presented.

The Postwick Hub

This scheme has been developed following analysis of 15 options, with a range of sub-options that total 39 variants. The selected option is the only one that has been developed that has met with the scrutiny and therefore been approved by the Highways Agency. No other options have been presented and tested in any detail such that they satisfy the requirements of the Highways Agency (HA).

As part of the analysis of the NDR prior to it receiving Programme Entry, the DfT requested a report to be completed independently by Highways Agency to review the Postwick Hub junction design and determine whether a more cost effective solution was possible. This included a review of alternative suggestions and also included a review by HA of a large oval roundabout junction. They concluded that whatever the proposals are for the junction it would require a junction on the scale of Postwick Hub and any alternative, if developed, would need to be of a similar scale and cost.

At the JCS examination in public, a landowner put forward sketches of an alternative layout for improvement of Postwick (see Ref 20). It was suggested that the proposal was a low cost alternative but no supporting technical information was supplied. However based on knowledge of the design constraints a high level assessment of the layout was carried out. The County Council’s assessment of the proposal highlighted a number of serious concerns. These included the designs apparent lack of ability to ensure free flow and safety on the A47 and the need to acquire 3rd party land for its delivery.

In addition to the above, Thorpe St Andrew Town Council have raised their opposition to the closure of the A47 diverge slip road proposed as part of the Postwick Hub junction improvement. An alternative sketch proposal has been suggested by a local Town Councillor to avoid the need to close the slip road. This alternative proposal would not meet design safety standards required by Highways Agency (HA). This was confirmed by a HA representative at the Examination in Public of the Joint Core Strategy.

The design proposal presented by the County Council takes into account significant constraints at the junction and also provides a solution that provides for a new business park and the associated employment benefits. It also provides the necessary link to the NDR with only minor modification, which makes it a more cost effective solution.

No other viable alternatives have been provided by others with sufficient detail that can be, or have been, tested in any detail to satisfy the Highways Agency.

SECTION 3: IMPACT OF CHANGES PROPOSED AND DELIVERY OF THE SCHEME

This section should describe the impact of the changes you are proposing in Section 2 above compared to the previously configured scheme as described in Section 1

3.1 What impact, if any, would the proposed changes have upon achievement of your primary objectives? *This should refer to the scheme as identified in section 2.1*

There is no significant impact on the primary objectives of the scheme due to the proposed changes. The details are set out below, again following the format set out in section 2.1:

a) Postwick Hub with inclusion of P&R entrance arrangements

The phasing of the delivery has a benefit to the ability to deliver the primary objectives. If Postwick Hub can be delivered during 2012 and opened in 2013 it unlocks potential employment and housing growth, thereby realising immediate benefits to the economy and so directly contributing to the primary objective of economic growth.

This early delivery of Postwick Hub also enables the new Broadland Gate development and a further phase of the existing Broadland Business Park to commence, both of which will contribute via Section 106 payments to public transport infrastructure. Broadland Gate alone has a S.106 contribution associated with the development of £2m towards public transport.

b) Detailed design scope changes

These changes are minimal in terms of their overall impact on the primary objectives. They do reduce the initial costs of the project but will bring about earlier maintenance interventions in relation to the pavement design life. This is something that the County Council will build into its future maintenance regimes, but some of this cost will be offset due to savings in not maintaining street lighting and reduced revenue costs.

c) Redesign of A140 junction

Changes to the A140 junction have been developed which have enabled the junction to be at-grade instead of the previously proposed grade separated. The design is such that it can provide sufficient capacity to enable a future extension from the A140 to the A1067 (part of the original scheme proposal in the 2008 MSBC).

The A140 design is also now consistent with all other junctions along the NDR (ie at-grade), which is a potential benefit for driver perception. It is also in keeping with the other junctions in that it is not designed with reserves of capacity and is therefore the optimum design necessary to find a balance in the longer term between people using their cars and changing to public transport. In re-appraising the junction design, we are also confident that it also has the potential to provide the necessary access capacity for an adjacent site allocated as a new business park. This will assist in facilitating future employment growth and provides a benefit

to the primary objectives in this regard.

3.2 Please provide a short description of your assessment of the value for money of the revised scheme including your estimate of the Benefit Cost Ratio.

This should cover both monetised and non-monetised costs and benefits and should briefly explain the reasons for significant changes since your most recent Business Case submitted to the Department. The full assessment, as set out in the Value For Money guidance should be provided as an Appendix. Valuation of any dependent development should be reported here, separately from the central value for money evidence and supporting evidence, and a full description of the approach taken should be included in the Appendix.

A summary of the assessment of value for money is set out in the table below, which updates the assessment provided by DfT as part of their review of the NDR Benefit Cost Ratio provided ahead of the Development Pool process.

	Benefits (£000s)	Costs (£000s)
TUBA	386,397	70,883
Wider Impacts	72,946	
Reliability	24,569	
Accidents	36,697	
Landscape	-12,105	
Noise	16,540	
Air Quality	812	
Total	525,856	70,883

All values in 2002 prices discounted to 2002.

Adjusted BCR	7.42
VFM category	Very High

Notes:

TUBA	<p>PVB from TUBA, includes consumer and business impacts, greenhouse gases and indirect tax revenues.</p> <p>The corresponding unadjusted Transport User Benefit BCR of 5.45 obtained directly from TUBA is well above the value of 4 above which the DfT classify schemes as Very High value for money.</p>
Wider Impacts	Assessment carried using WITA program.
Reliability	Assessment carried out using methodologies set out in WebTAG unit 3.5.7.
Accidents	Accidents benefits have been calculated using COBA
Landscape	Landscape character is mainly open arable farmland, with pockets of more enclosed well wooded farmland resulting from the presence of former estates, particularly Beeston Park and Rackheath Hall. These give rise to some areas of good landscape quality (although the more attractive parkland areas are avoided by the route) and elsewhere a combination of earth shaping and planting would mitigate the impacts.

Noise	Noise benefits of the NNDR scheme were calculated using the methodologies set out in WebTAG 3.3.2 (April 2011)
Air Quality	Air Quality benefits were calculated using WebTAG unit 3.3.3 (April 2011)
Modelling assessment	The model is a production-attraction variable demand transport model which fully aligns with Departmental guidance. The model includes variable demand responses which would be expected for a scheme of this size.
Cost assessment	<p>The cost details in the table above have been amended from previous submissions to allow for :</p> <ul style="list-style-type: none"> - Reduced level of optimism bias (from 25% to 20%) - Revised spend profile - Adjustment to assessment of construction inflation (was previously ahead of RPI, now this effect has reversed).

As requested, the full assessment in accordance with the Value for Money guidance is provided at document Ref 02. In summary, the key Value for Money benefits are:

- ✓ **Improved accessibility and connectivity for business**, aiding economic growth and in particular creation of new private sector jobs in emerging advanced engineering and other value added sectors.
- ✓ **Enable delivery of the Joint Core Strategy** which is envisaged to deliver 37,000 new homes and 27,000 new jobs over the plan period through to 2026.
- ✓ **Reduction in congestion on key routes within Norwich** promoting future sustainable transport provision, in particular serving new housing and employment growth areas.
- ✓ **Enhancement and protection of the historic environment and commercial vitality of the city centre** by facilitating implementation of a broad range of traffic management measures which remove cross-city traffic.
- ✓ **Improvement in the quality of life for communities** by removing traffic known to be using inappropriate routes through housing areas and villages in northern areas of Norwich.

3.3 What impact, if any, would the proposed changes have on the statutory orders or permissions required or the timetable for obtaining these?

For example would fresh planning consent need to be sought?

There are no impacts to the statutory orders for the scheme. These can be dealt with as two distinct elements, the Postwick Hub and the NDR:

Postwick Hub

Postwick Hub and the Park and Ride have been through their necessary planning processes. The changes in scope set out in section 2 do not affect these permissions.

The Side Roads Order for Postwick Hub is subject to a Public Inquiry, however the changes in scope to the delivery of the Park and Ride site, set out previously in section 2.1 (item a), do not affect this. The County Council has been working with the Highways Agency (the promoters of the Orders for Postwick Hub) and it is anticipated that the Public Inquiry process will be completed early in 2012. This will enable construction to commence as planned early in the 2012/13 financial year.

The changes proposed do not change the land required for the junction improvement, which has been secured by jointly working with a developer. There is no need for a Compulsory Purchase process and therefore no impact to this.

NDR

The timescales for the delivery of the NDR are set out in 3.7 below. This part of the project still has to go through its planning processes, CPO and SRO and any possible related Inquiries. The timescales set out are therefore realistic and represent our estimate of when this part of the scheme can be delivered. The proposed changes do not impact on these timescales.

3.4 What are the procurement arrangements for the revised scheme and what, if any, changes have been made from the arrangements or timetable proposed for the original scheme?

For example would any retendering be required? Have you supplied details of your procurement strategy and arrangements to the Department?

The County Council has already entered into a contract with Birse Civils Ltd, who have a proven track record in major highway infrastructure projects and are the preferred contractor for the forthcoming A11 dual carriageway contract for the Highways Agency.

