

Environment, Development and Transport Committee

Date: **Thursday 16 October 2014**

Time: **2pm**

Venue: **Edwards Room, County Hall, Norwich**

Persons attending the meeting are requested to turn off mobile phones.

Membership

Mr R Coke - Chair

Mr R Bird
Dr A Boswell
Mr B Bremner
Mr S Clancy
Mr T East
Mr B Iles
Mr S Hebborn
Mr T Jermy

Mr I Mackie
Mr J Mooney
Mr B Spratt
Mr W Richmond
Mr J Timewell - Vice Chair
Mrs C Walker
Mr A White
Mr M Wilby

**For further details and general enquiries about this Agenda
please contact the Committee Officer:**

Anne Pickering on 01603 223029
or email committees@norfolk.gov.uk

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A g e n d a

1 To receive apologies and details of any substitute members attending

2 To agree the minutes of the meeting held on 18 September 2014.

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3 Members to Declare any Interests

If you have a Disclosable Pecuniary Interest in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a Disclosable Pecuniary Interest in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter.

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an Other Interest in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

If that is the case then you must declare an interest but can speak and vote on the matter.

4 To receive any items of business which the Chairman decides should be considered as a matter of urgency

5 Local Member Issues/Member Questions

Fifteen minutes for local members to raise issues of concern of which due notice has been given.

Please note that all questions must be received by the Committee Team (committees@norfolk.gov.uk or 01603 223055) by **5pm on Monday 13 October 2014.**

6 Internal and External Appointments

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Report by the Head of Democratic Services

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Group Meetings

Conservative	9.00am	Colman Room, County Hall
UK Independence Party	9:00am	Room 504
Labour	9:00am	Room 513
Liberal Democrats	9:00am	Room 530

Chris Walton
Head of Democratic Services
County Hall
Martineau Lane
Norwich
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Date Agenda Published: 8 October 2014



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Environment, Development and Transport Committee

Minutes of the Meeting held on Thursday 18 September 2014 at 10.00 am at County Hall.

Present:

Mr R Coke (Chair)

Mr R Bearman
Mr R Bird
Mr B Borrett
Mr B Bremner
Mr T Jermy
Mr T East
Mr S Hebborn
Mr B Iles

Mr I Mackie
Mr J Mooney
Mr W Richmond
Mr M Sands
Mr B Spratt
Mr J Timewell (Vice Chair)
Mr A White
Mr M Wilby

1 Apologies

Apologies were received from Dr A Boswell (Mr R Bearman substituted), Mr S Clancy (Mr B Borrett substituted) and Mrs C Walker (Mr M Sands substituted).

2 To Agree the Minutes of the Meeting Held on 8 July 2014.

2.1 The minutes were agreed as a correct record and signed by the Chair.

3 Declarations of Interest

None declared.

4 Urgent Business—Hazardous Waste Amnesties at Recycling Centres

4.1 The Chair agreed that the Committee should consider as urgent business the hazardous waste amnesties for Caister and King's Lynn main recycling centres that took place on the weekend of 6-7 September 2014.

4.2 It was pointed out that these amnesties had provided the public with a chance to dispose of a wide range of toxic household chemicals that could be found around the house and garden, including paint, thinners, varnishes and special cleaning products.

4.3 Members considered the hazardous waste amnesties to be a great success and expressed the view that wider publicity should be given to how residents could find out about amnesty events and also about how they could save money by working

out in advance how much they actually needed to buy for a specific job and sharing any left over product with their neighbours and friends.

5 Local Member Issues / Member Questions

- 5.1** The Chairman agreed to exercise his discretion and allow the Committee to consider, without due notice, and at the request of Mr Bird, an issue about the possible introduction of a new clearway at Bawsey in the Kings Lynn and West Norfolk area. The local Borough Councillor for Bawsey had asked Mr Bird to mention to the Committee that the Bawsey Parish Council should be consulted on the matter before any final decision was reached. The Committee agreed that the matter should be taken up by officers outside of the meeting and reported back to the Committee only if a suitable agreement could not be reached with all the interested parties.
- 5.2** The Chairman reminded Members of the procedure for raising local member issues in advance of the pending procedural review in November 2014 and said that he would be prepared to use his discretion and to allow late local Member questions where he considered this to be appropriate.
- 5.3** The Chairman then agreed to exercise his discretion and allow Mr Spratt to bring to the Committee's attention the importance of the pilot gritting schemes with two parish councils and how pleased he was that this was happening.
- 5.4** Mr Borrett moved, duly seconded by Mr Mooney, "that the Committee allow public questions to be raised at its future meetings."
- 5.5** In response the Chairman ruled that he would not allow the motion to be put to the vote on the grounds that this was not an item for today's meeting but was an issue for the Council's procedural review that would take place in November 2014.

6 Budget Discussion Arising from Policy and Resources Committee on 5 September 2014

- 6.1** The Committee was invited to consider and comment upon proposals contained in a report that was presented to the Policy and Resources Committee on 5 September 2014 that set out the context of the forecast funding shortfall of £17.5m for the County Council overall.
- 6.2** The Committee noted that no decision had been taken by the Policy and Resources Committee as to the amount that the Committee would have to find by way of budget savings, but there is a provisional target for each of the larger service departments (including ETD) to deliver additional savings of £3-4m in 2015/16.
- 6.3** In order to inform the budget debate at their next meeting, Members asked officers to prepare a brief summary of ETD services, budgets, spend to date and information on statutory and non-statutory functions. Members felt this information would be

useful to help identify where possible further efficiencies or income generation might be possible.

6.4 RESOLVED:

To seek from officers the information that Members had requested during the consideration of this item to support the Committee's forthcoming budget debate.

7 Update from the Previous Economic Development Sub Committee

7.1 The Committee received the report by the Interim Director of Environment, Development and Transport (item 7) which provided the first of what will now be regular updates from the Economic Development Sub-Committee.

7.2 The Committee **RESOLVED** to note the update and actions from the July 2014 meeting of the Sub-Committee.

8 Waste Advisory Group (WAG) and Contract Extension Update

8.1 The Committee received the report by the Interim Director of Environment, Transport and Development (item 8) which explained how the County Council could continue to fulfil part of its statutory function as a Waste Disposal Authority in dealing with household and commercial waste collected by Norfolk authorities left over after initiatives to reduce waste and increase recycling.

8.2 The Chairman agreed to take up an invitation from Mr Mooney to visit the waste recycling centre at Wymondham with the Interim Director.

8.3 The Committee broadly supported the policies that the Waste Advisory Group was seeking to develop for consideration by the Authority (that were set out in paragraph 1.2 of the report). In particular Members said that they wanted a focus on waste reduction and reuse as well as recycling and showed support for the aim of working closely with the District Councils to develop a policy for bringing the collection and disposal of waste together under one Waste Authority for Norfolk. The Chairman said that this matter would be discussed in greater detail at the next meeting of the Waste Advisory Group.

8.4 The Committee **RESOLVED:-**

That the Waste Advisory Group should be requested to provide an update report, future programme and policy recommendations to Committee on 18 November and Full Council on 15 December 2014.

To acknowledge that existing waste contract arrangements which could end in March 2015 should be allowed to extend to March 2016 as required facilitating the development and implementation of any procurement strategy approved by Full Council based on recommendations from this Committee.

8.5 Costessey Materials Recycling Facility Update

The Committee received a presentation by Dave Newell, Operations Director of NEWS, that updated Members on the new household recycling collection arrangements for Norfolk residents. These have been made possible through a joint procurement by all the authorities in Norfolk as a result of investment in the recycling facility at Costessey which was run by NEWS. (The presentation that was given to the Committee can be found on the Committee pages website).

- 8.6 Members spoke in support of the new arrangements which represented a major investment in the production of “marketable” quality recyclables that were good value for money and of benefit to all Norfolk residents.

9 Appointments to Norfolk Parking Partnership Joint Committee and Parking and Traffic Regulation Outside London Joint Committee for 2014/15

- 9.1 The Committee received the report (item 9) by the Head of Democratic Services which sought appointments to the Norfolk Parking Partnership Joint Committee and the Parking and Traffic Regulation Outside London Joint Committee, bodies that contributed to the Council’s strategic objectives.

- 9.2 The Committee **RESOLVED:-**

- 9.3
1. To appoint Mr Castle (and Mr White as a named substitute) to serve on the Norfolk Parking Partnership Joint Committee.
 - 2 To appoint Mr Castle (and Mr White as a named substitute) to serve on the Planning and Traffic Regulation Outside London Joint Committee.
 - 3 To ask that the Member(s) appointed to the above mentioned Committees keep the Committee informed about any financial implications relating to parking issues by way of regular additions to the budget monitoring report.

10 Annual Local Levy Setting for the Regional Flood and Coastal Committees

- 10.1 The Committee received the report (item 10) by the Interim Director of Environment, Transport and Development which asked Members to decide on NCC’s preferred position on the annual Local Levy setting to support member appointees in their levy setting vote at the Regional Flood and Coastal Committee meetings in October 2014.

- 10.2 The Committee **RESOLVED:-**

That at the Regional Flood and Coastal Committee meetings in October 2014, the Members appointed by the Council should be allowed to exercise their discretion on an increase of up to a maximum 4.5% in the Local Levy (based on the approximate cost of works % increase).

11 Wensum Valley Link

- 11.1 The Committee received the report (item 11) by the Interim Director of Environment, Transport and Development which explained how the Wensum Valley Link could provide improved highway infrastructure in response to local concerns about existing traffic impacts on communities, and could provide the potential to improve linkages

between housing and employment areas, enhancing job opportunities.

11.2 The Committee discussed in some detail the options for the road scheme.

11.3 Mrs Dewsbury, present as a local member, expressed her concern about the existing situation and her support for the ultimate delivery of a new scheme.

11.4 Mr East expressed his concern about existing situation. He stated that he would be willing to support 4 of the 13 proposed routes, the Red, Blue 2, Orange 2 and Orange 4 routes.

11.5 Mr Borrett said that the options appraisal should include an evaluation of an improved junction linking in with the B1067.

11.6 The Committee **RESOLVED**:

1) To note the outcome of the initial scoping report (set out in Appendix 1 to the covering report) which had considered 13 options for road schemes as well as a public transport alternative.

2) To note the timeliness of feasibility work, which was impacted on by the timing of government decisions in relation to potential investment improvements to the A47 and the delivery of the NDR.

3) To agree that the project brief for the next phase of feasibility work included consideration of wider Public Transport and Non-Motorised User benefits (as part of NATS), and that in-combination complementary measures to reduce traffic on the existing routes.

4) That Committee agrees the timing of a further report in 2015 that provides an update in relation to the A47 and the Government's Autumn Statement announcement.

12 Performance of Highway Drainage

12.1 The Committee received the report (item 12) by the Interim Director of Environment, Transport and Development which was in response to a request from Members for a report about highway drainage in Norfolk and the current position.

12.2 The Committee discussed how flooding caused by the flash floods was down to a combination of factors including capacity of systems, severity of rainfall and in some cases lack of maintenance. It was pointed out that the gullies needed to be cleared regularly and that the cost to do this would be less than the cost of carrying out any emergency clearance.

12.3 The Committee noted that the flooding issue was being addressed and that it was necessary to be more proactive than reactive with this issue.

12.4 The Committee **RESOLVED** to note the report.

13 Strategic Transport Update

13.1 The Committee received the report (item 13) by the Interim Director of Environment,

Transport and Development which explained the strategic road and rail issues of interest to the County Council and set out how the Council was speaking up for Norfolk to secure infrastructure needed for economic prosperity.

13.2 The Committee RESOLVED:

1. To note the report
2. To appoint Mr White as a member for the East West Rail Central Section Board.

14 Finance Monitoring Report

- 14.1** The Committee received the report (item 14) by the Interim Director of Environment, Transport and Development which provided the Committee with information on the forecast outturn for the service for 2014-15. It provided information on variances from the original budget, emerging issues and the position on the expected use of reserves for Environment, Transport and Development.

14.2 The Committee RESOLVED:

To note the forecast position out-turn position for Environment Transport and Development.

15 Performance monitoring report

- 15.1** The Committee received the report (item 15) by the Interim Director of Environment, Transport and Development which reviewed quarter one (April to June 2014) performance results for service areas that were covered by the EDT Committee. It was noted that overall performance was good, when judged against the indicators that made up the performance dashboard.

- 15.2** Members drew attention to the rising figures for those killed and seriously injured on Norfolk's roads that was being addressed by the Norfolk Road Safety Partnership, and noted that the Committee will consider the Partnership's annual report at the January 2015 Committee meeting.

- 15.3** The Committee asked for performance monitoring reports to include more detail on the key risks faced by the Department.

15.4 The Committee RESOLVED:

- 1.To note the report.
- 2.To receive in the next performance report a more in-depth analysis of the two "red rated" corporate risks faced by the Department.

16 Proposed Amendments to Internal Procedures for responding to:- Consultations on Nationally Strategic Infrastructure Projects (NSIPs)

- 16.1** The Committee received the report (item 16) by the Interim Director of Environment, Transport and Development which set out proposed amendments to the internal

procedures for responding to consultations on Nationally Strategic Infrastructure Projects (NSIPs).

16.2 The Committee **RESOLVED** that:

The attached Internal Procedures for dealing with consultations on NSIPs be agreed.

17 Carbon and Energy Reduction Programme Report

17.1 The Committee received the report (item 17) by the Interim Director of Environment, Transport and Development which provided a progress update on the Council's Carbon and Energy Reduction Programme (CERP).

17.2 The Committee was of the opinion that more detailed reports on this important topic should be brought to future meetings.

17.3 The Committee **RESOLVED**:

1. To note the achievements to date within the existing programme.
2. To support the continued delivery of the Carbon and Energy Reduction Programme going forward to 2020 with the expectation of meeting a 50% reduction in its energy and carbon footprint while continuing to meet its statutory obligations.

18 Environment, Transport and Development Enforcement Policy

18.1 The Committee received the report (item 18) by the Interim Director of Environment, Transport and Development which included specific protocols in relation to Planning and Flood and water Management enforcement as part of the Department's Enforcement Policy. The substantive policy had been approved by the Communities Committee on 17 September 2014

18.2 The Committee **RESOLVED**:

To agree the specific protocols in relation to Planning and Flood and water Management enforcement as part of the Department's Enforcement Policy.

18.3 The Committee also **RESOLVED** to note that the Enforcement Policy covered service activities that reported to both the Communities and EDT Committees. However, as most of the enforcement functions carried out related to Trading Standards activities, the Communities Committee had taken the lead in the review of the substantive Policy.

19 Forward Plan

19.1 The Committee received the report (item 19) by the Interim Director of Environment, Transport and Development, which set out the items and decisions programmed to be brought to the Committee in relation to environment, transport and development issues in Norfolk.

- 19.2** The Committee **RESOLVED** to add to the forward plan that at the March 2015 meeting Members would like to receive a report on an ETD Strategic Review.

The meeting closed at 3.40 pm

Chairman



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EDT Committee

Item No 6

Report title:	Internal and External Appointments
Date of meeting:	16 October 2014
Responsible Chief Officer:	Anne Gibson

Strategic impact

Appointments to Outside Bodies are made for a number of reasons, not least that they add value in terms of contributing towards the Council's priorities and strategic objectives. The Council also makes appointments to a number of member level internal bodies such as Boards, Working Groups, Panels, and Steering Groups.

Under the Committee system responsibility for appointing to internal and external bodies lies with the Service Committees. The same applies to Member Champions which will be part of the review of the structures in November 2014.

In the June cycle, committees made appointments to those external organisations and internal bodies where there was an urgent need. Committees also agreed that existing appointments to all other external and internal bodies continue pending a review and that Member Champion appointments remain in force until the November review.

Executive summary

Service Committees agreed in June 2014 that it was a timely opportunity to undertake a fundamental review of the Outside Bodies to which the Council appoints. Committees agreed that a report be produced reviewing the list of Outside Bodies within the remit of the Committee to ensure relevance and appropriateness. The views of members who have served on these bodies together with those bodies themselves and Chief Officers have been sought, and where received are reported back to this Committee.

Under the Committee system, responsibility for establishing and appointing to internal bodies lies with the Service Committees. As the current pattern of internal bodies was created under the Cabinet system, it is important to review these to make sure they are still appropriate and relevant.

Set out in the appendix to this report are the outside and internal appointments relevant to this Committee, together with any feedback from the organisation itself, the member representative and the relevant Chief Officer.

Recommendation

- **That Members review and where appropriate make appointments to those external and internal bodies, as set out in Appendix A.**
- **That the Committee agrees a mechanism for member feedback from the external bodies on which they represent the Council**

1. Proposal

Outside Bodies

1.1 Following your June 2014 meeting, all organisations and the current member representatives were invited to provide feedback on the value to the Council and the organisation of continued representation and to make a recommendation to that effect. In addition, Chief Officers were consulted.

1.2 Organisations were asked a number of questions about the about the role of the Councillor representative. Councillor representatives were asked questions such as how the body aligned with the Council's priorities and challenges and what the benefits are to the people of Norfolk from continued representation. Finally, both were asked whether they supported continued representation. The appendix to this report sets out the outside bodies under the remit of this Committee together with any recommendations where received. Members will note that the current representative is shown against the relevant body. Members are asked to review Appendix A and decide whether to continue to make an appointment, and if so, to agree who the member should be.

1.3 Members are also requested to agree a mechanism for member feedback. There are a number of options including:

- Written reports to be circulated in a bulletin
- An agenda item at each meeting to allow members to feed back
- A dedicated area of Member insight where members can post updates

1.4 Members are asked to consider the above actions (and any others that may be appropriate).

Internal bodies

1.5 The current pattern of these groups was agreed by the Cabinet at its meeting in June 2013. Under the new system of governance, it is important to review these bodies as, for example, a number were established to advise Cabinet Members. Set out in Appendix A are the internal bodies that come under the remit of this Committee, together with the recommendation of the relevant Chief Officer. Members will note that the current political makeup of these bodies was established by Cabinet. There is no requirement for there to be strict political balance as the bodies concerned do not have any executive authority. The current appointments are not made on the basis of strict political proportionality, so the Committee may, if it wishes to retain a particular body change the political makeup. The members shown in the appendix are those currently serving on the body.

2. Evidence

2.1 The Committee has the results of the surveys of the organisations and the member representatives to assist it in making a decision.

3. Financial Implications

The decisions members make will have a small financial implication for the members allowances budget, as attendance at an internal or external body is an approved duty under the scheme, for which members may claim travel expenses.

4. Issues, risks and innovation

4.1 There are no other relevant implications to be considered by members.

5. Background

5.1 Under the previous system of Governance, appointments to outside bodies were made under delegated powers by the Leader at the commencement of a new Council. The Leader reviewed the appropriateness of making an appointment to a body and, following consultation with Group Leaders, appointed members. Any new organisations that required representation during the period of the Council were also referred to the Leader for a decision.

5.2 The Council also makes appointments to a significant number of internal bodies. Under the Committee system, responsibility for these bodies lies with the Service Committees.

5.3 There is no requirement for a member to be appointed from the “parent committee”. In certain categories of outside bodies it will be most appropriate for the local member to be appointed; in others, Committees will wish to have the flexibility to appoint the most appropriate member regardless of their division or committee membership. In this way a “whole Council” approach can be taken to appointments.

Background Papers – There are no background papers relevant to the preparation of this report

Officer Contact

If you have any questions about matters contained or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

Officer Name: **Tel No:** **Email address:**

Chris Walton 01603 222620 chris.walton@norfolk.gov.uk



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Appendix A

Environment, Development and Transport and Economic Development Sub Committee Committees/Boards/Working Groups

(Existing appointments shown)

1. Norfolk Local Access Forum – 3

1 Labour - Julie Brociek-Coulton
1 Conservative - Ian Monson
1 UKIP - Stephen Agnew

This is a statutory body; therefore it is recommended that it continues and that appointments are made to it.

2. Norfolk Minerals and Waste Local Plan Member Reference Group – 10

5 Conservative - Martin Wilby, Mark Kiddle-Morris, Tony White, John Dobson,
1 Vacancy
2 Labour - Bert Bremner, 1 vacancy
1 Lib Dem - Brian Hannah
2 UKIP - Toby Coke and Michael Baker

The changes brought about by the amendments to the council constitution in 2014 resulted in the role of the O&S Panel and Cabinet being merged into a single body that is politically proportionate. Therefore, as the main purpose of the Member Reference Group was to replace the O&S Panel and provide wider political input, it is not considered that this group is required under the new committee structure. It would also add an additional reporting requirement into the minerals and waste policy development process and potentially slow the process down.

