



**Norfolk County Council**

# **Environment, Development and Transport Committee**

Date: **Friday, 09 November 2018**

Time: **10:00**

Venue: **Edwards Room, County Hall,  
Martineau Lane, Norwich, Norfolk, NR1 2DH**

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

## **Membership**

Mr M Wilby (Chairman)

Mr M Castle

Mr S Clancy (Vice-Chairman)

Mr P Duigan

Mr T East

Mr S Eyre

Mr C Foulger

Mr A Grant

Mr T Jermy

Ms J Oliver

Mr B Spratt

Mrs C Walker

Mr T White

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

Hollie Adams on 01603 223029  
or email [committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)

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# Agenda

## Break for Norfolk County Council Act of Remembrance

A break will be held at 10:45 to allow Members and attendees of the Committee to attend the Norfolk County Council Act of Remembrance which is taking place at **10.50am** in the Marble Map area at County Hall.

### 1. To receive apologies and details of any substitute members attending

### 2. Minutes

Page 5

To agree the minutes of the meeting of the 12 October 2018

### 3. Declarations of Interest

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, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
  - Exercising functions of a public nature.
  - Directed to charitable purposes; or
  - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management. If that is the case then you must declare such an interest but can speak and vote on the matter.

### 4. Any items of business the Chairman decides should be considered as a matter of urgency

## **5. Public Question Time**

Fifteen minutes for questions from members of the public of which due notice has been given.

Please note that all questions must be received by the Committee Team ([committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)) by **5pm Tuesday 6 November 2018**.

For guidance on submitting a public question, please visit [www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee](http://www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee)

## **6. Local Member Issues/ Member Questions**

Fifteen minutes for local member 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](mailto:committees@norfolk.gov.uk)) by **5pm on Tuesday 6 November 2018**.

## **7. Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on.**

## **8. Norfolk Strategic Infrastructure Plan refreshed for 2018**

**Page 19**

A report by the Executive Director of Community and Environmental Services

## **9. Update on Recycling Norfolk's Disused Railways Project**

**Page 22**

A report by the Executive Director of Community and Environmental Services

## **10. Recycling Centre Sites and Service provision**

**Page 34**

A report by the Executive Director of Community and Environmental Services

## **11. Residual Waste Contract arrangements**

**Page 41**

A report by the Executive Director of Community and Environmental Services

## **12. Norwich Western Link - Options proposal**

**Page 47**

A report by the Executive Director of Community and Environmental Services

**13. Finance monitoring** **Page 58**

A report by the Executive Director of Community and Environmental Services

**14. Forward Plan and decisions taken under delegated authority** **Page 63**

A report by the Executive Director of Community and Environmental Services

**15. Member Working Group Terms of Reference** **Page 69**

A report by the Executive Director of Community and Environmental Services

**Group Meetings**

Conservative	9:00am Conservative Group Room, Ground Floor
Labour	9:00am Labour Group Room, Ground Floor
Liberal Democrats	9:00am Liberal Democrats Group Room, Ground Floor

**Chris Walton**  
**Head of Democratic Services**  
County Hall  
Martineau Lane  
Norwich  
NR1 2DH

Date Agenda Published: 05 November 2018

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## Environment, Development and Transport Committee

Minutes of the Meeting held on Friday, 12 October 2018  
at 10am in the Edwards Room, County Hall

**Present:**

Mr M Wilby - Chair

Mr M Castle

M Chenery of Horsbrugh

Mr S Clancy (Vice-Chairman)

Mr P Duigan

Mr T East

Mr C Foulger

Mr B Long

Mr S Morpew

Ms J Oliver

Mr B Spratt

Mrs C Walker

Mr A White

**Also Present:**

Cllr Alexandra Kemp

### 1. Chairman's Announcements

- 1.1 The Chairman spoke about the passing of Adrian Gunson who was a Councillor on Norfolk County Council for over 40yrs and awarded an MBE for services to Norfolk; he helped start plans for the Norwich Distributor Road and was pleased to see it come to fruition. Mr Gunson was passionate about his job, transportation and planning. The Committee thanked him for what he achieved for Norfolk.
- 1.2 Mr T East spoke of his relationship with Mr Gunson in his early days on the Council who he recalled as an approachable man, and paid recognition to his supportive wife who helped him attend meetings when he had mobility problems. He recalled memories of Mr Gunson during elections and that he was supportive of all party views.
- 1.3 Mr B Spratt recalled working with Mr Gunson on the Pulham roundabout and A11 bypass; he paid tribute to Mr Gunson as a lovely man to work with
- 1.4 Mrs C Walker recalled Mr Gunson as a gentleman, and felt his loss was sad to both the Council and Conservative Party

### 2. Apologies and Substitutions

- 2.1 Apologies were received from Mr S Eyre (M Chenery of Horsbrugh substituting), Mr A Grant (Mr B Long) and Mr T Jermy (Mr S Morpew substituting)

### 3. Minutes

- 3.1 The minutes of the meeting held on 07 September 2018 were agreed as an accurate record and signed by the Chairman.

#### **4. Members to Declare any Interests**

4.1 No interests were declared.

#### **5. Urgent Business**

5.1 There were no matters of urgent business.

#### **6. Public Questions**

6.1 Eight public questions were received and the answers circulated; see Appendix A.

#### **7. Member Questions**

7.1 Mr Castle spoke about the issues in his question: in the last 5 years, passenger numbers from Yarmouth had fallen in contrast to increasing numbers across Norfolk impacted by unreliability of trains; he felt it was important for Yarmouth to become a service for long distance trains and press for the Stansted service in the subsequent rail franchise.

7.2 Cllr Kemp asked a supplementary question: King's Lynn had been identified as having lower than national bus use; she felt the list should address that people couldn't access work by bus due to running times and some people in villages could not access health appointments. She asked if bus availability could be increased to reduce emissions and how funding would be achieved to do this while maximising use of bus lanes.

7.3 The Chairman replied that Officers would take these comments on board. As Leader of the Borough Council of King's Lynn & West Norfolk, Mr B Long knew of the emissions in King's Lynn. Diesel emission monitoring had designated an air quality management area in West Norfolk; some of the worst areas identified were on London road.

#### **8. Verbal update from Members of the Committee about Member Working Groups or bodies that they sit on.**

8.1 No updates were given.

#### **9. Statement of Community Involvement**

9.1 The Committee considered the report outlining Norfolk County Council's Statement of Community Involvement, reviewed in accordance with Norfolk County Council's adopted Minerals & Waste Development Scheme timetable to keep it up-to-date.

9.2 The Committee **RECOMMENDED** to Full Council to resolve to formally adopt the 2018 Norfolk Statement of Community Involvement (Appendix 1 to the report)

#### **10. Annual review of enforcement policy**

10.1 The Committee received the report outlining changes to the Enforcement Policy which had been reviewed and updated. The only major change was to the blue badge protocol

10.2 During discussion & in response to Member queries the following points were noted:

- It would be helpful for a summary of key areas of enforcement and key successes to be available to the public; Officers took this suggestion on board and **agreed** to

circulate information to Members of the Committee

- The issue of planning enforcement, raised in the report, had been discussed at a Norfolk Leaders meeting; it has been suggested, as per a similar scheme to that piloted in West Norfolk, a pool of funds could be created by a number of agencies to allow quick response to issues; the fund being replenished by the responsible agency
- The Head of Planning reported that the most effective agency from a legal perspective was the Environment Agency, so it would be best for them to take the lead with the Council's support
- The Assistant Director of Highways and Waste confirmed that the policy on culverts had not changed; private owners of culverts should engage with area highway staff if changes or repairs were needed and engage certified contractors

10.3 The Committee **CONFIRMED** the revised Community and Environmental Services Enforcement Policy and its annex documents meet the requirements of Environment, Development and Transport Committee services, prior to final approval by the Policy & Resources Committee who are the approval body for the policy.

## 11. Strategic and financial planning

11.1 The Committee considered the report giving an update on the Service Committee's detailed planning to feed into the Council's budget process for 2019-20.

11.2 During discussion & in response to Member queries the following points were noted:

- In the services reporting to Committee, the highest staff turnover was in Support and Development
- The Chairman clarified he said do-it-yourself waste was a "popular service to residents"
- The Executive Director of Community and Environmental Services confirmed the only upward budget pressure at this stage was normal inflation; there were two unknowns: waste tonnage for disposal, which was on track so far, and winter costs
- The waste pressure assumption of £1.7m over the next three years was expected to be stable and provision already built into budgets.
- The interest on capital expenditure would be reflected in the Policy and Resources Committee overall position
- To release revenue savings, items under the revenue budget would be capitalised such as finger post replacement under Public Rights of Way, road markings in Norwich, fencing repairs, drainage repairs and routine works on kerbing repairs.
- The overall borrowing strategy did not look at specific assets but was matched to them where possible; assets were reflected in the minimum revenue provision set aside
- Financing options were being looked at and discussions held with contractors about upgrading further main road and residential street lights to LED
- There had been a reduction in posts from the CES Department structure over the last few years, and at the same time other externally funded posts had been added into the structure; the Head of Support and Development for Community and Environmental Services **agreed** to find out and circulate exact figures to Committee Members after the meeting
- It was noted that it was important to optimise energy use across the whole Council
- The street lighting contract was reviewed periodically to ensure value for money
- The business rates forecast would be reflected in the January 2019 report, however was a Policy and Resources Committee issue

11.3 1) The Committee unanimously **AGREED** to **CONSIDER** the content of the report and

the continuing progress of change and transformation of Environment Development and Transport services

- 2) The Committee unanimously **AGREED** to **NOTE** the Council's latest budget assumptions and pressures, and the resulting revised forecast budget gap of £45.322m, which had been updated by Policy and Resources Committee to reflect the latest available information and following Service Committee input in September (paragraph 4.3 and table 1 of the report)
- 3) The Committee unanimously **AGREED** to **NOTE** the revised council tax planning assumptions set out in table 2 of the report
- 4) With 9 votes for and 4 abstentions, the Committee **RESOLVED** to **AGREE** to **APPROVE** the proposed savings for the 2019-20 budget round for recommendation to Policy and Resources Committee in October (table 5 of the report), in particular confirming those savings that were recommended to require consultation as set out in paragraph 6.4 of the report
- 5) The Committee unanimously **AGREED** to **CONSIDER** further key areas of risk in relation to 2019-22 budget planning for the Committee's budgets, including any additional pressures and the robustness of existing planned savings as set out in table 4 of the report, noting that any changes may impact on the overall budget gap and would require additional offsetting savings to be found
- 6) The Committee unanimously **AGREED** to **NOTE** the budget planning timetable (section 7 of the report)

## 12. Annual Local Levy Setting for the Regional Flood and Coastal Committee

- 12.1 The Committee received the report seeking Norfolk County Council's position on the annual Local levy vote for the Eastern Regional Flood and Coastal Committee.
- 12.2 During discussion & in response to Member queries the following points were noted:
  - The Flood and Water Manager **agreed** to provide information as requested by the Vice-Chairman
  - As Norfolk County Council had two votes they could be outvoted; it was required to pay the levy as agreed by the Regional Flood and Coastal Committee
  - At the last vote Norfolk County Council were outvoted, with a 5% increase agreed
  - Some of the Councils involved had no internal drainage boards
  - The Chairman recommended to Committee a 3% increase
- 12.3 The Committee **AGREED** to put forward a 3% increase as Norfolk County Council's preferred position on the annual Local Levy at the Eastern Regional Flood and Coastal Committee meeting in October 2018

## 13. Consultation on shale gas

- 13.1 The Committee discussed the report outlining the Department for Business, Energy & Industrial Strategy consultation document seeking views on the criteria to be used for inclusion of shale gas production under the nationally significant infrastructure regime.
- 13.2 Mr T East **proposed**, seconded by Mr S Mophew, that the response over fracking was made stronger, emphasising how unwise and unpopular the government's proposal was to bypass local communities and Councils. He felt the decision should be made at a local level and raised concern about permitted planning rights being allowed by government. With 3 votes in favour and 10 votes against, the proposal was lost.
- 13.3 During discussion & in response to Member queries the following points were noted:
  - Some Members felt the response should be more emphatic

- On shore fracking operations were unlikely to be proposed in Norfolk
- Past work on fracking had proved the only scope for fracking in Norfolk was a very small possibility in the West of Norfolk
- The Council was not the determining body for national infrastructure projects; the consultation proposed taking powers of determination over this type of minerals development away from Councils

13.4 The Committee **AGREED** to respond to the above consultations in line with the comments listed in Appendix A and Appendix B attached to the report.

#### 14. Recommendations of Greater Norwich Development Partnership (GNDP) Board

14.1 The Committee considered the report outlining the recommendation from the Greater Norwich Development Partnership Board meeting on the 26 September 2018.

14.2 During discussion & in response to Member queries the following points were noted:

- Further investigation into registers for brownfield sites may be helpful; the Principal Planner **agreed** to send information to Mr B Spratt on this
- Government incentives would be needed to successfully bring forward developments on brownfield sites; Government lobbying would be needed
- Developing brownfield sites could be difficult due to pollution and Government incentives
- Board Members had received a briefing on growth options and new settlement requirements; if these became part of the plan they would be subject to wider scrutiny and consultation
- Members of the Planning Committee and their substitutes had received a training session on the NPPF (National Planning Policy Framework)

14.3 The Committee **AGREED** to:

- **NOTE** progress on the production of the Greater Norwich Local Plan; and
- **ENDORSE** the consultation on new and revised site proposals

#### 15. Norwich Western Link Update and Consultation Proposal

15.1 The Committee discussed the report providing an update on the progress of the Norwich Western Link project and the work undertaken since October 2017.

15.2 During discussion & in response to Member queries the following points were noted:

- The Broadland Northway (formerly Norwich Distributor Road, NDR) had been a success and good responses received
- High level objective H4 (improved environment) related to balancing the need for a solution for communities while working with environmental bodies on the impacts of the options; feedback from the consultation would be expected on these points
- Learning from the Broadland Northway project would be applied to the Norwich Western Link project
- Members had not received final costs for the Broadland Northway project; it was suggested that this information should be factored in to the Western Link project
- Including mitigations for project disruptions during construction was suggested as useful
- Surveys were being undertaken for the Broadland Northway monitoring process; results would be reported when available
- Norfolk had been shortlisted for the Transforming Cities Fund which could bring benefits for the Norwich area
- Dereham could benefit from the Norwich economic area after completion of the new

road and was included as one of the locations for consultation

- Cost of bat bridges and their effectiveness was discussed; there was a significant bat population around the Broadland Northway and all work on the project had been agreed with statutory environmental bodies. Bat bridges would be reviewed as part of the Broadland Northway monitoring work to inform their use in future projects
- The road would help with issues of rat running experienced in adjoining areas

15.3 The Committee:

1. **NOTED** the progress with the project
2. **AGREED** in principle to plan for the non-statutory consultation on shortlisting of options which will be subject to detailed approval at the November 2018 Committee meeting

## 16. Concessionary travel scheme for older and disabled people

16.1 The Committee received the report giving detail on the English National Concessionary Travel Scheme (ENCTS) and the situation on the ENCTS in Norfolk. At the time, not enough money was provided by Government to cover the scheme in Norfolk; there was no scope to make savings within the scheme as it was mandatory.

16.2 During discussion & in response to Member queries the following points were noted:

- It was suggested that petitions and lobbying by bus companies might be more effective than lobbying MPs; the Chairman felt all Norfolk MPs should be lobbied to target all areas of the County
- It was felt fairer funding should be received from Government
- The Head of Passenger Transport confirmed that lobbying was carried out in 2011; bus operators had written separately to their local MPs
- The Head of Passenger Transport **agreed** to provide evidence about progress of the service from 2011-2018 for Members to use when lobbying
- The Executive Director of Community and Environmental Services clarified this was a national scheme and there was no hint it would be changed. Councils were required to administer the scheme, regardless of cost
- Hampshire had introduced a scheme where passengers made a small contribution towards bus fares
- The subsidy given to bus companies could help keep retain some rural bus routes
- Mr Castle proposed ruling out charging people for concessionary bus passes as he felt more funding should be provided by the Treasury. The Chairman felt a full review of the system should be asked for and the situation at Hampshire followed

16.3 The Committee:

- **NOTED** the contents of this report and the shortfall in concessionary funding, **AGREED** to seek support from Norfolk's MPs and **ASKED** the Chairman to write to MPs with evidence of figures that Norfolk was short, and to put Norfolk's case to Chris Grayling, MP, for a fairer settlement to cover the full costs of the English National Concessionary Travel Scheme for Norfolk, and for a full review of the system

## 17. A47 Blofield to Burlingham Dualling Scheme

17.1 The Committee considered the report outlining details for the proposal for the A47 Blofield to Burlingham Dualling Scheme. Highways England had issued proposals for comment; after this, they would come forward with proposals for a development consent order. The Secretary of State would make the final decision on the proposals and consent order. Development was expected to start in 2021 and finish in 2022.