The contract is structured around two stages, the first incorporating input to the design process (Early Contractor Involvement), with the second phase being construction, which has the flexibility to be delivered in stages. The contract is the industry best practice New Engineering Contract (NEC). It utilises Option C – Target Costing, which is developed during phase 1.

There is no need for further tendering processes to be completed and the input to the design process has enabled significant value engineering to be completed, as set out in earlier sections of this bid document.

The contract offers significant flexibility for the County Council, follows best practice and establishes a clear target cost for the works before any construction phases commence.

3.5 Please describe the internal / external expertise & skills that will be assigned to the project to allow for its effective delivery. *This should detail who / what roles will have overall responsibility for the project and what other skills will be available.*

The following table and details are an update from the original MSBC submission:

NDR Project Structure	Name(s)/ Team Leader
Portfolio Holder	Cllr Graham Plant
Project Sponsor	Mike Jackson – Director (NCC)
Project Director/ Senior Responsible Officer	John Joyce – Assistant Director (NCC)
Inquiry Team	David Allfrey – Team Leader (NCC) Chris White – Transport/ Economics (MM) James Montgomery – Environmental Lead and Water Quality (MM) Max Forni – Noise (MM) David Boyland – Air Quality (MM) Ian Hesling-Gibson – Landscape and Townscape (MM) Mark Johnston – Ecology (MM) Nigel Page – Heritage and Archaeology (NAU) John Rhodes – Planning (RPS/Q) Iain Gilby – Solicitor (SS/PM) Heidi Slater – Solicitor (SS/PM) Anthony Porten QC – Legal Counsel Michael Bedford – Legal Counsel
Delivery Board	Mike Jackson (NCC) John Joyce (NCC) Tracy Jessop (NCC) Sandra Eastaugh (GNDD/JCS) Nick Osborne (Birse Civils Ltd) Ann Carruthers (NCC) John Birchall (NCC) David Allfrey (NCC) Gerry Kelly (MM)
Project Manager (including CDM Coordinator)	David Allfrey (NCC)
Deputy Project Manager (incl. Design Manager)	Mark Kemp (NCC)
Design Team	Mark Kemp (NCC) – Overall/ Highways Marcin Kurek (NCC) – Overall/ Highways Shaun Dean (NCC) – Bridges
Construction Supervision/ Contract Administration	Ian Taylor (NCC) – NEC Project Manager Tim Ellis (NCC) – Asst NEC Project Manager

MSBC Manager	David Allfrey (NCC)
Environmental Co-ordinator	Jacqueline Fookes (MM)
Contractor Team	Don Henry (BCL) – Project Director Richard Moore (BCL) – Project Manager Martin Pratt (BCL) – Finance Manager Nick Gibbins (BCL) – Programme Manager
Policy Manager	David Cumming (NCC)
Gateway Review	Angela Hutchings (LP)

NCC – Norfolk County Council

MM – Mott MacDonald

GNDP – Greater Norwich Development Partnership

BCL – Birse Civils Ltd

RPS/Q – RPS Planning and Development (via QUOD Planning)

SS – Shoosmiths/Pinsent Masons

NAU – Norfolk Archaeological Unit

LP – Local Partnerships

In addition to the above, the Joint Core Strategy team is available to advise the NCC team in delivering the project in the strategic context of the JCS. The team has experience of taking the JCS through an Examination in Public, which included working on specific detailed analysis of the NDR and Postwick Hub.

3.6 Please supply a note setting out the governance arrangements for the scheme. *This should also link roles and responsibilities with accountability and arrangements for Reviews as appropriate.*

Norfolk County Council has an excellent and proven track record for delivering major projects. The team is therefore more than capable of ensuring the delivery of this scheme and is rightly proud of its good reputation.

The scheme governance is set out in the original MSBC submission documents (Ref 14) in the 'Delivery Case' section 4.1. The 'project management' section of that document sets out that:

“ The NDR scheme is a large capital project with a high political profile and stakeholder interest. To properly meet the demands of such a prominent scheme a dedicated team has been identified and will report to the NDR Delivery Board (synonymous with Project Board in PRINCE2 methodology) as shown in Figure 4.1. The presence of a high level Sponsor's Board ensures that the project sponsors (the DfT and Norfolk County Council through the Cabinet Member for Planning and Transportation) are kept involved in the development of this high profile project.”

Since the submission of that document, the key change is that the procurement process to appoint a main contractor has been completed, hence reference to procurement in figure 4.1 can be ignored.

Other changes to the team, as set out in section 4.2 of the MSBC document have been updated and are set out in section 3.5 above.

3.7 What is the estimated start and completion date of the scheme as now proposed, taking into account any of the impacts described above?

For the purposes of this question assume that decisions on BAFB will be made in December 2011 and that no DfT funding will be available before 2012/13. Please complete the list of milestones below adding any additional ones where appropriate and setting out separate start and completion dates where there are separate elements in the schemes. Please enter "n/a" if not applicable rather than deleting lines.

The dates set out below have been split into two phases for clarity and to indicate the readiness for construction of Postwick Hub.

The early construction of Postwick Hub (in 2012/13) directly facilitates the delivery of a minimum of 1600 new homes (as defined within the Joint Core Strategy) and employment at the new Broadland Gate Business Park and the expansion of the existing Broadland Business Park. In addition, there is immediate employment in delivering the construction work for the Postwick Hub and the associated housing and business park developments.

The timescales for the NDR assume that there will be a public inquiry into the planning process and/or CPO and SRO. They represent the longest necessary timescales to deliver the project, however in view implications to the available budget set out by DfT following the June submission, the County Council would welcome the opportunity to discuss these dates further with DfT if it assists in the overall assessment of the Development Pool.

Milestone	Expected Completion Date
Postwick Hub	
Approval of BAFB from DfT	December 2011
Statutory Orders (Side Road Orders) published	Autumn 2009
Planning Approval (reconfirmed)	August 2011
Public Inquiry Starts	January 2012
Confirmation of Side Road Orders	March 2012
Complete Procurement (include separate elements if appropriate)	n/a (Completed)
Agree works Target Cost	February 2012
Submit Full Approval application to DfT	March 2012
Work Starts on Site	May 2012
Work Completed	November 2013
Opening / commencement of operations (including phases of opening as appropriate)	November 2013
Milestone	Expected Completion Date
NDR	
Approval of BAFB from DfT	December 2011
Submit Planning Application	Autumn 2012
Determination of Planning Application	Winter 2012/13
Statutory Orders published	Winter 2012/13
Public Inquiry Starts	Summer 2013
Agree Target Cost	Autumn 2013
Confirmation of Orders	Spring 2014
Complete Procurement (include separate elements if appropriate)	n/a (Completed)
Submit Full Approval application to DfT	Summer 2014

Site Clearance Works/Mobilisation Start	Autumn/Winter 2014
Work Starts on Site	Spring 2015
Work Completed	Spring 2017
Opening / commencement of operations (including phases of opening as appropriate)	Spring 2017

3.8 What are the key risks to the delivery to this timetable, aside from the availability or otherwise of DfT funding?

Please list the biggest risks (ideally no more than three) that have a potentially significant impact on the timing of the scheme. For each risk please describe its likelihood, quantify the potential time delay, and explain how you are mitigating the risk including how risks are transferred as part of your procurement strategy?

Risk Register

The attached risk register (doc Ref 34) provides details of the range of project risks that the project team have identified. This has been developed as part of the project governance to ensure all risks are managed throughout the life of the project. The most pertinent risks identified in the risk register that are likely to affect the delivery timetable are:

- Postwick Hub – Potential for extended inputs to complete the Side Roads Order process, taking it beyond the programmed duration and therefore delaying the planned start of works.
- NDR – Potential for extended inputs required to complete the planning and statutory orders processes.

Whilst these are identified risks, we nevertheless consider that the quoted delivery dates provide for realistic periods to complete these processes.

3.9 Please indicate the level of allowance you have made within your own budgets to cover the cost of scheme evaluation including your initial estimates of the costs of:

- a) **full scheme impact evaluation**
- b) **pre and post scheme opening monitoring reports**

Please note that funding for scheme evaluation and monitoring will not be available from DfT.

The County Council has extensively monitored transport in and around Norwich over a number of years and the data has highlighted transport trends. Principally, the monitoring is focussed on two cordons around Norwich – the inner ring road and the outer ring road – on which we have counted the numbers of vehicles and cycles (and in the case of the inner ring road, pedestrians) crossing the cordons.

A review has recently been carried out to identify a monitoring programme that can be undertaken within tightened financial constraints. We have made an allowance in our budgets to continue the cordon counts on the Norwich inner and outer ring roads. We will be making use of new technology by using video monitoring to count vehicle numbers as part of an annual review. We will also supplement this with counts of pedestrians and cycles every two years.