It is therefore recommended that this body not be reappointed to.

3. RAF Coltishall Community Liaison Reference Group

Chairman of Economic Development Sub Committee
Local Members for the Divisions of Aylsham, Hoveton & Stalham, South
Smallburgh, Wroxham

The current membership was appointed at the June 2014 meeting of the Committee. It is recommended that the Group continues and that membership be confirmed for the ensuing municipal year.

4. RAF Coltishall Member Steering Group

Leader of the Council
Deputy Leader of the Council
Chair of Economic Development Sub Committee (Cllr Spratt)

John Timewell

The current membership was appointed at the June 2014 meeting of the Committee. It is recommended that the Group continues and that membership be confirmed for the ensuing municipal year.

5. Norfolk Waste Partnership Strategic Management Board (2)

Chairman and Vice Chairman EDT Committee (Cllrs Coke and Timewell)

The current membership was appointed at the June 21014 meeting of the Committee. It is recommended that the Board continues and that membership be confirmed for the ensuing municipal year.

6. Highways Procurement Mobilisation Member Reference Group (6)

2 Con (Cllrs Spratt and Wilby)
1 LD (John Timewell)
1 Lab (Terry Jermy)
1 Green (Richard Bearman)
1 UKIP (Toby Coke)

The current membership was appointed at the June 2014 meeting of the Committee. It is recommended that Members reconsider if this is still needed as the contract has been in place for over 6 months.

7. Joint Road Casualty Reduction Partnership Board (4)

A partnership that brings together appropriate public, private and voluntary sector commissioner and provider organisations in Norfolk to reduce the number and severity of road traffic casualties on roads in Norfolk, and to increase public confidence that all forms of journeys on roads in the county will be safe.

The Partnership Board requires a member from the following Committees

EDT

Children's
Communities Committees
Health and Well-Being Board

It is recommended that one Member is appointed to represent the Committee on the Partnership

9. Tenants' Advisory Board (East) – 2

1 Conservative - Beverley Spratt
1 UKIP - Stephen Agnew

10. Tenants' Advisory Board (West) – 2

1 Conservative - Harry Humphrey
1 UKIP - Toby Coke

The Boards consist of tenant representatives in both the West and East of the County who meet with Members and Managing Agents to make recommendations to the Property Reference Panel or the Cabinet Member on management issues. The Economic Development Committee at its September 2014 meeting agreed changes to the governance of County Farms and the Interim Director of Finance recommends the above boards not be continued.

Environment, Development and Transport Committee Outside Bodies

N.B. Economic Development Sub Committee appoints its Outside Body representatives.

(Existing appointments shown)

1. Wash and North Norfolk Coast European Marine Site Management Scheme (2)

David Collis
Brian Long
Sub - Vacancy

The scheme coordinates management by the relevant authorities of the Wash and North Norfolk Coast European Marine Site. The Management Group, which includes representatives from several 'relevant authorities' including the County Council, produces and manages a Management Plan, a statutory requirement.

Member representative recommends re-appointment.

2. Sutton Bridge Power Station Liaison Group (1)

Michael Chenery

The Council's representative does not consider it necessary to make an appointment.

3. Norwich Urban Fringe Project Advisory Panel (1)

Margaret Dewsbury

The Fringe Project is a local authority, partnership funded, countryside management project, covering a 4-mile radius around Norwich. Their overall aim is to work with local communities to look after and manage the

countryside on their doorstep. Whilst this is not a statutory Panel and the County Council does not fund the partnership any more, a new delivery model is being considered by the employing Authority (Norwich City Council). A Decision is still pending. One option is that the Fringe may be an appropriate vehicle for maintaining Green Infrastructure for the GNDP.

It is recommended that an appointment is made now, but with the knowledge that it is possible the group may not be needed once a decision on the future of the Partnership has been taken.

4. Norfolk Coast Partnership (2 plus 2 substitutes)

Marie Strong
John Dobson (Jason Law sub)

The role of the Partnership Forum is to bring together the perspectives of many organisations through a representative system, to develop policy for the Partnership and to develop, review and implement the AONB Management Plan, the production of which is a statutory requirement.

Member representative recommends re-appointment.

5. King's Lynn Conservancy Board (1)

David Collis

The Statutory port, harbour and pilotage authority for Kings Lynn.

It is recommended that this body be reappointed to.

6. Marriott's Warehouse Trust (Green Quay) (1)

David Collis

The Green Quay is an Independent Registered Charity and its partners are Natural England, RSPB, Wash Estuary Strategy Group, Norfolk County Council and Borough Council of King's Lynn and West Norfolk. The key objectives of the Green Quay are to inform and educate both schools and general public about the Wash, Fens.

The Council representative and the Trust recommend reappointment.

7. Great Yarmouth Car Parking Strategy Steering Group (2)

Mick Castle and Rex Parkinson Hare

The Car Parking Strategy Steering Group is a working group. The Borough Council provides the Chairman for the steering group. The Group discusses car parking issues from across the Borough which also includes Resident's Parking Zones, Car Parks, residential parking etc.

Member representative recommends re-appointment.

8. Environment Agency

(a) Anglian (Eastern) Regional Flood and Coastal Committee (2)

Mick Castle
Richard Bird

The RFCC is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience.

Member representative and the organisation recommend re-appointment

(b) Anglian (Central) Regional Flood & Coastal Committee (1)

Brian Long

Member representative and the organisation recommend re-appointment.

9 North Norfolk Catchment Flood Management Plan Steering Group (1)

Marie Strong

The Interim Director advises that this body is no longer operational, so there is no requirement to re-appoint a representative.

10. Brecks Countryside Joint Advisory Panel (1)

Ian Monson

The Panel guides the work of the Brecks Partnership. The Brecks Partnership is a countryside management partnership including sustainable tourism activities.

The Partnership was wound up at the end of the last financial year and no longer exists. There is no need to re-appoint to this body.

11. Broads Authority (2)

Nigel Dixon
John Timewell

Member representative recommend re-appointment.

12. Norfolk Windmills Trust (3)

James Joyce
Fred Agnew
Brian Watkins.

The above 3 Members have been appointed for a period to run from 1st May 2014 until 30th April 2019. The Interim Director advises that it is important to be represented in view of the mills owned by or leased to the Council and managed by the Trust.

13. Caistor Roman Town Joint Advisory Board (1)

Roger Smith

Management and Development of Caistor Roman Town.

Member representative and the organisation recommend re-appointment.

14. A47 Alliance (5)

David Harrison
Mick Castle
Margaret Dewsbury
William Richmond
Mark Kiddle Morris

The A47 Alliance brings together local authorities, MPs, Local Enterprise Partnerships, businesses and other stakeholders to secure improvements to the A47. The Alliance is led by Norfolk County Council but covers the A47 from Great Yarmouth to the A1 just west of Peterborough.

It is recommended that one of the Members appointed should be the Chairman of this Committee.

EDT Service Committee

Item No. 7

Report title:	NCC Coastal Fund Award Decision Recommendations
Date of meeting:	16 October 2014
Responsible Chief Officer:	Tom McCabe
Strategic impact Following the impact of the tidal surge event in December 2013 the County Council made £250,000 available to support coastal communities. Flood risk is one of the highest risks Norfolk faces.	

Executive summary

On 30 September 2014 the Coastal Working Group met to shortlist and recommend applications for funding made by community representatives and organisations in areas affected by the December 2013 tidal surge.

19 applications were submitted. 4 from West Norfolk, 4 from Great Yarmouth, 11 from North Norfolk and 1 covered a number of locations along the coast. The total funding requested was £1,020,996. The working group assessed the applications against its previously agreed principles and criteria.

There was unanimous cross party approval on recommendations to the committee.

Recommendations: To formally accept the recommendations of the Coastal Working Group for the allocation of grant awards as set out in proposal 1.1

1. Proposal

- 1.1. It is proposed to accept the recommendations of the cross-party working group in relation to applications for the £250,000 Coastal Fund.

These are as follows:

North Norfolk Coastal Path, between Burnham Norton & Burnham Deepdale / Cley – Sluice & Flood Embankment Repairs	£21,000
Save Hemsby Coastline – Construction of trial sea defences	£50,000
Snettisham, Heacham & South Hunstanton Beach Recharge Scheme	£50,000
Wells Harbour – Repair to Quay, flood wall & defence barriers	£29,916
Walcott Overtopping Alleviation Scheme	£39,640
Ostend Residents Group Rock Placement Scheme	£43,500
Tichwell Marsh – RSPB Reserve East Bank Repair to 1:30 yr standard	£15,944
Total	£250,000

In addition two proposals were identified to approve to a reserve list, in the event of any of the above being unable to go ahead or not requiring their full financial allocation. Any amount awarded to these reserve projects in such a scenario would help to enhance Grant in Aid applications to the Environment Agency.

Scratby Coast Protection Scheme	TBC
Sheringham West Seawall Improvements	TBC

2. Evidence

Each of the above proposals was assessed against criteria agreed by the working group. (See appendix 1)

Expert advice was also sought from the Environment Agency Coastal Engineer and Borough Council Flood Defence Officers with reference to the selection criteria to help with the decision making process.

Decision Summaries

<p>North Norfolk Coastal Path – Sluice & Flood Embankment Repairs</p> <p><i>Match funded by £688,000 from the Environment Agency, approvals are in place with strong community support and project is “shovel ready”.</i></p>	£21,000
<p>Tichwell Marsh – RSPB Reserve East Bank Repair to 1:30 yr standard</p> <p><i>Match funded by £263,000 by the RSPB and Natural England, approvals and project is “shovel ready”.</i></p>	£15,944
<p>Snettisham, Heacham & South Hunstanton Beach Recharge Scheme</p> <p><i>Matched funded by £100,000 from the Environment Agency & the Borough Council for King’s Lynn and West Norfolk, approvals are in place & “shovel ready”</i></p>	£50,000
<p>Wells Harbour – Repair to Quay, flood wall & defence barriers</p> <p><i>Scheme fits with Shoreline Management Plan policy and is matched funded by Wells Harbour Commissioners for planning permissions (£750), funding to be awarded subject to planning permissions being obtained as soon as possible. Once obtained will be “shovel ready” very quickly.</i></p>	£29,916

Walcott Overtopping Alleviation Scheme <i>Match funded by £20,000 from North Norfolk District Council, Walcott Parish Council and NCC Highways Dept. Planning permissions in place & “shovel ready”.</i>	£39,640
Ostend Residents Group Rock Placement Scheme <i>Match funded by £10,500 from North Norfolk District Council, Walcott Parish Council & local fundraising. Planning permissions in place & “shovel ready”.</i>	£43,500
Save Hemsby Coastline – Construction of trial sea defences <i>Match funded by £30,000 from fundraising with further income generation planned. Funding awarded subject to planning permissions being obtained as soon as possible.</i>	£50,000
Total	£250,000

It is worth noting that these award proposals enable match funding of £1,112,250 to carry out or complete the various projects.

Reserve List

Scratby Coast Protection Scheme <i>Seeking a contribution towards a £367,000 scheme for Gabion Baskets, any amount would improve score for grant in aid application to Environment Agency for the completion of works.</i>	TBC
Sheringham West Seawall Improvements <i>Seeking a contribution towards a £315,000 scheme for Gabion Baskets, any amount would improve score for grant in aid application to Environment Agency for the completion of works.</i>	TBC

3. Financial Implications

- 3.1. £250,000 to be awarded. It is worth noting that these proposals enable match funding of £1,112,250 to carry out or complete the various projects.

4. Issues, risks and innovation

- 4.1. Each project requires a range of planning permissions, quotations for works and confirmation of matched funding in order to proceed. Officers will monitor the progress of schemes to ensure that the terms and conditions of awards are met through to each project conclusion.

Two reserve schemes have been identified for support as a contingency in the event of any project not going ahead or funding offers being withdrawn.

5. Background

- 5.1. Following the December 2013 tidal surge a number of meetings were held with Coastal Division Councillors. These meetings sought to feedback information from the surge event and to discuss how local communities were able to access flood and coastal erosion mitigation and resilience support.

On 17 February 2014 the County Council resolved to the establishment of a £250k Coastal Fund to be administered by the Director ETD and NCC Coastal Division Councillors. Cllr Toby Coke, as proposer of the original motion was to be kept informed of progress on this matter.

A cross party Coastal Working Group was convened to further support its development and administration. Initial meetings of this working group sought to agree the initial launch of the coastal fund in June 2014.

On 8 July 2014 a report was taken to the EDT Committee that set out the proposed principles, rules and timescales for administering the Coastal Fund.

On 30 September 2014 the Coastal Working Group met to shortlist and recommend applications for funding. 19 applications were submitted. 4 from West Norfolk, 4 from Great Yarmouth, 11 from North Norfolk and 1 covered a number of locations along the coast. The total funding requested was £1,020,996. Applications were assessed against the agreed principles and criteria with unanimous cross party approval.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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

Coastal Fund Assessment Criteria

The following notes reflect the Coastal Group's consideration of the relevant criteria which the Group would **have regard to** in considering bids made for the coastal fund. There may be other factors that will be taken into account and all bids will be assessed on their merits.

The following criteria are not designed to provide a scored system of applications but are more to help guide the discussion during the evaluation.

Eligibility

All proposals eligible for panel assessment **must** be able to answer **yes** to the following questions:

1. Will the project deliver new coastal works, the repair or upgrade of existing defences or community preparation where not wholly funded nationally.
2. Will the project have any necessary planning or environmental approvals in place or attainable by mid October 2014 with a view to substantial start of works by March 31st March 2015.
3. Has the project proposal been endorsed by the County Councillor for the area affected?
4. For projects applying for up to £5,000 at least one quotation for the completion of the work must be provided. Applications above £5,000 require at least two quotations.

Criteria to have regard include:

- Funding should not be given for planning permission applications, consultation exercises, or on-going maintenance, however match funding could cover this aspect.
- The fund is limited in size and the allocation of a grant, which could be to a single proposal or a few smaller ones, will be based on the benefit of the proposal in proportion to its impact on the fund.
- Funding should be prioritised to projects which maximise the benefit to the community along the Norfolk coast. The more people or businesses that are benefiting the project the better.
- Match funding will significantly increase the likelihood of the application being successful.
- Given needs around timely delivery of schemes, a scheme that requires complex planning or environmental approvals will only be supported if it is "shovel ready" or if there is a reasonable expectation that the necessary consents will be obtained within the required time.

- There must be a clear demonstration that the level of benefit justifies the expected costing of a project - value for money.
- There is a presumption that schemes which fail to meet the deadlines of contracts signed by 31 October 2014, or a substantial start by 31 March 2015, will have their funding withdrawn. There will be discretionary flexibility around this in exceptional circumstances..
- Monies will only be paid out on satisfactory completion of the works and with evidence that match funding has been received or in appropriate cases in advance with formal grant arrangements in place.
- There should be an emphasis on urgency and a clear understanding of the longevity of projects seeking funding
- Will the proposal produce clear local benefits?
- Will the proposal reduce the risk of flooding or mitigate impact? With how much guarantee of success? Up to what conditions?
- How many properties or how much land space will the project protect? Of this, what is the breakdown number of residential, business or spaces of environmental interest? How many people live or are employed within the affected area?
- Are there any on-going costs and how has this been considered?
- Is there a legacy or long term benefit?
- How will the project impact on the aesthetic appearance or usage of its surroundings? Is it in keeping with the look and character of the area?
- Is there evidence of consultation with or support from the community and/or stakeholders?
- Does the project have or require independent professional support and endorsement for its effectiveness?
- Is the proposal consistent with existing flood risk management plans?

Environment Development and Transport Committee

Item No 8

Report title:	Highways Capital Programme 2015/16/17
Date of meeting:	16 October 2014
Responsible Chief Officer:	Tom McCabe
<p>Strategic impact</p> <p>The services in Environment, Transport and Development contribute directly to supporting the following council priority:</p> <p><i>“Good infrastructure – We will make Norfolk a place where businesses can succeed and grow. We will promote improvements to our transport and technology infrastructure to make Norfolk a great place to do business.”</i></p> <p>The transport network is fundamental to the local economy as it plays a major part in every aspect of our lives. An effective network enables everyone to move around the county more easily for access to work, key services and leisure.</p> <p>In line with national guidance and good practice, Norfolk is developing a lifecycle approach to managing highway maintenance activities. Our goal is to provide a safe transport network, deliver good and increasing value for money interventions and improve public satisfaction, in line with corporate priorities.</p> <p>Our infrastructure assets include roads, footways, cycle paths and public rights of way. Roads in particular are showing some deterioration and despite robust asset management, innovation and efficiency, there is insufficient funding available to arrest deterioration and the backlog continues to grow.</p> <p>With funding prioritised toward highways maintenance, the highway improvements budget has been kept at £2m since 2011/12.</p>	

Executive summary

This report summarises the Local Transport Plan (LTP) Settlement for 2015/16. The report details the main sources of funding and budget allocations, and describes how these are allocated between the main types of scheme. The Department for Transport (DfT) funding allocations for 2015/16 are:

- £4.141m allocation to integrated transport (i.e. highway improvements) schemes (announced July 2014)
- £26.84m assumed allocation to structural maintenance and bridges, based on previous, proportionate allocations. The actual allocation is expected to be confirmed in October 2014.

The outcome of the Strategic Review of the highways capital programme suggested that due to the maintenance backlog (£72.5m at June 2014) structural maintenance should be prioritised to ensure the integrity of the highway network.

At its meeting of 8th July 2014, the EDT Committee agreed to continue the use of integrated transport funding to support structural maintenance in 2015-16, leaving a capital improvement budget of £2m for 2015/16.

Whilst there has been a decline in public satisfaction relating to highway condition both nationally and in Norfolk, our relative performance to other authorities remains positive. We are ranked 5th of 25 shire counties suggesting that the current asset management strategy has been effective.

There is likely to be some deterioration of highway condition as the annual need is calculated to be in the region of £36m to maintain current condition levels. Therefore, the recommended allocations for 2015/16 are:

- £27.581m allocation to structural maintenance;
- £1.4m allocation to bridges; and
- £2m allocation to integrated transport schemes.

Recommendations:

Committee is asked to recommend to Full Council that it approves:

- 1. The reallocation of £2.141m of integrated transport funding to structural maintenance**
- 2. The proposed allocations and programme for 2015/16 and 2016/17 (Appendices A, B and C).**
- 3. Delegated authority to the Director of Environment, Transport and Development, in consultation with the Chair and Vice Chair of this Committee, to**
 - a) manage the two year programme, including the possible virement of funds between the Integrated Transport and structural maintenance programmes in line with the financial delegation scheme to deal with any major scheme cost pressures, and**
 - b) to determine the allocation of County Council funding for highway improvements and Parish Partnership schemes.**

1. Background

1.1. 2015/16 is the fifth year of the third Local Transport Plan (LTP) for Norfolk, *Connecting Norfolk*. The Plan has six main aims which are:

1. managing and maintaining the transport network;
2. delivering sustainable growth;
3. enhancing strategic connections;
4. improving accessibility;
5. reducing transport emissions; and
6. improving road safety.

1.2. The Department for Transport (DfT) allocation for integrated transport schemes is £4.141m per annum from 2015/16. The allocation for structural maintenance and bridges is expected to be announced in October 2014, and anticipated to be around £26.84m for 2015/16 (allocations for future years are also to be confirmed but are presently assumed to remain level). As government is putting more funding nationally into the LTP maintenance allocation (and this has not

been top-sliced for the Local Growth Fund- LGF), we would hope to receive a total settlement comparable to 2014/15.

1.3. In real terms, the structural maintenance allocation has reduced by around 23% since 2004.

1.4. The table below summarises the agreed improvement and potential structural maintenance allocations for 2015/16. The figures for 2010/11 (post June 2010 in-year budget reductions) and 2012/13 are included for comparison.

1.5.