- 17.2 During discussion & in response to Member queries the following points were noted:
- The Vice-Chair felt the Council should push the Blofield to Burlingham dualling scheme, and the other committed projects in the Road Investment Strategy one programme, with agencies and Committee should endorse the whole programme to ensure schemes progress as quickly as possible; he proposed that the Chairman write to the Minister to seek confirmation that the schemes would be delivered to the previously published timetables
  - Work on A47 improvements had progressed slowly since funding announcements & there were concerns about the Thickthorn Junction; work was needed to ensure work on schemes continued at pace and all schemes continued
  - Complete dualling of the A47 was welcomed
  - Environmental and flooding issues on the A47 should be resolved and clearly communicated to the public
  - Local residents had lobbied Committee about provision of a footbridge across the A47; it was felt Members should support the proposals and take this on board
  - The Interim Team Leader for Transport confirmed that discussions were underway related to Thickthorn Roundabout
- 17.3 The Committee:
- (a) **SUPPORTED** the principle of dualling the A47 between Blofield and Burlingham subject to the detailed issues and comments set out in the report being resolved with Highways England
  - (b) **AGREED** to highlight the suggestion for footbridges for pedestrians and cyclists in the response to the consultation, in addition to the items raised in the report
  - (c) **AGREED** that the Executive Director Community and Environmental Services agree the final response in consultation with the Chair and Vice Chair of Environment, Development and Transport Committee under delegated authority.

## 18. Performance Management

- 18.1 The Committee received the report based upon the revised Performance Management System implemented as of 1 April 2016 and providing data against the 2018/19 Vital Signs list from measures contained within the 'plans on a page'.
- 18.2 During discussion & in response to Member queries the following points were noted:
- It was requested that the 'out of focus crosses' be removed from future reports
  - The reporting issue for one of the highways indicators had been resolved and data would be included in future reports
  - The planning measure was being reviewed to ensure it could be shown in a way that gave a better indication of performance
- 18.3 The Committee **REVIEWED** and **COMMENTED** on the performance data, information and analysis presented in the body of the report and **DETERMINED** that the recommended actions identified are appropriate

## 19. Risk Management

- 19.1 The Committee considered the report giving information from the latest Environment Development and Transport Committee risk register as at October 2018, following the latest review conducted in September 2018.
- 19.2 The Committee **CONSIDERED**:
- a) The changes to EDT departmental risks since the last Risk Management report was reported to this Committee in July 2018, in Appendix A of the report

- b) The risks reported by exception in Appendix B of the report
- c) The summary of EDT departmental risks in Appendix C of the report
- d) The list of possible actions, suggested prompts and challenges presented for information in Appendix D of the report
- e) The background information to put the risk scoring into context, shown in Appendix E of the report

## 20. Finance monitoring

- 20.1 The Committee received the report providing financial monitoring information for the services reporting to this Committee for 2018-19.
- 20.2 The Committee **NOTED**:
- a) The 2018-19 revenue budget the Environment, Development and Transport Committee and the current forecast outturn position
  - b) The Capital programme for this Committee.
  - c) The balance of reserves brought forward to 2018-19.

## 21. Forward plan and decisions taken under delegated authority

- 21.1 The Committee reviewed the forward plan and decisions taken by Officers under delegated authority.
- 21.2 A further report on river de-maining would be added to the forward plan. This was discussed:
- Mr B Long declared an interest as acting chairman of the King's Lynn Internal Drainage Board, who had de-mained 3 rivers. He discussed that if water was managed before coming to drainage board areas it mitigated issues
  - The Committee had not agreed the previous report on river de-maining over concerns over cost-shunting, hidden costs to district councils and requiring more information about costs to district councils
  - When the report had last been presented to Committee, Members felt that feedback from District Councils on the de-maining was needed
- 21.3 Confirmation of the Rail Strategy for Norfolk and opinions for Rail Development for Norfolk would added to the forward plan.
- 23.4 The Committee:
1. **REVIEWED** the Forward Plan at Appendix A and identified the above additions
  2. **NOTED** the delegated decisions set out in Section 2 of this report.

The meeting closed at 12.05

**Mr Martin Wilby, Chairman,  
Environment Development and Transport Committee**

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## MEMBER/PUBLIC QUESTIONS TO ENVIRONMENT, TRANSPORT AND DEVELOPMENT COMMITTEE: FRIDAY 12 OCTOBER 2018

### 5. PUBLIC QUESTIONS

#### 5.1 Question from David Ellis

Are the Committee aware that at present the Residents of North Burlingham, Lingwood and Acle can walk or cycle directly between communities, but that the current Highways England A47 Dualling scheme removes those options?

#### Response by Chairman of EDT Committee

This question relates to the agenda item setting out the basis for the County Council's suggested response to Highways England's proposals to dual the A47 between Blofield to Birmingham.

Section 2.22 of the report deals with this issue.

Members will be aware that people walking or cycling between these communities will need to cross the existing A47 and that currently there is no provision for crossing movements. It is acknowledged that the proposals will not allow for direct crossing movements and that is why the report to Members is suggesting that the council replies to the consultation requesting that Highways England further considers this matter.

Highways England has indicated to officers that it might be possible for Highways England to apply for designated funds to improve pedestrian connections across the A47. This potentially provides the means to access additional funding for a crossing, allowing Highways England to deliver the dualling scheme within budget whilst also addressing the concerns.

I would support such a bid by Highways England.

#### 5.2 Question from Isobel Ashworth

Are the Committee aware that the only foot/cycle link provided under the current Highways England A47 Dualling scheme, Burlingham to Lingwood, involves a 3km detour via Blofield?

#### Response by Chairman of EDT Committee

Again this relates to the agenda item on the A47 Blofield to Burlingham dualling proposals from Highways England.

Norfolk County Council is aware of the issue. This is dealt with in Section 2.23 of the report.

### **5.3 Question from Giles Mack**

Are the Committee aware that the proposed White House flyover has no footpath provision for walkers or cyclists wanting to access Lingwood/Acle and that as a consequence, no Lingwood child can safely cross to Acle Academy, their designated school?

#### **Response by Chairman of EDT Committee**

Again this relates to the agenda item on the A47 Blofield to Burlingham dualling proposals from Highways England.

Whitehouse Flyover is the proposed new bridge across the A47 at the eastern end of the scheme at the B1140. The PEIR does not explicitly state whether pedestrian or cyclist provision would be incorporated at the junction.

Highways England have however indicated to officers that no provision is currently proposed but that it might be possible to accommodate some provision across the structure.

If Members are minded to support foot or cycle provision on this bridge, the county council's response could request Highways England consider suitable provision.

However, Members should note that there is currently no cycle or pedestrian facility at the existing junction, and the PEIR notes that from surveys "Very few NMU movements were recorded at the junctions of the A47 with the B1140 and South Walsham Road on each of the survey days. The only crossing movements of the A47 to access the side roads were undertaken by cyclists with a maximum two-way flow over the 12hr period of 9 users and this was observed on a Saturday."

The A47 has historically been a barrier in public access separating the two settlements of Burlingham and Lingwood. Burlingham Woods north of the A47, associated permissive paths and the Public Rights of Way network are all popular with pedestrians and dog walkers. The surveys conducted by Highways England support this, with 90 users having walked along Burlingham FP1 one Sunday, other days in the Highways England survey showed consistently high use, however it was noted that very few users, and on most days, no-one would choose to cross the A47. As a contrast the usage (according to Highways England PEIR Report) on the Public Rights of Way network south of the A47 was recorded as low. Two close settlements having such a huge contrast in usage indicates that the A47 is likely to be acting as a substantial barrier to walkers.

### **5.4 Question from Martin Goodson**

Are the Committee aware that early schemes showed a footbridge at North Burlingham - but it has been erased from the present Highways England A47 Dualling scheme and that as a consequence no Burlingham child can safely and directly cross to Lingwood School, their designated school?

## **Response by Chairman of EDT Committee**

This also relates to the agenda item on the A47 Blofield to Burlingham dualling proposals from Highways England.

Highways England has shown a number of different possible layouts for the proposal during the development of the scheme. However, the proposal that we are being asked to consider is that which they have published as part of the current consultation, and which does not show the footbridge at North Burlingham. The fact that this might have appeared in a previous version of the proposals is not considered material to our response.

It is accepted that, without a bridge, the route between Burlingham and Lingwood would be longer. Currently the distance between the centre of Burlingham and Lingwood Primary is around 2,800m. With the A47 dualling, and using the Blofield Overbridge, it would be around 4,500m.

As stated in the response to David Ellis the report to Members is suggesting that the council replies to the consultation requesting that Highways England further considers the matter of a footbridge at this point.

### **5.5 Question from Chris Gates**

Are the Committee aware that from the outset the Residents of North Burlingham, Lingwood and Acle have asked Highways England for a crossing at North Burlingham and a short extension to the existing footpath that would complete the link to Acle, in line with the promises contained within HE publications to maintain existing access?

#### **Response by Chairman of EDT Committee**

Again this relates to the agenda item on the A47 Blofield to Burlingham dualling proposals from Highways England.

This is the first time that this has brought to the attention of the committee so the committee was not aware of this.

### **5.6 Question from Mark Hunt**

Are the Committee aware that a petition raised at Burlingham and Lingwood to the proposal that "if Highways England were to provide a crossing at Burlingham and an extension to the footway to Acle I would use them" was signed by 607 and handed to Highways England at Acle on 22nd September?

#### **Response by Chairman of EDT Committee**

Again this relates to the agenda item on the A47 Blofield to Burlingham dualling proposals from Highways England.

This is the first time that this has brought to the attention of the committee, so the committee was not aware of this.

## 5.7 Question from Richard Morton

Are the Committee aware that in the 2015 joint NCC / Broadland DC A47 Dualling study, a crossing at Burlingham was characterised as “vital” to a Community otherwise to be severed by a dualled A47?

### Response by Chairman of EDT Committee

Again this relates to the agenda item on the A47 Blofield to Burlingham dualling proposals from Highways England.

This is the first time that this has brought to the attention of the committee so the committee was not aware of this. I would ask that you give clarification of the report to which you refer as the 'joint Broadland / Norfolk County Council' one since officers are not aware of this report.

## 5.8 Question from Simon Callan

Would the Committee provide evidence to show why the proposed junction of the B1140 and A47 is safer for cyclists and the occasional pedestrian in crossing the road than a roundabout, and whether they would be willing to consider a roundabout for this junction. This is a very dangerous crossing and will be even more so when the dualling runs from Acle to Norwich. The A47 (A12) at Hopton had a new junction put in when the road was dualled but it had to be changed to a roundabout as the junction was too dangerous.

### Response by Chairman of EDT Committee

The proposals for dualling the A47, which in principle the county council fully support, are being made by Highways England. It would therefore be for Highways England to provide supporting evidence for their proposals.

Norfolk County Council is being consulted on the proposals and a basis for our suggested response is outlined in the EDT committee report, A47 Blofield to Burlingham Dualling Scheme. The suggested response, which committee will be asked to consider, is supportive of the principal of the proposed junction arrangement.

This is for a number of reasons, not least that grade separation provides the best solution for A47 traffic, enabling the road to serve its intended purpose as the main strategic trunk road connection to Great Yarmouth and Lowestoft.

Turning to the safety aspects, whilst roundabouts have a better safety record than most other junctions for cars and larger motor vehicles, it has long been known that they are one of the most hazardous junction types for cyclists. Transport Research Laboratory (TRL) report 285 states:

‘Roundabouts are a common junction type in the UK. They provide for a range of traffic movements and have a good overall accident record.

However, it has been known for some time that they are one of the most hazardous junction types for pedal cyclists and motor cyclists. A disproportionate number of pedal cyclists accidents occur at roundabouts

and cyclists tend to avoid large and busy roundabouts because they are difficult to negotiate safely.'

In terms of accident statistics, the report goes on to state:

'Pedal cycles were involved in 9% of all vehicle accidents at roundabouts, compared to 7% at T- or staggered junctions, 5% at crossroads, and 5% at non-junction sites. 11% of pedal cycle accidents at roundabouts were classified as fatal or serious, compared to 10% for all road users.'

The most frequent type of cyclist accident at roundabouts involves a circulating cyclist being struck by an entering motor vehicle, probably due to their lack of conspicuity compared to a motor vehicle.

An overbridge, as suggested in the proposals by Highways England, will remove pedestrians and cyclists from the main turning movements associated with the B1140/A47 junction. Those crossing movements that do occur will be at simple priority junctions and completely avoid the high speed A47 dual carriageway which is inherently more unsafe to cross at grade.

## **6. MEMBER QUESTIONS**

### **6.1 Question from Cllr Mick Castle**

I would like to ask the Chairman if he will make representations to Abellio Greater Anglia regarding the almost daily cancellation of early morning trains on the Gt Yarmouth – Norwich line which undermines passenger confidence and reflects adversely on the town as a place to do business.

Does he agree with me and the East Norfolk Transport Users Association that as one of the Country's top seaside resorts the town deserves to become the terminus for longer distance Abellio cross-country journeys to Cambridge and Stansted Airport once new trains become operational over the next 2 years?

### **Response by Chairman of EDT Committee**

I agree that it is disappointing and unacceptable for train services to be routinely cancelled. I have asked officers to take this up with Greater Anglia to give an understanding about how often trains have been cancelled, and the reasons for any cancellations.

When a response has been received I can circulate this to members of the committee.

The terms of the franchise awarded to Greater Anglia by government do not include an extension (of the train service from Cambridge to Norwich) to Great Yarmouth. They do however include an extension of the service to Stansted Airport. Given that an extension to Great Yarmouth is not included in the franchise specification awarded by government, and the likely practical difficulties involved in extending services, I think it unlikely that this is something that could be achieved in the current franchise period, which runs until 2025.

## 6.2 Question from Cllr Alexandra Kemp

### King's Lynn Transport Plan: Increasing Bus Travel & Restoring Hardings Way Cycle Counters

The Lynn Transport Plan identified West Norfolk has the third greatest increase of emissions in the UK. The Borough had the highest levels of CO2 per capita emissions in Norfolk in 2016; 29% higher than the Norfolk average; 34% higher than the England average. Use of public transport is lower than the national average: will the Committee ensure KLATS' Long List supports increased bus travel, walking and cycling into Lynn's town centre; and restore Hardings Way Bus Lane Cycle Counters to measure success in achieving modal shift?

### **Response by Chairman of EDT Committee**

The document Councillor Kemp refers to is the recently issued Evidence Gathering report that identifies transport problems and opportunities in King's Lynn. This report draws information from a number of sources including stakeholder consultation and engagement and other published reports and is a document that informs the development of the King's Lynn Transport Strategy.

Based on this document a Long list of transport measures has been identified to be appraised and assessed to determine if they are suitable to be included in a transport strategy for the town. This long list includes all of the suggestions and ideas for transport measures that have been put forward by Councillors and stakeholders. The list includes measures to support increased bus travel, walking and cycling into King's Lynn town centre. As part of the evidence gathering, levels of walking and cycling have been counted on Hardings Way and future counts will enable us to determine the success of encouraging modal shift

The assessment and appraisal will use the Department for Transport (DfT) Early Appraisal Sifting Tool (EAST), and where appropriate, transport modelling. The process will score each possible intervention and determine whether they should be included in the short list from which a draft strategy of schemes and measures could be derived.