We will also make use of data from other sources and publish monitoring information in an annually updated transport monitoring report. For Norwich, this

will include:

- Counts of traffic, cyclists and pedestrians crossing the inner and outer ring road cordons, as described above
- Cycle counts on six main off-road cycle routes (automatic counters, reported annually)
- Bus passenger counts (from operators' ticket sale information, reported annually)
- Rail patronage (from rail station ticket sales, Office of Rail Regulation, reported annually)
- Park and Ride patronage
- Bus reliability (from BusNet data – which currently shows that buses in the north of Norwich suffer greater delays than those in the south).

In addition to the above, the GNDP Partners will jointly produce annual monitoring reports for the Joint Core Strategy and the Greater Norwich Economic Strategy (GNES). Monitoring targets are set out in Appendix 8 of the JCS and in the “GNES Action Plan Performance Management Update”. These include (but are not limited to):

- Housing supply
- Affordable housing completions
- New business registrations
- New retail development
- Job creation

Collectively these existing, budgeted monitoring activities will enable a full evaluation of the impacts of the scheme as part of the authorities' normal working practices.

SECTION 4: FUNDING FOR REVISED SCHEME PROPOSAL

This section is to detail the cost, revenues and funding requirements for your revised proposal as described in Section 2 above. Please quote all amounts in £m to three decimal points (i.e. to the nearest £1000)

4.1 What is your estimate of the total outturn cost of the revised scheme? After taking into account all the proposed changes described in Section 2 above. Do not include any pre-Programme Entry costs. Please provide a breakdown of the total cost, split between different elements of the scheme and separately identify preliminaries, project management, risk and inflation. Please also provide your full cost breakdown as an annex.

£112.523m

(Cost break down included in attached MSBC Addendum report Ref 03)

Base Cost Summary

Base Costs	Value [£m]
Construction Cost	73.7
Land cost	9.0
Preparation Cost	4.4
Supervision	1.0
Base Cost Total	88.1

Construction Cost Breakdown

Element of construction cost	Value [£m]
Preliminaries	13.8
Site Clearance	1.4
Fencing	1.5
Safety Fencing	1.6
Drainage	4.6
Earthworks	9.1
Pavements	13.4
Kerbs and Footways	2.8
Traffic Signs and Road Markings	2.3
Lighting	1.1
Structures	10.2
Landscaping	2.4
Accommodation Works	2.9
Statutory Services	5.0
Environmental Mitigation	1.6
Construction Costs Total	73.7

Quantified Cost Estimate

Quantified Cost Estimate	Value [£m]
Preparatory Costs up to and including 2011/12	9.6
Base costs (incl. Eligible Preparation Costs)	88.1
Quantified Risk Assessment	7.7
Inflation at 2.0%	7.1
Total	112.5

<p>4.2 Please state what inflation assumptions you are using. <i>Inflation rates for different categories (e.g. general inflation, construction cost, operating cost) should be separately identified.</i></p> <p>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 2011 to 2017 period (source: Table M3: Medium Term Forecasts for CPI and RPI, HM Treasury Document).</p>	<p>2% allowance for construction cost, land and preparation</p>
<p>4.3 Please provide a breakdown of the proposed funding sources for the scheme</p>	
<p>(a) Local Authority contribution <i>This needs to cover the difference between the total cost of the scheme as stated above and the total of the requested DfT and agreed third party contributions. It should include the LA costs incurred or expected to be incurred after Programme Entry excluding ineligible preparatory costs as defined by previous guidance. Where a local authority is promoting more than one scheme, please detail the level of contribution required if all schemes are successful as part of this funding process. Please do not include the cost of any Part 1 Claims.</i></p> <p>NOTE: The County Council Cabinet has agreed to underwrite the cost of the NDR to the A1067 – the scheme originally set out in the MSBC of 2008. The allocation shown here represents the pro-rata allocation of the County Council towards the cost of the NDR to the A140. It is essential to also allow an allocation to deliver the NDR from the A140 to the A1067 as this will also enable the delivery of the full scale of growth set out in the JCS and thereby releasing the full potential contribution from CIL.</p>	<p>£22.038m</p>
<p>(b) Agreed third party contributions <i>Please name each contributor on a separate line and provide evidence of agreement (e.g. a letter from the funder outlining the degree of commitment, timing for release of funds and any other conditions etc). Note: you will be required to underwrite all third party contributions should these not materialise.</i></p>	<p>£3.995m (Growth Point funding via GNDP)</p>
<p>(c) DfT funding requested <i>You are reminded that, as set out in the document “Investment in Local Major Transport Schemes” the risk layer cost sharing mechanism is being discontinued and the figure you enter here will, if accepted, be the maximum funding that DfT will provide for the scheme. If you wish eligible preparatory costs (as defined by previous guidance) to be paid these will need to be consolidated within this funding request.</i></p> <p>NOTE: The funding requested from DfT reflects a total contribution. The previous Programme Entry announcement included a provision from DfT for £67.490m plus an additional £5.69m allocated for</p>	<p>£67.490m (Previous Programme Entry allocation)</p> <p>£19.000m (CIF ringfenced allocation)</p>

additional risk layer (ARL) Total £73.159m. The bid is therefore removing this risk from DfT. Whilst this figure is not shown in the various funding details elsewhere in this report, this represents a potential further saving to DfT of £5.66m.

4.4 What is the estimated funding profile.

Assume that no DfT funding will be available before 2012/13. Please specify the third party contributor(s) and list each one (if more than one) on a separate line. Please assume that the DfT and LA contributions will be in the same proportion in each year from 2012/13 and provide an explanation if this is not the case. Although the total level of DfT funding will be fixed, profiles across years may be subject to further discussion and agreement. Please do not include the cost of any Part 1 Claims.

£m	Pre 2011/12	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Total	%
LA contribution	7.300		1.481	1.982	1.218	4.085	3.406	2.566		22.038	19.6
Third Party contribution - Growth Point	1.600	0.730	1.665							3.995	3.5
CIF funding allocation			10.000	9.000						19.000	16.9
DfT funding requested					9.442	31.655	26.393			67.490	60
TOTAL	8.900	0.730	13.146	10.982	10.660	35.740	29.799	2.566		112.523	100

4.5 If any DfT funding were available in 2011/12 would you be in a position to reach Full Approval and begin claiming such funding and if so how would your funding profile change?

(If appropriate please set out a funding profile similar to that in section 4.4)

We will be able to start construction of Postwick Hub during 2011/12, assuming the Side Roads Order (SRO) Public Inquiry (PI) is started and completed promptly. There are no statutory objections and the objections received are primarily related to planning matters. With the early completion of the SRO PI, we will be able to start the Postwick Hub junction construction works before the end of the 2011/12 financial year.

In this scenario it would be possible to mobilise the works in March 2012. There is therefore potential for between £1m and £2m to be spent within 2011/12 if consideration could be given to pre-ordering materials required for the works.

The profile would be similar to that shown in 4.4 above, except any spend completed in 2011/12 would be deducted from the £9m shown against 2012/13. The allocation of £10m in 2012/13 would not be affected. Exact arrangements for this spending profile could be discussed in more detail if funding in 2011/12 can be made available.

4.6 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.

This scheme remains the primary transport priority for the County Council and it

forms part of the first priority transport infrastructure within the Joint Core Strategy. Therefore the phasing of the LA funding contributions can be considered to be as flexible as possible as and the County Council would be pleased to discuss flexibility further with DfT if the funding profile requires some amendment once all of the bid submissions have been considered.

4.7 Please set out the efforts you have undertaken to obtain (additional) third party funding and, where appropriate, why it is not available.

The GNDP authorities are committed to introduce a coordinated CIL by summer 2012. The early introduction of a CIL will enable maximum developer contributions to be realised from the substantial planned growth.

Income and expenditure models of CIL are being run and the work has shown that there is a significant funding gap for infrastructure necessary to deliver growth. The NDR and the other major NATS interventions such as BRT are included in this modelling.

The CIL modelling demonstrates that should major scheme funding be significantly reduced, suffer an extended delay or not be forthcoming, CIL would not be sufficient to backfill a shortfall. If the NDR does not progress in a timely fashion it will undermine delivery of the JCS and the potential for growth of the area will not be realised.

Whilst the Transport Minister has announced that there is to be no further 'urban road pricing schemes', the County Council has previously undertake a significant study to consider whether a road congestion charging scheme for Norwich was viable. The outcome of this work was agreed with DfT and it confirmed that such a scheme could not be made to work in Norwich.

In relation to Postwick Hub, the County Council has been able to secure a land contribution from a private developer necessary for the new junction improvement. This developer is also making a £2m contribution via Section 106 arrangements to public transport improvements – the largest single contribution towards public transport investment ever secured by the County Council. An adjacent development also has planning permission and will be making approximately £1.3m in contributions towards public transport improvements.

In the current climate these are real benefits that contribute to the scheme and also to a range of projects that will help to deliver the wider NATS Implementation Plan. Developers will be making major contributions via the CIL mechanism as outlined above.