	2010/11 £m (Post Cuts)	2011/12 £m DfT	2012/13 £m DfT	2013/14 £m DfT	2014/15 £m DfT	2015/16 * £m DfT
Structural Maintenance & Bridges	22.134	22.456	22.135	20.529	19.296	26.84
Integrated Transport	7.22	4.992	5.424	5.324	7.487	4.141
NCC Contribution to Structural Maintenance/improvements	7.0	0	5.7	2.0	0	0
Detrunked Roads	5.3	Inc. above	Inc. above	Inc. above	Inc. above	Inc. above
DfT Winter Damage Funding	4.014	6.9	0		0	0
DfT Flood Damage Funding					3.7	
DfT Pothole funding					5.4	
DfT Road Safety Grant	0	0	0	0.085		
DfT- additional DfT Grant	n/a	n/a	Inc. above	3.701	1.977	
Totals	45.668	34.348	33.259	31.639	37.860	30.981

* 2015/16 structural maintenance allocation is an assumed figure based on previous, proportionate allocations. The actual allocation is expected to be announced in October 2014

1.6. The 2011 Strategic Review of the department prioritised structural maintenance to help deal with the backlog (£72.5m at June 2014). A targeted integrated transport programme of around £2m has been implemented to ensure the integrity of the transport network.

1.7. On 8 July 2014, The EDT Committee agreed to continue the use of integrated transport funding to support structural maintenance in 2015-16, leaving a capital improvement budget of £2m. Therefore, the revised 2015/16 allocations as detailed in the summary table in Appendix A are:

- £27.581m allocation to structural maintenance (distribution given in Appendix B);
- £1.4m allocation to bridges; and
- £2m allocation to integrated transport schemes

1.8. Members should note that capital improvement programmes will be delivered from a number of different funding sources including LTP allocation, developer funding (S106, Community Infrastructure Levy- CIL), one-off bidding rounds and Local Growth Fund. The total value of the capital improvements programme is

therefore likely to be in excess of £2m per annum, which is the proposed allocation from the LTP funding stream (and about which there is a level of certainty). Other sources of funding are considered later in this report.

1.9. **Recommendation 1.**

That Committee recommends to Full Council that it approves the reallocation of £2.141m of integrated transport funding to structural maintenance

2. **Structural Maintenance and Bridge Strengthening**

- 2.1. Subsequent to the decisions made on by EDT Committee on 8 July on maintenance priorities and budget distribution for 2015-16, the integrated transport block allocation has been confirmed. The assumed structural maintenance allocation has been reduced by £152,000. Details of the updated allocation of this budget are given in Appendix B.
- 2.2. The estimated annual cost to maintain the network to our current standards is £36m. The maintenance backlog was estimated to be £72.5m in June 2014.
- 2.3. Reducing the investment will inevitably lead to further deterioration in highway condition, despite significant progress made in allocating funding through our approach to asset management. This approach applies the principles of “whole life costing”, identifying the most cost effective treatments and the right time to apply them, to protect and preserve the asset. However, current funding levels mean that we cannot always apply these principles across the whole network, accordingly the strategy we apply has to be based on available funding. Lower cost treatments will be used, where appropriate, to maintain the serviceability of the asset but these will not address the underlying deterioration, potentially leading to increased costs in future years.
- 2.4. Fen roads in West Norfolk have been damaged by previous drought conditions. The condition of the roads continues to be of concern, and future investment above levels in the rest of the county may be required. However, any additional treatments will require a funding source that is not identified.
- 2.5. **National Highways & Transport Network (NHT) Public Satisfaction Survey 2013**
- 2.6. Public satisfaction surveys were undertaken in 2011/12/13. The results were reported to ETDOS Panel in January 2014 in the report on Highways Capital Programme 2014/15/16 & Transport Asset Management Plan. We are currently awaiting the 2014 results. Overall the results from both surveys highlight the importance that residents place on the condition of the highway network, which supports the ongoing prioritisation of funding to highway maintenance. Whilst satisfaction levels are reducing, our overall performance is good compared to other County Councils.
- 2.7. Results from the last survey were reported to this Committee in the “Highway Asset Performance” report of 23 July 2013. Results from the 2013 survey show 70 Local Authorities took part, five in the Eastern Region and overall 21 County Councils. Over 4,500 Norfolk residents and road users took part. Summarised finding are:
- Norfolk was rated fifth for overall satisfaction out of the County Councils and 23rd out of the local authorities taking part.
 - Biggest gap between importance and satisfaction, both nationally and in

Norfolk, across all highway functions continues to be highway condition.

- 2.8. There has been further decline in Norfolk residents' satisfaction with highways maintenance, specifically:
- The condition of road surfaces
 - Speed of repair to damaged roads/pavements
 - Quality of repairs to damaged roads/pavements

43% of respondents placed roads and footpaths as in most need of improvement.

3. **Integrated Transport**

- 3.1. Integrated transport funding covers all expenditure on new infrastructure such as improvements at bus interchanges and rail stations, local safety schemes, pedestrian crossings, footways, traffic management, route and junction improvements, and cyclepaths.
- 3.2. The proposed allocation, is £2m, which now only covers a range of low cost new improvement schemes including the parish partnership programme, and potential contributions to developing major schemes. Budget summaries and breakdown of the proposed programme by scheme type is detailed in Appendix A. A more detailed scheme implementation programme is detailed in Appendix C
- 3.3. Due to the tight financial situation, it is increasingly important to work in partnership with other stakeholders and to maximise external funding opportunities (which generally require part or match funding).
- 3.4. The County Council has operated a highly effective and objective prioritisation process for highway improvement schemes for many years now, to ensure that the programme maximises its contribution toward Corporate and LTP targets. The effectiveness of this system was evidenced by an "excellent" rating from government for a high standard of LTP delivery.
- 3.5. We receive requests for a wide range of highway improvements. Under the heading of "Inter-urban links" (mostly junction improvements) potential A/B road schemes are ranked, based on accident (total within the preceding 5 years) and traffic flow data (based on a 24 hour count). However, this ranking is used as a guide - other factors such as the strategic importance of a route, practicality of construction, and cost of improvements also determine whether a scheme progresses
- 3.6. This prioritisation system continues to function effectively and has been used to select schemes for the capital programme. It has also, crucially, been used to explain why others have not been selected. A recent case in point has been the A148/B1436 Felbrigg junction near Cromer where a long-running local campaign (STEPS to Safety) is seeking a new roundabout. Although our position has been that we cannot justify 100% funding ahead of other higher priority schemes, we have also stated our support for a scheme in principle if a funding solution could be found, and that the possible effects of traffic taking different routes on the local network are acceptable. To that end, a coalition of potential funders, including North Norfolk District Council, has recently emerged which could limit the County Councils contribution to £250,000 (50% of the estimated cost). If external funding were secured, this scheme could now be considered as value for money and has been provisionally included in the capital programme on the

proviso that a funding package can be agreed.

- 3.7. Whilst Felbrigg junction is ranked number 9 on the long list of schemes awaiting funding, those above it are either likely to be significantly more expensive and/or do not have the same strategic importance as a route connector. However, where external funding can be secured, either in whole or part, other potential higher-cost schemes (ie above £150,000) could in future be considered in light of whether the County Council contribution can be limited to an acceptable level that represents value for money. This is considered to be a pragmatic approach toward gradually delivering this type of scheme in partnership, along similar lines to the established and successful Parish Partnership programme for smaller highway improvements.

- 3.8. **Local Safety Schemes (LSS).** The 1974 Road Traffic Act puts a statutory duty on local authorities to undertake studies into road collisions and to take steps both to reduce and prevent them. This includes having to prepare and carry out a programme of measures designed to promote road safety. This can be through various means including information, advice and training, or engineering measures.

Improving road safety is also one of six strategic aims within the LTP and continues to be a major concern. We aim to address this by:

- Prioritising measures to reduce the number of people killed or seriously injured on Norfolk's roads
- Providing education, training and publicity to promote safer travel
- Creating a safer environment for travel
- Working in partnership with those agencies that share our goals.

- 3.9. Local Safety Schemes (LSS) are included in the capital programme following an evaluation of accident statistics and the potential for casualty reduction. Accident cluster locations are included where the first year rate of return exceeds 100%. LSS are treated as a priority due to their impact on road safety and casualty reduction. The LSS budget has been £250,000 in recent years and remains at that level in the proposed 2 year programme in Appendix C

- 3.10. After a sustained period of successful reductions to road casualty numbers (which saw the Council given Beacon status in Road Safety in 2007), there has been a lack of further progress over the first three years of our current 10-year monitoring period. This has been further highlighted in recently released figures for the years 2012 and 2013 which show Norfolk in the bottom five of local authorities following a rise of 40 KSI per annum. Whilst this comparison gives only a limited snapshot of performance, the trend during 2014 has continued to show an increase, although this is in line with that of a 'family group' of authorities with similarities to Norfolk.

- 3.11. Further work is required to establish the cause of this unwelcome increase, and what measures will be required to improve our position. We are discussing this with our partners in the Joint Casualty Reduction Partnership and actions may include potential targeted campaigns (revenue funded) and/or further engineering measures (capital funded). If additional capital funding is required, options to provide this will be explored including (firstly) external sources and/or increasing the proposed LSS allocation of £250,000.

- 3.12. **Parish Partnership programme.** The Parish Partnership programme was initiated in September 2011, when Parish and Town Councils were invited to submit bids for small highway improvements. The County Council offered to support up to 50% of the cost of schemes, the intention being to ensure that limited funds could be used to meet local needs, helping promote the developing localism agenda.
- 3.13. The programme has been a resounding success and has been well received by Parish/Town Councils and County Council members alike. Key features are that it:
- Delivers local priorities identified by local communities
 - Draws in additional funding for highway improvements
 - Helps advance the localism agenda
- 3.14. The most popular bids have been for;
- Trods- lower cost alternative to footways (often built from recycled road planings)
 - Vehicle Activated Signs (VAS) which flash up warnings to drivers. Subsequently owned/maintained by the County Council
 - SAM2 (mobile VAS units which flash vehicle speed as a reminder to the driver). Subsequently owned/maintained by the Parish Council
- 3.15. The EDT Committee agreed on 8th July 2014 to allocate £2m to highway improvements.
- 3.16. To fit with Parish/Town Council budgeting cycles, letters inviting bids are usually sent in September. A Parish partnerships briefing note (Appendix D) to the Chair/Vice Chair of the EDT Committee requested views on aspects of the programme that would previously have been agreed with the Cabinet member. The Chair/Vice chair decided:
- That £200,000 of the approved £2m highway improvements budget be allocated to the Parish partnerships programme
 - That the County Council funding contribution should be kept at up to 50%
 - To positively promote SAM2 bids over VAS bids in the next letter to bidders, and give them higher priority when bids are assessed.
 - To Include “part-time advisory 20mph Speed Limits with flashing school warning lights outside Schools” within the scope of bids.

Letters inviting bids to be submitted by 30 January 2015 were sent out on this basis in September 2014.

- 3.17. Bids are assessed against their contribution towards the six main aims that support the vision in the LTP, and viable schemes identified. It is therefore recommended that Committee agrees, as in previous years, to delegate authority to the Director of Environment, Transport and Development, in consultation with the Chair/Vice Chair of the EDT Committee to determine the

allocation of funding for Parish Partnership schemes.

- 3.18. A summary of the recommended budgets, and a programme for 2015/16 and a provisional programme for 2016/17 is included in Appendices A, B and C. These programmes are subject to change depending on the progress of individual schemes through the design and consultation process. In addition, the programme may vary depending on the level of contributions to the programme from other funding sources. Any changes beyond the scope of the scheme of financial delegation will be agreed with the Chair and reported to Committee if required.
- 3.19. Within the £2m allocation, members could agree to maintain the proposed balance of funding set out in Appendices A and C, or consider alternative options. For example the distribution of funds between the LTP headings could be varied.
- 3.20. **Recommendation 2:**
- That Committee recommends to Full Council that it approves the proposed allocations and programme for 2015/16 and 2016/17 (Appendices A, B and C).
- 3.21. In previous years, the Director of Environment, Transport and Development has managed the two year programme under Chief Officer delegated powers, in consultation with the former Cabinet Member (henceforth the Chair and vice Chair of this Committee), to maximise value for money, scheme delivery and budget utilisation.
- 3.22. The main risk to the 2015/16 programme is the extent of any further Great Yarmouth Third River Crossing Blight costs, which could be up to £145,000. This follows the Cabinet decision in December 2009 to announce a preferred route for the crossing, which subsequently blighted several properties. Blight costs have been contained within the overall highways programme by switching funding from the structural maintenance budget, within limits agreed by Cabinet. Otherwise, costs would need to be funded from the £2m integrated transport budget, which would result in programmed schemes being deferred. To mitigate this and their potential impacts on the Integrated Transport programme, it is suggested that if necessary, the Director of Environment Transport and Development, in consultation with the Chair/Vice- Chair of this Committee, could increase the Integrated Transport programme by reducing the structural maintenance allocation.
- 3.23. **Recommendation 3:**
- That Committee recommends to Full Council that it approves delegated authority to the Director of Environment, Transport and Development, in consultation with the Chair and Vice Chair of this Committee, to
- a) manage the two year programme, including the possible virement of funds between the Integrated Transport and structural maintenance programmes in line with the financial delegation scheme to deal with any major scheme cost pressures, and
 - b) to determine the allocation of County Council funding for highway improvements and Parish Partnership schemes.

4. Funding

Future settlement (post 2015)- Local Growth Fund

- 4.1. Local Growth Fund (LGF) will be available from April 2015. This funding will be paid directly to the New Anglia Local Enterprise Partnership (NALEP), with funding awarded to support the objectives of the LEP's Strategic Economic Plan.
- 4.2. NALEP negotiated the LGF allocation across Norfolk and Suffolk directly with government, and this 'Growth Deal' was announced on 7 July 2014. For 2015/16, £60m was awarded to NALEP, which will help deliver better broadband and college buildings in Norfolk and Suffolk, and two major transport infrastructure projects in Suffolk.
- 4.3. The Growth Deal reconfirmed the previously committed funding for the NDR, and included provisional allocations for the remaining years of the programme; 2016/17 to 2020/21. Within Norfolk the Deal included provisional allocations to the following projects starting in 2016/17 and beyond:
- £4.6m for Attleborough Sustainable Transport Project
 - £2.3m for Thetford Sustainable Transport Package
 - £9m for Great Yarmouth Package.

These are included in the last page of Appendix C as "other funding", together with an LTP allocation to fund advance design work to develop these packages and the individual schemes they will contain, to ensure these are deliverable within the funding time constraints.

- 4.4. These allocations are on top of the previously announced devolved major scheme allocations 2015/16-2018/19, which for Norfolk were:
- £7m for NATS
 - £2m for Great Yarmouth Rail Interchange (2017/18 and 2018/19)
 - £1m for Lynn Sport Link Road, King's Lynn (2015/16)
 - £2m for scheme development work on the 3rd River Crossing Great Yarmouth (2017/18 and 2018/19)

£2m for scheme development on A47 Thickthorn and Longwater Junctions (2015/16-2017/18)

- 4.5. Of the £7m NATS funding above, it is proposed firstly to implement proposals on Golden Ball Street (£1.5m in 15/16 and £1m in 16/17) as part of the overall city centre measures consulted upon in 2009. Making Golden Ball Street and Farmers Avenue two way will maintain access to the Farmers Avenue car park and enable the pedestrianisation of Westlegate. This will also have a positive impact on air quality and improve the visitor experience in the Westlegate area by providing a traffic free route between John Lewis and the core retail area of the city. Implementation of this and other NATS schemes will be subject to consultation and NHAC approval.
- 4.6. NALEP and Norfolk and Suffolk County Councils are now negotiating with government on the terms for drawing down this funding, which might provide some limited scope for refocussing especially the devolved major scheme

funding; necessary now as a result of progress since these priorities were identified in 2013.

- 4.7. At present dates for future rounds of Growth Deal are unclear, although there remains a significant amount of uncommitted LGF up to 2021.
- 4.8. The County council, as part of the Greater Norwich Growth Board, will act as the accountable body for up to £20m of reduced rate prudential borrowing that will be available to developers, in the form of a loan, to help bring forward major infrastructure they are required to deliver to help unlock growth. In addition the County Council will have access to £60m of reduced rate Public Works Loans Board funding to support schemes that have been identified in the Joint Core Strategy

Supplementary County Council Funding

4.9. Northern Distributor Road (NDR) and Postwick Hub

At its meeting of 14th April 2014, Cabinet noted the updated NDR cost profile. Appendix A of this report includes (under the heading Other Funding) the approved funding of £27.65m in 2015/16 and £63.5m in 2016/17. The NDR and Postwick Hub junction are a key part of the Norwich Area Transport Strategy (NATS) and the Joint Core Strategy for Greater Norwich, crucial to delivering housing and jobs growth in the greater Norwich area. Construction of Postwick Hub should be completed by autumn of 2015

4.10. A1067 to A47 link road (The Wensum Valley Link).

A report was presented to the EDT Committee at its meeting of 16th September, summarising progress and the outcome of an initial scoping report.

4.11. Developer Funded Schemes (Section 106 & 278 Agreements, Community Infrastructure Levy-CIL)

Highway schemes are also delivered as a result of planning permissions for development. The County Council has no direct influence on the timing of this expenditure, which is dependent on phasing of developments. There is also no guarantee that any of the obligations or works secured in agreements will come to fruition if, for instance, the planning permission was allowed to lapse and the development did not take place. If development does not come forward the County Council is not obligated to deliver it.

- 4.12. Within the Greater Norwich area the local authorities (Norwich City, Broadland District and South Norfolk Councils) have agreed to pool CIL contributions. Pooled CIL could be used to help bring forward agreed transport infrastructure priorities in the area, and will be reflected in our programme.

- 4.13. A significant number of major, development and/or Borough/District Council led highway schemes are tentatively programmed for 2015/16. With a total value of nearly £14.6m this is indicative of positive economic activity, and supports the County Councils priority of providing good infrastructure.

- 4.14. Developer funded schemes are listed in Appendix C, under “other funding”, mostly in the “Traffic Management, Road Improvements & Safety Schemes “ section. Other planning applications may result in further work on the highway in 2015/16.

One-off Funding Bids

- 4.15. Government has increasingly utilised one-off bidding rounds for funding pots. Examples include funding for cycling (City Cycle Ambition), overcoming bottlenecks leading to congestion or which block economic growth (Pinch Point) the Pot Hole Fund and for sustainable transport initiatives (Local Sustainable Transport Funds). Examples of where the council has been successful in drawing down funding are given below.

Government has also indicated that they are considering top-slicing the national LTP maintenance allocation to allow councils to bid into one-off pots for maintenance funding. There will be a consultation following which government will indicate their intentions.

4.16. **Department for Transport (DfT) City Cycle Ambition**

At its meeting of 4th November 2013, Cabinet agreed to adopt the updated NATS Implementation Plan and agreed a revised NDR cost profile. The report referred to the recent successful Cycle City Ambition Grant, which secured £3.7m of government funding. This is delivering schemes comprising the “pink pedalway”, from Norwich Research Park (NRP) and the Norfolk and Norwich Hospital, through the university to the city centre and then out towards Rackheath via Mousehold Heath. The package is entitled “Push the Pedalways”. Proposals are being reported to the Norwich Highways Agency Joint Committee (NHAC).

- 4.17. The total project cost of £5.553M is mainly funded by £3.7m DfT grant, with the balance coming from a range of partners including Norfolk County Council, Norwich City Council; developer funding; Broadland district council; the clinical commissioning group; Norfolk public health; and the University of East Anglia. The grant terms require that the works must be completed by the end of September 2015. £100,000 of LTP funding is allocated toward schemes in 2015/16.

Department for Transport (DfT) – pinch point funding

- 4.18. In early 2013 Government invited bids for local pinch point funding. Three bids were submitted and although the national fund was more than twice oversubscribed, the £5.5m bid for the Beacon Park to A143 link road Great Yarmouth was successful. As well as relieving morning rush hour congestion, the scheme will unlock land for up to 1,000 new homes and 15 hectares for businesses and jobs at a time when good quality land for the offshore energy industries is in short supply.
- 4.19. The statutory processes for this project have now been completed, and the project is on programme to be completed by spring 2015, within the very tight restrictions imposed by the bidding rules.

Norwich Better Bus Area Funding Award

- 4.20. In March 2012, Norfolk County Council secured £2.6m of Government funding for a series of major public transport improvements that will improve bus travel for passengers, visitors and commuters in Norwich, as well as delivering a boost to the city's economy. The County Council's bid, worth £2.9m in total, was described as 'impressive' by the Department for Transport and effectively allows

the authority to fast track a range of transport improvements previously agreed in the Norwich Area Transport Strategy (NATS).