# Environment, Development and Transport Committee

<b>Report title:</b>	<b>Norfolk Strategic Infrastructure Plan refreshed for 2018.</b>
<b>Date of meeting:</b>	<b>9 November 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe, Executive Director, Community and Environmental Services</b>
<p><b>Strategic impact</b>            The Norfolk Strategic Infrastructure Delivery Plan (NSIDP) sets out Norfolk's high level strategic infrastructure needed for the next 10 years, bringing together information on the key projects which deliver growth for Norfolk.</p>	

## Executive summary

<p>The NSIDP pulls together information on the key strategic infrastructure projects needed to deliver economic growth in Norfolk. It provides a clear message of Norfolk's infrastructure priorities to the government and its agencies.</p> <p>It is a working document that will be fully reviewed annually as information becomes available and projects are progressed through to delivery. The NSIDP will help the County Council and its local partners to co-ordinate implementation, prioritise activity and respond to any funding opportunities.</p> <p>The list of projects has been compiled in partnership with a range of stakeholders and aligns with the County Councils priority for improved infrastructure, the ambitions of the NALEP (New Anglia Local Enterprise Partnership) Norfolk and Suffolk Economic Strategy and the District Councils Local Plans.</p> <p>The NSIDP is focussed on strategic transport, utility and sustainability projects; there are many other infrastructure schemes and projects important across the county and the NSIDP sits alongside Children's Services Local Growth and Investment Plan and the Norfolk Public Health Strategy.</p> <p>Projects have been grouped by those in local authority control and those that are being delivered by external organisations. More detailed information is included for Local Authority controlled projects including a breakdown of each project stage and what work is being carried out to the progress the scheme forward.</p> <p>This project progress creates a pipeline of projects and allows for informed discussions and will enable us to co-ordinate implementation, prioritise activity and respond to any funding opportunities.</p> <p>The NSIDP is a working document that will be reviewed annually, with the next full review planned in November 2019.</p> <p><b>Recommendation:</b>            Committee is recommended to:  <b>Welcome and support the production of the Norfolk Strategic Infrastructure Delivery Plan, together with its annual review and endorse the strategic and inclusive approach to infrastructure planning.</b></p>
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## 1. **Proposal**

- 1.1. The NSIDP can be found at: <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/business-policies> and sets out Norfolk's high level strategic infrastructure priorities for the next 10 years and has an accompanying online map <http://arcg.is/2u75ooY> presenting all the projects in the NSIDP as one vision for Norfolk. This list of projects has been compiled in conjunction with stakeholders including internal county council departments, district councils, utility companies and government agencies. The list of prioritised projects included in the NSIDP has been reviewed and agreed by the appropriate officer groups: Norfolk Strategic Planning Group, Norfolk Growth Delivery Group, Norfolk Strategic Growth Group (consisting of Chief Executives from all the District Councils) and Norfolk Leaders.
- 1.2. The projects in the NSIDP are focussed on transport, utilities and sustainability and align with the County Council's priority for improved infrastructure, the ambitions of the recently published Norfolk and Suffolk Economic Strategy (NSES) and the District Council Local Plans.  
There are many other smaller infrastructure schemes and projects important across the county. Not every project has been included in the NSIDP as the NSIDP only includes the most strategic projects, which contribute the greatest to housing and jobs targets and on which the county council and other partners are actively working with a recognised route towards delivery.
- 1.3. Some projects are further forward than others so they have robust investment requirements and implementation timelines; others are in the early stages of design and are less well known. In some cases the funding sources are clear, for example where Section 106 (S106) or Community Infrastructure Levy (CIL) collected from developers will provide a significant contribution. Additional details on costs and sources of funding, such as contributions from utility companies like Anglian Water will be added as projects are firmed up.
- 1.4. The 2018 NSIDP is focussed on delivery with projects grouped by those in Local Authority control and those which are being delivered by external organisations. For those projects in Local Authority control significantly more information has been provided including a detailed breakdown of each project stage and the work underway to progress delivery. In addition the majority of projects have also received funding from the Business Rates Pool in a coordinated approach to ensure projects progress as planned over the coming year and the next stage for delivery has been identified.  
This helps the County Council generate a pipeline of projects based on estimated start dates and if their current status means they will be delivered as planned. This allows for informed discussions and will enable work with partners to co-ordinate implementation, prioritise activity and respond to any funding opportunities.
- 1.5. The NSIDP is a working document that will be reviewed annually as information becomes available and we progress the projects through to delivery. The first review is planned for the spring of 2019 to factor in any potential government announcements during the Autumn of 2018. This process allows for new projects to come forward for inclusion at the appropriate time subject to meeting the necessary criterion.

## **2. Financial Implications**

- 2.1. There are no direct financial implications of the NIDP. Individual projects will have their own budgets. Staff support is managed through existing resources.

## **3. Issues, risks and innovation**

- 3.1. There are no other significant issues and risks that arise from this decision. This infrastructure delivery plan and accompanying online map is an innovative approach to presenting project information.

## **4. Background**

- 4.1. The County Council adopted its Economic Growth Strategy entitled 'Delivering Economic Growth in Norfolk' in April 2012. The first Norfolk Infrastructure Plan (NIP) was produced to fulfil the first objective of providing support for growth and removing infrastructure constraints. The NIP was designed to be a management tool with the aim of ensuring delivery of key interventions over the plan periods of the Local Planning Authorities.
- 4.2. Since 2012 a refresh of the NIP has been carried out annually, taking account of developments in understanding, new project information and the review of local authority plans meaning longer term projects and priorities could change accordingly.
- 4.3. The NIP was expanded to the NIDP with a stronger focus on delivery in 2017.

### **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, Development and Transport Committee

<b>Report title:</b>	<b>Update on Recycling Norfolk's Disused Railways</b>
<b>Date of meeting:</b>	<b>9 November 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b>	
<p>Bringing disused railways, and other under-used parts of the transport network, back into full-use as cycling and walking routes will have significant benefits. Health, the rural economy, the environment and traffic congestion could all be improved through this action.</p> <p>The <a href="#">Norfolk Cycling &amp; Walking Strategy</a> establishes the target of quadrupling the level of cycling and walking to work in Norfolk market towns by 2025 and sets out to make Norfolk a top cycling and walking destination for leisure and tourism by 2025. These ambitious targets will facilitate economic growth and will protect Norfolk's natural beauty. Cycling and walking routes have multiple benefits including health, mental-wellbeing, economy, increased biodiversity, alleviation of congestion and air quality improvements.</p>	

## Executive summary

### *What have we done*

The Recycling Norfolk's Disused Railways project is on target in delivering its output of **three detailed feasibility studies** and an **overall network feasibility review** of the whole disused railway network across Norfolk. The detailed feasibility studies are:

- Weavers' Way (Aylsham to Stalham)
- King's Lynn to Fakenham
- King's Lynn to Hunstanton

**An essential element of the studies is to identify external funding opportunities to bring these routes into fruition. Six months into the project, we have secured our first funding of £1,000,000 from the Rural Development Programme for England for improvements to the Weavers' Way.**

The three detailed desk based feasibility studies are well underway with initial route checks completed, ground investigations are also underway and the highways design teams are currently producing detailed designs for the highways elements of these routes.

In consultation with our project partner, Sustrans, and utilising national best practice we have recommend that these routes use the name **Greenways**. This terminology will not only indicate that the routes facilitate the travel needs of people, but that they also underpin the ecological networks around the county helping the movement of plant and animal species. Greenway is an internationally recognised term and we believe its use will help secure external funding for the implementation of the proposed routes.

A core aspect of the project is engagement with key stakeholders and landowners along the routes. Engagement with landowners has begun, and we have been identifying alternative routes to use when it is not possible to gain landowner agreement.

As part of the project we have also been engaging with heritage railway groups to discuss the aims of the project. We have already been proactive in contacting these to assure them the feasibility would not impact on the current heritage railways in Norfolk with the

focus on the project to secure the land from encroaching developments. We have already had a productive meeting with a representative from the heritage railways in Norfolk will continue to engage with them as the project continues.

As part of the initial report submitted to the P&R committee, it was set out how the project would work with the UEA to ensure that we have a robust way of valuing the benefits the routes will bring. Work is underway with the UEA to develop an evaluation toolkit that can be used on these routes as well as other Green Infrastructure links. This will be tested on existing Green Infrastructure on the Marriott's Way and Bure Valley Railway and also the potential route of the Broadland Way. This will benefit the project by estimating the value of creating the "Green Loop" around Norwich and will provide a valuation methodology that will be used for the final feasibility studies

### **Next Steps**

We have gathered enough information on the three pilot routes that we are in a position to conduct a public consultation to provide potential routes and get feedback on the routes and also how best these could be used by the communities.

We want to continue to progress the feasibility studies for completion by the end of March 2019 and will use feedback from the public consultation and stakeholder engagement to develop these.

### **Recommendations:**

It is recommended that the EDT Committee:

- 1. Note the development of the feasibility work and support the bid for a capital contribution to the project;**
- 2. Agree public consultation on the pilot route proposals;**
- 3. Agree the use of the term Greenway to refer to these types of facility in the future.**

## **1. Introduction**

- 1.1. The Recycling Norfolk's Disused Railways project was taken to the Policy and Resources Committee in January 2018 and approval was given for funding of the initial feasibility work. Officers started working on the project in the current financial year with the feasibility study split into two sections. One is focusing on detail on the three disused railways
  - Weavers' Way
  - King's Lynn to Fakenham
  - King's Lynn to Hunstanton
- 1.2. The second will focus on a wider network feasibility study provided a desk based assessment of the wider routes and standardised designs that can be replicated across the entire network.
- 1.3. A part of the project work is estimating the value of two existing cycleway footpaths: The Marriott's Way and the Bure Valley Path. This will then provide a methodology to apply to the wider network.

## **2. Overall Network Feasibility Review**

### **2.1. RDPE**

A key outcome of the Network Feasibility study is to identify external funding sources for the routes and to develop successful bids. As part of this project we have already had a successful bid for the RDPE Growth Programme for £1,000,000

## 2.2. **Green Loop**

We are also conducting a detailed valuation of the Marriott's Way, the Bure Valley Railway and the potential Broadlands Way. The loop is linked to areas of growth. When fully operational it will help to mitigate the impact of housing growth on nearby designated landscapes, particularly the Broads Authority Area and protected sites such as Natura 2000, SPA, SAC and SSSI. As such the Green Loop performs a fundamental spatial planning function in facilitating housing growth. These three routes will create a Green Loop around Norwich and provide a long distance walking and cycling route connecting communities North of Norwich. It will also be an important visitor destination, boosting rural tourism in this part of Norfolk. As part of the UEA valuation toolkit, potential changes to sections of the Green Loop will be tested as a pilot.

## 2.3. **Greenways as a Concept**

When designing the walking and cycling routes we are using Greenway management concepts developed with our Sustrans partners. Greenways provide wildlife networks that run alongside the cycling and walking routes but with minimum maintenance. There are clear environmental benefits through the linking of habitats that otherwise may be isolated. Greenways also allow for a range of economic, educational and social activities on the route to provide a key sense of place and are a known visitor draw.

Using best practice from the Lawton report "Making Space for Nature: A review of England's Wildlife Sites and Ecological Network", we will meet the aspiration for More, Bigger, Better and Joined up wildlife habitats.

## 2.4. **More, new wildlife sites**

Currently, many railway verges are shaded by overhanging trees or dominated by bramble, nettles or gorse. Managing these margins more deliberately according to adjoining habitat types or soil types, will increase the biodiversity and can also reduce management costs eg. replacing self-sown sycamore or ash trees with grassland or by creating bare sandy soil for solitary bees and wasps.

## 2.5. **Bigger, existing site**

There is huge potential to increase the area in hectares (ha) of UK priority habitats for conservation. Extending lengths of grassland, hedgerows, ponds, orchards, bare ground will create bigger areas of these habitats, particularly if the adjoining land has the same habitat type.

## 2.6. **Better ecological management and strategy**

The current management of habitats along the disused railways is minimal and not generally focussed. Our management strategy will be to consult with conservation stakeholders and landowners to select the most beneficial habitat or species for each area. Management will be tailored to those species / habitats, and the results from monitoring the success of the work will be fed back into the wider conservation effort in Norfolk.

## 2.7. **Joined up wildlife sites**

Disused railway lines by their nature form long corridors, usually bordered by grass, plants, trees, farmland, woodland, and grazing meadows /marsh.

By choosing the most appropriate habitat to maintain along each section of disused railway line, we will be connecting sites designated for nature conservation and allowing flora and fauna that is common to each site to spread between the two. This is very important ecologically, as some plants and animals require connection to populations from further afield for breeding, or may require a male/ female plant for germination.

## 2.8. **Desk based feasibility study**

To begin the project we have created a desk based feasibility study, using best practice from existing feasibility studies from both the highways and environment teams. Once this was developed it was piloted and refined on the three pilot studies. This will inform the feasibility studies for the remaining 22 routes identified across Norfolk.

The desk based feasibility studies create detail on potential routes for each section, market towns and villages connected, places of employment, education, retail and leisure.

## 2.9. **Prioritisation of the routes**

All potential routes have had an initial overview and have been prioritised for detailed desk based study. This has been achieved by looking at which have the largest amount of railway track bed present and also the routes that can connect to existing trails. We have also been prioritising routes that currently do not possess much cycling and walking provision. One of the focus areas is the Great Yarmouth area and we are investigating what we can be done to improve the current provision and also how this can link into other new green infrastructure on the network.

## 2.10. **Wider uses of the Greenways**

At the turn of the 20th Century, Norfolk had over 400 miles of Railway but by the 1970's around 300 miles of this had been closed.

Much of the land previously used by the railways has been built on. However 5 sections are in use by heritage railways:

- North Norfolk Railway- running from Holt to Sheringham
- Mid- Norfolk Railway- between Wymondham and Worthing
- Bure Valley Railway- between Aylsham and Wroxham
- Wells and Walsingham Light Railway- between Wells-next-the-Sea and Walsingham
- Whitwell and Reepham Railway- Based at Whitwell Station on the Marriott's Way

2.11. The project looks to secure the disused railways from encroaching development, especially around North Walsham and King's Lynn, with heritage railways potentially being able to co-exist on the greenways as is currently done on the Bure Valley Railway and the Whitwell and Reepham Railway.

## 2.12. **GIS Mapping**

The entire network has been mapped on our GIS system so we are able to create detailed maps for each section of our feasibility studies. These have been created in detail so they can be reused for ground investigations.

## 2.13. **Engagement of Key Stakeholders**

As part of the project we have been engaging with key stakeholders to provide insight into the development of the project and also gain advocacy on the project:

- Key Internal Stakeholders: Economic Development Team, Public Health
- Key Council Partners, Active Norfolk, Natural England
- Heritage Railway representatives

We will progress our engagement with key stakeholders to build advocacy for the project prior to and during the public consultation.

## 2.14. **Alignment to Government Strategy**

A key part of the Network Feasibility study has identified current and potential alignment to existing and new government strategy. We have developed our

overall design principles from the Government's "**A Green Future: Our 25 Year Plan to Improvement the Environment**", with a particular focus on Chapter 3 "Connecting people with the environment to improve health and wellbeing." With this review we are using the following design principles:

- Maintain and enhance the current ecosystem
- Linking population areas to Green spaces to improve access to green spaces
- Using the Green spaces to help improve Health and Wellbeing
- Ensuring children can use the Green Infrastructure.

2.15. We have also reviewed the DFT Guidance for Shared use routes for pedestrians and cyclists and Public Health's "Improving access to green spaces" report to ensure that the routes are:

- Safe for all to walk and ride
- Include accessible sections on each of the routes so people with mobility issues can make use of the green infrastructure

2.16. We also will ensure alignment to the Agricultural Plan 2018 to provide opportunity for landowners to benefit from the new infrastructure.

This bill will provide new financial assistance powers that will allow the Secretary of State to provide financial assistance in connection with:

- Managing land or water in a way that protects or improves the environment
- Supporting public access to and enjoyment of the countryside, farmland or woodland and better understanding of the environment
- Managing land or water in a way that maintains, restores or enhances cultural heritage or natural heritage

2.17. **National Planning Policy Framework**

As part of the overall network feasibility study we are ensuring that we align to the National Planning Policy Framework with a particular focus on how the new Greenway infrastructure can both increase the cycling and walking network and conserve and enhance the natural environment. With the overall network feasibility looking at routes that are both in the Broads and the North Norfolk Area of Outstanding Natural Beauty we will seek the closest alignment to the National Planning Policy Framework.

**3. Public Consultation**

We have started gathering the information required for the public consultation for the three routes including graphical overviews of the routes, photography along the route, the economic business case for the route as well as information on the heritage and ecology along the route.

3.1. For the public consultation we propose to have meetings in each of the locations where the routes go through including King's Lynn, Fakenham, Hunstanton, Aylsham and North Walsham.

