

Great Yarmouth Third River Crossing Project Update

1. Background

- 1.1. Norfolk County Council adopted a preferred scheme for the Great Yarmouth Third River Crossing in 2009, comprising a lifting bridge over the River Yare to connect the trunk road network, at the A12 Harfreys Roundabout, to the southern peninsula near to the port and Enterprise Zone sites.
- 1.2. In December 2016, a motion was agreed by the County Council to include the 3rd River Crossing project as part of its key transport infrastructure priorities.

2. Progress to date

- 2.1. In August 2016 Norfolk County Council successfully bid for development funding in the fast track round of the large local major schemes fund and £1.08m was awarded by the Department for Transport (DfT) for the Council to develop an Outline Business Case (OBC) which will be submitted to DfT by 31 March 2017 as part of a competitive funding process. In total, a budget of £1.2m has been allocated to the project in 2016/17 to ensure the delivery of the OBC.
- 2.2. An Outline business case has been submitted to DfT that sets out the proposed scheme. The OBC and the current development work has been funded from DfT grant. We are awaiting for confirmation from DfT whether the scheme has been accepted for full funding and we were anticipating this decision to be made ahead of the summer recess, although this is unlikely to happen, we are now expecting this to happen August/ September 2017.
- 2.3. The LEP has agreed £2m of Growth deal funding to support further development of the scheme, subject to DfT confirmation of programme entry. In order to meet the timescales set out in the OBC we would need to continue to develop the scheme “at risk”, until confirmation of funding has been received.
- 2.4. Should DfT grant the project ‘programme entry’ status, which is effectively an in principle funding allocation, we will move into the next phase of delivery, which is likely to take the form of a Development Consent Order (DCO). A final business case submission will be necessary to release the funding allocation from DfT on successful completion of the statutory processes.

2.5. Programme

The current indicative forward programme and associated costs are:

| Stage | Timing | Funding | |
|--|----------------------------------|---------|---|
| | | Total | Notes |
| DfT consider OBC and decide whether to release further funding | Not certain: expected summer '17 | NA | We are currently awaiting decisions on progress and whether DfT are will award funding at this stage. |

Appendix B

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| Detailed Design and Statutory Procedures (see details/dates in para 2.18 below) | 2017/18-2019/20 | Circa £4m | DfT Growth Deal (£2m allocated) |
| Scheme development at risk until DfT approval (linked to next item) | April 2017 to summer 2017 | (£200,000) included in £4m above | Initially from 2017/18 Growth Deal allocation, underwritten by NCC in case DfT refuse OBC |
| Early development Work | August 2017 - | £1.375m Included in the £4m above | Funded from Growth Deal allocation, underwritten by NCC in case DfT refuse OBC |
| | | | |
| DfT review final business case and decide whether to give final funding approval and release funding for construction | Estimated during 2020 | NA | |
| Delivery | Estimated start date late 2020 | £116m (outturn prices) | DfT (80%) Local contribution (20%) |
| Total | | £120m | |

2.6. Indicative statutory process details and timescales:

- Commence Statutory Consultations Spring 2018
- Development Consent Order Application Early 2019
- Examination in Public Summer 2019
- Start of Construction Winter 2020
- Bridge completed and open Winter 2022

2.7. In view of the scale of the project and the statutory processes that must be completed, the above programme is challenging but deliverable and demonstrates the determination to fast track the delivery of this project.

To ensure that the momentum is maintained going forward it is recommended that development work continues at risk, until confirmation from the DfT (expected by the September 2017).

Key areas of work that would be progressed in advance of the DfT funding announcement would be:

- Commencement of the full Ground Investigation survey - £0.715m
- Environmental surveys and reporting
- Public Engagement/ Consultation
- Work to develop the procurement strategy and contract documents
- Ongoing design development and refinement

2.8. The estimated cost of this work is **£1.375m**. **Norfolk County Council would need to underwrite these costs until the scheme is granted 'programme entry' by the DfT when the costs would be recovered** from the 2017/18 Local Growth Deal allocation, which has been provided for the purpose of scheme development. This financial risk would only be realised if the project is not delivered in the future and would need to be reimbursed by revenue budgets.

2.9. The work to be undertaken now is essential to keep the scheme on track, of the £1.375m, a significant element of that cost (£0.715m) is related to Ground investigation works that are required to inform the procurement process to

ensure that the details provided to potential bidders is as robust as possible.

3. Issues and risks

- 3.1. A key risk at this stage is the continuation of work until DfT has confirmed programme entry in the summer
- 3.2. There has been an unexpected general election, which may delay the decision on funding. However we are continuing to work with DfT to maintain the original timetable for a decision before the summer recess.
- 3.3. There is a risk that DfT will not approve the Outline Business Case for the project. However any expenditure will not be abortive as it is reasonable to anticipate further possible funding opportunities and the project would be better placed to bid for these.