- 4.21. As funds could only be spent in areas of population greater than 100,000 the bid was limited to the Norwich Policy Area and monies are to be spent during the period 2012/13 to 2014/15. £773,000 is allocated in Appendix C to deliver the following key schemes (Public Transport) in 2014/15:

- BBA1 Removal of general traffic from St Stephens Street and consideration of removal of general traffic from Surrey Street (£110,000)
- New up-hill bus lane on Grapes Hill with retention of existing highway traffic lanes (£663,000)

Other contributions

- 4.22. Other potential sources of capital funding included in the proposed 2015/16 Capital Programme (included under the heading 'Other Funding' in Appendices A and C) include:

- £90,000 developer contributions to support demand responsive transport
- £20,000 match funding from Parish Councils toward bus shelter grants
- £347,000 of Moving Thetford Forward funding for a new bus interchange in the town
- £25,000 CIL funding toward a NATS - Norwich- Eaton bus interchange
- £100,000 funding from Sustrans towards Harts farm cycle link in Wymondham
- £40,000 developer funding toward Dereham - Station Road / Norwich Road - Shared Use Facility
- £20,000 Developer funding toward Dereham-FP10 shared use footway-conversion to cycleway
- £120,000 CIL funding toward Norwich- Blue Pedalway – School Lane/ Chartwell Road/ Denton Road – Toucan Crossing and associated works
- £100,000 developer funding toward Norwich- Yellow Pedalway – Lakenham Way
- £200,000 funding for Parish partnerships from Town/Parish Councils
- £50,000 CIL funding toward NATS - Norwich-Guardian road/Dereham road- junction improvement study
- £6,000,000 developer funding toward NATS - Norwich- NE Norwich orbital road link (Broadland Business Park to Norwich Airport Industrial Estate)
- £850,000 developer funding for Colney B1108 Watton Road Widening and Surfacing Works
- £1,400,000 developer funding for Norwich research Park (NRP) - B1108 Watton Road/Hethersett Lane junction
- £4,065,000 Borough Council funding toward King's Lynn Edward Benefer Way new access Road
- £1,175,000 for Diss "Heritage Triangle" town centre enhancements (majority funding from Heritage Lottery for Diss Town Council)

5. Evidence

- 5.1. Evidence regarding structural maintenance was described in this section of the report on “Highway Asset Performance” to EDT Committee of 8th July 2014 (a link to this report is included in section 8 - “background papers”). Current funding and performance trends suggest we are generally managing a declining highway asset due to the levels of investment available. This is consistent across the country.
- 5.2. The prioritisation process leading to the selection (or omission) of schemes for the improvements programme is described in section 3 of this report.

6. Financial Implications

- 6.1. Full Council will consider the overall County Council Capital Programme, which will include the overall budgets contained within this report. If any borrowing costs are incurred in delivering the capital programme, they will have to be accommodated within departmental budgets. However, this report does not recommend any borrowing.

7. Issues, risks and innovation

- 7.1. DfT Structural Maintenance allocations for 2015-16 will not be confirmed by Government until October 2014. The figures in the report represent our assessment. Funding could be higher or lower.
- 7.2. Funding may be changed by Government (for example autumn statement or budget announcements) or the Council.
- 7.3. Although an allowance for inflation is budgeted for, if inflation exceeds what is expected the programme may be adversely affected.
- 7.4. Damage to assets can be caused by adverse weather, winter, drought, wind and flood. Our Fens roads are particular susceptible to drought damage.
- 7.5. The main risk to the 2015/16 programme is the extent of any further Great Yarmouth Third River Crossing Blight costs. This is referenced under proposal 3.
- 7.6. There is a risk with the larger, non-Local Transport Plan funded schemes that if they overspend, any shortfall may need to be funded from the Highways Capital Programme. To accommodate this, programmed schemes may need to be deferred to prevent an overspend on the overall Highways Capital Programme. The risk is mitigated by effective project and programme management.
- 7.7. Any scheme specific risks and implications will be assessed and mitigated during the development of each scheme.

8.0 Equality

- 8.1 The priorities will help ensure that existing levels of access, in terms of the highway, do not significantly decline, by prioritising work to maintain the existing asset. The extent to which accessibility can be improved or increased through improvements to infrastructure, or provision of new infrastructure, is directly related to investment. A detailed equality impact assessment completed as part

of the Strategic review did not identify any significant areas of concern.

There is further opportunity for consideration of potential impacts during the development of individual schemes as the programme is implemented.

Background Papers

1. Report on “Highway Asset Performance” to EDT Committee of 8th July 2014 Item 6-
[link to minutes](#)

2. Report on “Highways Capital Programme for 2014/15/16 and Transport Asset Management Plan” to ETD O&S Panel 14th January 2014
<http://www.norfolk.gov.uk/download/etd140114agendapdf> (Page 62 onwards)

3. Connecting Norfolk – Norfolk’s 3rd Local Transport Plan
<http://www.norfolk.gov.uk/view/NCC073526>

4. Transport Asset Management Plan 2013/14 to 2017/18
<http://www.norfolk.gov.uk/view/NCC039957>

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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

APPENDIX A: Norfolk County Council- highways Capital programme- 2015/16 to 2016/17

Scheme Type	2015/16	OTHER FUNDING	2016/17	OTHER FUNDING
Major schemes	0	28,545	0	64,250
Public Transport Schemes	485	532	485	1,385
Pedestrian & Cyclist Improvements	700	680	780	1,450
Traffic Management, Road Improvements & Safety Schemes	785	16,045	705	23,200
Other Schemes, Future Fees & Carry Over Costs	30	25	30	25
Integrated transport	2,000	45,827	2,000	90,310
Detrunked Roads & Bridges	0	0	0	0
Structural Maintenance (inc DfT & NCC Winter Damage funding)	27,581	0	27,581	0
Bridge Strengthening / Bridge Maintenance	1,400	0	1,400	0
Totals:	30,981	45,827	30,981	90,310

Notes:

1. Above figures in £000's

2. DfT (Local Transport Plan) funding detailed under main year headings

3. Other Funding includes Section 106, Section 278, CIL, County Council & Major Scheme funding

Appendix B: Structural Maintenance Budget Proposed Allocations 2014/15/16 (City & County)	2014-15	2015-16
	Includes additional government funding for flood damage (£3,689,546) and potholes (£5,410,394)	May 2014 NCC estimate based upon previous % allocations
Funding	£	£
LTP Structural Maintenance Grant	19,296,000	26,840,000
County Contribution	0	0
Capital Integrated Transport Contribution	5,487,000	2,141,000
Additional Capital Integrated Transport Contribution	0	0
Supply Chain contribution	0	0
Winter / Flood damage Government Grant	3,689,546	0
Winter Damage Council additional contribution	0	0
Additional structural Mt grant autumn statement	1,977,000	0
Traffic Management contribution (otherwise funded from N	125,000	0
Additional Pothole Grant	5,410,394	
	35,984,940	28,981,000
Spending		
Countywide specialist		
Bridges	880,960	1,400,000
Traffic Signal Replacement	640,380	650,000
Traffic Management		
HGV Signing		
Park & Ride	56,991	40,000
sub total	1,578,331	2,090,000
Roads		
Detrunk Principal Roads (Surfacing)		
Principal Roads (Surfacing)		2,600,000
Principal Roads (Surface Treatment)		1,670,000
Principal Roads (Joint repair)		25,000
Principal Roads (SCRIM)		200,000
sub total		4,495,000
B roads (surfacing)		855,043
B roads (surface treatment)		975,000
sub total		1,830,043
C roads (surfacing and haunch)		950,000
C roads (surface dressing)		3,910,000
sub total		4,860,000
U roads (surfacing and haunch)		140,000
U roads (surface dressing)		3,910,000
sub total		4,050,000
Capital Structural Funding transferred to the Highways Maintenance Fund for Patching		4,212,772
Capital Structural Funding transferred to the Highways Maintenance Fund for Chip Pa		0
sub total		4,212,772
Winter Damage / Flood Damage Patching		0
sub total		0
		19,447,815
Design fees in advance		200000
Laboratory cores		80000
Inflation at 3% of total budget		765114
Pain Pot		0
Local Management Overhead for LT		2100000
Local Management Overhead for Mouchel		150000
Local Management Overhead for Imtech		50000
Transport Programmes staff recharge to capital		127512.5
Contract costs etc.		3,472,627
Vehicle Restraint Systems		
Risk Assessment,	32,000	32,000
Design & works	163,000	163,000
	195,000	195,000
Footways & Drainage		
Area Managers Schemes	180,000	180,000
Footways - Category 1 & 2	450,000	450,000
Footways Category 3 & 4	2,268,980	2,600,998
Drainage	538,466	540,000
(Drainage Flood & Water Risk Match Pot)		75,000
	3,437,446	3,770,998
Summary		
Total Structural Maintenance & Bridges Spending		28,976,440
Probable final budget		28,981,000
Money to allocate		4,560
Total Works		25,503,813
Total Road Resurfacing programme		4,545,043
Total surface treatment (dressing, reclamite) programme		10,465,000
Total Footway Programme		3,050,998

APPENDIX C: Proposed Highways Capital Improvements Programme 2015/16/17

Integrated transport - Scheme Type	Location / Description	2015/16	OTHER FUNDING	2016/17	OTHER FUNDING	Comments
Major schemes	Norwich Northern Distributor Road and Postwick Hub(Dft and NCC Corporate funding)	£0	£27,650,000	£0	£63,500,000	2015/16 funding comprises £19m DfT funding + £8.65m NCC (LA Contribution) – Supported by GNDP funding up to £40m
	Great Yarmouth - Third River Crossing-blight and development	£0	£145,000	£0	£0	final property purchases relating to blight (if not covered in 2014/15)
	A47 Longwater Scheme Development (LGF funded)	£0	£750,000	£0	£750,000	Development of improvement for A1067/A47 junction to meet overall scale of growth.
Public Transport Schemes	Norwich DDA Bus stop upgrades	£10,000	£0	£10,000	£0	
	County- DDA Bus stop upgrades	£40,000	£0	£40,000	£0	
	County- Strategic Traffic Light Priority	£10,000	£0	£10,000	£0	10-15 sites across SCOOT Norwich, King's Lynn & Gt Yarmouth - location being supplied by bus operators
	County- DRT (Demand Responsive Transport)	£0	£90,000	£0	£90,000	to be progressed via developer contributions secured where DRT may be developed.
	County- Bus Shelter grants	£15,000	£20,000	£15,000	£20,000	No ongoing revenue costs and boosts localism by ensuring PC are involved contribute 50% with work kept local
	County- Footways which would allow a route to school to be declared safe to save revenue	£155,000	£0	£100,000	£0	contributes to reducing on going revenue costs of school transport provision which is a major area of spend for the authority.
	NATS IP- Norwich- feasibility of motorcycles using bus lanes	£0	£0	£5,000	£0	
	NATS IP- Norwich- Salhouse Road Bus Rapid Transit (BRT) Phase 1 (LGF/CIL funded)	£0	£0	£0	£400,000	Feasibility work needed to fit timescales for nearby development proposals.
	NATS IP- Norwich- Pink bus route extension (LGF/CIL funded)	£0	£0	£0	£250,000	Extension of Pink route to connect through NRP to Hethersett, Cringleford and Wymondham.
	NATS IP- Norwich- Eaton bus interchange (LGF/CIL funded)	£0	£25,000	£0	£75,000	Improvements identified through place making strategy (Improvements to bus interchange at Eaton St / Church Lane)
	NATS IP- Harford- A47 junction- bus priority scheme (LGF/CIL funded)	£0	£0	£0	£100,000	
	Public transport information technology	£50,000	£0	£50,000	£0	Use of technology to improve passenger information (and NCC corporate information/messages where appropriate eg network disruption)
	Thetford - New Bus Interchange (Partnership scheme with Moving Thetford Forward)	£0	£347,000	£0	£0	NCC contribution of £300k committed in previous in previous years
	Dereham - Town Centre Bus Interchange	£15,000	£0	£0	£0	
	North Walsham bus interchange	£150,000	£0	£150,000	£0	Dependant on identifying feasible site and detailed costs
	NATS IP - (Hethersett-Colney-Cringleford-Wymondham) - Roundhouse Way bus Interchange (LGF/CIL funded)	£0	£50,000	£0	£450,000	Sustainable Transport Links along A11/B1172 linking major growth locations in Wymondham, Hethersett, and the NRP/UEA/NUH. Interchange to serve NRP/Hospital/UEA from A11 corridor.
	Countywide Public Transport Interchanges	£40,000	£0	£105,000	£0	small measures across all inter changes

APPENDIX C: Proposed Highways Capital Improvements Programme 2015/16/17

Integrated transport - Scheme Type	Location / Description	2015/16	OTHER FUNDING	2016/17	OTHER FUNDING	Comments
Pedestrian & Cyclist Improvements	Rackheath - Eco town to Sprowston - Cycle Link (Other funding from Broadland DC)	£0	£0	£30,000	£900,000	Other funding from Broadland DC. Funding in year 2 of programme as scheme unlikely to proceed in year 1
	Norwich- NATS IP – Cycle network implementation	£0	£0	£70,000	£0	
	Wymondham- Harts farm cycle link - partnership with Sustrans	£85,000	£100,000	£0	£0	Joint funded with Sustrans
	Fakenham infant and junior schools cycle link- partnership with Sustrans	£10,000	£0	£50,000	£50,000	
	Future Cycling Schemes	£5,000	£0	£5,000	£0	
	Dereham - Station Road / Norwich Road - Shared Use Facility (Part funded by S106 contributions)	£30,000	£40,000	£0	£0	
	Dereham-FP10 shared use footway-conversion to cycleway	£0	£20,000	£0	£0	
	Norwich- Cycle City Ambition-Salhouse Road (Hammond Way / Racecourse Inn)	£100,000	£100,000	£0	£0	
	Norwich- Blue Pedalway – School Lane/ Chartwell Road/ Denton Road – Toucan Crossing and associated works (LGF/CIL funded)	£0	£120,000	£0	£0	Crossing of Outer Ring Road on Blue Pedalway. Element of NEGT sustainable transport links
	Norwich- Yellow Pedalway – Lakenham Way (S106 developer funding)	£0	£100,000	£0	£0	Improvements to Lakenham way secured through developer (B&Q) contributions.
	Three Rivers Way- Hoveton to Potter Heigham Shared Use Cycle path- Hoving to Ludham Bridge section	£10,000	£0	£100,000	£300,000	Subject to costs and external funding being confirmed
	Public Rights of Way in Towns & Villages - Urban Path Improvements	£30,000	£0	£30,000	£0	
	South Walsham - School Road footway (school to Broad Lane) - (47pts = joint 3rd priority)	£60,000	£0	£60,000	£0	
	Future Footway Feasibility Schemes Fees	£10,000	£0	£10,000	£0	Allowance for 3 studies based on assessment points and buildability
	Hempnall Coronation Crescent footway	£10,000	£0	£30,000	£0	42 points and joint 11th priority on footway database
	Foulsham - Claypit Road Footway - (66pts = 1st priority)	£0	£0	£130,000	£0	
	Norwich- NATS IP- future walking schemes	£0	£0	£0	£0	
	Future Walking Schemes	£0	£0	£0	£0	
	Delivering local highway improvements in partnership with Town and Parish Councils	£200,000	£200,000	£200,000	£200,000	"other funding" is £200k match funding from Town/Parish Councils
	South Wootton - Castle Rising Road Pedestrian crossing	£60,000	£0	£0	£0	Potential zebra crossing on table; follow up to earlier pedestrian improvements (VAS; 30mph limit; wig-wags) to improve safety for school children
	Future Road Crossing Schemes	£5,000	£0	£5,000	£0	
	Norwich-provision of dropped kerbs	£25,000	£0	£25,000	£0	
	Norwich-NATS IP- future road crossings	£60,000	£0	£35,000	£0	

APPENDIX C: Proposed Highways Capital Improvements Programme 2015/16/17						
Integrated transport - Scheme Type	Location / Description	2015/16	OTHER FUNDING	2016/17	OTHER FUNDING	Comments
Local Road improvements, Traffic Management and Safety schemes	NATS IP Schemes - future design & implementation of schemes	£200,000	£0	£100,000	£0	
	NATS IP- Norwich- Golden Ball ST/ Westlegate/All Saints Green/Finklegate/Ber St Scheme Development (LGF/CIL funded)	£0	£1,500,000	£0	£1,000,000	Local Growth Fund (LGF) funding secured via Local Enterprise Partnership (LEP)
	NATS IP- Old Catton- Repton Avenue link road (developer funded)	£0	£0	£0	£1,000,000	Link from existing employment at airport to western end of NEG. Potential for developer funding. Scheme development required to secure contributions and fit with development proposals.
	NATS IP - Norwich-Guardian road/Dereham road- junction improvement study (CIL funded)	£0	£50,000	£0	£50,000	Identified improvement at junction of Outer Ring Road. Congestion relief scheme. To include bus and cycle improvements.
	NATS IP- Norwich- NE Norwich orbital road link (Broadland Business Park to Norwich Airport Industrial Estate) (developer funding)	£0	£6,000,000	£0	£5,000,000	New orbital road link connecting Broadland Business Park to Norwich Airport Industrial Estate, which will be provided through the development of the Growth Triangle. Phasing / exact delivery timetable not yet known.
	Colney B1108 Watton Road Widening and Surfacing Works (developer funded)	£0	£850,000	£0	£0	Improvement works in relation to Norwich research park
	B1136 Crossways farm Haddiscoe- junction improvement	£20,000	£5,000	£0	£0	S106b contribution
	Norwich research Park (NRP) - B1108 Watton Road/Hethersett Lane junction - developer funded	£0	£1,400,000	£0	£0	
	North Norfolk- A148 Felbrigg junction improvement (roundabout)	£15,000	£0	£250,000	£250,000	joint funded with North Norfolk District Council, local Parish Councils
	King's Lynn Edward Benefer Way new access Road (KLBC funded)	£0	£4,065,000	£0	£0	Funded by Kings Lynn BC
	Kings Lynn- Lynnsport link road- (LGF funded)	£0	£1,000,000	£0	£0	
	Attleborough Sustainable transport package - specific measures to be identified and developed (LGF funded)	£50,000	£0	£0	£4,600,000	Local Growth Fund (LGF) funding secured via Local Enterprise Partnership (LEP). Funding indicated in 16/17 will be spread across this and subsequent years
	Thetford Sustainable transport package - measures to be identified and developed (LGF funded)	£50,000	£0	£0	£2,300,000	As above
	Great Yarmouth sustainable transport package - to be identified and developed (LGF funded)	£50,000	£0	£0	£9,000,000	As above
	Diss "Heritage Triangle" town centre enhancements (majority funding from Heritage Lottery for Diss Town Council)	£25,000	£1,175,000	£0	£0	Contribution to support Diss Town Council scheme funded by Heritage lottery. Benefits to pedestrian safety and traffic management. £25k improvements funding + £25k LSS funding in 15/16
	Unallocated Traffic Management funding	£15,000	£0	£15,000	£0	
	Norwich - Future Waiting Restrictions / Minor Traffic Management schemes	£10,000	£0	£10,000	£0	
	Minor Traffic Management Schemes- county	£100,000	£0	£80,000	£0	
	Local safety schemes (LSS) Feasibility / Preliminary Design	£20,000	£0	£20,000	£0	
	Safety Partnership Schemes / contribution to maintenance schemes (LSS)	£10,000	£0	£10,000	£0	
	Norwich-Ketts Hill Local Safety Scheme (LSS)	£28,000	£0	£0	£0	
	Ditchingham- B1332- Local safety Scheme (LSS)	£20,000	£0	£0	£0	
	Ovington- A1075- local safety scheme (LSS)	£5,000	£0	£0	£0	
	Northrepps to Norwich- A140- network improvements (LSS)	£80,000	£0	£0	£0	
	Diss "Heritage Triangle" town centre enhancements (majority funding from Heritage Lottery for Diss Town Council- LSS contribution)	£25,000	£0	£0	£0	
	Unallocated Local Safety Schemes (LSS)	£62,000	£0	£220,000	£0	To be allocated to low cost Safety schemes with high rates of return identified through the year
Other Schemes, Future Fees & Carry Over Costs	Fees for future schemes (studies/preliminary Design)	£10,000	£0	£10,000	£0	Assume this would fund 4 new feasibility studies; reduced in line with programme
	Pre-feasibility work	£0	£25,000	£0	£25,000	
	Retention / Land costs on completed schemes	£20,000	£0	£20,000	£0	
Totals:		£2,000,000	£45,827,000	£2,000,000	£90,310,000	Total

APPENDIX D: Briefing note on Parish Partnerships to Chair/Vice-Chair of EDT Committee

Document Title:	Parish Partnerships
Department:	ETD
Sponsor:	David Allfrey
Programme:	Highway Improvements
Programme Manager:	Paul Donnachie
Document Status:	Version 2

1. Background

The Parish Partnership programme was initiated in September 2011, when Parish and Town Councils were sent letters inviting them to submit bids for small highway improvements. The County Council offered to support up to 50% of the cost of schemes, the intention being to ensure that limited funds could be used to meet local needs, helping promote the developing localism agenda.