3.2. To ensure the maximum amount of community feedback we will look at providing information:

- Online via Citizenspace web portal
- Face to Face via public exhibitions
- Stakeholder Engagement with landowners, Charities (e.g. RSPB, National Trust) and Key Partners

3.3. If approved we would look to undertake the public consultation from mid November with public exhibitions throughout December and January and the initial consultation ending mid February to allow the findings to be included in the

final detailed feasibility studies to be completed the end of March 2018

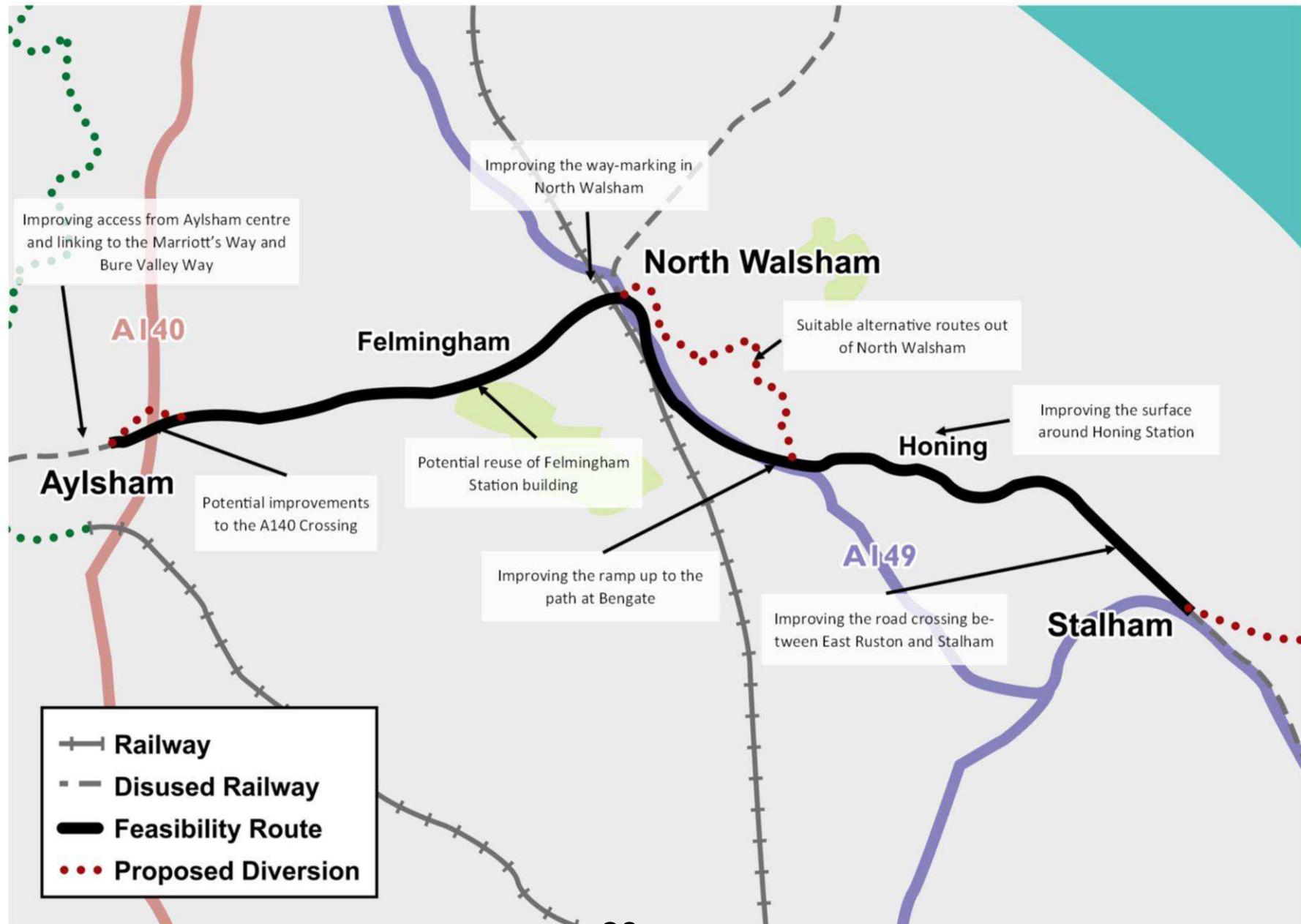
#### **4. Update on the Detailed Feasibility Studies**

##### **4.1. Three Detailed Desk Based feasibility**

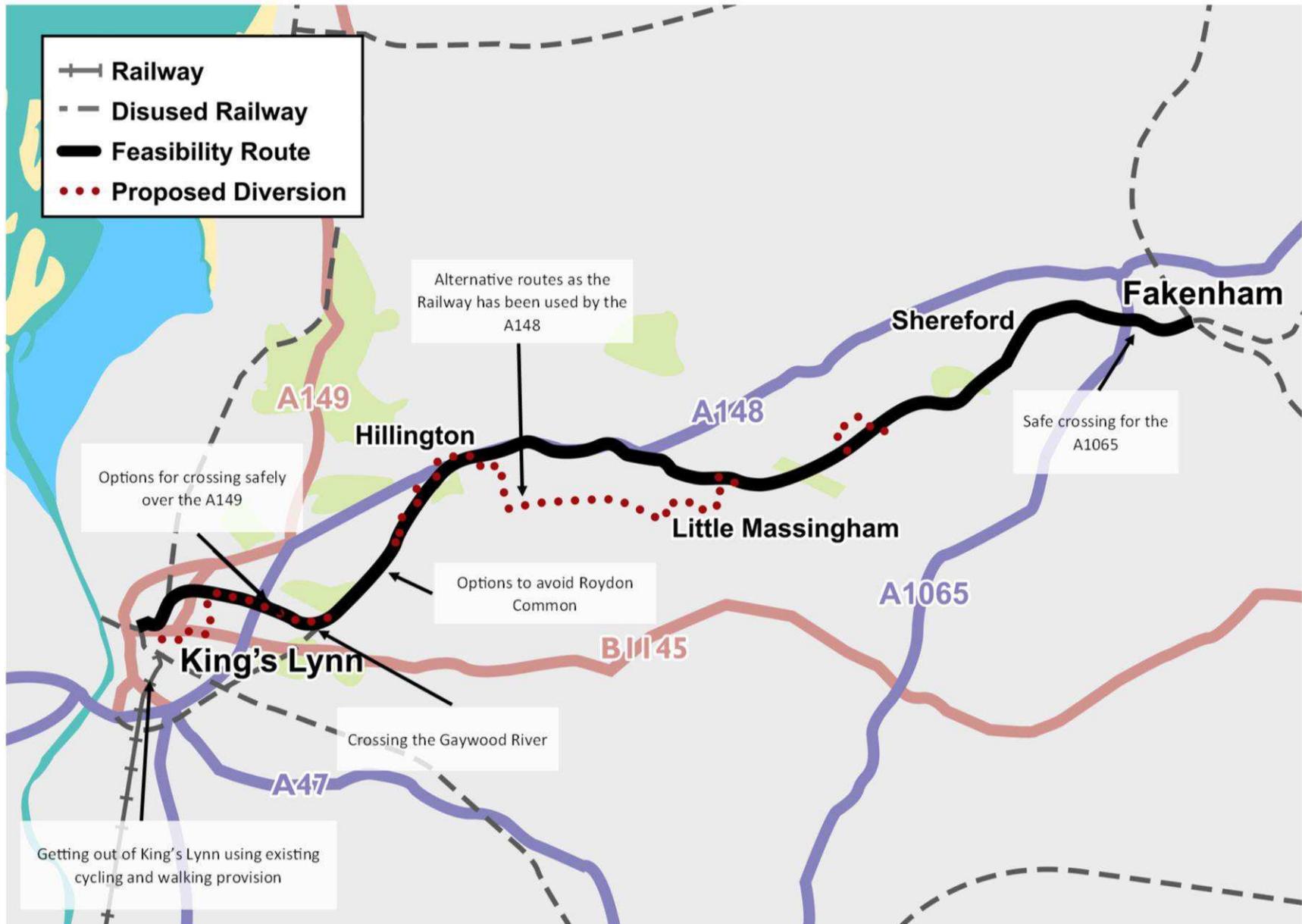
For all three of the pilot routes, detailed desk based feasibility has been completed. This includes collating information from various datasets, creating detailed GIS maps of the routes and highlighting the demographic, heritage and ecological attributes along the route.

Below are maps providing an overview of the routes and key areas of investigation we are looking at when producing the detailed feasibility studies.

4.2. Figure 2: Overview of the Weaver Way- Aylsham to Stalham

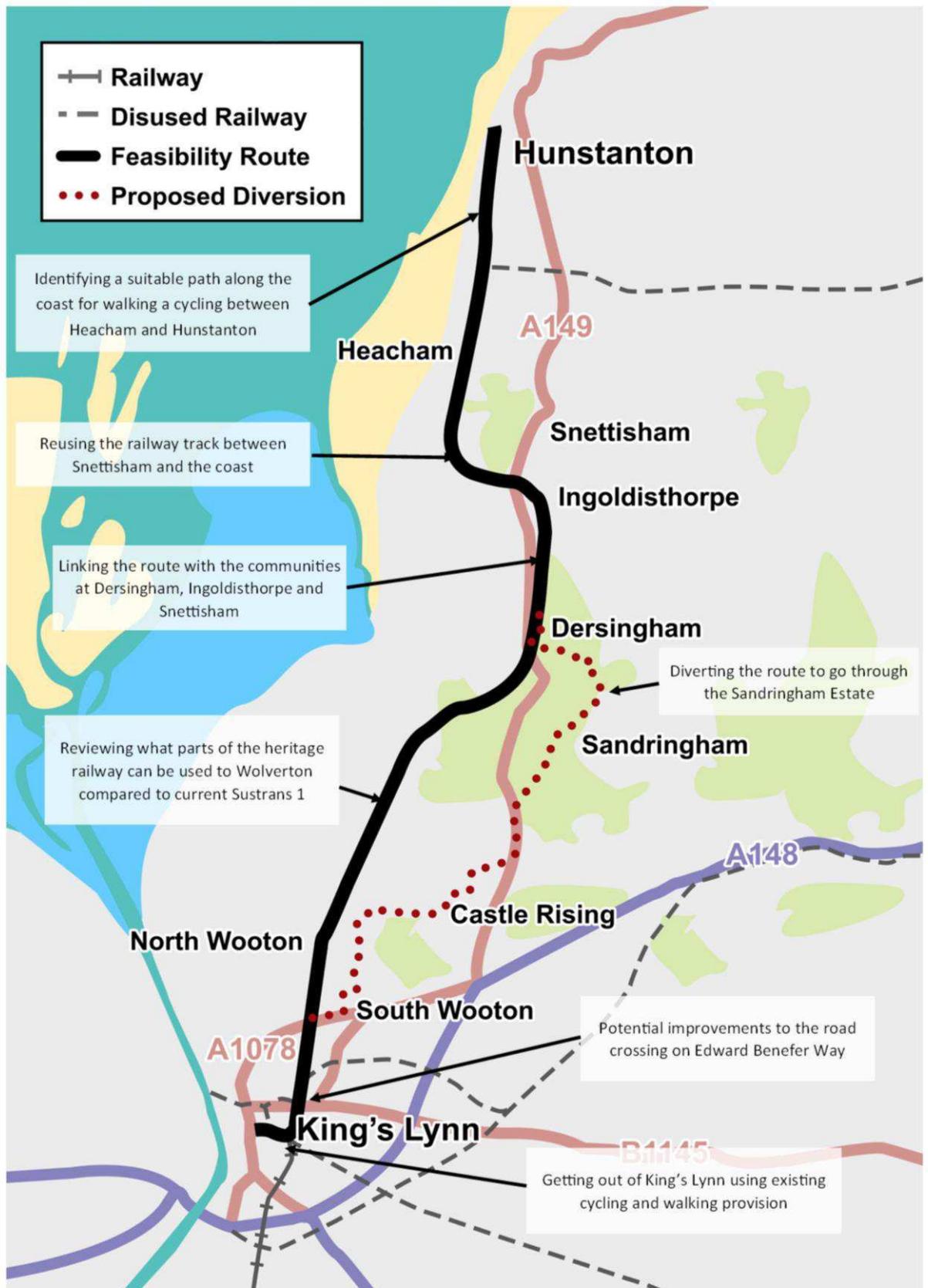


4.3. Figure 3: Overview of the King's Lynn to Fakenham



4.4.

Figure 4: Overview of King's Lynn to Hunstanton



4.5. **Ground Investigations**

Following the desk based feasibility, ground investigations have been made on all three routes. These have been to investigate the current route, where accessible, and identify potential alternative routes and highlight key highways infrastructure required - for example, waymarking in urban areas and crossing of busy roads.

4.6. As result of the three feasibility studies and ground investigations we have identified

key sections of the routes to prioritise for development.

4.7. **Weavers' Way**

On the Weavers' Way there are two existing station sites at Felmingham and Honing which can be redeveloped to benefit the local communities. These are both on land owned by Norfolk County Council and as part of the detailed feasibility reports we will make recommendations on how these can be improved for the communities at Aylsham and North Walsham, utilising standalone bids with learning from existing Marriott's Way projects.

4.8. **King's Lynn to Fakenham**

The potential King's Lynn to Fakenham route is not achievable using the current network. A key barrier to this route is getting out of King's Lynn and crossing over the A149 and part of the feasibility will be focused on different options to overcome this. The A148 has also been built over the route of some of the railway so alternatives using existing public rights of way have been identified.

4.9. **King's Lynn to Hunstanton**

The King's Lynn to Hunstanton route has some of the greatest opportunities to link the communities along the route but also provides some of the largest challenges of the project. Due to the nature of the Site of Scientific Special Interest at Dersingham bog we are looking to divert the route via Sandringham estate. Initial conversations with the estate have been positive about this move. At Heacham and Hunstanton a large amount of the railway has been built on so we are focusing on creating a route that would run alongside the seafront instead of following the exact route of the disused railway.

4.10. **Heritage and Ecology**

From our ground based feasibility study we have been gathering more detailed information on the heritage and ecology present on the routes to complement the desk based feasibility and also provide narrative overviews of the routes that could be used for public engagement to the routes.

4.11. **Landowner communications**

For all of the routes the landowners have been identified and prioritised for each of the routes with initial Landowner communication beginning at the start of October.

4.12. **Detailed Highways Design**

Highways have been briefed on all three routes and gateway meetings have been completed for the highways infrastructure design. This will provide a detailed overview of the infrastructure work required on each section of the route and detailed costs for the route. Highways are also working on creating standardised surface options that can be reused across Norfolk and also standardised highways interactions for road crossings.

**5. Work for rest of the project**

5.1. Detailed project plans have been created for each Quarter. The project team meet every week to update on project progress and a full team meeting occurs at the end of each quarter to review the outputs of the quarter and key actions for the next quarter as set out in figure 5.

**Fig 5: Key Outputs for the Project**

Qtr.	Outputs
Q1 April-June 2018	Set up of the Project
	Creation of Template for Feasibility checklists
	Completion of the Feasibility Checklists for pilot routes
Q2 July- September 2018	Begin Landowner Engagement
	Begin ground Investigations of the Routes
	Begin highways detailed design
	Begin co-work with UEA
	Communication plan completed
	Begin Stakeholder communications
Q3 October – December 2018	Complete Ground Investigations
	Continue Stakeholder communications
	Gain wider public feedback
	Final UEA Report completed
Q4 January – March 2019	Completion of Detailed Highways design
	Completion of Detailed Feasibility studies
	Completion of Network Feasibility study

- 5.2. If the project was to continue for next financial year we would look to undertake detailed design for prioritised schemes from the Overall Network Feasibility study and oversee the delivery of the Weavers' Way RDPE project.

## 6. Financial implications

- 6.1. A main focus for the project is to identify external funding opportunities and ensure that information is gathered for and aligned to the outputs for the project. With £1,000,000 of RDPE money secured for Weaver's way against a project spend of £164,640 this clearly proves the value of the project.
- 6.2. To allow us to continue this work and identify further funding opportunities, we have submitted a capital bid for future Norfolk County Council funding for £350,000 as per the current year. This would allow us to complete a further five detailed feasibility studies on priority routes identified as part of this year's wider feasibility work.
- 6.3. We are already looking for other opportunities for funding for application once the feasibility studies are complete and have already had meetings with Sport England and the New Anglia LEP to discuss the project. We will continue to engage with potential funders and partners as the project continues.

### 6.4. Overview of Current Spend of Project

Item	Current Spend	Forecast Spend
Project Management Costs for the Detailed Feasibility design costs	£94,140	£180,000
Highways design for the 3X detailed feasibility routes	£60,000	£60,000
UEA Valuation Study	£6,000	£25,000
Sustrans Consultation	£4,500	£20,000
Public Consultation	-	£35,000
Landholder Engagement	-	£30,000
<b>TOTAL</b>	<b>£164,640</b>	<b>£350,000</b>



# Environment, Development and Transport Committee

<b>Report title:</b>	<b>Recycling Centre Sites and Service Provision</b>
<b>Date of meeting:</b>	<b>9 November 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b>	
The County Council provides 20 recycling centres across Norfolk in its statutory role as a Waste Disposal Authority. Planning for replacement sites and identifying site improvements and service enhancements will allow the delivery of an improved service.	