4.8 Please supply details of likely revenue generated, any ongoing revenue liability associated with the operation of the scheme (other than routine maintenance) and how you intend to fund it. If revenues fall short of those forecast (especially in the early years after implementation) how will these be funded? *(This is of particular relevance to public transport schemes but could apply to package schemes.)*

There are no revenue funding implications related to this scheme except for routine maintenance. These annual costs will be absorbed within the County Councils

overall maintenance budgets.

4.9 Please detail any other funding information you think to be of relevance to the bid

(For example other costs or revenue risks etc being taken by the local authority or other parties but not included within the funding table above.)

None

4.10 Please explain how the Local Authority contribution will be funded.

Explain where local contributions are dependent on a particular source of income and contingency plans if that income is not forthcoming. Please also include any contingency plans for meeting third party costs that fail to materialise.

The County Council, at its April 2010 Cabinet meeting (refer to Ref 09), agreed to underwrite the cost of the funding shortfall for the NDR. This equated to £39.7m at that time and included funding the NDR as far as the A1067. This bid covers the NDR as far as the A140, removing the 6 km section to the A1067. This bid therefore includes the NCC contribution relative to the delivery of the NDR to the A140.

The County Council has the capability to provide the necessary funding through prudential borrowing, which has been confirmed by the Section 151 Officer.

The Growth Point funding is already allocated to the delivery of projects in the Norwich area. This funding is held in accounts managed by the GNDP and is allocated to projects that contribute to Growth. The funding outlined in this bid is therefore based on an already confirmed budget allocation.

The funding for the Local Authority and Third Party contributions is therefore confirmed.

SECTION 5: STAKEHOLDER MANAGEMENT

5.1 Consultation

Please provide a brief overview of the consultation you have undertaken to date with

- (a) the public,*
- (b) statutory environmental bodies and*
- (c) other stakeholders;*

*This should include dates detailing when consultation was carried out
Please also summarise any further consultation you plan to undertake.*

The NDR scheme has undergone extensive consultation throughout its development within the Norwich Area Transportation Strategy (NATS) and this is documented in further detail in the Strategic Case document (Ref 01) that supports this submission.

The key elements of this engagement are:

(a) the public

- Public consultation in 2003 where 140,000 leaflets were distributed to stakeholders and residents in and around Norwich. This was to highlight the preferred NATS strategy which included the NDR. 78% of respondents supported the NDR. Consultation report is at the following weblink:
<http://www.norfolk.gov.uk/Consumption/groups/public/documents/article/ncc072102.pdf>
- Public, stakeholder and statutory environmental bodies (SEB) consultation in 2004 where 130,000 leaflets were distributed. This also included meetings with affected parish councils and was to seek views on the possible routes for an NDR. Consultation report is at the following weblink:
<http://www.norfolk.gov.uk/Consumption/groups/public/documents/article/ncc072103.pdf>
- Public and business consultation October 2009 on the NATS Implementation Plan in the form of exhibitions and a questionnaire. Over 160,000 booklets were distributed to residents by post, with nearly 12,000 responses received. The overall strategy, which includes the NDR, and the support for BRT were over 60% and the city centre proposals over 70%. In addition to this, a separate business community consultation was completed. The NDR was highlighted as the most important scheme within NATS by business, with over 80% agreeing that the Plan would improve the local and regional economy. Consultation report is at the following weblink:
<http://www.norfolk.gov.uk/Consumption/groups/public/documents/article/ncc076886.pdf>

(b) statutory environmental bodies

- Consultation with statutory environmental bodies in 2005 to scope the environmental assessment work to be submitted to the planning authority
- 2007 to 2008, there were meetings and dialogue with Natural England (NE) and the Environment Agency (EA) to discuss and prepare information to inform an Appropriate Assessment for the NDR. February 2008 received a letter from the Environment Agency (EA) on the Draft Appropriate

Assessment (AA) stating that it adequately addressed all the issues set out previously and agreed that the scheme is unlikely to have an adverse impact on the integrity of the Wensum SAC. NE also responded and said that the draft contained a comprehensive assessment of the likely significant effects which were limited to potential impacts on water quality.

- 2007 dialogue with EA on drainage issues. Agreed the use of Sustainable Drainage Systems (SUDS) and confirmed responsibility for future maintenance. Overall the EA was content with the draft drainage proposals.
- 2007 prepared draft species survey reports and consulted Natural England, the Biodiversity Action Plan (BAP) partnership, and the Norfolk Wildlife trust (NWT). A letter from Natural England in Jan 2008 concluded that the survey reports on aquatic invertebrates, deer, badgers, great crested newts, barn owls, over wintering and breeding birds and reptiles were satisfactory. The NWT had no specific comments to make but supported the recommendations for habitat enhancement.
- In May 2008 Natural England (NE) commented on our draft “Bat Survey Report” and expressed concern about the content with respect to Barbastelle bats. A supplementary report was prepared and consulted upon in September 2008. NE considered that the proposed mitigation was adequate for all species except bats and that additional surveys were required.
- Extensive consultation continued with NE during 2009/10 to establish appropriate ongoing survey methodologies for determining bat populations along the NDR route. This work included applications for licenses to trap, radio tag and track Barbastelle bats. An extensive report detailing the bat survey results was prepared to help understand species distribution and sent to EN for their consideration.

(c) other stakeholders

NCC has been in constant contact with directly affected landowners, issues raised by them have been considered and addressed and where appropriate have been incorporated into the Scheme design.

The NDR scheme and the Norwich Area Transportation Strategy (NATS) Implementation Plan have been embodied in the Joint Core Strategy for the Norwich Area which has undergone the full statutory LDF consultation processes.

The JCS underwent an Examination in Public in November 2010, was found sound by the Inspectors, and been adopted by the local authorities in March 2011.

5.2 Letters of support

Please append any letters of support explaining strategic importance of scheme especially from the Local Enterprise Partnership and business groups.

These should detail, where possible, the particular outcomes they believe the scheme will deliver. Where a LEP includes more than one scheme it will be important that they differentiate between schemes, and prioritise if possible.

The Chamber of Commerce has continued to express the concern that some businesses in the Norwich area are either not expanding or are considering leaving Norwich altogether as a consequence of constraints on the highway network. There

are also a number of companies who have said to us directly that their businesses would benefit from the implementation of the NDR.

The Chamber of Commerce has also written again to support the NDR scheme and quotes a number of businesses and what delivery of the NDR means to them. The views of these businesses are also shown in Appendix A to the Strategic Case.

The New Anglia LEP which covers Norfolk and Suffolk has set up a Transport Forum and agreed its most current priorities. It emphasises the critical importance of the NDR scheme to the economic success of the sub-region. The New Anglia letter of support for the NDR is Ref 12.

The most recent consultation with business was during summer 2011 where businesses in Norwich and Norfolk were contacted to get an update on their views on the NDR. To date 32 responses have been received of which 29 were fully supportive. Some of the significant responses are highlighted in Section 11.5 of the Strategic Case document (Ref 01) and a spreadsheet containing fuller details of the individual responses is included as Appendix A to the Strategic Case document.

The consistent messages are:

- The current transport network places additional costs and delay on businesses which makes it hard for them to grow and prosper.
- Some are considering relocating to more accessible location
- The better road links that the NDR provides will be beneficial for economic growth and employment

The response from the newspaper group **Archant** which employs 800 staff and produces the Eastern Daily Press, the Evening News and various other regional publications is a good illustration of a business view and encapsulates most of the issues.

Archant Norfolk – with its stable of newspapers, magazines and websites – is fully supportive of Norfolk County Councils’ bid to the DfT for a proportion of the funding to build the NDR.

The NDR is essential for the economic development of our county. Over the years there has been woeful under-investment in transport infrastructure in Norfolk compared with other parts of the country. Our near neighbours Cambridgeshire and Peterborough have benefited from significant road projects that have reaped dividends for their business communities.

Our county has been treated as a sleepy backwater by successive governments and yet it has the potential to be a vibrant economic powerhouse, capitalising particularly on mixed energy, tourism, advanced engineering and food and agriculture.

Without better road links to the east and north of Norwich it is unlikely we will fully reap the benefits of these opportunities.

5.3 Opposition

Please describe any significant opposition to the proposed scheme, the reasons for this opposition and how you are dealing with their concerns?

Please describe any mitigation measures you have included in your plans in response to these concerns.

There is opposition to the NDR from the Norfolk and Norwich Transport Action Group (NNTAG) and a campaign group Stop Norwich Urbanisation (SNUB) who are against growth in the northeast of Norwich and have opposed the NDR because they have associated it only with the role of enabling growth. However, public consultations have also indicated strong overall support for the NDR from the public and from business.

The main reason for the opposition from NNTAG is that they believe the Norwich Area Transport Strategy should not include the NDR and should rely on public and sustainable transport enhancements alone.

Assessment work on NATS has demonstrated that the NDR is a necessary component of the NATS Implementation Plan and that together they address:

- Traffic congestion causing delay to public transport services
- Constraints on allocated employment development sites
- Transport issues inhibiting business growth
- Providing headroom to accommodate planned growth

This view has also been arrived at by the Inspectors at the JCS EiP. After hearing all of the evidence provided by the objectors, they commented in their final report that they are not convinced that a non-NDR package of transport interventions would be a realistic solution in terms of the necessary infrastructure to support the planned growth in the Norwich area.