A report on “Highway Asset Performance” to the EDT Committee on 8th July 2014 noted that “*The capital improvement budget for 2014/15 was held at £2m allowing £5.487m to be redirected capital structural maintenance. Included within the capital improvement budget is £0.2m for joint parish partnership funding.*”. The Committee agreed to allocate £2m to highway improvements. and £200,000 of that to the Parish partnerships programme

2. Business Need

The capital structural maintenance budget remains inadequate to meet our service standards. With government supplied Local Transport Plan (LTP) Integrated Transport funding being prioritised to support structural maintenance, the highway improvement budget has been kept at £2m since 2011/12. The Parish partnership programme draws in additional, external funding for small highway improvements

3. Benefits

The programme has been a resounding success and has been well received by Parish/Town Councils and County Council members alike. Key features are that it:

- Delivers local priorities identified by local communities
- Draws in additional funding for highway improvements
- Helps advance the localism agenda.

4. Scope, Options to explore

4.1 Funding value-scope

The capital improvement budget for 2014/15 was held at £2m (allowing £5.487m

to be redirected capital structural maintenance); this included £200,000 for the parish partnership programme which was fully utilised. The EDT Committee of 8th July 2014 were asked to consider continuing the use of integrated transport funding to support structural maintenance in 2015-16, leaving a capital improvement budget of £2m 2015/16. Committee resolved that integrated transport funding be used to support structural maintenance.

4.1.1 Funding value- Options.

The funding contribution from the County Council could be retained at £200,000 or:

- a) Decreased. This would release funding for other schemes but would result (depending on bids received) in a corresponding reduction in match funding from Parishes and fewer schemes.
- b) Increased. This would result (depending on bids received) in increased match funding from Parishes and more schemes, but a corresponding reduction in funding for other schemes.

4.2 Funding percentage-scope

In terms of its funding contribution of bids, the County Council have supported:

- Up to 75% (initially 50%) in 2012/13
- Up to 75% in 2013/14
- Up to 50% in 2014/15

At its meeting of 14 January 2014, the Overview and Scrutiny Panel commented that Parish/Town Council contributions to schemes under the “parish partnerships” initiative (for 2014/15) should be reduced from 50% to 25%. As the available funding was again over subscribed, this would have meant that additional NCC funding of £100,000 would have been needed. Alternatively, if the NCC contribution were to be maintained at £200,000, fewer bids could have been supported. Cabinet resolved that the parish contribution should be maintained at 50% as advertised.

4.2.1 Funding percentage- Options.

The percentage funding contribution from the County Council could be retained at 50% or:

- c) Decreased. Parishes would need to raise a greater share of funding, encouraging commitment to and ownership of schemes. It would also generate more external funding to support schemes across Norfolk. However, a higher Parish contribution may act as a disincentive to wider engagement.
- d) Increased. Parishes would need to raise a lesser share of funding, which may promote greater engagement and accessibility to more parishes. However, it would reduce external funding, and reduce the number of schemes that could be supported from the budget.

4.3.1 Type of bid-scope

4.3.1 VAS/SAM2.

The number, type and value of bids is summarised in the table below:

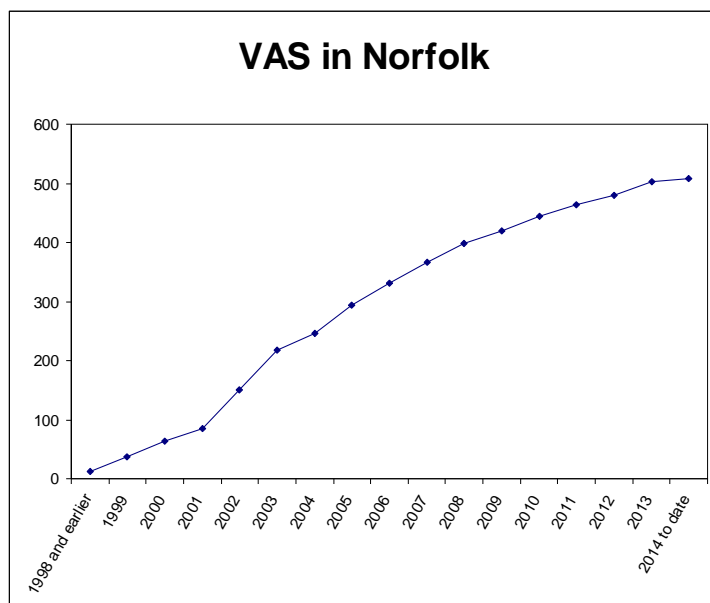
Scheme Types	2012/13			2013/14			2014/15		
	No.	Parish contribution	Bid Value	No.	Parish contribution	Bid Value	No.	Parish contribution	Total cost
Footway and Crossing Points	1	£ 1,363	£ 5,450						
Access Works	1	£ 500	£ 2,000	2	£ 1,950	£ 7,800			
Bench				2	£ 242	£ 969			
Bike Rack				1	£ 250	£ 1,000			
Bus Bays				1	£ 7,500	£ 30,000			
Bus Shelter	1	£ 1,118	£ 4,472	8	£ 13,964	£ 55,857	2	£ 8,400	£ 16,800
Car Park Surfacing				1	£ 21,625	£ 86,500			
Carriageway Reduction				1	£ 1,575	£ 6,300			
Carriageway Widening				1	£ 3,400	£ 13,600			
DDA Bus Stop	1	£ 1,500	£ 6,000	1	£ 350	£ 1,400			
Fencing				1	£ 1,000	£ 4,000	1	£ 1,400	£ 2,800
Footway	2	£ 7,179	£ 28,718	2	£ 5,800	£ 23,200	3	£ 7,530	£ 15,060
Footway Resurfacing	1	£ 1,750	£ 7,000						
Footway Widening	2	£ 2,683	£ 10,730						
Kerbing	1	£ 6,093	£ 24,370	1	£ 1,031	£ 4,125			
LED Lighting				53	£ 113,102	£ 452,408			
Lining	1	£ 4,000	£ 16,000						
Parking Area				1	£ 916	£ 3,665			
Pedestrian crossing				2	£ 13,134	£ 52,536			
Pedestrian crossing and trod	1	£ 5,415	£ 21,660						
Railing				1	£ 785	£ 3,141			
SAM2				14	£ 17,161	£ 68,645	20	£ 38,049	£ 76,098
Signing	1	£ 750	£ 3,000						
Surfacing	1	£ 1,675	£ 6,700	4	£ 10,781	£ 43,125	2	£ 3,570	£ 7,140
Trod	14	£ 31,748	£ 126,991	39	£ 122,919	£ 491,676	13	£ 56,151	£ 112,301
VAS	2	£ 4,000	£ 16,000	24	£ 41,258	£ 165,031	23	£ 68,619	£ 137,239
Village Gateways	1	£ 233	£ 932	4	£ 3,120	£ 12,480			
School Crossing Improvements				1	£ 8,788	£ 35,150			
Lighting							1	£ 8,140	£ 16,279
Signing & Fencing							1	£ 993	£ 1,985
Wig Wags				2	£ 3,192	£ 12,767			
	31	£ 70,006	£ 280,022	167	£ 393,844	£ 1,575,375	66	£ 192,851	£ 385,702
		25%			25%			50%	

The most popular bids have been for;

- Trods- lower cost alternative to footways (often built from recycled road planings)
- Vehicle Activated Signs (VAS) which flash up warnings to drivers. Subsequently owned/maintained by the County Council
- SAM2 (mobile VAS units which flash vehicle speed as a reminder to the driver). Subsequently owned/maintained by the Parish Council

The number of VAS in Norfolk has grown in recent years and now exceeds 500, as shown on the graph below. We are therefore concerned that their effectiveness is becoming diluted as a result. Recent checks on a number of fixed VAS installed through the PP programme indicate that speed reduction has been minimal. Nevertheless, they remain popular with Parishes who perceive them to be effective in promoting road safety and specifically in reducing speeds. Although the payment includes a 10 year commuted sum for future maintenance, this represents a growing, future maintenance liability if retained after 10 years.

SAM2 mobile signs are moved around on an agreed rota and can be jointly purchased with neighbouring Parishes, and we consider these to be more effective at reducing speed. They would be owned and maintained by the Parish/Town Council.



Options.

Positively promote SAM2 bids over VAS bids in the next letter to bidders, and give them higher priority when bids are assessed.

4.3.2 Part-time advisory 20mph Speed Limits with flashing school warning lights outside Schools –

Previously, the parish partnerships programme has excluded minor traffic management changes such as speed limits or waiting restrictions, which require TRO's and significant resource to deliver.

A paper on the "Review of Norfolk speed management strategy" was considered by Cabinet at its meeting on 3 March 2014. The report advised that new DfT guidance introduced a new power for Local Authorities to introduce Variable 20mph speed limits which stated that "*These variable limits may be particularly relevant where for example a school is located on a road that is not suitable for a full time 20mph zone or limit*".

Part time mandatory speed limits may be introduced with Variable Message Signs (VMS) and associated Traffic Regulation Orders (TRO). A lower cost alternative is an advisory part-time 20mph sign with flashing school warning lights.

Road traffic incidents outside schools in Norfolk are uncommon and do not generally meet the criteria for prioritised interventions to target casualty reduction. Nevertheless there is a perception that speed and congestion can be a barrier to walking and cycling to school, as well as preventing people from feeling safe.

Norfolk County Council carried out a trial of providing advisory 20mph speed limits with flashing school signs in 2008/9. These generally met with a favourable community response, and some moderate reductions in average speeds were observed during peak times. However, whilst Members were happy with the outcome of the trial they decided that a roll-out to all schools was unaffordable.

It would cost in the region of £3.75 million to treat all schools in Norfolk, which is unaffordable within current budget of a £2 million per annum Highways Capital Programme. In addition there will be on-going revenue cost increases, although these have not been quantified.

Cabinet resolved that the County Council should aspire to part-time, 20mph speed limits outside each school in Norfolk. Whilst the previous Cabinet Member for Planning and Transportation approved funding to provide 20mph restrictions for 5 schools in 2013-14 at a cost of £50,000, no further capital programme funding has been allocated.

Options.

Include “part-time advisory 20mph Speed Limits with flashing school warning lights outside Schools” within the scope of bids.

5. Deliverable Outcomes

More small highway improvement schemes delivered with County Council funding by attracting external funding. A draft letter inviting bids, setting out broad terms and scope, is included at Appendix A.

Relevant Documents

The following documents should be read in conjunction with this document:

Name	Version	Location

Document History, Distribution and Approvals

0 DOCUMENT CONTROL

0.1 DOCUMENT HISTORY

Version	Date	Purpose	Author
V2	27/8/14	Inform decision making	Paul Donnachie

Appendix A; Draft letter to Parish/Town Councils inviting bids

Delivering local highway improvements in partnership with Town and Parish Councils

I am delighted to inform you that due to the success of working in partnership with Parish/Town Councils for the last three years the Parish Partnership Scheme Initiative will be repeated in the financial year 2015/16

The County Council has allocated £200,000 on a 50/50 basis to fund schemes put forward by Town and Parish Councils to deliver projects that are priorities for local communities.

This letter provides more information on the process and invites you to submit bids. It also explains how the County Council can support you in developing your ideas.

As before, I am conscious that it will take time for your Council to develop proposals, so the closing date will be 30th January 2015. If you need any advice in developing your ideas, especially around the practicalities and cost estimates, please consult your local Highway Engineers based at your local Area Office.

Once all bids have been received we will assess them and inform you of our decision in March 2015.

What sort of schemes would be acceptable?

- Small lengths of formal footway
- Trods (a simplified and low cost footway),
- Improved crossing facilities
- Improvements to Public Rights of Way.
- Flashing signs to tackle speeding, We would encourage you to consider mobile signs (SAM2-which flash up the drivers actual speed) rather than fixed signs (VAS- which flash up the speed limit). The number of fixed VAS in Norfolk has grown steadily in recent years and now exceeds 500; we are therefore concerned that their effectiveness is becoming diluted as a result. Recent checks on a number of fixed VAS installed through the PP programme indicate that speed reduction has been minimal. SAM2 mobile signs are moved around on an agreed rota and can be jointly purchased with neighbouring Parishes, and we consider these to be more effective at reducing speed. See <http://makesamsmile.org.uk/> for further information). **SAM2 signs would be owned and maintained by the Parish/Town Council**
(Whilst we will still consider fixed VAS in bids, in assessing these we will need to be satisfied that they will be more effective in reducing speed)
- This year we will accept bids for part-time 20mph signs with flashing warning lights, outside schools. The County Council trialled these in 2008/9, and generally had a favourable community response, with some moderate reductions in average speeds during peak times. Whilst the County Council supports the aspiration to have part-time, 20mph speed limits outside each school in Norfolk, to do this would cost in the region of £3.75 million

•

Schemes can be within or off the highway provided they are linked to the highway. If they are off highway the future responsibility for the maintenance will fall to the Parish or Town Council.

Schemes should be self-contained and not require other schemes or works to make them effective.

Schemes that support the Local Transport Plan objectives will have a higher priority for funding. (A copy of this document can be found on our website, www.norfolk.gov.uk,. Look for the [3rd Local Transport Plan 2011 - 2026](#) link on the 'transport planning' pages.)

With the County Council's agreement Parishes can employ private contractors to deliver schemes. Any works on the highway would be subject to an agreed programme, inspection on completion, and the contractor having £5m public liability insurance

What schemes will **not** be considered?

- Bids for minor traffic management changes such as speed limits or waiting restrictions will not qualify.
- Bids for installation of low-energy LED lighting in streetlights to help cut energy bills and maintenance. Such bids proved especially popular in 2013/14 but with more limited funding this year the LED offer is not being repeated

What information should you include in your bid?

- Details of the scheme, its cost and your contribution.
- Who, and how many people will benefit
- How it supports the objectives of the Local Transport Plan
- Local support, particularly from your local Member, frontagers and land owners.
- For 'off highway' schemes, your proposals for future maintenance.

When assessing your bid we will consider the points above, but also look at:

- The potential for casualty reduction
- Any ongoing maintenance costs for the County Council

Your bids should be emailed to the Capital Programme Manager, Paul Donnachie (email: paul.donnachie@norfolk.gov.uk) or posted for his attention to the above address. If you need further information on the bid process please contact Paul, by email or by phoning 01603 223097. For advice on the scheme practicalities and/or likely costs, please contact your local Highway Engineer.

Yours sincerely

Toby Coke
Chairman of Environment , Development and Transport Committee

Environment Development and Transport Committee

Item No 9

Report title:	Street Lighting Options for reducing energy use
Date of meeting:	16 October 2014
Responsible Chief Officer:	Tom McCabe
Strategic impact The County Council has made a commitment to reduce carbon emissions by 50% (from the 2008 baseline) by 2020, as part of the Carbon Reduction Scheme. This provides both environmental and cost saving benefits both for the County Council and Norfolk. Street lighting energy accounts for 15% of the County Council's total energy use, costing £2.2m each year. The carbon emissions 2008 baseline figure for street lighting is 11,216 Tonnes of CO ₂ .	

Executive summary

The County Council is responsible for 51,000 street lights, 11,000 illuminated signs and 2,500 illuminated bollards. All street lighting operations, including upgrade and maintenance are covered within a 25 year Private Finance Initiative (PFI) contract, let to Amey in 2008. The contract does not include electricity costs which are paid by the County Council.

The EDT Committee discussed the broad range of Street Lighting options on 6 June 2014 and gave officers a clear steer on the preferred options to explore further.

This report provides more detail on the option of introducing a county wide computer management system (CMS) and introducing light emitting diode (LED) technology on a more widespread basis.

CMS will allow the control of individual and groups of street lights in order to provide savings particularly in dimming. LED street lights will also reduce energy costs and allow the maximum benefit to be gained from the CMS.

Trials have been carried out on the use of new technology, including LED lights and CMS.

This report identifies energy saving options including:

- Introducing new CMS technology.
- Addition of LED technology.
- Removing 'redundant' lighting on main roads as opportunities present.

The installation of LED street lights carried out as part of the PFI investment period and implementation of a County wide CMS system offers the greatest long term benefit to the County Council, but requires a significant up-front investment.

Investment will be funded from the Street Lighting PFI fund and will be subject to a full business case approved and monitored by the Chief Finance officer.

This report does not seek to promote further part night lighting.

Recommendations:

- 1 Approve an investment of up to £4m from the Street Lighting PFI Fund in CMS and LED technology in order to reduce energy consumption, delivering cost savings and cut carbon emissions.**
- 2 Bring a further report to members to confirm the savings made on completion of Recommendation 1 and make further recommendations about the upgrading of remaining street lights. This further work will include the conversion of existing street lights to LED technology and utilising the CMS network installed.**
- 3 De-illuminate redundant lighting on main roads using a risk based approach.**

1. The terminology of street lighting technology

1.1. **CMS.**

A Central Management System (CMS) is a method of remotely controlling street lights using computer software to determine the way the street light or groups of street lights operate. The software is usually hosted by a commercial organisation that provides the end user with a computer control interface via the internet. The end user can then readily program, at any time, how they want the streetlights to operate. The communication between the CMS and the street lights utilises the internet and the mobile phone networks.

1.2. **LED.**

A Light-Emitting Diode (LED) is a semiconductor device that requires less energy, last longer and it also requires less maintenance than the lights that were originally approved for the contract. They are more expensive to buy although the price has reduced in recent years.

1.3. **Trimming.**

Trimming refers to turning on road lights later in the evening and switching them off earlier in the morning commonly by the use of photo electric control units (PECU). Trimming takes advantage of shorter warm up times and greater brightness of modern lanterns to reduce lighting hours at the start and end of the night.

1.4. **Dimming.**

Dimming refers to reducing the light output of a lamp by adjusting the amount of energy supplied to it. The older types of lamps are less dimmable than modern LED ones because there is a threshold where if the energy is reduced, the lamp will extinguish. LED lamps are capable of being dimmed down to 0%.

2. **Introducing a central management system (CMS)**

2.1. A CMS is system that enables each individual street light to be computer controlled and programmed remotely. This provides the greatest benefit in terms of flexibility of lighting patterns as 'dimming', 'trimming' and part night lighting (PNL) can be applied and adjusted as needed to ensure we can get the maximum benefits.

2.2. We are carrying out a number of trials testing CMS systems. These range from using local SME's and national market leaders. The trials are at an early stage but

the costs are similar and a decision on which system to use will be taken following a technical assessment.

- 2.3. The most cost effective way to install a CMS is to do it as part of other planned changes. The maximum benefit is achieved by installing CMS and LED at the same time, which would result in an additional cost of around £92 per light compared with LED alone.

3. **Increasing 'trimming'.**

'Trimming' is already in place on around 17,000 lights and has delivered to date savings of over 335,000 kWh in energy, £32,000 in energy costs and 178 Tonnes of CO₂.

Within the existing PFI, trimming is linked to the installation of photoelectric cells which turn on the lights when it is going dark and turns them off when there is sufficient daylight

Further savings will be delivered during the post core investment period.

4. **Increasing 'dimming'.**

- 4.1. 'Dimming' is already in place on around 1,700 lights and is delivering 1.8% energy and £35, 000 annual cost savings. This initiative is already part of package being delivered by the PFI contract; when completed all lights on main roads will dim by 25%. Specific lanterns need to be installed to enable dimming.