## Executive summary

<p>The report provides a preferred location adjacent to the Broadland Northway for a replacement for the Mile Cross Recycling Centre in Norwich which is due to close in 2021.</p> <p>To enhance the network of recycling centres and make them more efficient and suitable for planned growth, a range of proposals is provided, which includes the intention to provide four more reuse shops, to move the Ketteringham Recycling Centre closer to Norwich, to replace Wymondham Recycling Centre with a site to serve the A11 corridor, to improve welfare facilities on sites and install defibrillators at all recycling centres.</p> <p>The report also outlines the ongoing steps being taken to make the recycling centre service easier for customers to use and provides an update on the recent hazardous waste day events and the possibility that the King's Lynn Recycling Centre may be moved to a site on the same business park to facilitate delivery of an adjacent power station.</p> <p><b>Recommendations:</b></p> <p>Members are recommended to:</p> <ol style="list-style-type: none"> <li><b>1. Support continued negotiations to agree terms for the acquisition of the preferred site to replace Mile Cross Recycling Centre and ask Business and Property Committee to approve the acquisition.</b></li> <li><b>2. Support the schemes being put forward for the capital programme to replace Ketteringham Recycling Centre, expand Sheringham Recycling Centre and replace Wymondham Recycling Centre.</b></li> <li><b>3. Support an additional reuse shop at Wereham Recycling Centre alongside the reuse shops planned for Wells, Bergh Apton, and Snetterton.</b></li> <li><b>4. Approve the installation of defibrillators across all 20 recycling centres.</b></li> </ol>
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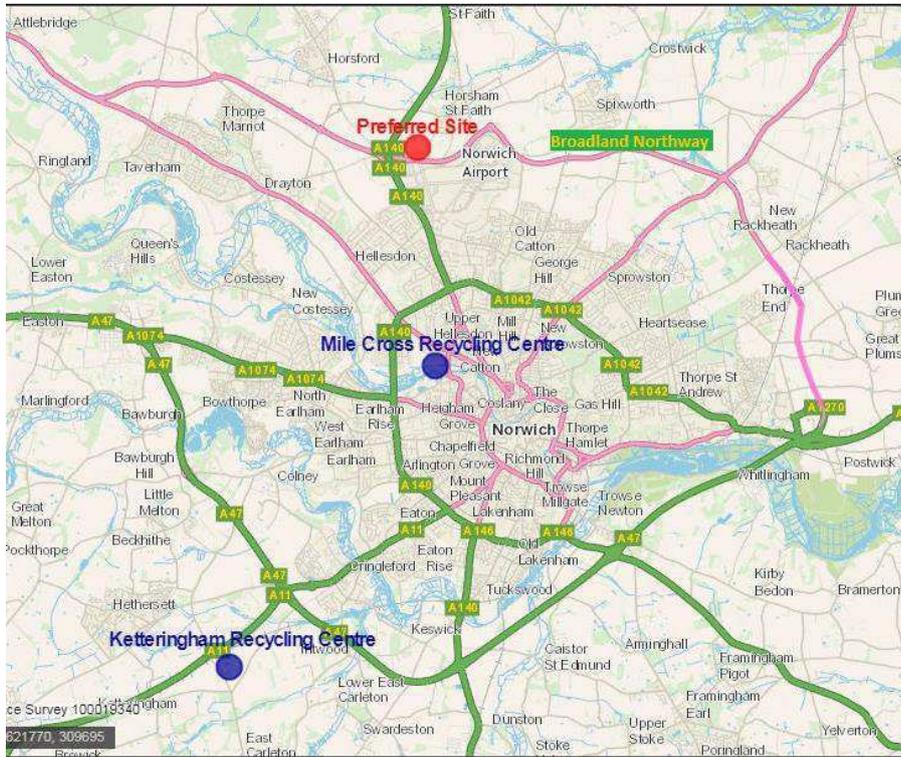
## 1. Proposals

### 1.1. Norwich Recycling Centre Replacement

1.1.1 A replacement for Mile Cross Recycling Centre in Norwich is required from September 2021 when the existing Mile Cross contract comes to an end.

In May 2018 Committee agreed that to secure a replacement site, searches for suitable and deliverable alternative sites should be undertaken.

The preferred location is on land immediately to the north of the Broadland Northway, accessed off the roundabout junction of the A140 and Broadland Northway as shown on Figure 1 below.



**Figure 1 Preferred Site Location**

The site is well located to serve the needs of Norwich residents and future housing growth in the North East Growth Triangle. In addition it is easily accessible for residents along the A140 corridor towards Aylsham thereby improving service coverage for that area.

1.1.2

The site is jointly owned by Norfolk County Council and Norwich City Council. An agreement in principle has been reached for the acquisition of part of the site for the development of a recycling centre.

To gain access to the site requires construction of a suitable access road across adjacent land under private ownership which is being promoted by a developer and has been identified within the local plan for business park use. To facilitate delivery of the recycling centre by September 2021 the construction of an access road would need to be brought forward and delivered by the County Council.

It is recommended that members support continued negotiations on this site and that Business and Property Committee is asked to approve the acquisition at their meeting in January 2019. Planning work would be carried out during 2019 with a planning submission expected in autumn 2019.

1.2

**Recycling Centre Service Improvements**

1.2.1

**Additional Reuse Shops**

The County Council already provides a network of nine successful and popular reuse shops and the proposal is to provide four new reuse shops.

In 2017/18 the recycling centres diverted 1,203 tonnes of materials for reuse through a network of nine shops and bric-a-brac collections from the remaining sites. The sale of this material generates an income to help offset the costs of the service and also supports a local charity which is currently the East Anglian Air Ambulance.

Three of the new reuse shops will be delivered at Wells, Bergh Apton and Snetterton Recycling Centres in spring 2019, subject to securing planning consent.

A further reuse shop is proposed for Wereham Recycling Centre which will significantly offset the £14,000 costs of an additional staff member to assist in managing the site operations. Wereham is the busiest part time site and in 2017 received around 44,000 visits, which exceeds some full time sites.

Sites without a reuse shop will be part of a set of trials to maximise income generation from reuse, through exploring the use of auction houses and transporting reuse items to recycling centres with a reuse shop.

#### 1.2.2 Defibrillator Installations

It is recommended that defibrillators are installed at all 20 recycling centres in winter 2018. Sites receive large numbers of visitors (over 1.2m a year) and are generally in isolated locations. Providing defibrillators on sites will provide a local resource for many parts of rural Norfolk. Defibrillators would be registered with the ambulance service so that the local community surrounding the site would benefit. Staff would be trained to use the equipment in emergency situations.

#### 1.2.3 Staff Welfare Facilities

The recycling centre service is provided year round in all conditions and improvements are planned to staff welfare facilities where required to provide suitable drying areas for wet clothing and, where space allows, providing additional space for staff to take their breaks.

### 1.3 Recycling Centre Network Improvements

1.3.1 Following the selection of a preferred replacement site for the Mile Cross Recycling Centre to the north of Norwich, a wider recycling centre improvement programme is proposed. This will lead to the following schemes being put forward into the capital forward plan.

#### 1.3.2 Ketteringham Recycling Centre Replacement

A new improved recycling centre is proposed to replace Ketteringham Recycling Centre and provide a larger, modern site with easy access for residents living in and to the south Norwich. The proposed location is on part of the current Harford Park and Ride site, using available spare space with an allowance for daily peak usage. The site would complement the proposed replacement for Mile Cross Recycling Centre to the north of the Norwich. Subject to securing funding a planning application and design would be progressed in 2019/2020 with delivery of the new site possible in 2020/21 with a continuous service provided.

#### 1.3.3 Sheringham Recycling Centre Expansion

An extension to the existing Sheringham Recycling Centre is proposed to provide a more efficient and modern site with improved accessibility. Planning and design would be progressed in 2019/2020 with delivery of the new site possible in 2020/21.

#### 1.3.4 Wymondham Recycling Centre Replacement

A site for an improved larger recycling centre with easier access along the A11 corridor is being sought for the replacement of Wymondham Recycling Centre to accommodate significant forecast housing growth around Wymondham and Attleborough. Subject to securing funding a planning application and design would be progressed in 2020 with delivery of the new site possible in 2021/22 with a continuous service provided.

#### 1.3.5 South Norfolk Options Appraisal

A replacement site along the A140 corridor in south Norfolk or significant enhancement to the existing Morningthorpe Recycling Centre is required in the longer term to address significant constraints on the existing site and forecast housing growth in the area.

#### 1.4 **King's Lynn Recycling Centre Move**

EP UK Power Development Limited's project to deliver a new power station on land at the Willows Business Park to the south of King's Lynn has led to it identifying a need to move the existing King's Lynn Recycling Centre at that location.

As a consequence it has submitted a planning application to Norfolk County Council for a new recycling centre on the same Business Park on a nearby vacant plot of land owned by the County Council. An application to the Environment Agency for a permit to operate the new site has also been submitted.

The principle of the application is a like for like replacement with a larger reuse shop, improved drainage and staff parking and welfare facilities. A consultation exercise was undertaken to raise awareness and seek feedback on the proposal.

A planning decision is expected in early 2019 and the final investment decision by the developer will be subject to the outcome of Government's electricity capacity market auction. Subject to progress on the power station development the relocated recycling centre is expected to be delivered in summer 2019 at the earliest. The existing site will remain operational until a new site is ready to open to the public.

#### 1.5 **Service Update and Improvements**

##### 1.5.1 **Hazardous Waste Days**

The 2018 hazardous waste events saw an increased focus on reuse, with collections of good quality paint from four recycling centres delivered to Wayland Prison, extending the successful trial from last year which took paint from the event at Ketteringham Recycling Centre.

The hazardous waste events have been provided as a free of charge service for 15 years as a lower cost service option for providing residents with a disposal option for unwanted household chemicals and paint. Data from the recent events is being collated with early indications showing that the events ran smoothly with an estimated 256 tonnes of materials accepted for safe disposal.

##### 1.5.2 **Service Improvements**

Refinements and changes to improve ease of use for service customers is ongoing. Currently areas of focus include:

- a) Pay As You Throw prices were simplified in March 2018. Prices cover the cost of transport and disposal of the material and are per item or sack, e.g. one fence panel is £3, an 80 litre bag of rubble is £3 and metals are free ([www.norfolk.gov.uk/diywaste](http://www.norfolk.gov.uk/diywaste)). Previously charges were applied to the size of vehicle or number of axles on a trailer and the new pricing, as well as being simpler also offers better value for customers.
- b) To make assessing site options easier for customers the distinction between 'Main Plus' sites and 'Main' sites will be removed. This will mean sites are either full time or part time, which is simpler to explain and understand and reflects the extension of facilities such as the reuse shop network and Pay As You Throw service which is now available across all

the sites since April 2018.

- c) Sites will also be referred to as 'Recycling Centres' and not 'Household Waste Recycling Centres' or 'Civic Amenity' sites. This change simplifies the branding and highlights the main focus of the service, changes to signage will only be made as required or when opportunities arise.
- d) Service information is being refined and highlighted to emphasise clearly all the household materials that remain free of charge at the recycling centres e.g. mattresses, carpets, fridges and freezers, electrical items and garden waste as well as many other recycled items.
- e) An improved search engine format is planned for the County Council website to help people quickly get a simple answer to whether an item is free or charged for. This will complement a search engine format being developed for the Norfolk Waste Partnership which is in the early stage of development and aims to provide customers with a wider range of options for an item they want to dispose of by prioritising reuse. Rather than just providing the location of the nearest recycling centres it will for example highlight charities that may pick up an item for reuse or accept it at a local charity shop.

## **2. Evidence**

2.1 Norfolk's 20 recycling centres diverted 77.3% of waste from disposal in 2017/18, an increase in performance on the previous year's figure of 75.7%. Service improvements that contributed included:

- a) Operational improvements at Mile Cross Recycling Centre, including a reuse collection and an additional member of staff interacting with the public to separate materials for recycling.
- b) Two new reuse shops at Ashill and Strumpshaw Recycling Centres.

2.2 The annual customer satisfaction rate for 2017/18 established in March showed 85% of respondents were 'satisfied' or 'very satisfied' with the service, compared to 88% in the previous year.

The biggest change to satisfaction levels was linked to opening hours and facilities provided at the site. Although there were no opening hours changes during this period the levels of satisfaction with the service are likely to have been impacted by the communications of changes to the DIY charging policy which were introduced in April 2018.

2.3 A consultation was carried out from 8 June to 27 July 2018 seeking views on what facilities people would like to see at a replacement for the Mile Cross Recycling Centre and received 884 responses. The facilities that were viewed as important or very important to a new site included plenty of parking, bins that were at a lower level (or a raised platform) and provision of a reuse shop.

In addition, feedback was provided on additional services residents would like to see at a new site including hazardous waste and paint disposal. Feedback from the survey will be considered throughout the design phase.

## **3. Financial Implications**

3.1 A saving of £39,000 has been included in the budget for recycling centres in 2019/20 which relates to the introduction of three reuse shops at Wells, Bergh Apton and Snetterton Recycling Centres. Income from reuse shops varies between sites and helps keep the cost of the service down but the average income from a reuse shop in 2017/18 was £13,000 a year. An additional reuse shop at Wereham Recycling Centre would help offset the

costs of an additional member of staff.

- 3.2 £2.75m capital funding has been allocated for the provision of a replacement for Mile Cross Recycling Centre in Norwich. Around £7.2m of additional funding will be sought through the capital programme in January to facilitate the wider improvements and developments to recycling centres as outlined above in Section 1.3 of this report.
- 3.3 The cost of defibrillators and welfare upgrades will be met from the existing revenue budget as part of the ongoing programme of maintenance and improvements at recycling centres.
- 3.4 The potential relocation of King's Lynn Recycling Centre is being funded by EP UK Power Development Ltd.

#### **4. Issues, risks and innovation**

- 4.1 Failure to secure a replacement site for the Mile Cross Recycling Centre would place surrounding sites under pressure with capacity and queueing, which could compromise the County Councils ability to deliver an efficient service under its statutory duty as a Waste Disposal Authority and to comply with planning and permitting requirements.
- 4.2 Failure to secure the preferred site to replace Mile Cross Recycling Centre or reach agreement for delivery of an access road to the preferred site would make the preferred site undeliverable. This would require the project to focus on an alternative site which would not offer the wider benefits associated with the preferred site but would allow for a standalone recycling centre to be put forward for planning.

#### **5. Background**

- 5.1 Norfolk County Council provides 20 recycling centres across the county for the free disposal of household waste and paid disposal of non-household waste. Trade waste is accepted for payment at seven recycling centres.
- The service budget is £6.4m and it handles around 75,000 tonnes of waste a year with around 1.2m customer visits. The busiest site, Mile Cross Recycling Centre, accepts around 19% of that waste.
- 19 of the sites are operated by NEWS under a service level agreement contract. The Mile Cross Recycling Centre in Norwich is operated by FCC Environment under a contract which ends in September 2021 and £2.75m capital funding has been approved for its replacement.
- 5.2 Committee reviewed the recycling centre service in September 2015 and agreed to increase the number of large modern sites with full recycling and reuse facilities, which included looking at upgrades or replacement sites for Sheringham and Wymondham Recycling Centres.
- 5.3 Charging at recycling centres for all but the smallest amounts of DIY construction and demolition type waste has been in place since 2001. A change in charging policy for construction and demolition waste at County Council recycling centres was introduced earlier this year alongside the removal of the free concession of one item or one 80 litre sack equivalent.
- The recent change to charges was made in preference to looking at closing sites or reducing opening hours further as part of the drive to reduce the County Council's costs. The prices now are simpler and better value for money and the Pay As You Throw service for construction and demolition waste has been extended to all sites rather than just the eight larger sites.

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# Environment, Development and Transport Committee

<b>Report title:</b>	<b>Residual Waste Contract Arrangements</b>
<b>Date of meeting:</b>	<b>9 November 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b>	
Existing arrangements to treat residual waste end in 2020 and need to be extended or replaced to allow the County Council to fulfil its statutory responsibility for managing waste as a Waste Disposal Authority.	

## Executive summary

The County Council's current arrangements to treat waste run to 2020 and are provided by three contracts with different waste management companies and an inter authority arrangement with Suffolk County Council. The three contracts can be extended by a year to 2021 and the arrangement with Suffolk can continue by agreement.

As national policy on waste is currently being reviewed and there remains uncertainty about the process of the United Kingdom leaving the European Union it is advisable to extend existing arrangements by one year so that the County Council can take a more informed view on its longer term approach later in 2019.

To inform future decisions, soft market testing was carried out in May and June 2018 with waste management companies and the main insights from that process are summarized in this report. This process will be repeated in spring 2019 after the effects of national policy and the process of the United Kingdom leaving the European Union are clearer.

In line with policy two of the twenty waste policies approved by Full Council, data on waste sent to incineration in 2017/18 is reported and shows that only 1.55% of waste collected by Norfolk local authorities was sent to landfill.

