1 Introduction

1.1 This document describes the benefits that the Norwich Northern Distributor Road (NDR) is expected to deliver. These benefits will be monitored and reviewed at defined points within the project lifecycle, to tie up with the reporting requirements of the Department for Transport (DfT).

1.2 The scheme benefits are as described in the Environmental Statement (2014) for the scheme, and are set out in Section 3 below.

1.3 The NDR has been selected for a Fuller Evaluation by the DfT.

1.4 This Benefits Realisation Plan (BRP) incorporates comments received from the DfT on the previous iteration of the Plan submitted in 2014. Greater detail on the methods and approach of the proposed monitoring and evaluation programme is presented in the Draft NDR Monitoring and Evaluation Plan, submitted in alongside this BRP.

2 Purpose and Scope of Evaluation

2.1 As described in the DfT’s Monitoring and Evaluation Framework for Local Authority Major Schemes\(^1\), the aim of undertaking a fuller evaluation is to generate evidence on:

- whether the scheme was delivered effectively and efficiently;
- the causal effect of the scheme on the anticipated outcomes and whether these have contributed to the intended impacts; and
- whether it had any unintended adverse or positive effects.

2.2 The evaluation will help both NCC and the DfT to understand the immediate and medium term impacts of the scheme and its performance with respect to stated objectives.

\(^1\) DfT (2012): ‘Monitoring and Evaluation Framework for Local Authority Major Schemes’, pg 8
2.3 The evaluation will also help NCC to make appropriate decisions on transport improvements in the future, particularly for major transport projects that have a broad and sizeable impact.

2.4 Benefits will be evaluated in the immediate (Year 1) and medium term (Year 5). The immediate term report will assist in understanding what issues the scheme is experiencing in its early phase (particularly traffic impacts). The medium term allows early comparisons with the predictions contained within the traffic model; this will inform NCC as to the trajectory of success or otherwise of the scheme on meeting objectives as well as providing information on causal links. Instructions on data sources and monitoring will be provided in the final Monitoring and Evaluation Plan to allow for review of indicators beyond the Year 5 report, should the DfT want to assess longer term impacts of the scheme. The two reports will be circulated to DfT.

2.5 The scheme benefits and proposed methods of evaluation, including data sources, are outlined in the table in Section 4 below.

3 Summary of Key Benefits

3.1 The objectives of the proposed Scheme (as listed in the Environmental Statement (2014)²) are to:

3.1.1 Reduce traffic levels, and thereby relieve congestion, on the existing road network within the urban area and beyond to the north of the city centre.

3.1.2 Facilitate journeys that are already difficult and congested and require traffic to use residential and minor roads that are inappropriate for the type and volume of traffic that is currently accommodated.

3.1.3 Provide access to and thereby help to deliver, planned and potential areas of growth, and enable those areas to be free of the need to incorporate provision for extraneous through traffic.

3.1.4 Provide improved transport connections between existing and future areas of residential and employment development and with the national strategic road network as well as improving connections with Norwich International Airport and the wider area of North Norfolk.

3.1.5 Increase the opportunities for improving provision for public transport and other sustainable forms of transport and for improving traffic management within the city centre, thereby encouraging modal shift.

3.1.6 Improve traffic related environmental conditions for those communities in the northern suburbs of Norwich and outlying villages whilst minimising the environmental impact of the NDR.

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² The Norfolk County Council (2014) ‘Norwich Northern Distributor Road (A1067 to A47(T))’ Order 6.1 Environmental Statement: Volume I
As identified in the Environmental Statement (2014), the objectives of the NDR scheme align with the monitoring and evaluation already being undertaken of the Spatial Planning Objectives for the JCS (JCS, Appendix 8), and objectives in the Greater Norwich Economic Strategy 2009-2014. The following monitoring targets set out in these documents are applicable to the NDR’s objectives:

### Table 3.1: Scheme Objectives against JCS and GNES objectives

<table>
<thead>
<tr>
<th>Scheme Objectives</th>
<th>JCS Spatial Planning Objective (SPO)</th>
<th>GNES Action Plan Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce traffic levels, and thereby relieve congestion, on the existing road network within the urban area and beyond to the north of the city centre</td>
<td>SPO 7 To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact</td>
<td>Objective 1: To strengthen the area’s economy, maximise diverse employment opportunities and ensure the right environment exists for business to flourish</td>
</tr>
<tr>
<td>Facilitate journeys that are already difficult and congested and require traffic to use residential and minor roads that are inappropriate for the type and volume of traffic that is currently accommodated</td>
<td>SPO 6 To make sure people have ready access to services, SPO 7 To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact</td>
<td>Objective 3: Ensure that the area has necessary infrastructure and quality of environment to attract investment and support business growth</td>
</tr>
<tr>
<td>Provide access to and thereby help to deliver, planned and potential areas of growth, and enable those areas to be free of the need to incorporate provision for extraneous through traffic</td>
<td>SPO 7 To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact</td>
<td></td>
</tr>
<tr>
<td>Provide improved transport connections between existing and future areas of residential and employment development and with the national strategic road network as well as improving connections with Norwich International Airport and the wider area of North Norfolk</td>
<td>SPO 6 To make sure people have ready access to services, SPO 7 To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact</td>
<td></td>
</tr>
<tr>
<td>Increase the opportunities for improving provision for public transport and other sustainable forms of transport and for improving traffic management within the city centre, thereby encouraging modal shift</td>
<td>SPO 7 To enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact</td>
<td></td>
</tr>
<tr>
<td>Improve traffic related environmental conditions for</td>
<td>SPO 1 To minimise the</td>
<td></td>
</tr>
</tbody>
</table>
4 Benefits Profile

4.1 A brief Benefit Realisation Plan (BRP) matrix was created for the original NDR MSBC submission in 2008 (Appendix 4F). The benefits/objectives of the scheme have since been streamlined as the plans have adapted to meet DfT requirements. The matrix in this BRP contains information from up to date documents on the NDR scheme.

4.2 The local scheme objectives and the assessments comments used in the critical success column have been extracted from the Environmental Statement (January 2014).

4.3 Table 4.1 shows the range of benefits to be monitored and provides detail on the sources for monitoring indicators. Discussion and liaison with local experts involved in the design and impact assessment for the NDR will also form part of the monitoring and evaluation plan process.
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Impacts / Objectives</th>
<th>Targets</th>
<th>Baseline&lt;sup&gt;3&lt;/sup&gt;</th>
<th>Measure</th>
<th>External Factors/Notes</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Confirmation of Development Consent Order</td>
<td>Scheme opening 2017&lt;sup&gt;4&lt;/sup&gt;</td>
<td>Current programme opening date set for 2017</td>
<td>Only applicable in Year 1</td>
<td></td>
<td>David Allfrey</td>
</tr>
<tr>
<td>Scheme Build</td>
<td>DfT approval</td>
<td></td>
<td>Current programme opening date set for 2017</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Project Programme)</td>
<td>Opening of NDR route to public</td>
<td></td>
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<td></td>
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<tr>
<td>P2</td>
<td>Scheme completed successfully</td>
<td>Scheme opening 2017&lt;sup&gt;4&lt;/sup&gt;</td>
<td>Current programme opening date set for 2017</td>
<td>Opening of NDR route to public</td>
<td>Unforeseen Construction Delays</td>
<td>David Allfrey</td>
</tr>
<tr>
<td>Delivered Scheme</td>
<td></td>
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</tr>
</tbody>
</table>

<sup>3</sup> The baseline position for the NDR will be constructed from a variety of best available sources and presented as part of the Baseline Report for the Monitoring and Evaluation Plan

<sup>4</sup> As stated in the Environmental Statement (2014)
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Impacts / Objectives</th>
<th>Targets</th>
<th>Baseline$^3$</th>
<th>Measure</th>
<th>External Factors/Notes</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>P3 Outturn appraisal assumptions</td>
<td>Actual scheme delivered within forecasted costs and budget</td>
<td>NDR total scheme budget</td>
<td>Cost figures presented in Norwich Northern Distributer Road Application for Full Approval, August 2015$^5$</td>
<td>Ongoing budget monitoring final accounts, measured at Year 5 after with final accounts input into an updated ex ante model run</td>
<td>Unforeseen construction expenses Benefits not materialising as forecast</td>
<td>David Allfrey</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Targets:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>NDR total scheme budget NDR to A1067 (excluding Postwick Hub): £151.147m</td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>NDR total scheme budget NDR to A140 (excluding Postwick Hub): £105.890m</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>NDR BCR:</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>NDR to A1067 with Postwick in the do minimum: 5.118</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td>NDR to A140 with Postwick in the do minimum: 5.838</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