- 4.2. There are 31,922 lights on residential routes that are suitable for 'dimming' and 17,627 lights on traffic routes. The equipment needed could be fitted during planned maintenance/upgrade, which costs ranging from £63-162 per unit.

- 4.3. The potential saving from 'dimming' increases with the introduction of other options. For example, the extent of 'dimming' on standard lights is limited to around 40%; for LED systems this is unlimited. A central management system would provide further opportunities.

5. **Further rationalisation of non essential lighting assets.**

- 5.1. The Department for Transport have indicated that they intend to further relax the regulations in 2015 and remove the requirement for lighting to be provided on certain types of signs. In the meantime the legal requirement continues. Some local authorities are considering removing this type of lighting in advance of the change of Regulations, taking a risk based approach. We could, like other authorities, consider that the risk of doing this in advance of the change of Regulations is acceptable, or confirm that we will make the change as soon as the Regulations change.

- 5.2. The planned change in regulation would mean a further 6,280 signs and 1,116 bollards could be de-illuminated. There is an additional cost of removal of around £1.6m, which equates to a payback period of 6½ years. It is possible to do this as part of planning maintenance, but this will take longer.

6. Removal of Redundant Lighting

- 6.1. Justification to remove street lights is based on a risk assessment approach. The risk assessment is based on the design criteria we would use now to prioritise the need for street lighting on a new road. We can use the same logic to determine whether street lighting is still justified on existing roads.
- 6.2. We have removed the redundant lighting on the old A140 in Dickleburgh and the A47 in Narborough during the first five year investment period of the PFI contract. This has made an annual saving of 18,500 KWh that translates into 10 tonnes of CO2. In addition there are currently 39 lights in Tilney All Saints and Tilney St Lawrence that have had the fuses removed so they are no longer in operation and this will achieve a 28,860 KWh, 15.6 tonnes CO2 and 0.14% towards the 2020 carbon target.
- 6.3. There are potentially over 4000 street lights on main roads that could be assessed for removal in the future. Although it is possible that not all these lights could be removed; for every 100 main road lights that are removed we would save £16,000 in energy and maintenance costs each year. This equates to 125,000KWhr per year, 67.57 tonnes of CO2 and 0.5% towards the 2020 target.

7. Part night Lighting.

- 7.1. Part night lighting has already been introduced for just over 18,000 lights. This delivers 7.7% saving in total energy consumption and £153,000 in energy costs each year. Local consultations were carried out in advance of introducing part night lighting and, in many cases, there was local opposition to the change. The main concern being raised was fears about feelings of safety and increases in crime. We have continued to liaise with Norfolk Police to monitor the impact of the introduction of part night lighting and there is no evidence to suggest that this has resulted in an increase in crime.
- 7.2. There were additional costs associated with introducing part night lighting as each light needed a new photocell to be installed that would enable the light to turn on/off at predetermined times, costing around £7.50 per light. The total investment to deliver part night lighting was £247,000. The payback period for the investment was just under 4 years. The introduction of Part Night Lighting commenced in June 2010 and the cumulative savings to the end of January 2014 are £280,000.
- 7.3. With CMS extending part night lighting can be considered in the future at no cost. Although we are not promoting further part night lighting in this paper the introduction of part night lighting would be easy to facilitate with CMS. It could also be used to support parish/town councils who might wish to bring forward areas for consideration.

8. Recommendation 1

- 8.1. Install a CMS system at a capital cost of £92 per light. Initial investment will be in approximately 5,000 street lights at a cost of £460,000. An investment in 15,000 street lights would be £1.38m. There is an annual running cost of approximately £20,000 per 5000 units.
- 8.2. As part of the post core investment period install LED streetlights. This will cost between £150 and £450 extra for each street light. The capital investment in 5,000 main road lights would be £2.25m. The capital cost of 15,000 residential lights would be £2.46m

- 8.3. Introduce a dimming profile that reduces energy consumption by 50%. This is demonstrated in the graph in Appendix A.
- 8.4. If 5,000 main road street lights are installed and the dimming profile implemented the reduction in energy, cost and carbon emissions is 3,416,940 kWh per year, £167,000 per year and 897 Tonnes of carbon emissions per year. Additional annual saving due to maintenance is £68,000. The anticipated savings in the first year of operation is £247,000.

9. **Recommendation 2**

- 9.1. Bring a further report to members to confirm the savings made above and make recommendations about the upgrading of remaining street lights. This further work will include the conversion of existing street lights to LED technology and CMS.

10. **Recommendation 3**

- 10.1. De-illuminate redundant lighting on main roads on a risk assessed basis.

11. **Financial Implications**

- 11.1. Street lighting is a significant energy user, accounting for 15% of the County Councils total use and costing £2.2m each year. In terms of tonnes of CO₂, in 2008 the total was 11,216 tonnes each year. Energy reduction measures already in place have enabled this to reduce to 10,408 tonnes (2013/14 year end figure).

- 11.2. Almost all of the options in this report require some element of up-front investment.

We are proposing to fund this capital investment from the street lighting reserves. In reviewing the detailed business case, consideration would need to be given to restoring the balance to the reserve to ensure that future PFI contract payments can be fully funded.

- 11.3. The extent to which each of the options is able to deliver a cashable saving, as opposed to just mitigating the increased cost pressure to the service due to increasing fuel prices, depends largely on the future prices in the energy market. This continues to be a significant pressure for the authority and the service

12. **Issues, risks and innovation**

- 12.1. There will be no need to change the street lighting specification with the implementation of LED street lights.
- 12.2. The provision of a county wide based CMS system will facilitate further dimming profiles to be implemented as street lights are replaced as part of the post core investment period or in the future as part of a retro fit programme focussed on high demand main road lights.
- 12.3. Street lighting forms part of the local street scene. As such, the provision of street lighting can be an emotive issue. Consultations with local communities were carried out in advance of implementing part night lighting and there was a split between those in favour and those against.
- 12.4. Some of these options may require a change to the existing PFI contract. These changes may attract a claim from the contractor. To date, we have been able to reach agreement about amendments to enable new approaches/trials and initiatives to be delivered which were not originally identified when the contract was let, for

example, part night lighting. In addition the government (HM Treasury) is committed to reducing the PFI revenue cost to local authorities through a centrally co-ordinated savings programme. The code of conduct for operational PFI contracts seeks to foster agreement between local authorities and their PFI partners to deliver efficiencies and savings on a voluntary basis.

Although Amey have signed the PFI operational savings protocol; representatives from the SPV (a special purposes vehicle created to fund the PFI) have not. It would require negotiations with the SPV 's representative to progress this initiative.

- 12.5. Monitoring of the part night lighting initiative has shown, in interim reports, that there is no increase in night time crime or anti social behaviour due to the introduction of part night lighting. A post implementation report will be written in the autumn 2014 following receipt of the police report on night time crime and anti social behaviour for the 2013-14 financial year. This will provide statistics for a full year after completion of the scheme.

There is also a current national research project named "Lanterns" which is investigating the impact of street lighting interventions on health and crime. It is jointly funded by the NHS and the Institute of Lighting Professionals. The report being written by the London School of Hygiene and Tropical Medicine and is due to report in early 2015.

- 12.6. A 50% reduction in energy is a challenging target for the County Council to achieve. Because street lighting is one of the biggest energy users in the County Council, if further energy savings cannot be achieved the risk of the Council not achieving this target increases.

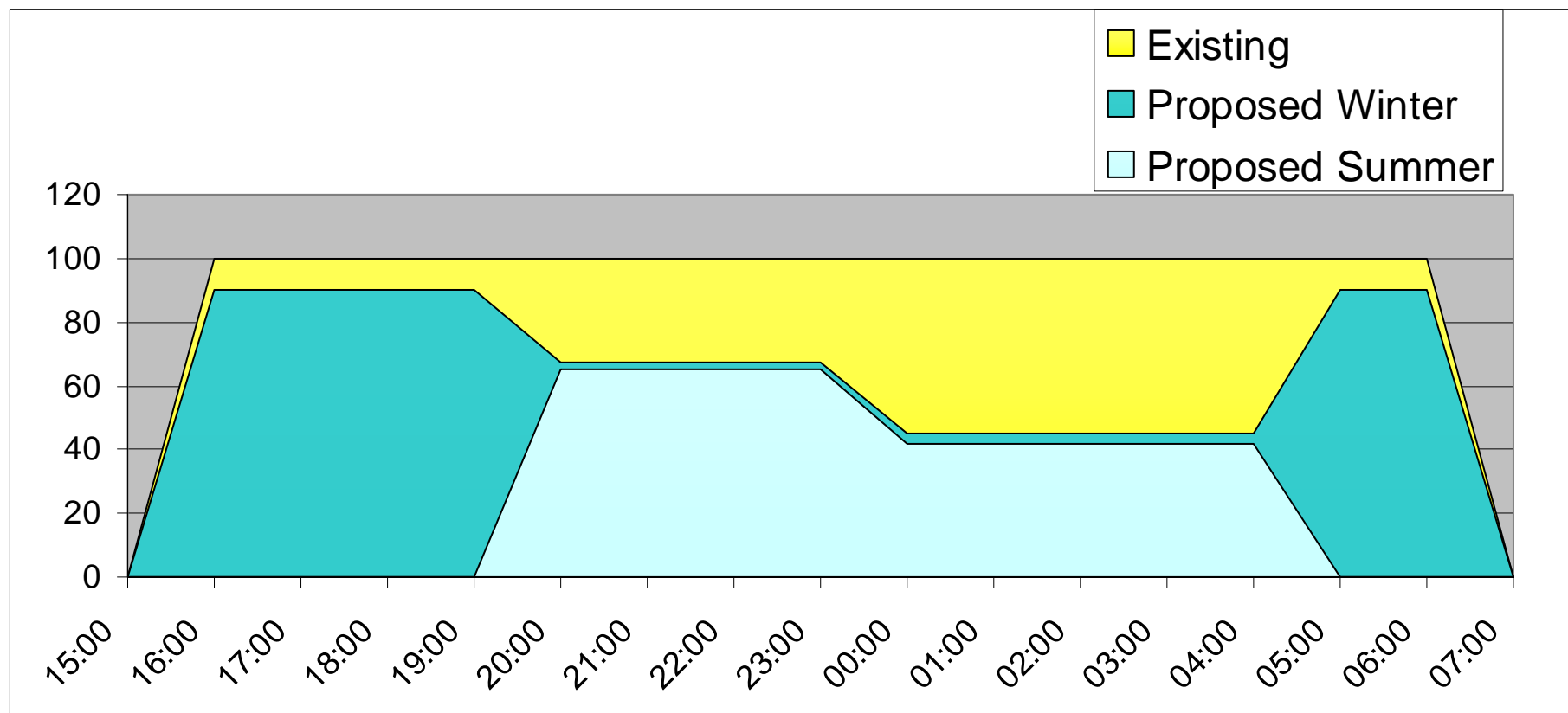
13. **Officer Contact**

- 13.1. If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:
- | | | |
|----------------------|---------------------|-----------------------------------------------------------------------------------|
| Officer Name: | Tel No: | Email address: |
| Nick Tupper | 01603 224290 | nick.tupper@norfolk.gov.uk |



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

Summary of dimming street lighting utilising LED and CMS technology.



Therefore if a street lighting system used 100kWh per night. This dimming profile on its own delivers a 40% reduction at 60kWh per night. This is based on an average of summer and winter profiles.

Environment Development and Transport Committee

Item No 10

Report title:	Strategic and Financial Planning 2015-18
Date of meeting:	16 October 2014
Responsible Chief Officer:	Tom McCabe – Interim Director Environment Transport and Development
Strategic impact The proposals in this report will contribute towards the County Council setting a legal budget for 2015/16 which sees its total resources of £1.4billion spent on meeting the needs of residents.	

Executive summary

This report sets out additional savings proposals for the services under the remit of the Committee to close the projected shortfall for 2015/16

The Council overall, continues to face a challenging financial position, and the additional savings are in addition to those already agreed by Full Council and consulted on.

In making recommendations about additional savings, Members will want to take into account previous views expressed by users and residents in recent consultation. The report gives high level summary of these views and signposts to more detailed feedback.

The paper highlights the continued financial risks facing the Council as a whole, and the risks and issues associated with proposals specific to services covered by this Committee. Members are asked to recommend a set of proposals to Policy and Resources Committee, highlighting those which will require further formal consultation.

The Committee is asked to:

- 1 Endorse the schedule of additional savings set out in Appendix A.
- 2 Recommend the individual savings as set out in the schedule, or identify replacement savings to equivalent value
- 3 Note any risks set out in section 2.5 relating to savings already consulted and agreed upon
- 4 Review arrangements to ensure tight control on revenue budgets and highlight any issues or risks to Policy and Resources Committee

1. Proposal

- 1.1 Norfolk County Council is due to agree its new budget and plan for 2015-18 on 16th February 2015.
- 1.2 The Council continues to face an unprecedented set of financial challenges. In the current year, (2014/15) a total of £69m savings are being implemented; a further £40m of savings have been consulted on and agreed for 2015/16.

- 1.3 The role of the Policy and Resources Committee in developing the budget is set out in the Council's constitution. It confirms the committee is required to provide guidance to service committees, publish the financial context and timetable for preparing the budget and recommend a budget for approval by Full Council. (Part 7 – Rules of Procedure; 7.3)
- 1.4 As reported to Committees in September, an additional 'gap' for 2015/16 needs to be met, and Members have had initial discussions to consider efficiency savings towards that gap.
- 1.5 At Policy and Resources Committee on 29th September 2014, there was a review of the position to date and an update on the outcome of the Better Care Fund agreement for Norfolk.
- 1.6 The Committee noted that efficiency savings of around £11.163m had been identified to date, and as a result of the outcome to date of the Better Care Fund, a further £1.7m needed to be found. However, this was on the assumption that there were no overspends on the current revenue budget (2014/15), and that all savings for 2015/16 already consulted on and agreed by Full Council were delivered.
- 1.7 The suggested apportionment of the remaining £1.7m shortfall is as follows:

Children's:	£310k
Adults:	£395k
Cultural:	£105k
ETD:	£385k
Fire and rescue:	£ 95k
Resources	£320k
Finance general:	£ 85k

- 1.8 The County Council faces a number of financial risks which need to be planned and accounted for. These are:
- The budget proposed does not allow any further variations. If the risks above or new risks materialise, the County Council will need to identify additional savings
 - Government funding assumptions are uncertain for 2015-16 and beyond. When the Chancellor's Autumn statement is announced on 3 December 2014 and the Local Government finance settlement follows two weeks later, we will have greater clarity regarding funding for Norfolk County Council in 2015-16 and future impacts on Local Government funding.
 - Better Care Fund – whilst a £6.8m reduction has been included within the new budget assumptions reported to Policy & Resources Committee on 29 September 2014, this is subject to formal confirmation, in two stages (October 14 and February 15) and therefore could change.
 - Changes in legislation, such as the Care Act, have resulted in additional responsibilities and as yet unquantified additional pressures. These

pressures are not currently included within the budget plans, under the assumption that the additional responsibilities will be fully funded.

- Overspends for 2014-15 reported within Monitoring are to be managed by the end of the financial year. Plans are in place but if these strategies prove unsuccessful, additional costs will need to be incorporated within the budget and additional savings will need to be identified.
- Termination of the residual waste treatment (Willows) contract.

1.9 We would expect the majority of risks identified in para 1.8 to be clearer by mid December. Any changes arising will need to be addressed in January Committees.

2. Evidence

2.1 Service specific context

Between 2011/12 to 2013/14 the Department delivered savings in excess of £20m, a part of the Big Conversation/Norfolk Forward programme. Changes made to deliver the savings include:

- Bringing the management of gypsy and traveller sites back in house;
- Improving waste procurement through better working with district councils – which has enabled the procurement of a new recycling contract to deal with the recycling collected from households by district councils, which will see it being processed at a facility operated by NEWS;
- Organisational review and reduction of some staff resource;
- Stopping some grant funding from the environment service;
- Reduced opening hours at some recycling centres;
- Reducing the subsidy for Park and Ride.

Additional areas of saving have also been identified in the Department to enable contributions to the costs associated with the termination of the Willows contract.

For the next three years, 2014/15 to 2016/17, the Department has plans to deliver further savings of around £16m, part of the Putting People First programme. Changes include:

- Replacing the BusNET system with SmartTicket machines – we have already launched the Holdall smartcard for Park and Rides and will roll out to other operators;
- Further organisational review and reduction of some staff resource – changes to the Department's senior management structure have already been agreed;
- Improving processes and working arrangements in the Department;
- Introducing charges for pre-application advice on planning applications;
- Put in place a new arrangement with NEWS for management of 19 of the 20 recycling centres;
- Introducing charges for tyres at recycling centres and stopped accepting liquid paint. Making more sites part-time and introducing charges at some.

2.2 Consultation feedback

- 2.2.1 Whilst any proposals which impact on users will need to be the subject of formal consultation, over the last four years the Council has learned a great deal through extensive budget consultations with residents and stakeholders. A summary is included below:
- 2.2.2 **Council efficiency** - Residents expect the County Council to spend their money efficiently. They don't want to be asked to endorse what they see as 'common sense' efficiency improvements and what should be a continuing drive to cut our own costs. There is some support for rationalisation based on priorities and statutory duties. There is a balance of views on taxation – but consistent desire for value for money.
- 2.2.3 **Vulnerable people** – there is concern that older people and people with disabilities are being disproportionately affected by reductions in social care and other budgets. There is a feeling that proposals do not recognise the growing number of potentially vulnerable older people and carers and a strong concern that Council priorities do not overtly mention vulnerable people. We received a consistent view that reductions in preventative services are a 'false economy'
- 2.2.4 **Rurality and accessibility** - people are acutely aware of Norfolk's rurality and expect the Council to be in tune with this. There is a particular concern about changes to mobile services and transport in rural areas and specifically, about the impact on older people and isolation. We received well-articulated and strongly expressed views expressing concern about the costs and dangers younger people face to get to school and college.
- 2.2.5 **Council Tax** – this was a hot topic during the last two consultations, both of which resulted in a freeze. Last time over a quarter of respondents who expressed a view about Council Tax, overtly supported the freeze and over half supported an increase - albeit in most cases a small rise. Many people are well informed about the difficulties of agreeing Council Tax and Government penalties for increases.
- 2.2.6 There were many responses to the Putting People First Consultation, and a link to the summary of findings relating to services covered by this committee is included here : <http://www.norfolk.gov.uk/view/NCC155574>

2.3 Specific proposals for services

The proposed new savings will primarily be delivered from efficiencies, improved procurement and additional income.

The key savings proposals for 2015/16 are:

Reviewing all our back office budgets and systems to identify savings, e.g. process reviews, without reducing our services- £0.566m

Delivery of savings from the new Material Recycling Facility (MRF) £0.200m – An increase in recycling through the MRF should reduce the cost of waste to landfill.

Retendering of waste contracts £0.834m – we are looking to review a number of our waste disposal contracts and ensure that we are achieving the best value.

Introduce changes to Street Lighting £0.250m – An invest to save proposal for investment in LED street lights and Central management system. This is subject to the report elsewhere on the agenda.

Revenue benefit of ‘surrendering’ various reserves £0.500m – We have been able to review ETD reserves and identify a number that are not business critical at this stage and therefore able to free up.

The full list of new savings proposals is included in appendix A.

Policy and Resources asked us to identify a further £0.385m of savings for 2015/16. Officers are continuing to work on options of how to deliver this additional saving, and would welcome additional proposals from the Committee.

If Members decide not to proceed with any of the proposals, then alternatives will need to be identified to the same value. There remain a number of risks and unknowns in the current financial climate, and for this reason, Members may want to consider how they would find any further savings if, once the settlement is finally known, there is still a gap.

2.4 In-year spending pressures

At the meeting on 18 September we reported that ETD were forecasting a net underspend of £0.058m.

Due to delays in implementation of the organisational review we were unlikely to meet the £1.1m savings target, however we have identified other one off compensatory savings within 2014/15 and have identified further on-going savings within 2015/16.

The main remaining area of risk for ETD remains around Waste, where it is difficult to predict the future volumes of waste and we continue to manage this issue closely.