### Recommendations:

Members are recommended to:

- 1. Extend existing contractual arrangements to treat waste by one year to 2021.**
- 2. Support continuing the inter authority agreement with Suffolk County Council by one additional year to 2021.**
- 3. Note that in 2017/18 199,281 tonnes was sent to incineration and 4,191 tonnes was sent to landfill.**

## 1. Proposal

- 1.1. Three contracts with FCC Environment, Seneca and Frimstone currently provide residual waste treatment capacity for about 165,000 tonnes of waste a year. This is processed locally into a fuel that can be exported for incineration at Combined Heat and Power facilities in mainland Europe. These contracts end in March 2020 and it is proposed that they are all extended for one year until March 2021 as allowed under the contracts.

- 1.2. An inter authority agreement with Suffolk County Council provides residual waste treatment for up to 50,000 tonnes a year by incineration at its Energy from Waste plant at Great Blakenham. This arrangement can continue by agreement and it is proposed that it continues on existing terms for one additional year to 2021.
- 1.3. Committee on 15 September 2017 agreed '*To explore within the Norfolk Waste Partnership the merits of different approaches to helping fund recycling and waste reduction initiatives.*'

The Partnership subsequently considered a number of different approaches and agreed to focus on three that did not put any party at risk of being worse off. Work to explore the alternative models is ongoing and it is proposed that any future approach should be informed by the Partnership's considered view of the options and also a view of the opportunities and implications created by any change in national policy, in particular as a consequence of the Government's Resources and Waste Strategy which is expected to be published this autumn.

## **2. Evidence**

### **2.1. Current Contracts**

- 2.1.1. The current contracts started in 2016 and delivered savings of around two million pounds a year compared to the previous contracts and also ended a reliance on landfill as the main disposal option for the first time. The contracts are all based on export of bales of Refuse Derived Fuel for incineration in Combined Heat and Power facilities in mainland Europe, with incineration in Energy From Waste plants and landfill in the United Kingdom as contingency.
- 2.1.2. The contracts were procured in 2015 before the referendum on the United Kingdom's membership of the European Union. Uncertainty and changes to exchange rates since the referendum has caused price increases in the export market for Refuse Derived Fuel, however these have not increased the County Council's costs which were fixed in advance and furthermore do not affect the price for an extension to the contract which would be subject to an RPI indexation and not affected by foreign exchange rates.
- 2.1.3. Insights from soft market testing and benchmarking against other local authority recent prices shows that currently costs per tonne could go up by as much as 10% for any procurement. Therefore extending the current arrangements for another year based on current prices amended by RPI is considered to be best value for the County Council.

### **2.2. Soft Market Testing**

- 2.2.1. Key insights from the soft market testing completed in May and June 2018 are summarized under the themes below. Ten companies responded to an advert in the trade press and each attended a two hour meeting with officers from Waste Services and Corporate Procurement.
- 2.2.2. Contract Length  
A shorter initial term of five to seven years with the ability for extension/s was preferred as it allows for flexibility in treatment processes used over time with negotiation. For example this could allow use of existing capacity for Refuse Derived Fuel or Energy from Waste in the short term whilst allowing time to develop infrastructure or for other processes to come on line.

A contract under five years in length may not attract many bidders or leave a reliance on a mix of existing arrangements, the only exceptions to this were companies

planning to use capacity in their own larger facilities outside Norfolk.

Longer contract terms of ten to fifteen years with negotiations around extension points could allow for developing treatment options or facilities. However, some see more than a five year initial term as being too risky in a changing market and would want a break clause if the contract were to be longer.

Contract length affects the potential level of investment from a bidder. For example a ten year contract would only attract small scale investment in infrastructure whilst large scale infrastructure investment would require a longer term contract.

Contractors that do not wish to build a facility are subject to changing markets in waste treatment, therefore for them flexibility on the length of contract is a key factor for best value. A number of companies wanted the maximum flexibility to make changes to how they provide the service throughout the contract however the County Council's ability to do this is limited as any such changes must be lawful and not be seen to distort the market.

A limited number of companies were interested in long term and large scale investment to develop a waste treatment facility in Norfolk. However, some companies felt deterred from making such an investment because of the County Council's policy that rules out the use of an incineration in Norfolk for waste the County Council is responsible for.

### 2.2.3. Contract Size

All participants said that tonnage certainty is key. Failure to offer a guaranteed minimum tonnage would significantly increase costs and could deter bidders.

However, offering the whole Norfolk tonnage, currently around 205,000 tonnes a year, was not really attractive to any contractors and would likely put off contractors from bidding. It is too big a tonnage for most contractors especially small to medium size companies. Rather than economies of scale for some dealing with higher tonnages can become more difficult and expensive and become more costly due to the need to underwrite a larger risk.

Many contractors prefer a tonnage they can specify and indicated this would enable them to provide better prices compared to being required to price for wide tonnage bands or lots. A combination of lots to cover a certain percentage of the total tonnage and then a framework contract for the remainder was a suggested hybrid that may allow benefits from short term price advantages from the spot markets. To allow for tonnage flexibility, guarantees could change from one year to the next based on tonnages the year before, or to allow for changing waste compositions or collection changes, provided that contractors get appropriate notice.

### 2.2.4. Technologies

Some participants would consider exporting Refuse Derived Fuel in the short term but are uncertain about the longer term stability of export, meaning that it may be offered as part of a package with other technologies for longer term contracts.

Many would look to utilise existing incineration capacity at Energy From Waste facilities in the United Kingdom which may be facilities owned by them or third parties.

Producing Solid Recovered Fuel could be part of a solution. This is typically a drier, more calorie rich fuel used in applications like cement kilns, but end markets are not expected to be strong enough for this to be a complete solution.

Many contractors wouldn't like to commit to one solution for a longer term contract so any contract may need to be flexible enough to allow changes in technology during the contract. Emerging technologies and the progress of demonstrator plants are being

considered by contractors but reliable and proven technologies are very important for shorter term contracts and landfill is still mentioned as a fall back in some cases.

There was recognition that the County Council policy on incineration is deterring investment for such a facility in Norfolk.

#### 2.2.5. Bulky Waste

Bulky waste describes items that are too large to be accepted by the regular collection, for example items such as furniture, mattresses, fridges and freezers. Bulky waste accounts for around 5% of the residual waste stream and can be difficult to deal with for some processes, with the potential to damage or block machinery. Nevertheless it is part of the waste stream and a service for it is still required. Different views were expressed on value for money options including it being dealt with by separate arrangements or the requirement that such material is shredded.

#### 2.2.6. Indexation

All participants agreed that the main variables affecting costs in the waste sector include labour and fuel, but opinion was divided on whether the Retail Price Index (RPI) was appropriate or not. The preferred alternative was applying a basket of indices which may provide better value as it removes more risk for bidders but in doing so creates more potential for price volatility for the County Council.

It is clear that seeking fixed prices over a longer term contract with the contractor taking inflation risk would be unrealistic as there is too much uncertainty in the market.

#### 2.2.7. Transfer Stations

Opinion was divided whether companies should be able to offer their own transfer stations as part of a packaged bid. Some thought it would be beneficial having control of their own Transfer Stations, operationally as well as financially to the County Council, whilst some were happy to have this excluded from the treatment and disposal contracts.

#### 2.2.8. General Points

- a) The use of a streamlined competitive dialogue process was preferred by all.
- b) Some contractors would like the chance to offer haulage rates.
- c) Any change of legislation that affects price, for example introduction of an incineration tax, would sit with the County Council.
- d) Whether there is access to any County Council owned sites and the role of Norse and its transfer stations would need to be clear as part of a procurement.
- e) It would need to be clear whether landfill solutions were acceptable and how important diversion from landfill was and the position of advanced thermal treatment (principally gasification and pyrolysis) in relation to the County Council policy on incineration would also need to be clear.

#### 2.2.9. Soft Market Testing Update

In spring 2019 soft market testing for future residual waste treatment options will be completed to help inform decisions about how to secure arrangements beyond existing contracts. This is timed so that it will be informed by the national Resources and Waste Strategy which is expected to be published in autumn 2018, any measures on waste that featured in the autumn 2018 budget and the outcome of the process relating to the United Kingdom's membership of the European Union.

### 2.3 Residual Waste Contracts Annual Review

Policy two of the twenty policies agreed by Full Council in December 2014 states:

*'Incineration of waste or fuel derived from waste is accepted outside Norfolk and any such arrangements should be reviewed by Committee on an annual basis.'*

This information was last presented to Committee on 17 March 2017 and to directly address the policy requirement the contracts are summarised below using actual tonnages for these arrangements for the financial year 2017/18.

<b>Service Provider</b>	<b>Total tonnage</b>	<b>Combined Heat and Power tonnage</b>	<b>Energy From Waste tonnage</b>	<b>Landfill tonnage</b>
<b>FCC</b>	<b>95,384</b>	91,651	3,357	376
<b>Frimstone</b>	<b>33,522</b>	29,038	669	3,815
<b>Seneca</b>	<b>25,392</b>	25,392	-	-
<b>Suffolk</b>	<b>49,174</b>	-	49,174	-

### **3. Financial Implications**

- 3.1. The current contracts started in 2016 and delivered savings of around two million pounds a year compared to the previous contracts.

The price for one year extensions to the three contracts is subject to RPI, meaning that 2020/21 prices may go up or down, the price in the inter authority agreement with Suffolk County Council is also subject to indexation. The future budget provision will need to make a suitable allowance for this in 2020/21.

- 3.2. Although the unit cost per tonne is a key consideration the main variable is tonnage increases or decreases which can have a major impact; for example a 1% change in tonnage is equivalent to around a £230,000 effect based on this year's budget.

Looking forwards an allowance has been made for predicted housing growth of 0.7% a year with an associated residual waste increase of around 1,500 tonnes each year. The future budget provision will need to make a suitable allowance for this.

- 3.3. Beyond 2021 costs are uncertain. This will depend on the nature of the process of the United Kingdom leaving the European Union; the introduction of any fiscal measures that affect waste; the impact of Government's national Resources and Waste Strategy which is expected in autumn 2018; or the development of any new regional capacity.

### **4. Issues, risks and innovation**

- 4.1. **Changing Policy and Services**

EU legislation requires source separated bio-waste collections by 2023 and recycling targets of 55% by 2025. Government's intentions are expected to be expressed in a national Resources and Waste Strategy this autumn which is expected to identify ways that producers could contribute more to the costs of dealing with waste, the possibility of deposit return schemes and how to secure consistency of approach.

Where there is legislation change, for example the introduction of fiscal measures on waste, the effect of these would be passed through to the County Council.

Changes to services by districts can have a large impact on tonnages and the composition of residual waste left to treat, which can also affect the suitability of treatment or even the viability of processes or the price of solutions.

In relation to any inter authority agreement with Suffolk beyond 2021, it is expected

that this would be on different terms to reflect the longer term mutual benefits of the arrangement and other considerations such as the Government's Resources and Waste Strategy and other national policy, the process of the United Kingdom leaving the European Union and other local infrastructure developments.

#### 4.2. **Alternative Funding Models**

To explore the merits of different approaches to help fund recycling and waste reduction initiatives the Norfolk Waste Partnership secured a grant from national charity Wrap that has allowed consultants Eunomia to complete detailed work on three models to help improve performance and reduce costs.

The models being looked at focus on ways to incentivize and facilitate change through the County Council providing a greater share of its avoided costs than is required by legislation where performance is further improved:

- a) Increasing payments where service changes reduce the County Council's cost.
- b) Making additional payments where residual waste collected by districts is reduced to certain levels.
- c) Sharing a large proportion of the savings if the County Council put in place arrangements for recycling that would be used by the districts.

The outcome of the detailed work by Eunomia will be considered by the Partnership and before any approach is decided upon the Partnership's considered view of the options should be taken in to account, alongside a view of the opportunities and implications created by any change in national policy that occur as a consequence of the Government's Resources and Waste Strategy which is expected to be published this autumn.

## 5. **Background**

- 5.1. The County Council has a statutory duty as a Waste Disposal Authority to provide disposal for residual waste collected by the District, City and Borough councils in their statutory roles as Waste Collection Authorities and from the County Council's Recycling Centres.

### **Officer Contact**

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# Environment, Development and Transport Committee

<b>Report title:</b>	<b>Norwich Western Link – Options Proposal</b>
<b>Date of meeting:</b>	<b>9 November 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services.</b>
<b>Strategic impact</b>	
<p>The County Council, at its meeting in December 2016, agreed a motion setting out that the ‘Council recognises the vital importance of improving our transport infrastructure and that this will help to deliver the new jobs and economic growth that is needed in the years ahead.’ In addition to the motion set out that the ‘Council also recognises the importance of giving a clear message of its infrastructure priorities to the government and its agencies, and so ensure that there is universal recognition of their importance to the people of Norfolk.’ The Norwich Western Link (NWL) has been recognised as one of three priority infrastructure schemes and is included in the Norfolk Infrastructure Delivery Plan 2017-2027.</p>	

## **Executive summary**

The Norwich Western Link (NWL) Initial Consultation completed in July this year found there was very strong support for a new link between the end of Broadland Northway and the A47 to the west of Norwich. Following this, work has been carried out to produce a shortlist of options that meet the objectives of the NWL project and provide a compelling business case.

The proposals in this paper enable the project to proceed to an Options Consultation on a shortlist of NWL options. These options were determined from feasibility / options assessment work undertaken using Department for Transport (DfT) guidelines.

Findings from the consultation will be used in the preparation of the Strategic Outline Business Case for the project to be submitted to DfT in Spring 2019.

This paper outlines the shortlist of NWL options that are recommended for the next consultation later in November.

The shortlist of options has been determined via stakeholder liaison and an options appraisal process. This work has been summarised in an Options Appraisal Report that considers a significant number of options and is appended to this Paper.

A range of factors have been used in developing the four short-listed options, including:

- Physical constraints e.g. existing development and infrastructure
- Impact on the environment and ecology
- The proposed Highways England A47 North Tuddenham to Easton dualling scheme
- Projected growth and development in the study area
- The requirements of the DfT Business Case process
- How traffic uses the existing road network including Broadland Northway

Option A is an upgrade that broadly follows the line of an existing B-road route. Options B, C and D are new routes. Consideration of additional measures to enhance the benefits of the above options will be included in the consultation.

**Recommendations:**

Members are recommended to:

- 1. Approve the proposed four shortlisted options for the Norwich Western Link**
- 2. Proceed with a non-statutory public consultation on these shortlisted options.**

**1. Proposal**

- 1.1. It is proposed to undertake a non-statutory public consultation on a shortlist of options for the NWL. Four options have been shortlisted and are referenced Options A, B, C and D from west to east (as shown at Appendix A). Option A is an upgrade that broadly follows an existing B-road route. Options B, C and D are new road routes. Consideration of additional measures to enhance the benefits of the above options will be included in the consultation and, depending on the consultation results, will be considered further as the scheme develops.
- 1.2. The proposed non-statutory public consultation was approved in principle by Committee at the 12<sup>th</sup> October 2018 meeting. It is scheduled to take place between 26<sup>th</sup> November 2018 and 18<sup>th</sup> January 2019. During this period the suspension of consultation exhibitions/events has been included to allow for the Christmas and New Year period. The online survey platform will remain open for the duration of the consultation.
- 1.3. The Member Working Group has been consulted in the preparation of this paper.

**2. Evidence**

- 2.1. There is no direct, high standard transport link between the western end of the Broadland Northway and the A47 to the west of Norwich. In order to understand this further and gain knowledge on transport issues in the area, an initial consultation was undertaken in the Summer of 2018. The consultation found that there was very strong support for creating a new link, with the majority of those responding suggesting a new road was their preferred solution. Key transport issues raised by consultees included rat running and roads not being suitable for the volume and type of traffic such as HGVs.
- 2.2. Further to the Initial Consultation work has been undertaken to determine what, if anything, could be done to tackle the perceived transport issues in the area, including the provision of a link road. It was found that a range of interventions could be beneficial, and these were refined to a shortlist of options. The main list of activities undertaken to establish viable interventions and feed in to the shortlisting process is summarised below.
  - Assessment of the existing and expected conditions to establish the need for intervention.
  - Development of objectives that a potential NWL intervention could work towards; aligned to local, regional and national policy.
  - Liaison with key stakeholders within the study area and assess how any intervention may affect them.
  - Gather information on the environmental and ecological factors to be taken into consideration in the study area.
  - Assess the results of the initial consultation to understand the perceived transport issues in the study area.
  - Undertake traffic surveys to see how traffic movements across the study area have changed as a result of the opening of Broadland Northway.

- Establish a “do nothing” baseline criteria against which interventions can be assessed.
- Undertake traffic modelling scenarios to understand the future expected traffic volumes and movements with respect to a range of possible options including a “do nothing” option.
- Determine a longlist of potential options comprising road and non-road options.
- Assess how these longlist of options might improve transport issues within the study area; how they might perform in terms of DfT business case criteria; and how they might affect the environment and ecology.
- Undertake a sifting process based on the results of the above and taking into account performance against the scheme objectives and physical constraints within the study area to obtain a shortlist of options.