SECTION 6: ADDITIONAL INFORMATION

6.1 Please add any additional information that is relevant to your Best and Final Funding Bid that is not covered elsewhere in the form.

The NDR scheme, as an essential element of transport infrastructure, will directly support the planned creation of in excess of 12,000 new jobs at strategic employment sites under the JCS. Up to 40% (approx 5,000) of these jobs could be delivered by 2014 with the balance being delivered by 2017 and with further growth to follow. It is estimated that development of 292,000m² of new business space, will be required to accompany the job creation.

This development is crucial if Greater Norwich is to rebalance the economy toward private sector jobs and attract high value added businesses of the future including the knowledge economy, health and life sciences, advanced engineering, renewables and creative industries. The NDR scheme should be seen as a key enabler in this respect.

The NDR scheme will also stimulate growth in employment opportunities in tourism and local services. Many disadvantaged and benefit-dependent residents of Norwich and the immediate vicinity will be able to take these jobs. We estimate that around 15% - 20% of jobs will be taken by residents in these categories.

There will also be significant job creation in the construction of the 9,800 homes directly related to delivery of the NDR and Postwick Hub, plus the associated commercial development, services and infrastructure such as transport and utilities necessary to deliver this housing growth.

The requested funding for the scheme, totalling £86.49m (£67.49 DfT and £19.00m CLG) provides the potential to unlock growth that as a conservative estimate, based on the above housing and job creation figures and published unit costs, would directly support **£1.3bn** of additional investment in the Norfolk economy and the catalyst to provide for greater private sector jobs for this area.

By unlocking Joint Core Strategy development the NDR scheme will:

- Raise the pace of annual employment growth by about 0.5 percentage points.
- Offer suitable jobs to several thousand people with poor skills at present.
- Raise the trend rate of GVA growth in Norfolk by about 0.5%, progressively raising per capita GVA from its current level of 78.5% of the national average to 83.5% by 2026.

The NDR is part of the NATS package of measures to develop a transport network that responds to existing problems and Issues and also meets the objectives and manages the pressures of significant planned growth.

The NDR is a significant element of NATS, but is only £127m of an overall cost of the NATS package of £342m. Through its work with the GNDP the County Council has identified priorities in NATS to support the NDR to achieve its objectives and to ensure planned growth can occur. This subset of NATS (excluding NDR) cost estimate is £145m and can be funded from predicted CIL income.

So whilst major scheme funding is sought for NDR the majority of supporting interventions that collectively total more than the cost of NDR but are vital to it achieving its objectives will be funded locally. This whole stream of investment is at risk if major scheme funding cannot be secured.

Commitment to delivering NATS - Work already completed and in progress

The adoption of the NATS Implementation Plan in April 2010 has enabled the County Council to secure funding for a range of projects within Norwich in order to improve bus and walking/cycling provision. The focus for this has been in those locations that are not immediately dependent on the NDR to free up the necessary traffic space required. Examples of some of the larger schemes already developed include the following:

- Developing the details of a Bus Rapid Transit corridor in Dereham Road in the west of Norwich. The first phase of this is expected to be delivered during 2011.
- Work has also started in developing the proposals for bus only corridors within the city centre. Part of this work includes involvement with private sector retail/commercial businesses to determine levels of financial support to the project.
- Improvements to the A11 proposed Bus Rapid Transit corridor in the south of Norwich have already been completed in 2010.
- Completion of St Augustine's Gyratory to improve local air quality
- Whitefriars Roundabout and Barrack Street's junction with Silver Road to improve the efficiency of the network
- Continued investment in Park & Ride sites and Bus Station (previously delivered through NATS)

This reflects the County Councils (and its partners) clear determination to ensure an improved sustainable transport system for Norwich in the future. However, without the NDR, these improvements to corridors in the north and east of the city will not be possible.

Further work has also been ongoing with the HA as part of the JCS. A Developer Forum has been initiated to specifically look at the needs of the A11 and A47, in particular where they meet at the A11/A47 'Thickthorn' roundabout junction. Work is also ongoing with HA to review the Longwater junction at the western end of the A47 Norwich Southern bypass.

This strategic approach is an example of the wide ranging work that has been completed and is continuing to be developed as part of the growth agenda to ensure the targets set out in the JCS are achieved.

6.2 Please provide details of any other information that has been submitted to the Department since January 2011 that forms part of your submission *(This should include name of the document and date of submission.)*

Document Title	Date Submitted	Location on Promoter Website
All previous interim documents provided earlier in the bid process are superseded by the following:		
MSBC Strategic Case (September 2011) Appendix A – 2011 Business responses	September 2011	All documents can be accessed using the following link: http://www.norfolk.gov.uk/Travel and transport/Transport future for Norfolk/Norwich Area Transport Strategy/Northern Distributor Road/DfT Development Pool Bid/index.htm
MSBC Economic Case Update (including Value for Money Statement)	September 2011	See link above
MSBC Addendum to 2008 Financial, Delivery and Commercial Case (September 2011) Appendix A – Quantified Risk Assessment	September 2011	See link above
Scheme Plan showing NDR route A47 Postwick to A140 Cromer Road (Drawing Number R1C093-R1-1357A)	September 2011	See link above
Plan showing typical left turn segregation lane removed as part of the proposed scope changes (Drawing Number R1C093-R1-3022)	September 2011	See link above
Sketch proposal showing	September 2011	See link above

A140 Roundabout Junction (Drawing Number R1C093- R1-3021)		
Letter of 21-01-2011 Response from Gleg Clark re CIF	September 2011	See link above
JCS Inspectors Report (February 2011)	September 2011	See link above
NATS IP Cabinet Report (6 April 2010)	September 2011	See link above
NDR Cabinet Report (7 March 2005)	September 2011	See link above
NDR Cabinet Report (19 September 2005)	September 2011	See link above
New Anglia LEP supporting letter	September 2011	See link above
DfT Programme Entry letter dated 8 February 2010	September 2011	See link above
Link to previous NDR pre- Programme Entry work/reports	September 2011	See link above
NATS Options Assessment Report Rev E (August 2005)	September 2011	See link above
Appraisal of Public Transport Alternative Options	September 2011	See link above
Sensitivity Testing of BCR for PT Option	September 2011	See link above
Technical Note on Assessment of PT Options	September 2011	See link above
Position Statement on Development of Public Transport Option Rev A	September 2011	See link above
Alternative Postwick Hub proposals tabled at JCS EIP	September 2011	See link above
PT Local Model Validation Report	September 2011	See link above

Highway Local Model Validation Report	September 2011	See link above
Demand Model Realism Testing Report	September 2011	See link above
Do Minimum Model Assumptions Report	September 2011	See link above
Future Development Assumptions Report	September 2011	See link above
Forecasting Report Main Report (Volume 1) Appendices A to F (Volume 2) Appendices G to M (Volume 3)	September 2011	See link above
Economic Appraisal Report	September 2011	See link above
NDR Supplementary Data Collection Report	September 2011	See link above
Sensitivity Tests Main Report (Volume 1) Appendix for Test 1 (Volume 2) Appendix for Test 2 (Volume 3) Appendix for Test 3 (Volume 4) Appendix for Test 4 (Volume 5)	September 2011	See link above
Economic appraisal – native format electronic files	September 2011	See link above
Existing Data and Traffic Surveys Report July 2007	September 2011	See link above
Risk Register	September 2011	See link above
Appraisal Summary Table, Worksheets and Environmental Constraints Maps	September 2011	See link above

NNDR - Social Distributional Impacts, Full Screening Report August 2011	September 2011	See link above
A47 / A1042 Postwick Interchange General Junction Layout (Drawing Number RIC093-RI-2011C)	September 2011	See link above

Notes:

BAFB Form and Link to the 5 Case Model

The following section provided to bidders to detail which elements of the form relate to the 5 cases used in decision making.

Case	Elements of the BAFB Form
Strategic Case	1.1, 1.2, 1.3, 1.5, 2.1,2.2, 2.4, 2.5, 3.1, 3.2, 5.1, 5.2, 5.3
Financial Case	1.4, 2.2, 2.3, 2.4, Section 4
Economic Case	3.2 (and Appendices)
Management Case	3.3, 3.5, 3.6, 3.7, 3.8, 5.1, 5.3
Commercial Case	3.4, 3.5,3.7,3.8

4.2 Appendix B – DfT confirmation

4.3 Appendix C – Cabinet report and minutes April 2012

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

Report by the Director of Environment, Transport and Development

Summary

This report provides an update on the progress made to date in delivery of the NATS Implementation Plan, adopted by the County Council by Cabinet in April 2010. Some key achievements have already been made and these are included within the report, including delivery of elements of the Bus Rapid Transit corridors, highway improvements and other bus and cycle improvements. In addition, details are provided about forthcoming bids for funding under the Local Sustainable Transport Fund and the Better Bus Area bid.