2.5 Delivery of savings for 2015/16 already consulted on and agreed by Full Council in February 2014.

In February 2014, Full Council agreed £1.919m of savings for ETD to be delivered within 2015/16. Plans are in place to deliver those savings and we are on track to deliver the savings as agreed.

2.6 Business case for invest to save

Included in the new savings proposals are savings from reduction in energy usage for street lights. The savings will be delivered following investment in LED streetlights and a central management system to control the street lights. The upfront investment required will be from the Street lighting reserve, which will be replaced with savings in future years. A separate paper is included elsewhere on the agenda.

3. Issues, risks and innovation

As highlighted in paragraph 2.4 there continues to be risks around the overall waste tonnages which we will continue to manage.

The investment in Street lighting is planned to reduce the cost of street lighting energy. However there may be additional pressures due to an above inflation rise in prices impacting on the price of energy

4. Assessing the impact of the savings proposals

- 4.1 Under the Equality Act 2010, public bodies must in exercise of their public functions have due regard to:
- Eliminating unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
 - Advancing equality of opportunity between people from different groups
 - Fostering good relationships between people from different groups
- 4.2 It is up to public bodies how they go about implementing the duty, however they must be able to provide evidence upon request that due regard has genuinely been paid.
- 4.3 At the time of writing this report, individual equality impact assessments are being started on proposals that potentially have an impact on identified groups with protected characteristics. This process will include engagement with relevant groups, which will form a core part of the evidence used to prepare the assessments. Once a final set of proposals is agreed for consultation, then arrangements for relevant engagement will be finalised.
- 4.4 A full equality impact assessment report will be published alongside the Policy and Resources budget papers for 26th January 2015. This is consistent with legislation and will allow Members sufficient time to inspect each proposal's equality impact assessment (along with all the other relevant evidence), prior to the meeting on 26th January 2015 to agree the recommendations to Full Council on 16th February 2015.

5. Financial Implications

- 5.1 Local Government funding will continue to reduce in the future. With likely continued protection of health budgets, other departments will take a larger proportion of future spending reductions, regardless of which party wins the next general election.
- 5.2 Any decision by Committees to remove savings, therefore creating further pressures, or any new pressures that are identified, will need to be offset by corresponding value of savings.
- 5.3 The efficiency savings of £11.163m are split by committee as follows:

2015-16 Savings (£m) by Committee and Theme							
Theme	Adult Social Care	Children's	Communities	Environment, Development & Transport	Policy & Resources	Total	%
1 - Digital Transformation, BWOW	200	937	328	1,835	980	4,280	
2 - Procurement, commissioning	1,000	0	0	970	300	2,270	
3 - Income generation, Trading	0	0	450	450	3,204	4,104	
Subtotal 1-3	1,200	937	778	3,255	4,484	10,654	95%
4 - Demand Management	0	400	109	0	0	509	
Subtotal 4	0	400	109	0	0	509	5%
Total	1,200	1,337	887	3,255	4,484	11,163	100%

5.4 As part of the budget planning process a suite of reports will be taken to the Policy & Resources Committee in January 2015. The suite will include:

- Revenue & Capital Budget 2015-16
- Statement on the adequacy of Provisions and Reserves 2015-18
- Robustness of estimates 2015-18
- Medium Term Financial Strategy 2015-18
- Capital Strategy & Programme 2015-18
- Asset Management Plan 2015-18

6. Next steps

6.1 All service committees are meeting during October to consider the implications of latest financial forecasting, and proposals for savings. It is anticipated that a set of proposals will come forward from Committees that will enable the Council to achieve a balanced, sustainable budget. However, in the event of any outstanding shortfall, it will be for Policy and Resources to identify proposals or action to close the gap.

6.2 At its meeting on October 27th 2014, Policy and Resources Committee will receive advice and recommendations from Committees and the light of this will:

- Review all proposals from Committees to ensure that collectively they will enable the Council to achieve a balanced, sustainable budget;
- Agree any proposals which require more detailed formal consultation because of their impact on specific users or residents
- Agree arrangements for assessing the impact of any proposals in line with Equalities legislation, ensuring there are sound arrangements for individuals and groups directly affected by potential proposals to have an opportunity to voice their views.

6.3 **In November, Committees** will be able to note any feedback to date from the consultation and engagement so far. The consultation will close on December 19th 2014 and at the **January 2015** round of meetings, Committees will review the findings and public consultation, the outcome of the local government settlement, other risk and impact assessments and agree final proposed budget savings.

- 6.4 It is the role of Policy and Resources Committee to recommend a set of proposals to Full Council. This will take place at its meeting on January 26th 2015, and Full Council on February 16th will agree the Council's budget. :

7. Recommendations

The Committee is asked to:

- 7.1 Endorse the schedule of additional savings set out in Appendix A.
- 7.2 Recommend the individual savings as set out in the schedule, or identify replacement savings to equivalent value
- 7.3 Note any risks set out in section 2.5 relating to savings already consulted and agreed upon
- 7.4 Review arrangements to ensure tight control on revenue budgets and highlight any issues or risks to Policy and Resources Committee

Officer Contact

If you have any questions about matters contained or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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zAppendix A

Budget Savings 2015-18				
Environment Development and Transport Committee				
		2015-16 £m	2016-17 £m	2017-18 £m
EDT001	Management of Vacancies	-0.005		
EDT002	Review of on call arrangements with NFRS	-0.005		
EDT003	Reduce training budget	-0.025		
EDT004	Reviewing all our back office budget and systems to identify savings, e.g. process reviews, without reducing our services	-0.566		
EDT005	Introduce LED street lighting	-0.250	-0.750	
EDT006	Centralise control of software licences	-0.250		
EDT007	Revenue benefit of 'surrendering' various reserves	-0.500		
EDT008	Retendering of waste disposal contracts	-0.834		
EDT009	Re-tendering of transport contracts	-0.370		
EDT010	Highways Income	-0.200		
EDT011	Norfolk Energy Futures return on Investment	-0.050		
EDT012	Savings from new recycling contract	-0.200		
	Newly identified Savings	-3.255	-0.750	0.000
	Share of £1.7m additional savings 2015-16	-0.385		
	Total	-3.640	-0.750	0.000

Environment, Development and Transport Committee

Item No 11

Report title:	Policy and Strategy Framework – Environment, Transport and Development Department
Date of meeting:	16 October 2014
Responsible Chief Officer:	Tom McCabe – Interim Director of ETD
Strategic impact Policies and strategies are key documents setting out the strategic direction, priorities and standards for service delivery. They enable the County Council to clearly communicate and demonstrate what we aim to achieve and the principles/rules/standards that guide how we work.	

Executive summary

Information on the policies and strategies that the Environment, Transport and Development Department is responsible for compiling and implementing has been gathered into a policy and strategy framework to enable a complete view of activity across the Department. This includes a review schedule (see Appendix A) and an illustration showing linkages (see Appendix B).

Recommendations:

- **The Committee consider the review schedule set out in Appendix A and identify any reviews suitable to bring forward for earlier consideration;**
- **The Committee agree to receive an annual update on the ETD policy and strategy framework and associated activity.**

1. Proposal

- 1.1. The Environment, Transport and Development Department (ETD) is responsible for compiling and implementing a range of policies and strategies. Information on these has been gathered to enable a complete view of this activity across the Department. This is set out in two documents, which form the ETD policy and strategy framework; a review schedule (see Appendix A) and an illustration showing linkages (see Appendix B).
- 1.2. It is proposed that Members consider the review schedule set out in Appendix A and identify any reviews suitable to bring forward for earlier consideration. For example, there may be some policies Members want to have an early review of to help identify potential areas of saving. It is also proposed that an update on the framework is compiled for the Committee to consider annually, which would include the latest review schedule and information on activity relating to policy and strategy review and compilation.

2. Evidence

- 2.1. The ETD policy and strategy framework comprises two documents:-
 - Review schedule - Appendix A – this lists the policies and strategies ETD are responsible for compiling and implementing. It includes the latest date at which a review is planned to commence, and ordered with those due for

review earliest shown first. In practice, many reviews may take place in advance of this date, for example due to legislative or other changes. The style and timetable for each review will vary dependent on the type of policy or strategy and the context for the review.

- Illustration – Appendix B – this shows the policies and strategies in a diagrammatic form, along with the main operational and delivery plans associated with them. This is a simplified illustration and does not attempt to show the complete strategic context the service works within.

2.2. For the purposes of compiling the framework, the following definitions have been used:-

- **Strategy** – guides the future shape and delivery of services by setting out a high level long term vision and/or priorities;
- **Policy** – sets out a principle, protocol or set of rules that guide decisions or achieve outcomes.

In practice, some documents cover both strategy and policy elements, for example the Transport Asset Management Plan.

2.3 Note that the framework covers policies and strategies across all of the Environment, Transport and Development Department, and not just those that relate to the EDT Committee. It only covers those which are the responsibility of the ETD Department to compile and implement. It does not include policies and strategies which ETD comments on or contributes to where the responsibility for approval etc lies with another body for example some of the Local Economic Partnership documents and some Road Casualty Reduction Partnership documents.

3. Financial Implications

3.1. There are no financial implications arising from this proposal. Changes to strategies and policies may have financial implications, including enabling the delivery of savings, and these can be considered as part of individual reviews.

4. Issues, risks and innovation

4.1. All of the services provided by ETD have a statutory basis of some kind. There is a significant volume of statutory duties and legislation the department works within. The framework does not seek to duplicate or reflect all of the statutory or legal obligations the department delivers. The policies and strategies in the framework reflect areas where there is a need for the County Council to develop its own interpretation (for example highway maintenance standards) or there is a need to set out how duties will be delivered/addressed.

5. Background

5.1. All of the policies and strategies that form the framework have been approved by Members through the County Council's committee structure. A number of these also form part of the County Council's Policy Framework, as set out in the Constitution, and so require full Council approval; these are shown in **bold**.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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Environment, Transport and Development Department - Policy and strategy review schedule

The review schedule below sets out the latest date at which a review of each policy/strategy will be started. In practice, many reviews may take place in advance of this for example due to legislative or other changes, and it may be determined that some reviews are not required. The schedule below is ordered by next review dates, with those next due for review shown first.

Some of the documents listed below form part of the County Council's Policy Framework, as set out in the Constitution, and therefore require approval of full Council; these are shown in **bold**. Note that the Trading Standards Service Plan forms part of the Policy Framework but is not listed below as it is not a policy or strategy.

Name	What this covers	Date created	Date of last review	Review frequency	Next review due	Where to access/view current version	Notes	Name of officer lead(s)
1. Joint Municipal Waste Management Strategy for Norfolk 2006-2020	Sets out how Norfolk proposes to manage municipal waste up until 2020. Sets out the key aims, objectives and targets for waste collection, recycling and disposal for municipal waste.	2006	March 2006	To be determined	Currently under review	NCC website	Member Waste Action Group set up to review the County Council's responsibility for waste disposal.	Joel Hull
2. Transport Asset Management Plan 2014/15 – 2018/19	Set out an approach for the management of NCC's transport asset. It pulls together all the relevant strategies, goals, objectives, plans and methods for managing transport in the County.	24 March 2014	N/A	Annual	Currently under review	NCC website	The Plan was developed using the CSS framework document for Highway Asset Management Plans. Further guidance in the form of the Highway Infrastructure Asset Management issued 21 May 2013 and yet to be fully reviewed.	Nick Tupper
3. 'Delivering Economic Growth in Norfolk' The strategic role for Norfolk County Council 2012 – 2017	How NCC will support the economic growth of Norfolk over the coming years.	2 April 2012	N/A	5 years	Currently under review (see note)	NCC website	Work is underway to develop a Norfolk Growth Prospectus, supporting the LEP's Strategy Economic Plan, that is intended to supersede this strategy.	Fiona McDiarmid
4. Norfolk Coast Area of Outstanding Natural Beauty (AONB) Management Plan 2009-2014	Sets out the approach of the Norfolk Coast Partnership to management of the area. The Plan includes a 5 year strategy along with detailed action plans.	2009	Currently under review	5 years	Currently under review	Norfolk Coast Partnership website	Producing management policies for the area is a statutory requirement in the Countryside and Rights of Way Act 2000. This revised Plan is programmed for discussion at the November EDT Committee meeting.	John Jones
5. NCC business continuity framework	Gives the framework on how business continuity incidents are managed within NCC. Internal incidents as well as those linked to external multi-agency incidents.	2010	Currently under review	2 years	Currently under review	Protectively marked - not in public domain	To be discussed by the Policy and Resources Committee during 2014.	John Ellis
6. Street lighting policy	Sets out the street lighting standards in Norfolk, including part night lighting criteria.	14 March 2001	2010	5 years	Currently under review	NCC website	A report on energy saving options is on the agenda for this Committee meeting, the outcome of which will effectively set the parameters for any change in policy.	Nick Tupper
7. Rights of Way	Provides a strategic partnership framework for improvements to	2007	Currently	5 years	Currently	NCC website	Review carried out with Norfolk	John Jones

Name	What this covers	Date created	Date of last review	Review frequency	Next review due	Where to access/view current version	Notes	Name of officer lead(s)
Improvement Plan 2007-2017	countryside access provision in Norfolk.		under review		under review		Local Access Forum.	
8. Gypsy and Traveller Strategy – A Joint Document for Norfolk and Suffolk	A multi agency position statement for Norfolk and Suffolk, setting a consistent approach to the Gypsy and Roma Traveller community and their relationship with the settled community. The strategy is guided by subgroups covering the themes of cohesion, accommodation and education.	2012	N/A	3 years	Currently under review	Suffolk CC website	Includes a Countywide Action Plan. Subgroups meet based on task and finish projects, including those that arise through new government legislation or new initiatives.	Keren Wright
9. Local Transport Plan – Connecting Norfolk – 2011-2026	The strategy and policy framework for transport up to 2026. This is used as a guide for transport investment in Norfolk and considered by other agencies when determining planning or delivery decisions. There are separate strategy and plan elements to the document	7 March 2011	N/A	As required to ensure plan remains up to date.	2015	NCC website	The Transport Act 2000, as amended by the Local Transport Act 2008 places a duty on NCC to have an up to date Local Transport Plan. The Implementation Plan (reviewed every 4-5 years) will be reviewed in light of the Growth Deal settlement. Included on Economic Development Sub-Committee Forward Plan for January 2015.	David Cumming
10. NCC Tree Safety Management Policy	Outlines the base level inspection regime required for trees in NCC ownership and within falling distance of NCC property. Provides guidance and procedures for carrying out work.	29 October 2009	2012 (interim review)	5 years	2015	NCC website	Policy in line with national guidance on tree safety management and enables NCC to demonstrate compliance to a defensible system of tree safety management.	John Jones
11. ETD Enforcement Policy	Enforcement activities carried out by the ETD Department, including action carried out in exercise of statutory enforcement powers.	4 March 2013	2014	Annual	2015	EDT Committee papers (item 18)	Latest version discussed/approved by Communities and EDT Committees in September 2014.	Shaun Norris
12. Norfolk Minerals and Waste Development Framework – Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010-2026	Contains the spatial vision, strategic objectives and policies that set out the need for future mineral extraction and waste management facilities in Norfolk. It also contains policies that set out where, in broad terms, these developments should and should not be located. It also contains Development Management policies used in the determination of planning applications.	September 2011	N/A	5 years	2016	NCC website	A Monitoring Report is required to be produced to monitor the effectiveness of the policies annually. A revised document is planned to be adopted by the review date of 2016.	Nick Johnson
13. Parking principles	A set of concise, easy to understand statements setting out the expectations for how parking will be provided and managed in the different circumstances that exist across the county. The principles cover all on and off-street public parking, but do not cover parking associated with individual developments:	12 July 2012	N/A	5 years	2017	NCC website – cabinet papers	The principles were developed in collaboration with district councils.	David Cumming

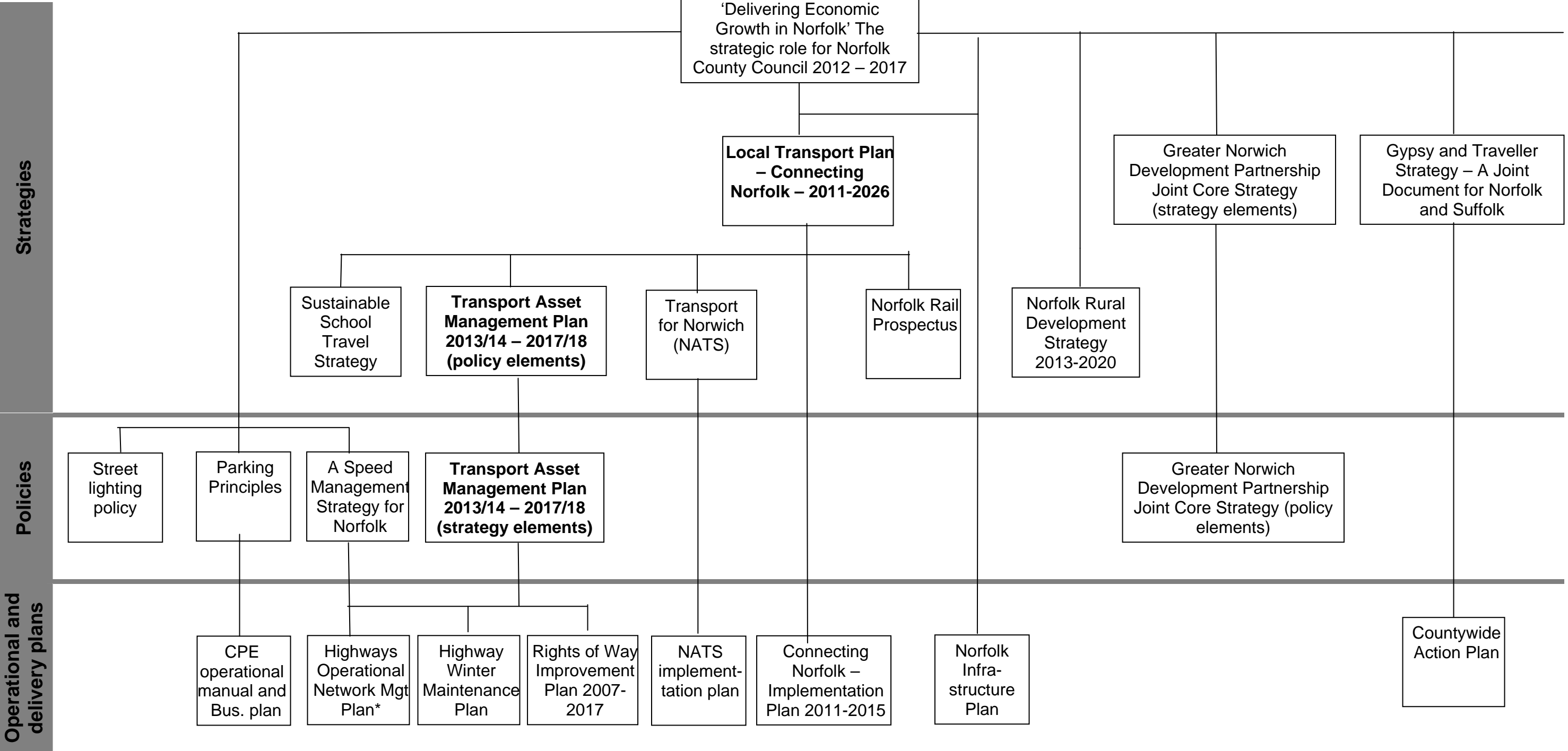
Name	What this covers	Date created	Date of last review	Review frequency	Next review due	Where to access/view current version	Notes	Name of officer lead(s)
	(e.g. housing, offices or supermarkets).							
14. Norfolk Rail Prospectus	Sets out what we feel is required to make sure that rail can serve the needs and expectations of passengers, and to ensure that it continues to support Norfolk's economy and helps deliver the housing and jobs growth planned. The Prospectus includes priorities, categorised as short, medium and long term.	January 2013	N/A	5 years	2018	NCC website		David Cumming
15. Minerals site specific allocations	Contain site allocation policies which will be used for making decisions on minerals extraction and associated development planning applications in Norfolk, together with the policies contained within the adopted Norfolk Minerals and Waste Core Strategy. The allocations documents run until the end of 2026.	28 October 2013	N/A	5 years	2018	NCC website	A Monitoring Report is required to be produced to monitor the effectiveness of the policies annually.	Nick Johnson
16. Waste site specific allocations	Contain site allocation policies which will be used for making decisions on waste management planning applications in Norfolk, together with the policies contained within the adopted Norfolk Minerals and Waste Core Strategy. The allocations documents run until the end of 2026.	28 October 2013	N/A	5 years	2018	NCC website	A Monitoring Report is required to be produced to monitor the effectiveness of the policies annually.	Nick Johnson
17. Norfolk Rural Development Strategy 2013-2020	Focused on how rural areas can be developed so that the rural economy continues to grow, the community in rural Norfolk is successful and inclusive and Norfolk's high quality natural environment is maintained and enhanced.	September 2013	N/A	5 years	2018	NCC website		Eliska Cheeseman
18. A Speed Management Strategy for Norfolk	Sets out a framework for the setting of local speed limits and deciding how and under what circumstances action should be taken to reduce speeds.	March 2001	March 2014	5 years	2019	NCC website	The strategy was compiled and has been reviewed in association with Norfolk Constabulary.	Tim Edmunds
19. Sustainable School Travel Strategy	Vision, objectives and work programme for improving accessibility to schools. Describes how we will ensure that the journey to school promotes positive behaviours, supports healthy and active lifestyles and does not become a barrier to taking up education opportunities.	2007	July 2014	5 years	2019	NCC website – EDT Committee papers, page 95	The Education and Inspections Act 2006 placed a duty on Local Authorities to promote the use of sustainable travel and transport and to publish a Sustainable School Travel Strategy (SSTS).	Niki Park
20. Recycling centres policy	Sets out the policy in relation to the provision of recycling centres, including determination of catchment areas of 8.5 miles radius and the levels of service	1985	2014	5 years	2019	Set out in various Committee reports		Kate Murrell