These activities are detailed within the Options Appraisal Report (OAR) which can be found at this [link](#). An overview of the OAR leading to the proposed shortlist of options is included in the subsequent sections along with a summary of each option.

### 2.3. Existing and expected conditions

This is described in detail in the OAR (please see [link](#)) and is summarised below.

For the current situation relevant transportation, economic, planning and environmental policy applicable to the study area have been assessed. Further to this the demographic profile, transport context, current travel demands and levels of services were investigated along with the environmental constraints within the study area.

The expected conditions considered the factors that will shape the study area and network operation in the future. Future growth in terms of land use, housing, employment and investment in the transport system were assessed. Based on this, modelling and forecasting has been undertaken to understand the future travel demands and levels of service.

### 2.4. Project objectives

A range of objectives have been developed to align with the current strategic objectives presented in national, regional, and local policy and associated guidance. It is considered that the objectives reflect the issues and opportunities identified within the previous project reports, in addition to the wider objectives of the New Anglia Local Enterprise Partnership, supporting the principal aim to deliver a modern and efficient transport system. The objectives are in two tiers, namely high-level objectives and specific objectives. These objectives have been discussed at meetings with local communities and are subject to ongoing refinement as the scheme advances.

High-level objectives:

*H1 Support sustainable growth*

*H2 Improve the quality of life for local communities*

*H3 Support economic growth*

*H4 Promote an improved environment*

*H5 Improve strategic connectivity with the national road network*

Specific objectives:

*S1 Reduce congestion and delay, and improve journey time reliability, on routes*

*through the study area*

*S2 Improve network resilience and efficiency of the strategic and local transport network*

*S3 Reduce the number of Heavy Goods Vehicles using minor roads*

*S4 Make the transport network safer for all users (including Non-Motorised Users)*

*S5 Encourage modal shift to more sustainable modes of transport*

*S6 Provide traffic relief (and reduce noise & emissions) within residential areas*

*S7 Enable improved accessibility to existing and new housing and employment sites*

*S8 Improve emergency response times*

*S9 Improve access to green space*

*S10 Not affect the ecological integrity of the Wensum Valley SAC*

*S11 Contribute to the improved health and well-being of local residents*

*S12 Improve connectivity and accessibility to Norwich International Airport, Norwich Research Park and Norfolk & Norwich University Hospital*

## 2.5. Liaison with key stakeholders

The work undertaken so far has included engagement with a wide range of stakeholders who would have an interest in the project. This includes parish councils, businesses, and statutory / non-statutory organisations.

The Initial Consultation held in Summer 2018 achieved a good response rate and this is summarised in the OAR ([link](#)). Many of the respondents also asked to be provided with regular updates via a mailing list.

Subject to approval of this paper, affected landowners will be engaged to discuss any items of concern and implications on the shortlisted options. Some landowners have already responded to the Summer 2018 consultation.

All stakeholders will be invited to the Options consultation events and encouraged to respond on the options shortlist and provide further information.

## 2.6. Environmental and Ecological Factors

There are numerous environmental and ecological considerations in the NWL study area, with designated sites including the River Wensum as a Special Area of Conservation and a Site of Special Scientific Interest, 'Ancient Woodland' and several 'County Wildlife Sites'. Where possible the shortlisted options have avoided these sites or early conversations have indicated that any impacts can potentially be mitigated.

Following discussions with Natural England and the Environment Agency in July 2017, agreement was reached that a bridge crossing of the River Wensum could be acceptable, but this would be subject to more detailed design and mitigation proposals.

An Appropriate Assessment would be required under the Habitats Directive Regulations to demonstrate that any proposed solution crossing the Wensum would not adversely affect the integrity of the River Wensum SAC.

A further meeting was held with the Environment Agency and Natural England on 18<sup>th</sup> October 2018 to discuss the latest options work in more detail. It was confirmed that their position had not changed since the last meeting. It was agreed by all parties that a collaborative approach would be used going forward.

## 2.7. Assess Results of Initial Consultation

The Initial Consultation took place from 8th May to 3rd July 2018 to seek views on transport issues to the west of Norwich and what options could be considered. It included 9 staffed events and an online questionnaire. Commonplace hosted the online questionnaire on behalf of NCC and separate correspondence was also received from a number of organisations.

The questionnaire gave two opportunities to comment on the consultation; firstly to add general comments on transport issues; secondly to pinpoint local transport issues on an interactive map.

The Commonplace consultation report is available on the County Council website at this [link](#). A summary of the consultation results including analysis of the pinpoint map responses and other responses received is included in the OAR ([link](#)).

The majority of people who took part in the consultation believe a new road linking the A47 to the Broadland Northway would help tackle transport issues in the area. This option was selected more than three times as much as the next most popular option, which was 'Improving existing roads'.

The top five most frequently identified transport issues in the area were:

- Roads not suitable for level of traffic;
- Rat running;
- Slow journey times;
- Rural congestion; and
- Inappropriate use by HGVs.

When respondents were asked to identify transport solutions the top five options selected were:

- New road linking Broadland Northway to A47;
- Improve existing roads;
- Improve public transport;
- Improve cycling routes; and
- New cycling routes linking the Broadland Northway to the A47.

The top five issues respondents wanted NCC to consider when planning transport improvements are:

- Reducing congestion;
- Reducing rat running;
- Shortening journey times;
- Better journey reliability; and
- Road safety.

## 2.8. Traffic Surveys Undertaken

Traffic counts were carried out to the north and west of Norwich in May and June 2018. This was to understand how journeys have changed since the Broadland

Northway fully opened in April 2018.

Notably these counts found:

- Significantly fewer vehicles are using Drayton High Road (A1067) at Hellesdon – 16,123 a day in 2018 compared to 19,028 in 2015.
- The level of traffic using roads in villages to the west of Norwich is generally higher than was previously recorded in 2015.

More extensive surveys are currently being carried out in the study area and more widely, as part of the necessary monitoring following the opening of the Broadland Northway. This will give a broader picture of traffic movements. The additional time since the opening of Broadland Northway should also allow for traffic movements to have “settled” to a greater extent, but significant changes when compared with the May/June data are not anticipated.

## 2.9. Do nothing baseline

In order to robustly assess potential interventions a “do nothing” baseline has been established. This considers a “do nothing” option and takes account of the changes expected in the study area, such as housing and employment development, traffic growth and network changes.

## 2.10. Traffic Modelling

Highways England updated the Norwich Area Transportation Strategy (NATS) model for use in the assessment of the Road Investment Strategy (RIS) schemes for the A47 Corridor. Specifically, in relation to the Norwich Western Link (NWL) scheme, the Highways England A47 Corridor schemes include the A47 North Tuddenham to Easton dualling and the A47 / A11 Thickthorn junction improvements.

The existing NATS model consists of a highway assignment model developed in SATURN, a public transport model developed in VISUM and a variable demand model using the DIADEM software.

The model has been subject to local re-calibration and re-validation for use on the NWL to undertake variable demand modelling and traffic forecasting. This has included processing of observed traffic surveys and updates to better reflect the local road network.

Forecasting has been undertaken based on an assumed 2025 opening year, a design year of 15 years after opening, at 2040, and a 2050 ‘horizon’ year.

At this stage a core growth scenario based on TEMPro 7.2 was used. The future housing and employment growth was evenly distributed across each district without reliance on specific additional local growth within the study area.

A number of route corridors were selected for this modelling work across the study area. This was to understand how flows may vary for a range of assumed links between the A1067 and A47.

Additionally, to obtain an indication of existing traffic origins and destinations within the study area, further analysis was undertaken using the SATURN model to understand how the potential options could impact on routes currently used by traffic.

## 2.11. Longlist of options

A wide range of options was compiled with consideration to the objectives in section 2.4. This exercise included a review of known historic options in addition to developing further new options. The responses from the initial consultation were also reviewed to identify further options.

This process included developing road options with bridges as necessary to

cross rivers and other features. Non road-building options were also developed and comprised numerous types of possible interventions including bus and rail, public transport, cycling and walking facilities, junction improvements, HGV management, smart technology and tolling.

Tunnelling options were not included in the longlist based on the findings of previous technical work carried out in 2017. This found that a satisfactory, sufficiently economic tunnel solution was not deemed feasible due to issues with ground water, flooding, topography of the land, environmental impacts (particularly during construction), making the desired connections with the existing road network, as well as operation and future maintenance costs.

## 2.12. Sifting and shortlisting

A staged process was used to reduce the longlist into a shortlist of preferred options for further consideration.

Firstly the DfT's Early Assessment and Sifting Tool (EAST) was employed with a view to taking options forward that would perform well in accordance with Transport Business Case principles. This considers 5 elements namely the Strategic, Economic, Managerial, Financial and Commercial Cases. Environment issues are usually dealt with in the Economic Case. However, due to the environmentally sensitive nature of the study area these environmental aspects were considered as a separate case to greater reflect their importance in the sifting process. This resulted in six criteria with which to assess the performance of each option against.

The performance of all longlist options was compared against a 'do nothing' option using the same criteria. Options performing less well than this were eliminated.

At this stage the options were also categorised as either 'Non-Highways', 'New Highway Link' or 'Existing Link Upgrade'.

For New Highway Link options single carriageway roads were discounted on the basis that dual carriageway options will produce the most robust assessment in consideration of potential land take, costing and environmental concerns. Additionally dual carriageway options, in general, provide more benefit in terms of increased capacity and therefore network resilience, improved journey time and associated economic benefit and safer design. In terms of the current issues with HGV movements the increased speed limit for HGVs on dual carriageways as opposed to single carriageways would significantly improve chances to attract HGVs and reassign them away from local rat running routes.

The remaining options in the respective categories were compared against the scheme objectives. This found that the options in the New Highways Link category and Existing Link Upgrade performed considerably better than Non Highways options. It was therefore decided that the Non Highways options were set aside but could be packaged up with the shortlisted options later to enhance them.

The Existing Link Upgrade options comprise either single or dual carriageway upgrades to the B1535 and its junction with A1067 at Lenwade back to the end of the Broadland Northway. Traffic modelling indicates that a link broadly along the B1535 would attract lower flows. It is perceived that this in combination with the cost to dual this route over its more significant length would result in a low Benefit Cost Ratio. Therefore a dual carriageway for this option was eliminated.

The remaining options were then assessed against engineering factors in the

study area such as existing development, the potential to impact the nationally strategic Bacton high pressure gas main and proposed Hornsea 3 cable route (currently being progressed through a Development Consent Order process), environmentally sensitive sites, existing traffic pressure on Longwater interchange and the proposed junction strategy for the A47 North Tuddenham to Easton dualling (based on the already published preferred route proposal).

The OAR details this work and how options were eliminated. This resulted in the shortlist of options as described in the following sections. The options below are not in any order of preference or ranking, they are provided as they appear on the map from west to east. They can also be viewed on a map in Appendix A.

For brevity the predicted Annual Average Daily Traffic (AADT) and indicative Benefit Cost Ratios / Value for Money Categories below are based on grade separated junctions with the proposed A47 North Tuddenham to Easton dualling scheme. The OAR contains further traffic modelling assumptions and scenarios / results.

The Benefit Cost Ratios / Value for Money Categories below consider travel time benefits only and do not at this stage consider potential benefits such as safety, air quality and noise. Therefore they could be considered as a low estimate. The Value for Money categories are based on DfT guidance, which sets these out as 'Low' if less than 1.5 benefit to cost ratio, 'Medium' if between 1.5 and 2.0 BCR, and 'High' if the BCR is more than 2.0.

#### 2.13. Option A (single carriageway)

The route is from the end of the Broadland Northway / A1067 roundabout, extending along the existing alignment of the A1067 towards a new junction in Lenwade, and then links to the B1535 Wood Lane junction with the A47. It is proposed as a single carriageway upgrade of the A1067 to Lenwade and along the upgraded B1535 to the A47 Wood Lane junction. The proposals include adjustments and improvements to the A1067 and significant realignment of the B1535 to make this a higher standard route. It makes use of the existing bridge over the River Wensum at Attlebridge.

- Length of route (Broadland Northway to A47): 11.7km (7.2 miles)
- Out-turn cost estimate: £60m
- Predicted Annual Average Daily Traffic (AADT): 10,000
- DfT Value for Money category: Low

#### 2.14. Option B (dual carriageway)

The route is from the end of the Broadland Northway / A1067 roundabout, extending along the existing alignment of the A1067 towards a new junction near Attlebridge, and then links to the B1535 Wood Lane junction with the A47.

It comprises dualling the A1067 from the Broadland Northway/ A1067 roundabout to the new junction near Attlebridge, and includes widening of the existing River Wensum bridge at Attlebridge. The dual carriageway then advances in an approximately southerly direction, east of Weston Longville, to then connect with the A47 / Wood Lane junction. Due to the impact on existing properties near the River Wensum bridge, this option also includes an alternative of a new viaduct crossing of the River Wensum to the south of Attlebridge rather than using the existing crossing location. The information below is based on the viaduct alternative as this has a higher scheme cost.

- Length of route (Broadland Northway to A47): 8.3km (5.2 miles)
- River viaduct approximate length: Wensum 660m

- Out-turn cost estimate: £155m
- Predicted Annual Average Daily Traffic (AADT): 30,000
- DfT Value for Money category: High

2.15. Option C (dual carriageway)

The route is from the end of the Broadland Northway / A1067 roundabout, extending a short distance along the A1067 towards a new junction and then links to the B1535 Wood Lane junction with the A47.

It comprises dualling of the A1067 from the Broadland Northway roundabout for around 350m before a new A1067 junction and then continues on a new dual carriageway in a south westerly direction between Weston Longville and Ringland, initially crossing the River Wensum on a viaduct, and connects with the A47/ Wood Lane junction.

- Length of route (Broadland Northway to A47): 6.2km (3.9 miles)
- River viaduct approximate length: Wensum 720m
- Out-turn cost estimate: £153m
- Predicted Annual Average Daily Traffic (AADT): 32,000
- DfT Value for Money category: High

2.16. Option D (dual carriageway)

The route is initially similar to Option C from the end of Broadland Northway / A1067 roundabout, however this option then links to the Taverham Road / Easton junction with the A47.

It comprises dualling of the A1067 from the Broadland Northway roundabout for around 400m before a new A1067 junction and then continues on a new dual carriageway in a south westerly direction between Weston Longville and Ringland, initially crossing the River Wensum on a viaduct, then turning more to the south before also crossing the River Tud and connecting with the A47 Taverham Road / Blind Lane junction.

- Length of route (Broadland Northway to A47): 5.8km (3.6 miles)
- River viaduct approximate length: Wensum 660m, Tud 120m
- Out-turn cost estimate: £161m
- Predicted Annual Average Daily Traffic (AADT): 31,000
- DfT Value for Money category: Medium / High

### **3. Financial Implications**

3.1. The options appraisal and consultation are within scope and budget for the work to be undertaken this financial year.

Cost estimates and DfT value for money categories have been provided for each shortlist option in section 2.

3.2. A Business Rates Pool Funding application has been submitted to continue to develop this project in 2019/20 with match funding from the capital programme.

3.3. Longer term funding options for the project are being developed, and it is too early in the process to provide confirmation of the preferred funding solution. The project team are working closely with CES Finance Business Partner to look at future funding. Project costs and programme updates are provided to the Member Working Group and the Project Board.

### **4. Issues, risks and innovation**

4.1. Robust risk management arrangements are in place for this project. Foreseeable





# Environment, Development and Transport Committee

<b>Report title:</b>	<b>Finance monitoring</b>
<b>Date of meeting:</b>	<b>9 November 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> This report provides the EDT Committee with financial monitoring information for the services reporting to this Committee for 2018-19.	

## Executive summary

The services reporting to this Committee are delivered by Community and Environmental Services.

The 2018-19 net revenue budget for this committee is £103.429m and we are currently forecasting a £0.350m underspend for the services reporting to this committee

The total capital programme relating to this committee for the years 2018 to 2020 is £96.173m, with £50.878m currently profiled to be spent in 2018-19. Details of the capital programme are shown in section 3 of this report.

The balance of EDT Committee reserves as of 1 April 2018 was £27.434m. The reserves at the beginning of the year included committed expenditure, unspent grants and contributions which were carried forward from 2017-18. Details are shown in Section 4 of this report.

### Recommendations:

Members are recommended to note:

- a) **The note 2018-19 revenue budget the Environment, Development and Transport Committee and the current forecast outturn position**
- b) **The Capital programme for this Committee.**
- c) **The balance of reserves brought forward to 2018-19.**

## 1. Proposal

- 1.1. Members have a key role in overseeing the financial position for the services under the direction of this committee, including reviewing the revenue and capital position and reserves held by the service. Although budgets are set and monitored on an annual basis it is important that the ongoing position is understood and the previous year's position are considered.
- 1.2. This report reflects the budgets for 2018-19 budget and forecast outturn position as at the end of September 2018.