The NDR, a key element of the NATS Implementation Plan, has been through the Department for Transport's (DfT) Development Pool bidding process. DfT confirmed in December 2011 that it was providing £86.5m towards the cost of delivering the NDR and Postwick Hub junction (which accounts for £19m of the DfT contribution). The report sets out the latest position for both the NDR and Postwick.

Postwick Hub has planning consent and now has a final stage of completing the Public Inquiry for the Side Roads Order. It is expected that this will take until the summer to complete and, if so, there is potential for the works to start by the end of 2012. This would result in a completion of the junction by the Spring of 2014.

The NDR still has to go through its own planning process (and completion of the necessary statutory Orders). It is anticipated that the planning application will be submitted in the Autumn of 2012. A communications plan has been developed to ensure that the public have the opportunity to review the proposals as part of a pre-planning consultation. These exhibitions are set out in the report and are planned between mid-April and mid-May 2012.

Whilst the DfT funding is for the project to the A140, the report also includes details for the section from the A140 to the A1067 and invites Members to indicate whether this should be included as part of the planning application, the timing of its delivery and its funding.

Recommendation

Members are requested to:

- (i) Comment on the delivery of NATS Implementation Plan.
- (ii) Recommend submitting a planning application for the NDR to the A1067.
- (iii) Recommend whether to continue to progress a dual carriageway NDR between the A140 and A1067 as part of the planning submission, or consider a single carriageway option.
- (iv) Recommend delivering construction of the NDR as a single project to A1067, or consider a staged delivery (ie to the A140 first, then to the A1067 at a later date).
- (v) Recommend the forward funding profile as provided in the DfT bid for the A140 NDR project (Appendix A) and for the A1067 NDR (Appendix B).
- (vi) Recommend to continue to underwrite the NDR (value depending on dual or single option between A140 and A1067), but taking note of the GNDP in principle funding of up to £40m towards the NDR and related measures.

1. **Background**

- 1.1. In April 2010 Cabinet approved recommendations to adopt the NATS Implementation Plan, make changes to a small number of NATS policies and approve the application for planning permission for the NDR to the A1067. The report also included an agreement of Cabinet to underwrite the funding shortfall of £39.7m for the NDR by use of prudential borrowing.
- 1.2. Since that time a number of events have taken place that have impacted on the delivery of the project and this report sets those out and provides an update of the current position. It also sets out the work already completed as part of the NATS Implementation Plan delivery and what is planned in the forthcoming period. The Plan is an essential and key element of the economic growth strategy for Norfolk, and is vital in order to achieve LTP targets.
- 1.3. The report asks Cabinet to comment on progress to date with NATS and agree the recommendations made to progress the NDR planning application.

2. **NATS Implementation Plan**

- 2.1. The Implementation Plan identifies a range of transport measures, some of which are only made possible by the NDR.
The key features of the Plan are:
 - 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
 - The NDR
- 2.2. Since adopting the plan, a lot has already been achieved and the following schemes have been completed, or are nearing completion:
 - St Augustines Gyratory
 - A11 Newmarket Road (BRT) bus lane extension
 - Dereham Road (BRT) junction improvement at Barn Road and new bus lane
 - Dereham Road (BRT) junction proposal consultation for Old Palace Road
 - Development of elements of the Rackheath BRT corridor
 - Improved multi-trip/operator ticketing for bus journeys
 - Improved off-bus ticketing facilities
 - Continued work with businesses to develop smarter travel plans
 - Development of a cycling network for Norwich
 - Walking schemes such as Aylsham Rd/Woodcock Rd and Newmarket Rd/Eaton Rd crossing improvements
 - Lady Julian Bridge at Riverside with associated walking/cycle links
 - Cycling schemes including Lakenham Way Cycle Route combined and Improved City Centre Cycle Parking
 - Bus traffic light priority city wide
 - Improved bus shelters through negotiated contract.
 - Castle meadow low emission zone

- Real time car parking information

- 2.3. In addition to the details in 2.2, work has also progressed on other major projects which are the subject of funding bids. These include:

Local Sustainable Transport Fund (LSTF)

The County Council is bidding for approximately £4.1m of government funding under the LSTF initiative. This includes details for a scheme to deliver two-way bus movements and the removal of general through traffic from Chapelfield North. The scheme will also provide access to/from the Chapelfield shopping centre for deliveries. It includes improvements to the Grapes Hill Inner Ring Road roundabout junction and changes to traffic movements through Westlegate. This provides significant bus priority benefits and journey time and journey reliability improvements for bus passengers. It is hoped that if the bid is successful, the scheme can start construction towards the end of the 2012/13 financial year. The proposals have already been approved by the Norwich Highways Agency Joint Committee.

Better Bus Area

This is a further bid to government for approximately £2.9m for bus related improvements which include some large bus priority capital infrastructure improvements in Norwich. The bid is also likely to include quality bus partnerships on some corridors into Norwich, traffic signal prioritisation, enhanced passenger information and bus stop improvements and enhanced ticketing and bus journey options. The bid was submitted on 24 February and a funding decision is expected by 31 March 2012.

Schemes promoted as part of these bids will be subject to further local consultation before details are taken forward through the construction phases. All details will be considered by the Norwich Highways Agency Joint Committee.

- 2.4. This is an ongoing delivery programme. Some elements of the Plan are dependent upon the delivery of the NDR and the benefits this brings in reducing traffic levels on key radial routes and on the ring roads. Some City Centre enhancements will need to be considered in the context of traffic reductions made possible by the NDR.

Delivery of the Plan is anticipated to need up to 15 years to fully implement and it is anticipated that there will be a range of funding opportunities that will become available during the period. Part of the funding plan will be the possible use of income generated by the Community Infrastructure Levy (CIL) made possible following the adoption of the Joint Core Strategy.

3. NDR Update

3.1. Department for Transport (DfT) Approval

- 3.1.1. In the April 2010 Cabinet report, details were provided that set out the approval of the Major Scheme Business Case for the NDR by the Department for Transport (DfT). The report also set out the funding requirements for the project and the need for the County Council to underwrite £39.7m towards the cost of the project. Since

that time, the change of government and the subsequent Spending Review resulted in a need to slow down project delivery and respond to the new requirements set out by government – called the ‘Development Pool’ bidding process.

- 3.1.2. The original funding for 2010/11 was set out at £3.2m, however this was significantly reduced as a result of the spending review to £1.6m part way through that year. A funding allocation of £750k, from Growth Point funds, was agreed for the 2011/12 financial year to complete the DfT bidding process for the NDR and Postwick Hub.
- 3.1.3. This bid was submitted in September 2011 and DfT confirmed in December 2011 that the bid was successful and that Programme Entry status was re-confirmed. DfT have provided a funding allocation of £86.5m, which includes £19m towards the delivery of the Postwick Hub junction. The DfT project assessment is published on their website. It includes a number of positive statements in relation to the project, which still retains a cost benefit ratio of 5.4, representing very high value for money.
- 3.1.4. In their confirmation letter, DfT have set out a requirement for NCC to commit to ‘a funded and programmed package of sustainable transport in the city centre, on the basis of the Norwich Area Transportation Strategy’. This commitment is necessary prior to Full Approval of the project. NCC has an extremely good track record of delivering the NATS Implementation Plan and such a commitment has already been made since the adoption of the Plan (as set out earlier in this report).
- 3.1.5. Discussions have already been held with DfT to establish their requirements in relation to the sustainable transport commitment. This has established a need to develop and publish a tracker that shows the extent of work already completed as part of NATS and what else is planned, when and how it will be funded. This is currently being developed and will be regularly updated.
- 3.1.6. The funding to deliver the NDR and Postwick was set out in the Development Pool bid document. An extract of that profile is included at Appendix A. This sets out that funding of £1.481m for the NDR for the forthcoming year will be necessary. Funding for Postwick Hub will be further balanced through Growth Point funds until the Public Inquiry process is completed and full funding from DfT can be drawn down (see section 4 below).

3.2. **A140 to A1067**

- 3.2.1. The next stage for the NDR is the submission of the planning application. This is programmed for the Autumn 2012. A key decision in taking this forward is the extent of the scheme being promoted. The County Council has made a commitment to deliver the NDR to the A1067 and this is also the scheme set out in the Joint Core Strategy. Our analysis indicates that the benefits of this scheme are greater than those of the scheme that stops at the A140.
- 3.2.2. The A140 NDR scheme is the limit to which government funding will be provided. This was as set out in the original Programme Entry for the Scheme (confirmed in 2010) and also as part of the Development Pool process (and was therefore the scheme that DfT asked the County Council to submit).
- 3.2.3. Cabinet can decide which scheme should be taken forward to planning. It is clear that the A1067 NDR is consistent with the JCS and also provides greater economic

benefits. However, in order to keep the costs of the section from the A140 to the A1067 within reasonable limits of the overall budget it would be necessary to consider this section as a single carriageway, rather than dual, as originally proposed. The decision to change to a single carriageway would also enable the delivery of an at-grade junction at the A140 – something that DfT also requested that the County Council investigated as part of its funding bid. A dual carriageway would most likely require a grade separated junction (as previously proposed) due to the additional traffic demand and the necessary structures for this make it significantly more expensive.