Name	What this covers	Date created	Date of last review	Review frequency	Next review due	Where to access/view current version	Notes	Name of officer lead(s)
	provided.							
21. Recycling credits policy	Sets out the level at which recycling credits are paid, to who and for what.	2006	2014	5 years	2019	Set out in various Committee reports		Ian Roe
22. Greater Norwich Development Partnership Joint Core Strategy	Sets out the long-term vision and objectives for the area, including strategic policies for steering and shaping development. It identifies broad locations for new housing and employment growth and changes to transport infrastructure and other supporting community facilities, as well as defining areas where development should be limited.	March 2011	January 2014	To be determined by the Partnership	To be determined by the Partnership	GNDP website	The plan forms part of the Local Plans for each district, containing strategic policies covering the period 2008-2026. The plan area is the districts of Broadland, Norwich and South Norfolk, excluding those areas administered by the Broads Authority. The County Council does not have statutory responsibility for the Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) but has been a partner in its development.	Sandra Eastaugh
23. NCC ICT Strategy and various supporting policies	Various documents setting out NCC's internal ICT strategy and policies for staff, for example information security.	Various	Various	To be reviewed as part of DNA programme	To be reviewed as part of DNA programme	Various locations on internal intranet	The Strategy and all supporting policies will be reviewed and revised as part of the DNA programme – this may result in a requirement for new policies and strategies.	Tom Baker and Mark Crannage
24. Trading Standards Consumer Support Policy	Sets out the service provision policy and standards for trading standards consumer support.	Under development	N/A	3 years	N/A	Under development	To be discussed at November Communities Committee.	Sophie Leney
25. Trading Standards Business Services Policy	Sets out the service provision policy and standards for trading standards business services.	Under development	N/A	3 years	N/A	Under development	To be discussed at November Communities Committee.	Sophie Leney
26. Local Flood Risk Management Strategy	This will be a new strategy and is currently under development. As a Lead Local Flood Authority, there is a requirement for NCC to develop, maintain, apply and monitor a Local Flood Risk Management Strategy.	Under development	N/A	5 years	N/A	Under development	The EDT Committee will receive a report on the draft Strategy at the November 2014 meeting.	Nick Johnson
27. Tomorrow's Norfolk, Today's Challenge – A Climate Change Strategy for Norfolk	Sets out the key challenges and overall priorities for addressing climate change in Norfolk.	January 2009	N/A	To be determined by the partners	To be determined by the partners	NCC website	The Strategy was developed and endorsed jointly with the other local authorities in Norfolk.	David Collinson
28. Norwich Area Transportation Strategy (Transport for Norwich)	Sets out the transport strategy for the Norwich area. A separate Implementation Plan has been produced that shows detailed plans for delivery of future improvements.	1975	2004	To be determined by the partners	To be determined by the partners	NCC website	Norfolk County Council is the lead for NATS, with both the strategy and implementation plan agreed by all local authorities in the area covered: County Council and Norwich City Council, South Norfolk Council, and Broadland District	David Cumming

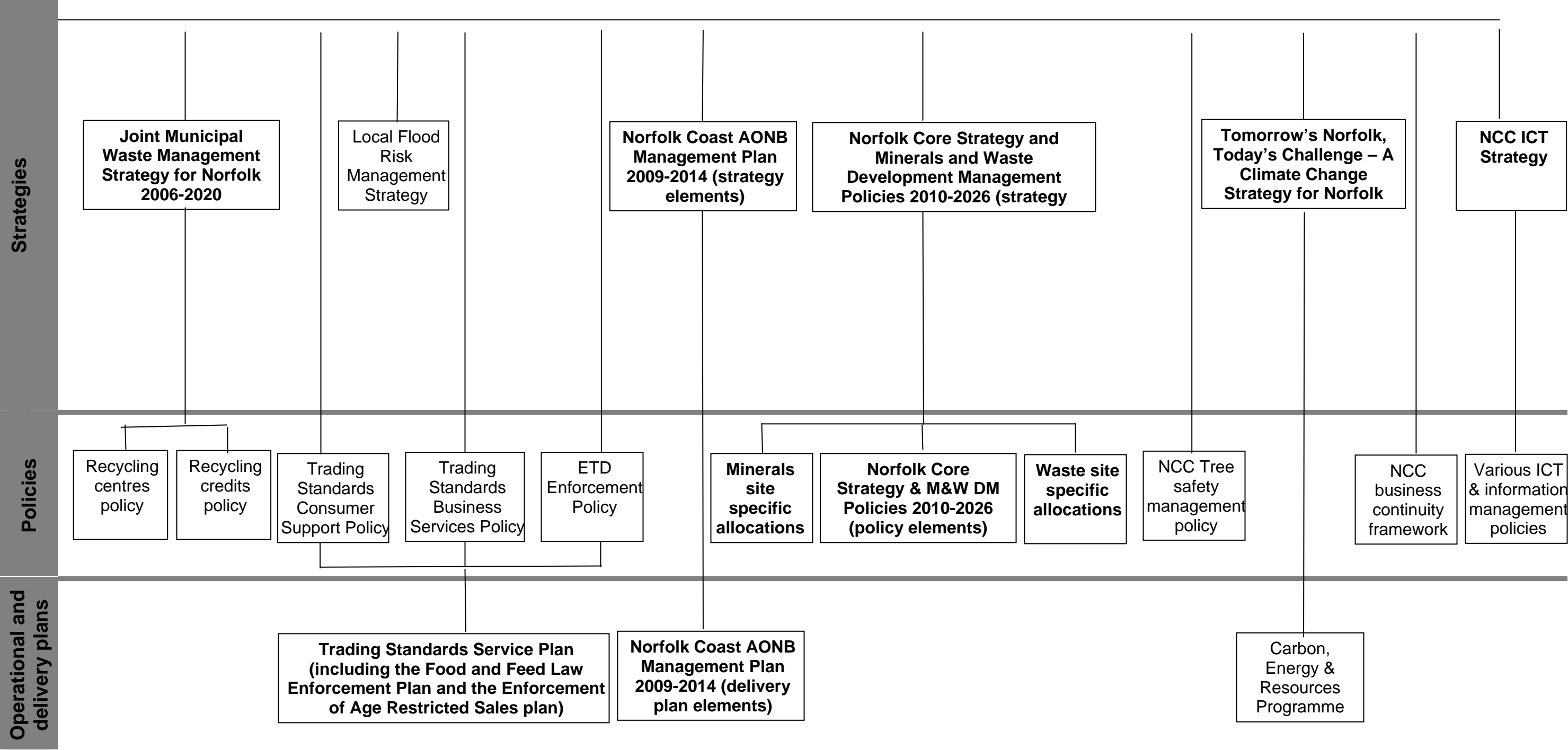
Name	What this covers	Date created	Date of last review	Review frequency	Next review due	Where to access/view current version	Notes	Name of officer lead(s)
							<p>Council.</p> <p>NATS first agreed in 1975, updated in 1991, 1998 and 2004. 1st Implementation Plan agreed 2009, refreshed in 2013.</p>	

Environment, Transport and Development Department - Policy and strategy framework illustration

The illustration below aims to show ETD policies and strategies in a diagrammatic form, along with some indication of how they fit together. This is intended to be a simplified illustration to enable the different types and ‘levels’ of documents to be understood, including policies and strategies as well as some of the detailed plans directly associated with these. In practice, the links and interdependencies associated with the framework is a complex picture that goes beyond those items shown below. Some of the documents listed below form part of the County Council’s Policy Framework, as set out in the Constitution, and therefore require approval of full Council; these are shown in **bold**.



Appendix B
Environment, Transport and Development Department - Policy and strategy framework illustration



Environment Development & Transport Service Committee

Item No 12

Report title:	Sustainable Drainage Systems Consultation
Date of meeting:	16 October 2014
Responsible Chief Officer:	Tom McCabe
Strategic impact In September the government published a consultation document entitled “Delivering Sustainable Drainage Systems”. The county council as the lead local flood authority is responsible for managing local flood risk in Norfolk and the effectiveness of any proposed system for delivering sustainable drainage will have a key impact upon the Authority’s ability to successfully manage local flood risk within the county	

Executive summary

Government is now proposing that rather than implement the proposed Sustainable Drainage Systems (SUDS) regime, the planning regime is the mechanism by which new developments are required to incorporate sustainable drainage systems. To achieve this, it is proposing to amend national planning policy and guidance to highlight sustainable drainage requirements both on plan making and when deciding planning applications. Planning Authorities will also be expected to use conditions attached to permissions or legal agreements to ensure drainage systems are installed and properly maintained. No legislative changes are proposed. The consultation document is seeking views on the proposed use of the planning regime for this purpose and particularly on the method for ensuring technical scrutiny takes place in the planning process.

Recommendations: The questions contained in consultation document have been considered and draft responses are shown below. The committee is asked to review the comments and delegate the director to respond to the consultation, subject to any changes that the committee wishes to make.

1. Proposal

Q1. Do you agree that the proposed revision to the planning policy would deliver sustainable drainage which will be maintained? If not, why?

A1. Norfolk County Council does not believe that the proposed approach would necessarily deliver sustainable drainage. The planning regime has, to date, been largely ineffective in delivering the significant uptake in sustainable drainage techniques identified as necessary in the Pitt review. Explicit references to sustainable drainage in National policy and guidance may have some positive effect, however, it will still remain one of many material considerations to be considered in the planning process. Furthermore the stated reliance on the previously published National Standards and guidance will further undermine delivery as they are currently predicated on there being no additional costs to the developer and therefore provides a “get out” clause on viability. It is the view of NCC that a development is acceptable in flood risk terms or it is

not. Notwithstanding the above, the ability of the planning regime to deliver adequate drainage schemes may be even further compromised in the short term until planning authorities are able to adopt suitable policies within their respective development plans.

With regard to maintenance, assuming that the planning regime can secure the construction of sustainable development, NCC does not believe that the planning regime is best suited to regulation of the long term operation of structures. The planning regime is specifically designed to focus on the act of development, a relatively short term process and not the long term operation and maintenance of structures and buildings. The consequences of failing to comply with planning controls is not in the first instance a criminal offence and even the subsequent failure to comply with a breach of condition notice results in a very limited financial penalty. Seeking compliance through enforcement notices is longwinded, time consuming and expensive for the LPA. If the planning regime is to be used to secure compliance in the long term it will need to be provided with the appropriate legal tools to do so.

If the planning regime is to be the preferred mechanism for delivering sustainable drainage it must be underpinned with stronger planning policies and SuDS standards to make SuDS one of the overriding material considerations, which could only be ignored in truly exceptional circumstances. Those charged with providing technical scrutiny should be adequately funded to provide this task. Finally there should be a national set of performance measures which will enable the effectiveness of the approach to be monitored and if necessary provide the evidence for early interventions to improve the uptake of SuDS systems.

Q2. How should the Local Planning Authority obtain expert advice on sustainable drainage systems and their maintenance? What are costs/benefits of different approaches?

A2. Given that the proposed threshold for application of the amended National planning policy is for 10+ properties, the number of developments that will be subject of this policy will be limited and mean that many local planning authorities would not be able to justify recruiting and developing local expertise. Procurement on a piece meal basis of external expertise is unlikely to lead to the development of technical expertise required to give consistent high quality advice on these matters. In order to improve the quality of advice it will be important to be able to concentrate expertise within bodies. For this reason I believe LLFA will probably be the most practical solution - Subject to the provision of the necessary resource. The small size of many unitary areas may also hinder this consolidation of technical expertise. .

Q3. What are the impacts of the different approaches for local planning authorities to secure expert advice within the timescales set for determining planning applications?

A1. It is not clear exactly what options for obtaining technical expertise are being proposed. To give assurance that drainage receives the appropriate level of scrutiny in the planning policy and development management processes, the responsibilities for providing this advice should be clearly laid out on a statutory basis.

Q4. Do you agree that minor size developments be exempt from the proposed revision to the planning policy and guidance? Do you think the thresholds should be higher?

A4. No the thresholds should not be higher. Experience has shown that the cumulative effects of numerous small scale development can when combined give rise to significant flood and water management issues. For example the covering of front gardens for parking spaces in urban areas. Furthermore for SuDS to achieve positive outcomes, numerous systems need to be implemented across any individual catchment, in order that critical thresholds can be reached. The more schemes that are brought into the SuDS regime, the more effective the outcomes are likely to be. In addition, experience has shown that wherever there is a threshold under which an exemption applies, developers may seek to maximise income by manipulating the development to make the most benefit from the available exemptions. The greater the threshold the greater the opportunity there is to manipulate the regime and avoid installing adequate sustainable drainage systems.

Q5. What other maintenance options could be viable? Do you have examples of their use.

A5. In reality maintenance of sustainable drainage systems represents an ongoing liability. Regardless of the option chosen the use of the planning regime to enforce control gives rise to concerns. As previously mentioned, a failure to comply with planning controls is not a criminal offence. The penalties are light and securing compliance against unwilling developers is time consuming and generally slow. There are numerous avenues open for developers to divest themselves of legal liability. This is compounded by the fact that in many cases the beneficiaries of the drainage system in flood risk terms are not those who occupy the development associated with the scheme

Q6. What evidence do you have for expected maintenance costs?

A6. Planning Authorities are unlikely to have experience of maintenance costs.

Q7. Do you expect the approach proposed to avoid increases in maintenance costs for households and developers? Would additional measures be justified to meet this aim or improve transparency of costs for households?

A7. It should be remembered that the Pitt review identified the widespread uptake of sustainable drainage systems as a key component in improving surface water management and so preventing or minimising the impacts of local flooding. Currently the financial impacts of local flooding are often borne by parties other than the developer. It is desirable to avoid imposing needless costs on developers and it may be that the cost of SuDS regime in a given proposal does not give rise to any additional costs for the developer. However, the provision of a sustainable drained development should be the objective-not the avoidance of additional costs. With regard to the approaches to maintenance contained in the consultation documents; Assuming that the sustainable drainage systems are the same regardless of the process it is difficult to see how an approach that allows for a wide range of mechanisms for securing maintenance involving any number of interested parties cannot but add to the administrative burden on the process. It is recommended that the standard approach is provided.

2. Evidence

An independent government review has already identified that the widespread uptake of sustainable drainage systems is an essential component of any strategy to prevent or mitigate the scale and impact of flooding incidents. Evidence on the best way to achieve this is extremely limited. However, drainage has always been capable of being a material consideration in the planning process. The fact that a significant increase in the use of such systems has now been identified as necessary must give rise to the question as to whether the use planning process alone is the most appropriate approach, especially as no legislative amendments are included in the proposal.

As highlighted in section 5 of this report, the original approach to increasing the uptake of sustainable drainage systems was to be through the implementation of a parallel but separate consenting regime to be administered by the Lead Local Flood Authority (LLFA). Without the benefit of running separate pilot schemes under each regime it is not possible to come to a view based on evidence. However, it is appropriate to highlight the previous record of planning and request that whatever approach is adopted, a suitable robust monitoring regime is included to allow the effectiveness of the preferred approach to be assessed.

3. Financial Implications

The county council is not the relevant planning authority for the vast majority of planning applications which may require sustainable drainage. Under the regime currently proposed, the most likely financial implications for the county council would stem from its role as the LLFA. If the LLFA becomes a statutory consultee for providing technical advice on sustainable drainage systems, as acknowledged in the consultation document, this will give rise to an additional financial burden. This will arise both from responding to planning applications and also providing technical advice at planning inquiries and policy examinations. It is not possible to calculate the exact financial impact upon the authority. This will depend upon the extent to which this cost of this new burden is offset by additional income either directly in the form of grants or from planning application fees.

There is also the potential for indirect financial implications, which may arise if the proposed approach proves to be ineffectual in providing a major uplift in the use of sustainable drainage systems. This will take the form of flood investigation costs and costs associated with seeking funding for alternative flood alleviation schemes.

4. Issues, risks and innovation

The key issues and risks have largely been covered in the draft responses to the consultation questions. However in addition to those already covered the council constitution will need to be amended to provide the relevant delegated powers. There are however several additional implications. The authority will need to amend the current constitution to provide an effective scheme of delegation to respond as a consultee. As sustainable drainage systems were identified as a key mechanism for improved management of local flood risk, it follows that there are expected to be direct environmental implications from whatever system is ultimately implemented. Good decision making and take up of SuDS could see Norfolk accommodate the planned for. growth with no increased risk of local flooding or even a reduced risk. It also follows that

poor decision making may lead to increased risk of existing and new development to surface water flooding.

Irrespective of the approach ultimately adopted the ongoing delay (The Pitt Review was published in 2008) means that there is currently no designated body to provide the technical advice necessary for proper scrutiny of applications. In the absence of such a role it is likely that District Council will in the interim seek to obtain advice from the County Council as the lead local flood Authority. The authority does process the technical expertise but is not currently resourced to fulfil this role.

5. Background

After the extensive flooding of 2007 in which 55,000 properties were flooded the government commissioned an independent review (The Pitt Review) to, among other matters, identify the causes of the flooding and how in future we can best predict, prevent or mitigate the scale and impact of flooding incidents. One of the key finding of the review was that the increased use of Sustainable Drainage systems were required to reduce the risk of “flash flooding”.

SuDS are an approach to managing rainwater falling on roofs and other surfaces through a sequence of actions. The key objectives are to manage the flow rate and volume of surface runoff to reduce the risk of flooding and water pollution. The common aim is to achieve runoff volumes and rates that match those of undeveloped greenfield sites.

The Flood and Water Management Act 2010, which was the legislative response to the Pitt review, contained provisions for a separate statutory regime for the approval, monitoring, adoption and maintenance of new sustainable drainage systems. Under the proposed regime the County Council were to have played a key role. As the SuDs Approval Body (SAB) the authority would have had statutory responsibility for determining applications for SuDS, monitoring their construction, adopting properly constructed drainage schemes and maintaining them. All of which was to be underpinned by powers both to enforce and to secure payments from land owners for the work. The government have previously consulted on the implementation of this scheme in 2011 and have repeatedly published their commitment to its implementation. This latest consultation represents an alternative approach to that contained in the Flood and Water Management Act 2010.

The new proposal is to amend the national guidance contained within the current National Planning Policy Framework (NPPF) and the accompanying National Planning Policy Guidance (NPPG). It is considered by Government that through this approach local plan making and decision making will be sufficiently strengthened to ensure proper scrutiny of drainage proposals of new development. It is also suggested that planning conditions or legal agreements can be used to ensure that agreed schemes are properly delivered and maintained.

Background Papers –

The Pitt Review – Learning lessons from the 2007 floods, June 2008
Delivering Sustainable Drainage Systems, September 2014, DEFRA, DCLG

Officer Contact

If you have any questions about matters contained or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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