## 2. Evidence

- 2.1. The services reporting to this Committee are delivered by Community and Environmental Services which also manage services reporting to Communities Committee, Digital and Innovation Committee and Business and Property Committee.
- 2.2. The 2018-19 NET revenue budget for this committee is £103.429m.

<b>Table 1: Environment, Development &amp; Transport NET revenue budget 2018-19</b>				
	2018-19 Budget	2018-19 forecast Outturn	Forecast Variance	Actual spend to period 6
	£m	£m	£m	£m
Business Support and development	2.096	1.966	(0.130)	1.015
Culture and Heritage – Environment	1.116	1.116	0.000	0.449
Culture and Heritage – Historic Environment	0.250	0.250	0.000	0.156
Culture and Heritage – Planning	0.440	0.440	0.000	0.060
<b>Highways and Waste</b>				
Flood and Water management	0.419	0.419	0.000	0.130
Highways Operations	6.685	6.685	0.000	2.924
Major projects	0.364	0.364	0.000	0.154
Highways Network	0.496	0.496	0.000	1.045
Electrical services	9.398	9.398	0.000	1.514
Highways depreciation	26.248	26.248	0.000	
Travel and Transport Services	14.462	14.462	0.000	10.831
Residual Waste	23.591	23.591	0.000	10.555
Recycling and Closed landfill sites	17.176	16.956	(0.220)	6.038
<b>Total highways and Waste</b>	<b>98.839</b>	<b>98.619</b>	<b>(0.220)</b>	<b>33.191</b>
Infrastructure and Economic Growth	0.688	0.688	0.000	0.455
<b>Total for Committee</b>	<b>103.429</b>	<b>103.079</b>	<b>(0.350)</b>	<b>35.326</b>

### 2.3. Forecast Variances:

We are currently forecasting £0.130m underspend in Business support and development due to the management of staff costs. When the budget is set we assume there will be some turnover of staff, where we are able to manage vacancies we will hold posts that don't require them to be filled immediately. Whilst we are still early in the year would anticipate further underspends from salary budgets to turnover of staff.

As previously reported to committee we are anticipating an underspend in the Household waste recycling centres budget, which is now reflected in the forecasts, we will continue to monitor activity throughout the rest of the year.

## 2.4. Other Issues

**Residual Waste** - A variation of one tonne of residual waste from projected tonnages would lead to a change of costs of around £113 per tonne, meaning a 1% variation in tonnages would be a £242,000 change in cost. Such variations could be caused by any combination of factors such as increases in household numbers, change in legislation, economic growth, weather patterns, a collapse in the recycling markets or an unexpected change in unit costs, much of which are out of the control of the County Council. The combined impacts of these effects will continue to be monitored extremely closely and will be reported to the committee.

**Recycling Credits** - The County Council pays recycling credits to Districts and parish councils and voluntary and community groups for tonnages of waste recycled. Similarly to residual waste the tonnages collected are out of the control of the County Council and there are a number of external factors that influence the tonnages collected such as general economic conditions and the weather. The payment for one tonne of recycling is £60.36 to Districts and £58.60 to community groups and although it is relatively early in the financial year to provide a robust forecast a 1% variation in tonnages would be around a £93,000 change in cost.

## 3. Capital Programme

- 3.1. The total capital budget for the services reporting to this committee is £96.173m, with £50.878m profiled for delivery in 2018-19.

Table 3 Capital Programme			
	2018-19	2019-20	Total Programme
	£m	£m	£m
Major Schemes	8.345	13.206	21.551
Bus Infrastructure Schemes	0.160	0.070	0.230
Bus Priority Schemes	0.500		0.500
Public Transport Interchanges	0.140	0.090	0.230
Cycling schemes (County)	0.575	1.855	2.430
Cycling schemes (Norwich "City Cycle Ambition 2")	0.460		0.460
Walking schemes	0.794	0.756	1.550
Road Crossings	0.245	0.261	0.506
Local Road Schemes	4.034	6.229	10.263
Great Yarmouth sustainable transport package (LGF Funded)	2.798	0.900	3.698
Attleborough Sustainable transport package (LGF Funded)	1.950	1.100	3.050
Thetford Sustainable Transport package (LGF Funded)	1.200	0.675	1.875
Traffic management and calming	0.929	0.010	0.939
Local Safety Schemes	0.250	0.250	0.500
Other Schemes, Future fees and Carry over costs	0.559	0.559	1.118
<b>Integrated transport</b>	<b>22.939</b>	<b>25.961</b>	<b>48.900</b>
Structural Maintenance	31.885	32.465	64.350
<b>Total Highways programme</b>	<b>46.479</b>	<b>45.22</b>	<b>91.699</b>

<b>Other capital schemes</b>			
Transport related budget - clean bus technology	0.036		0.036
Public Access - related projects	0.350		0.350
Waste management	4.013	0.075	4.088
	<b>4.399</b>	<b>0.075</b>	<b>4.474</b>
<b>Total Programme</b>	<b>50.878</b>	<b>45.295</b>	<b>96.173</b>

3.2. The highways programme reflects the current known funding. The service has a strong track record of securing additional external funding which will be added to the programme as this gets confirmed.

3.3. The programme is actively managed throughout the year to aim for full delivery within the allocated budget. Schemes are planned at the start of the year but may be delayed for a variety of reasons e.g. planning consent or public consultation. When it is identified that a scheme may be delayed then other schemes will be planned and progressed to ensure delivery of the programme and the original schemes will be included at a later date. Over / (under) spends and slippage will be carried forward and delivered in future years.

#### **4. Reserves 2017-18**

4.1. The reserves relating to this committee are generally held for special purposes or to fund expenditure that has been delayed, and in many cases relate to external grants and contributions. They can be held for a specific purpose, for example where money is set aside to replace equipment or undertake repairs on a rolling cycle, which help smooth the impact of funding.

4.2. A number of the reserve balances relate to external funding where the conditions of the grant are not limited to one financial year and often are for projects where the costs fall in more than one financial year.

4.3. Services continue to review the use of reserves to ensure that the original reasons for holding the reserves are still valid.

4.4. The balance of unspent grants and reserves as at 1<sup>st</sup> April 2018 stood at £27.434m

4.5. Table 4 below shows the balance of reserves held and the current forecast usage for 2018-19

	Balance at 1 April 2018 £m	Forecast balance 31 March 2019 £m	Forecast Net Change £m
<b>Table 4: EDT Committee reserves</b>			
<b>Culture, Heritage and Planning</b>			
Historic Buildings	(0.079)	(0.043)	0.037
Income Reserve	(0.080)	(0.074)	0.006
R and R Fund	(0.079)	(0.038)	0.041
Unspent Grants and Contributions Reserve	(0.060)	(0.036)	0.024
<b>Culture, Heritage and Planning Total</b>	<b>(0.299)</b>	<b>(0.191)</b>	<b>0.108</b>
<b>Highways, Transport and Waste</b>			
Bus Service De-registration reserve	(0.031)	(0.031)	0.000
Demand Responsive Transport	(0.004)	(0.004)	0.000
Highways Maintenance	(5.796)	(5.811)	(0.015)
Information Technology	(0.005)	(0.005)	0.000
Landfill Provision	(12.357)	(12.278)	0.079
Park and Ride Refurb Reserve	(0.012)	(0.012)	0.000

Provision for Bad Debts	(0.037)	(0.037)	0.000
Public Transport Commuted Sums	(0.389)	(0.389)	0.000
R and R Fund	(0.237)	(0.172)	0.065
Street Light PFI Sink Fund	(5.051)	(4.177)	0.874
Unspent Grants and Contributions Reserve	(2.065)	(2.065)	0.000
Waste Management Partnership	(0.869)	(0.669)	0.200
<b>Highways, Transport and Waste Total</b>	<b>(26.852)</b>	<b>(25.)</b>	<b>1.203</b>
<b>Head of Support and Development</b>	<b>(0.180)</b>	<b>(0.180)</b>	<b>0.000</b>
<b>Economic Development</b>			
<b>Economic Dev and Tourism</b>	<b>(0.104)</b>	<b>(0.104)</b>	<b>0.000</b>
Grand Total	<b>(27.434)</b>	<b>(26.162)</b>	<b>1.311</b>

4.7. The department will continue to review the planned used of reserves throughout the year.

4.8. Significant reserves balances

	Balance 1 April 2018 £m	Reason for holding
<b>Highways and Waste</b>		
Closed Landfill Provision	12.357	Provision for the long term impairment costs arising from Closed Landfill sites. We have a legal duty to hold a provision for the future maintenance of Council owned closed landfill sites
Street lighting PFI	5.081	Reflects receipt of the government PFI grant for the Street Lighting contract, which will be needed to me the future financial years to meet contract payments.

## 5. Financial Implications

5.1. There are no decisions arising from this report and all relevant financial implications are set out in this report

## 6. Issues, risks and innovation

6.1. This report provides financial performance information on a wide range of services in respect of this committee.

## 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, Development and Transport Committee

<b>Report title:</b>	<b>Forward Plan and decisions taken under delegated authority</b>
<b>Date of meeting:</b>	<b>9 November 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<p><b>Strategic impact</b>          Providing regular information about key service issues and activities supports the Council’s transparency agenda and enables Members to keep updated on services within their remit. It is important that there is transparency in decision making processes to enable Members and the public to hold the Council to account.</p>	

## Executive summary

<p>This report sets out the Forward Plan for EDT Committee. The Forward Plan is a key document for this committee to use to shape future meeting agendas and items for consideration, in relation to delivering environment, development and transport issues in Norfolk. Each of the Council’s committees has its own Forward Plan, and these are published monthly on the County Council’s website. The Forward Plan for this Committee (as at 15 October) is included at Appendix A.</p> <p>This report is also used to update the Committee on relevant decisions taken under delegated powers by the Executive Director (or his team), within the Terms of Reference of this Committee. There are no relevant delegated decisions to report to this meeting.</p> <p><b>Recommendations:</b></p> <p>Members are recommended to:</p> <p><b>1. Review the Forward Plan at Appendix A and identify any additions, deletions or changes to reflect key issues and priorities the Committee wishes to consider.</b></p>
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## 1. Forward Plan

- 1.1. The Forward Plan is a key document for this committee in terms of considering and programming its future business, in relation to EDT issues in Norfolk.
- 1.2. The current version of the Forward Plan (as at 15 October) is attached at Appendix A.
- 1.3. The Forward Plan is published monthly on the County Council’s website to enable service users and stakeholders to understand the planning business for this Committee. As this is a key document in terms of planning for this Committee, a live working copy is also maintained to capture any changes/additions/amendments identified outside the monthly publishing schedule. Therefore, the Forward Plan attached at Appendix A may differ slightly from the version published on the website. If any further changes are made to the programme in advance of this meeting they will be reported verbally to the Committee.

## **2. Delegated decisions**

- 2.1. The report is also used to update on any delegated decisions within the Terms of Reference of this Committee that are reported by the Executive Director as being of public interest, financially material or contentious. There are no relevant delegated decisions to report for this meeting.

## **3. Financial Implications**

- 3.1. There are no financial implications arising from this report.

## **4. Issues, risks and innovation**

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

## **5. Background**

- 5.1. N/A

### **Officer Contact**

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# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
<b>Meeting: Friday 18 January 2019</b>			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies they sit on	None	To receive feedback	Members
Highway capital programme and Transport Asset Management Plan (TAMP)	None	To approve the highways capital programme/funding, and any proposed changes to the Transport Asset Management Plan.	Assistant Director Highways and Waste (Nick Tupper)
Review of Norwich Highways Agency Agreement	None	To note feedback on the performance of the Norwich Highways Agency Agreement and agree whether to continue with the Agreement from 1 April 2020.	Assistant Director Highways and Waste (Nick Tupper)
Great Yarmouth Third River Crossing	None	Post Stage 3 consultation update for members.	Infrastructure Delivery Manager (David Allfrey)
Commercialisation of Highways Services	Communities Committee - Highways services include providing a fleet service to Fire and Rescue	Following further consideration by a Member Working Group, to consider recommendations on a way forward for the delivery of traded highway services through a Joint Venture with Norse	Assistant Director Highways and Waste (Nick Tupper)
Draft 20 year Ash Dieback Action Plan	Action Plan will cover trees on all NCC owned land so B & P Committee will also need to be informed	Approve draft Ash Dieback Action Plan.	Arboriculture and Landscape Team Leader (Anne Crotty)

# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
Transforming Cities – Update on Norwich being shortlisted for major transport funding	None	To note the current position regarding Norwich being one of ten cities shortlisted for major transport funding and agree to the emerging programme of feasibility and design work.	Transport for Norwich Manager (Jeremy Wiggin)
Strategic and Financial Planning 2019-20 to 2022-23	None	To consider final budget savings proposals.	Executive Director of CES (Tom McCabe)
Performance management	None	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin Goreham)
Risk management	None	Review and comment on the risk information and consider any areas of risk that require a more in-depth analysis	Chief Internal Auditor (Adrian Thompson) / Risk Management Officer (Thomas Osborne)
Finance monitoring	None	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Head of Support and Development (Sarah Rhoden)
De-maining rivers (re-designation of main rivers as ordinary watercourse)	None	To receive an update on the Environment Agency's river transfer project and consider opportunities for further de-maining of rivers in Norfolk.	Flood and Water Manager (Mark Ogden)
Norfolk Safety Camera	No – Communities	To agree a process for determining the	Assistant Director Highways

# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
Partnership – Decision making process	Committee receive feedback from the Member Working Group at the November 2018 meeting	County Council's position on proposed new schemes, consider any feedback/recommendations from the Member Working Group established by Communities Committee and to agree a way forward in terms of the specific proposal to install speed cameras on the A149.	and Waste (Nick Tupper)
<b>Meeting: Friday 8 March 2019</b>			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies they sit on	None	To receive feedback	Members
Adoption of the Norfolk Access Improvement Plan (NAIP)	None	To agree to adopt Norfolk County Council's 10 year Norfolk Access Improvement Plan (which incorporates the Rights of Way Improvement Plan for Norfolk).	Countryside Manager (Trails and Projects) Andrew Hutcheson
Performance management	None	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin Goreham)
Risk management	None	Review and comment on the risk information and consider any areas of risk that require a more in-depth analysis	Chief Internal Auditor (Adrian Thompson) / Risk Management Officer (Thomas Osborne)
Finance monitoring	None	To review the service's financial position in relation to the revenue budget, capital	Finance Business Partner (Andrew Skiggs)

# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
		programme and level of reserves.	
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Head of Support and Development (Sarah Rhoden)

# Environment, Development and Transport Committee

<b>Report title:</b>	<b>Member Working Group Terms of Reference</b>
<b>Date of meeting:</b>	<b>9 November 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<p><b>Strategic impact</b>          Working Groups enable a small group of Members to develop a more in-depth knowledge in a particular subject area and to focus on that subject area in a way that Committees would not have the time to be able to do so. As such, they have a useful purpose in assisting committees in the decision making process.</p>	

## **Executive summary**

At the Full Council meeting held 15 October 2018, Members unanimously carried a motion relating to issues of banning balloons and Chinese lanterns and single use plastic products. They asked this Committee to establish a Task and Finish Group to investigate.

This report sets out a proposal to establish the Task and Finish Group requested by Full Council.

### **Recommendations:**

- 1. To establish a Member Task and Finish working group with Terms of Reference as set out in Section 2 of this report.**

## **1. Background**

- 1.1. At the Full Council meeting held on 15 October 2018, the following motion was unanimously carried:

The Council reaffirms its commitment to the protection of the environment, in particular the marine environment, as we are a county with some 90 miles of coastline and acknowledge that we have a responsibility toward keeping it as pristine as possible.

Therefore, this Council resolves to ask Environment, Development and Transport Committee to establish a Task and Finish Group to investigate the issues of a balloon and Chinese lantern free charter and single use products including, but not limited to, single use plastics in council owner or operated buildings and report back with recommendations by April 2019.

## **2. Member Working Group**

- 2.1. To address the request in the motion, it is proposed that the Committee establish a Task and Finish Member Working Group with the following terms of reference:
- To consider and investigate the issues set out in the motion to Full Council (as set out above);
  - To report back findings and recommendations to EDT Committee at the meeting in March 2019.
- 2.2. It is suggested that the working group should consist of four to six Members with the aspiration that at least three political parties are covered by the membership.

## **3. Financial Implications**

- 3.1. There are no financial implications arising from this report.

## **4. Issues, risks and innovation**

- 4.1. There are no other relevant implications to be considered by Members in establishing the Member Working Group.

### **Officer Contact**

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