$^5$ Norwich Northern Distributer Road Application for Full Approval, August 2015
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Impacts / Objectives</th>
<th>Targets</th>
<th>Baseline³</th>
<th>Measure</th>
<th>External Factors/Notes</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scheme objectives</strong></td>
<td>Reduce traffic levels and congestion on the existing road network both within the urban area and beyond to the north</td>
<td>Reduce traffic levels and congestion to levels forecasted in the Traffic Forecasting Report (TFR) for both strategic sites and suburban sites⁶</td>
<td>Traffic levels on radial routes just outside the outer ring road, on the ORR itself and on the urban and rural rat run routes prior to NDR opening</td>
<td>New regime of traffic counts at the required locations prior to the NDR, one year after opening and after 5 years</td>
<td>Development patterns or other key assumptions in the traffic models do not hold</td>
<td>David Allfrey</td>
</tr>
<tr>
<td></td>
<td>Provide access to and help to deliver, planned and potential areas of growth, and enable those areas to be free of the need to incorporate provision for extraneous traffic</td>
<td>Construction of NDR allows development sites to be built as profiled in the Land Use and Economic Development Report⁷ Link roads that are implemented to cater for local traffic only equates to success.</td>
<td>Land unlocked by Postwick Hub is in the Do Minimum. No link roads in Growth Triangle</td>
<td>Planning permissions granted and completions from local authority databases</td>
<td>The nature of the link roads implemented.</td>
<td>David Allfrey</td>
</tr>
</tbody>
</table>

⁶ Traffic Forecasting Report (TFR) 2014 - Appendix I
⁷ NCC DCO: 10.3 Land Use and Economic Development Report, 8 January 2014
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Impacts / Objectives</th>
<th>Targets</th>
<th>Baseline$^3$</th>
<th>Measure</th>
<th>External Factors/Notes</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Provide improved transport connectivity, including with the national strategic road network, for existing and future areas of residential and employment development, Norwich International Airport and the wider area of North and North East Norfolk</td>
<td>Improved transport connectivity on routes as anticipated in the TFR$^8$</td>
<td>No NDR is in place so all traffic has to use existing urban and rural roads. Strat-e-gis data for pre-construction baseline</td>
<td>NDR in place. This offers alternative routes to the existing urban and rural roads. Strat-e-gis data used to monitor against baseline</td>
<td>Greater volume of traffic than anticipated hinders traffic flows</td>
<td>David Allfrey</td>
</tr>
<tr>
<td></td>
<td>Increase the opportunities for improving provision for public transport and other sustainable forms of transport and for improving traffic management within the City Centre, thereby encouraging modal shift</td>
<td>Reduced traffic levels compared to non NDR situation. As above, impact to be monitored against Traffic Forecasting Report</td>
<td>Traffic levels on radial routes just outside the outer ring road, on the ORR itself and on the urban and rural rat run routes prior to NDR opening</td>
<td>New regime of traffic counts at the required locations prior to the NDR, one year after opening and after 5 years</td>
<td>Development patterns or other key assumptions in the traffic models do not hold</td>
<td>David Allfrey</td>
</tr>
</tbody>
</table>

$^8$ Traffic Forecasting Report (TFR) 2014 - Appendix I
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Impacts / Objectives</th>
<th>Targets</th>
<th>Baseline</th>
<th>Measure</th>
<th>External Factors/Notes</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve traffic related environmental conditions for those communities in the northern suburbs of Norwich and outlying villages, whilst minimising the environmental effects of the proposed intervention</td>
<td>Reduced Traffic levels on the urban and rural rat runs as identified in the TFR\textsuperscript{9}</td>
<td>Traffic levels on the urban and rural rat runs before the NDR opened to traffic As documented in the ES (2014)</td>
<td>Traffic counts on the urban and rural rat runs As documented in the ES (2014)</td>
<td>Traffic generating development taking place on unforeseen sites</td>
<td>David Allfrey</td>
<td></td>
</tr>
<tr>
<td>Minimising the environmental effects of the proposed intervention</td>
<td>Landscape Integration To integrate the road into the surrounding landscape as far as possible, and to reduce visual effects near housing</td>
<td>To achieve the development of a new road in keeping with the landscape Area bounded by the ‘Zone of Visual Influence’ (ZVI) of the proposed scheme\textsuperscript{10}</td>
<td>To review the Landscape surveys conducted as part of the MEP</td>
<td>Weather conditions may affect the success of landscape succession. New development within the area could alter the baseline</td>
<td>David Allfrey</td>
<td></td>
</tr>
<tr>
<td>Biodiversity and nature conservation Construct 20km of roadway across largely previous undeveloped land with minimal impact on the natural environment</td>
<td>To minimize the disturbance to biodiversity and the natural environment and where possible enhance these features</td>
<td>Baseline identified in the Environmental Statement\textsuperscript{11}</td>
<td>To review the nature conservation surveys required as part of the DCO monitoring schedule. New development in the area could alter the baseline</td>
<td></td>
<td>David Allfrey</td>
<td></td>
</tr>
</tbody>
</table>