3.2.4. In addition, the section of the A140 to the A1067 has some of the more significant environmental mitigation requirements, particularly for bats. The dual carriageway scheme would require more substantial bat bridges whereas a single carriageway could possibly adopt less expensive alternatives.

3.2.5. In view of the details in section 3.2.1 & 3.2.4, Members need to decide:

- Should the NDR planning application be for Postwick to the A140 or Postwick to the A1067
- Should the section from the A140 to the A1067 be single carriageway or dual carriageway

Depending on this decision, further work will need to be completed to assess whether the A140 junction could be promoted as an at-grade roundabout design with a dual carriageway from the A1067, which takes account of the cost reduction exercise required by DfT for this junction.

3.2.6. There is scope to stage the delivery of the NDR. The A140 to A1067 section could be delivered at a later date following completion of the NDR to the A140. However, the immediate benefits of the section to the A1067 would not be realised and the costs of a later scheme would be higher as it would require a further contract stage and would need to allow for additional mobilisation costs for the works. It would also lose the economies of scale effect that is gained from delivering the scheme as one. It is therefore recommended, subject to establishment of funding, that the scheme is taken forward as one to the A1067.

3.2.7. The costs of delivering a scheme to the A1067 are estimated to be £30m for a single carriageway and £40m for a dual carriageway and are in addition to the costs set out in Appendix A (which is only for the DfT scheme to the A140). Significant efforts have been made to constrain the costs, however the delays to the project have created inflationary impacts.

3.3. **Funding**

3.3.1. The County Council has previously underwritten £39.7m towards the NDR (agreed by Cabinet in April 2010). The Greater Norwich Development Partnership (GNDP) has agreed in principle a commitment to provide up to £40m towards the cost of the NDR and related measures, as priority 1 key infrastructure projects essential to delivering the objectives set out in the JCS.

3.3.2. A new delivery funding profile for the scheme to the A1067 is shown at Appendix B. It includes the early estimates for the additional cost of the A1067 project and an

indication of the funding that the County Council will need to underwrite. The two tables provided set out a total cost to deliver the project to the A1067, one assuming a dual carriageway to the A1067, the other a single carriageway. Detailed cost information for the section from the A140 to A1067 is still to be finalised. The tables indicate the cost to deliver the scheme from April 2012 to construction completion.

- 3.3.3. The figures provided also assume that the A1067 scheme is delivered as part of the A140 project. This minimises the overall construction costs, however there is potential to delay the delivery of the section to the A1067, but this would increase the total project costs. Additional works mobilisation, loss of economies of scale and balance of materials usage, purchasing power, and possibly re-procurement would add to delivery costs. There would also be an additional inflation impact which would depend on the period between delivering the A140 project and completing the A1067 section.
- 3.3.4. As set out in Appendix B, it is anticipated that the cost of a dual carriageway scheme from the A140 to the A1067 will require approximately an additional £10m of investment compared with a single carriageway scheme. This is due to the additional carriageway and earthworks construction, but also due to the more significant environmental mitigation measures that are necessary for a dual carriageway option between the A140 and A1067, and the potential additional cost of a grade separated A140 junction. There is a risk that further work on these elements will increase the overall project costs. In addition, Members should be aware that the NDR to the A140 will cost some £101m from now of which the County Council needs to underwrite approximately £13m, but the full cost of the A140 to A1067 section will be borne by the County Council.

3.4. **Delivery Timescales**

- 3.4.1. Assuming the recommendations set out in this report are taken forward, the programme for delivering the NDR is set out below:

Milestone	Expected Completion Date
NDR	
Approval of BAFB from DfT	December 2011
Submit Planning Application	Late 2012
Determination of Planning Application	Spring 2013
Statutory Orders published	Spring 2013
Public Inquiry Starts	Late Summer 2013
Agree Target Cost	Autumn 2013
Confirmation of Orders	Spring 2014
Submit Full Approval application to DfT	Summer 2014
Site Clearance Works/Mobilisation Start	Autumn/Winter 2014
Work Starts on Site	Spring 2015
Work Completed	Spring 2017
Opening / commencement of operations	Spring 2017

- 3.4.2. Prior to the planning application submission, set out in the table above, there is a need to complete a planning pre-consultation exercise. A communications plan has

been developed to support this process and a series of exhibitions are planned in April and May 2012. These are:

19 Apr 12	Rackheath	12:00-19:30	Holy Trinity Church Hall
23 Apr 12	Taverham	12:30-19:00	Taverham Village Hall
26 Apr 12	Sprowston	12:00-19:30	Parish Council Offices
30 Apr 12	Horsford	12:00-19:30	Horsford Village Hall
02 May 12	Spixworth	12:30-19:00	Spixworth Village Hall
04 May 12	Postwick	12:00-19:30	Postwick Village Hall
08 May 12	Great Plumstead	12:00-19:30	Gt Plumstead Village Hall
11 May 12	Horsham st Faith	12:00-19:30	St Faith's Centre

4. **Postwick Hub Update**

- 4.1. In the April 2010 report to Cabinet, the planning consent for Postwick Hub had been granted and a decision whether or not a public inquiry into the Side Roads Orders (SROs) was still awaited. The scheme has moved forward since that time as set out below.
- 4.2. The planning consent was the subject of a legal challenge. This was largely focussed on procedural issues relating to the planning process and the way information was presented to the Planning Committee. A decision was taken to accept the legal challenge and request the courts quash the planning consent, such that an updated application could be re-presented to the Planning Committee.
- 4.3. This happened in August 2011 and planning permission was granted again in October 2011 (following completion of signing the necessary land and Section 106 agreements). A further legal challenge period of 3 months has since elapsed and no challenges have been received and therefore the planning consent is now confirmed.
- 4.4. It is worth also noting that the planning consent decision was also referred to the Secretary of State (SoS) to determine whether the planning permission should be the subject of a public inquiry. The SoS determined that an inquiry was not required.
- 4.5. In addition to the updated application for the Broadland Gate/Postwick Hub scheme, an application was also submitted for the Brook Farm development. This includes the extension of the existing Broadland Business Park and a new housing development of 600 properties just north of the business park.
- 4.6. Planning consent has also been granted for the Postwick Park and Ride extension. As part of the DfT Development Pool bid process however, a decision has been taken to deliver the access road element of the Park and Ride (P&R) site as part of the construction of the Postwick Hub junction improvement and defer the delivery of the additional parking spaces until approximately 2015 (depending on demand for additional spaces at the site). This rationale was set out in the bid and accepted by DfT as part of that process. It provides sufficient flexibility to deliver the P&R

extension to meet demand.

- 4.7. A decision regarding the need for a public inquiry into the SROs was also taken by the Secretary of State (SoS). In making this decision the SoS determined that even though there were no statutory objectors, the number of non-statutory objections were sufficient for the SoS to decide that a public inquiry should be held.
- 4.8. As part of the spending review announcement, initially Government confirmed that no new public inquiries would be instructed. This position has since changed and now that the funding of the project has been re-confirmed, following the DfT Development Pool announcement, the public inquiry process has now commenced.
- 4.9. The County Council is working with the Highways Agency (HA) to progress the inquiry. The HA are leading this process as the SROs have been published by them because the junction is linked to their network (ie the A47 southern bypass). Due to the delays in moving forward with the public inquiry, a further round of publishing the orders (ahead of the inquiry process) is reasonable to ensure objectors have the opportunity to maintain or withdraw their objection and to ensure they have sufficient time to prepare for the inquiry. This re-advertising/posting of the notices process will be completed by the end of March 2012.
- 4.10. The timescales for the delivery of the Postwick Hub project are set out below:

Milestone	Expected Completion Date
Postwick Hub	
Statutory Orders (Side Roads Orders) published	Autumn 2009
Planning Approval (reconfirmed)	October 2011
Approval of BAFB from DfT	December 2011
Re-advertise Side Roads Orders	February 2012
Public Inquiry Starts	Summer 2012
Agree works Target Cost	Summer 2012
Submit Full Approval application to DfT	Late Summer 2012
Confirmation of Side Road Orders	Autumn 2012
Work Starts on Site	Late 2012
Opening / commencement of operations	Spring 2014

- 4.11. Funding the Postwick Hub junction works will be via a £19m allocation from DfT – set out in their funding approval following the Development Pool announcement. This however cannot be drawn down until the public inquiry process has been completed. Prior to this, funding towards the P&R extension works (ie delivery of the new access) from Growth Point will be utilised to support the project delivery through public inquiry. This therefore means that the County Council will not be required to find funding towards Postwick Hub during 2012/13.