\textsuperscript{9} Traffic Forecasting Report (TFR) 2014 - Appendix I
\textsuperscript{10} As identified in (drawing MMD-233906-DT-0953) of the Environmental Statement 2014 and the character areas as classified in landscape character areas are shown in Volume 2, Chapter 7: Landscape, Section E, drawings MMD-233906-DT-0670 and MMD-233906-DT-0671 of the Environmental Statement.
\textsuperscript{11} Environmental Statement, Volume 2, Chapter 8, Sections A to O
<table>
<thead>
<tr>
<th>Indicator</th>
<th>Impacts / Objectives</th>
<th>Targets</th>
<th>Baseline</th>
<th>Measure</th>
<th>External Factors/Notes</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road drainage and water resources</td>
<td>To construct the road within minimal impact on the water environment</td>
<td>To achieve the development of a new road with no impact or beneficial impacts on the water environment</td>
<td>Baseline identified in Chapter 14 of the Environmental Statement</td>
<td>Review the water resource surveys required as part of the DCO monitoring schedule.</td>
<td>New development in the area may result in alterations to the baseline water quality environment (i.e. it may be that not all changes may be attributed to the NDR).</td>
<td>David Allfrey</td>
</tr>
<tr>
<td>Travel behaviour</td>
<td>Refer to monitoring of Scheme objectives above, particularly traffic connectivity indicator</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>David Allfrey</td>
</tr>
<tr>
<td>Impacts on the Economy</td>
<td>Construction of NDR allows development sites to be built</td>
<td>Employment and housing sites are unlocked as profiled in the Land Use and Economic Development Report(^\text{12})</td>
<td>Postwick Hub is in the Do Minimum. As above for Scheme objective - Provide access to and help to deliver, planned and potential areas of growth</td>
<td>As above for Scheme objective - Provide access to and help to deliver, planned and potential areas of growth. Economic Evaluation to assess jobs and growth impacts of employment land developed and Gross Value Added to the economy</td>
<td>Market takes longer to develop than anticipated</td>
<td>David Allfrey</td>
</tr>
</tbody>
</table>

\(^{12}\) NCC DCO: 10.3 Land Use and Economic Development Report, 8 January 2014
A. Appendix A

Table A.1

<table>
<thead>
<tr>
<th>Monitoring targets are set out in Appendix 8 of the JCS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPO 1</td>
</tr>
<tr>
<td>SPO 2</td>
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<tr>
<td>SPO 3</td>
</tr>
<tr>
<td>SPO 4</td>
</tr>
<tr>
<td>SPO 5</td>
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<tr>
<td>SPO 6</td>
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<tr>
<td>SPO 7</td>
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<tr>
<td>SPO 8</td>
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<tr>
<td>SPO 9</td>
</tr>
<tr>
<td>SPO 10</td>
</tr>
<tr>
<td>SPO 11</td>
</tr>
<tr>
<td>SPO 12</td>
</tr>
</tbody>
</table>

Table A.2

<table>
<thead>
<tr>
<th>Relevant monitoring targets as set out in the GNES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Objective 1: To strengthen the area’s economy, maximise diverse employment opportunities and ensure the right environment exists for business to flourish</td>
</tr>
<tr>
<td>Priority 1.1: Create more sustainable jobs by increasing the number of new business start-ups and supporting the growth of small and medium size enterprises</td>
</tr>
<tr>
<td>Objective 2: To improve the skills of the labour force to ensure that it matches the needs of existing and potential employers and local people benefit form job growth</td>
</tr>
<tr>
<td>Priority 2.1: Raise aspirations in all sections of the labour market, but particularly young people and provide individual learning opportunities</td>
</tr>
<tr>
<td>Priority 2.3: Ensure there is a strong economic component to regeneration and neighbourhood renewal strategies</td>
</tr>
<tr>
<td>Objective 3: Ensure that the area has necessary infrastructure and quality of environment to attract investment and support business growth</td>
</tr>
<tr>
<td>Priority 3.1: Contribute to the development of an improved and sustainable transport infrastructure to support planned growth and development</td>
</tr>
<tr>
<td>Priority 3.2: Maintain an appropriate supply of suitably located employment land and premises</td>
</tr>
<tr>
<td>Priority 3.3: Ensure that the investment required in public utilities infrastructure and other essential infrastructure takes place so that</td>
</tr>
</tbody>
</table>
the development of key sites is not constrained

Objective 4: To raise the profile of Greater Norwich as a high quality place to live, work and visit
Priority 4.1: Promote a strong and coherent image of the Greater Norwich area
Priority 4.2: Attract and retain private and public investment to drive growth and regeneration
Priority 4.3: Support the continued development of a vibrant City Centre that is unique in its retail, cultural and heritage offers
Priority 4.4: Revitalise market towns and rural economies and encourage the development of distinctive retail, cultural and heritage offers