5. Joint Core Strategy (JCS) Legal Challenge

- 5.1. The JCS completed its examination in public late in 2010 and was adopted by the Local Planning Authorities (Norwich City Council, Broadland District Council and South Norfolk District Council) in March 2011. Since its adoption, a legal challenge was submitted and this has been heard at the High Court (in December 2011).
- 5.2. The Judgement following the High Court has dismissed the challenge in relation to the NDR, but it does uphold the challenge regarding the JCS Sustainability Appraisal (SA) and the assessment of the 'growth triangle', in particular the

assessment and presentation of housing allocation options.

- 5.3. At a further hearing on Wednesday 29th February the judge ruled that the elements of the JCS that related to Growth in Broadland part of the Norwich Policy Area (NPA) including the North East Growth Triangle are remitted back to pre submission stage and cannot be treated as adopted. This means that further work will need to be carried out to ensure that the SA is in compliance with the European Directive. Following that the remitted elements of the plan would need to be published and then submitted to the Secretary of State for examination in public. It is estimated this process could take 12 months to complete. It should be noted that the Judge did not quash any element of the JCS. The JCS remains adopted, overall housing totals remain for the NPA and only the wording relating to growth in Broadland part of the NPA including the North East Growth Triangle are remitted back to pre submission stage. The exact wording is set out in a schedule that accompanies the court Order.

6. **Resource Implications**

- 6.1. **Finance** : The financial details for the project are set out in the main text of the report above. The profile to deliver the project from 2012 to 2018 is shown at Appendix B. This shows the cost to take the project forwards from this point, with a total value of £131.5m to deliver Postwick Hub junction and the rest of the NDR to the A1067 with a single carriageway to the west of the A140, or £141.5m for a dual carriageway. The funding is comprised of £86.5m from DfT, £1.67m of Growth Point funding and a balance of £43.33m (single A1067 section), or £53.33m (dual A1067 section) which will be covered by the NCC underwritten funding, supported by a commitment in principle by the GNPD to provide up to £40m of funding towards the NDR and related measures, as priority 1 key infrastructure projects in the Joint Core Strategy.
- 6.2. **Staff** : Staffing levels for the NDR project were significantly reduced as part of the Spending Review process. Following confirmation of funding from DfT a team capable of delivering the NDR is being developed with the necessary support provided by partners Mott MacDonald. It is anticipated that this team will be in place during March to enable the projects to be delivered to meet the programme set out in this report.
- 6.3. **Property** : Land acquisition for the NDR and Postwick Hub has continued. This is supported where necessary by CPO (for the NDR). Postwick Hub land has been agreed. These costs are included in the overall project costs.
- 6.4. **IT** : Additional PC's are required to support the NDR team. This has been organised and does not require the purchase of additional equipment as it is being drawn from storage.

7. **Other Implications**

- 7.1. **Legal Implications** : NP Law have been engaged as part of the project team to support and manage the specialist legal advisors also appointed.
- 7.2. **Human Rights** : None
- 7.3. **Equality Impact Assessment (EqIA)** : An EqIA has been completed for the NATS Implementation Plan and includes the NDR and Postwick Hub.

- 7.4. **Communications** : A communications plan has been developed that includes Member briefings (already completed), briefings with affected Parish Councils and a series of Exhibitions in late April/early May that form part of the pre-planning consultation for the NDR. The plan identifies key stakeholders and mechanisms for making/maintaining communication and will continue to evolve and adapt as the project progresses.
- 7.5. **Health and safety implications** : Nothing at this stage, however detailed Health and Safety plans are being developed under the Construction, Design and Management Regulations that apply to all construction projects. A Health and Safety Executive (HSE) project notification has been issued for Postwick Hub and the NDR.
- 7.6. **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.

8. **Section 17 – Crime and Disorder Act**

- 8.1. 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 project.

9. **Risk Implications/Assessment**

- 9.1. In the context of the NATS implementation plan, key risks associated with the NDR and other NATS schemes are around funding (for NATS IP projects) and planning and other statutory processes for the NDR and Postwick Hub. The scale and complexity of the project means that there are significant risks around cost and timescale, which are being closely managed through active project management and ongoing engagement with the GNPD, government bodies and specialist advisors.

10. **Overview and Scrutiny Panel and Norwich Highway Agency Committee Comments**

- 10.1. Environment, Transport and Development Overview and Scrutiny Panel (ETD O&S Panel) at its meeting on 14 March 2012 reviewed the recommendations set out in this Cabinet report. It was formally proposed that a single project that included a dual carriageway between the A140 and A1067 should be taken forward and that this should be completed as soon as possible. This proposal was put to a vote and received 14 votes for, 1 against, with no abstentions. A question was also raised about what would be done to ease concerns about rat-running and it was confirmed that this would be considered as part of the planning process for the project.
- 10.2. Norwich Highway Agency Committee (NHAC) at its meeting on 22 March 2012 confirmed, by a vote of 4 for and 0 against, to support the recommendations within the report for Cabinet to consider. A point was raised in regard to the LSTF bid and that whilst NHAC has agreed to the principle of the Chapelfield North scheme, they do expect there to be a consultation on the scheme and the results of that presented to a future NHAC meeting.

11. Alternative Options

- 11.1. 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. The Postwick Hub has been developed following examination of numerous alternatives and the current proposal is the only one that meets HA design standards, has planning approval and resolves the significant site constraints.

12. Reasons for Decision

- 12.1. The NDR is an essential element of the NATS Implementation Plan and forms a key part of the Joint Core Strategy for the Norwich Policy Area. The decision to continue the project and complete the road to the A1067 is essential to be able to realise the full benefits of the Implementation Plan and to accommodate future growth in housing and employment, which are essential to economic growth in Norfolk and vital to achieving LTP targets.

Recommendation

Members are requested to:

- (i) Comment on the delivery of NATS Implementation Plan.
- (ii) Recommend submitting a planning application for the NDR to the A1067.
- (iii) Recommend whether to continue to progress a dual carriageway NDR between the A140 and A1067 as part of the planning submission, or consider a single carriageway option.
- (iv) Recommend delivering construction of the NDR as a single project to A1067, or consider a staged delivery (ie to the A140 first, then to the A1067 at a later date).
- (v) Recommend the forward funding profile as provided in the DfT bid for the A140 NDR project (Appendix A) and for the A1067 NDR (Appendix B).
- (vi) Recommend to continue to underwrite the NDR (value depending on dual or single option between A140 and A1067), but taking note of the GNDP in principle funding of up to £40m towards the NDR and related measures.

Background Papers

County Council Cabinet report dated 6 April 2010.

Officer Contact

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

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Appendix A

Project costs as defined following completion of DfT Development Pool bid process.
Note that figures below relate to NDR scheme to A140 only (as required by DfT).

£m	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016/ 17	2017/ 18	2018/ 19	Total
LA contribution	1.481	1.982	1.069	3.584	2.988	2.251		13.355
Third Party contribution - Growth Point	1.665							1.665
CIF funding allocation (Postwick Hub)	10.000	9.000						19.000
DfT funding allocation			9.442	31.655	26.393			67.490
TOTAL	13.146	10.982	10.511	35.239	29.381	2.251		101.510

Appendix B

Project Delivery - Financial profile for Single Carriageway (A140 to A1067)

	Financial Year								
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		Total
Capital Spend Profile with identified funding sources shown below									
DfT			9.44	31.67	26.39				67.50
Postwick Hub CIF Funding	10.00	9.00							19.00
Growth Point Funding	1.67								1.67
NCC (LA Contribution) – Supported by GNDP funding up to £40m	1.48	2.02	9.10	9.50	13.50	7.73			43.33
TOTAL	13.15	11.02	18.54	41.17	39.89	7.74			131.50

Project Delivery - Financial profile for Dual Carriageway (A140 to A1067)

	Financial Year								
	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19		Total
Capital Spend Profile with identified funding sources shown below									
DfT			9.44	31.67	26.39				67.50
Postwick Hub CIF Funding	10.00	9.00							19.00
Growth Point Funding	1.67								1.67
NCC (LA Contribution) – Supported by GNDP funding up to £40m	1.48	2.02	9.10	9.50	17.50	13.73			53.33
TOTAL	13.15	11.02	18.54	41.17	43.89	13.73			141.50

4.4 Appendix D – Cabinet report November 2013 including funding profile

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

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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 Cumming or textphone 0344 800 8011 and we will do our best to help.

Appendix C

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
Capital Spend Profile with identified funding sources shown below								
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
TOTAL	3.17	7.90	27.55	28.50	63.50	17.28	0.65	148.55

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.

5 Glossary

DCLG	Department for Communities and Local Government
DfT	Department for Transport
DMRB	Design manual for Roads and Bridges
EA	Environment Agency
GNDP	Greater Norwich Development Partnership
HA	Highways Agency
JCS	Joint Core Strategy
LTP	Local Transport Plan
NATS	Norwich Area Transportation Strategy
NCC	Norfolk County Council
NIP	National Infrastructure Plan
NDR	Norwich Northern Distributor Road
NPPF	National Planning Policy Framework
NPS	National Policy Statement
TEN-T Routes	Trans-European Network of transport routes
WebTAG	Web-based Transport Appraisal Guidance produced by the Department for Transport