

Norfolk Local Access Forum

Date: 14 April 2021
Time: 10.30am
Venue: Microsoft Teams (virtual meeting)

Please use this link to view the live meeting online: <https://youtu.be/5EXHtlulifHc>

Members of the Panel and other attendees will be sent a separate link to join the meeting.

Membership:

Mr Martin Sullivan (Chairman)
Mr Ken Hawkins (Vice-Chairman)
Cllr Andrew Jamieson (Cycling and Walking Champion)

Mr Chris Allhusen
Mr Andy Brazil
Mr Vic Cocker
Miss Bethan Edmunds
Mr Mike Edwards
Mrs Brigid Fairman

Mr Simon Fowler
Mr David Hissey
Mrs Suzanne Longe
Mrs Elizabeth Meath Baker
Miss Louise Rout
Mr Paul Rudkin

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

Nicola Ledain on 01603 223053 or email committees@norfolk.gov.uk

Under the Council's protocol on the use of media equipment at meetings held in public, this meeting may be filmed, recorded or photographed. Anyone who wishes to do so must inform the Chairman and ensure that it is done in a manner clearly visible to anyone present. The wishes of any individual not to be recorded or filmed must be appropriately respected.

A g e n d a

1 To receive apologies and details of any substitute members attending

2 Chairman's Announcements

3 Minutes

To confirm the minutes of the meeting held on 20 January 2021

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4 Members to Declare any Interests

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

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

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

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

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

6 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) by **5pm Friday 9 April 2020**. For guidance on submitting a public question, view the Constitution at www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-

[meetingsdecisions-and-elections/committees-agendas-and-recent-decisions/ask-aquestion-to-a-committee](#)

7 Local Member Issues/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) by **5pm on Friday 9 April 2021**.

8 Feedback from events attended by NLAf members

9 Meetings Forward Plan

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10 Economic and Health Value of of Public Rights of Way in Norfolk

Report by Member of the NLAf

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11 NLAf Subgroups' report (Permissive Access; PROW; NAIP; Vision and Ideas; Joint Communications)

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12 Pathmakers Projects

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13 Countryside Access Arrangements update

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14 Greenways to Greenspaces

Presentation by the Director of Culture and Heritage

15 NCC Member Walking and Cycling Champion update

Report by the Director of Culture and Heritage

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16 Major Infrastructure Projects and Planning

Report by the Director of Culture and Heritage

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Head of Paid Services
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Date Agenda Published: 6 April 2021



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Norfolk Local Access Forum
Minutes of the Meeting Held on 20 January 2021
at 10.30am via Microsoft Teams

Member:

Martin Sullivan - Chair
Chris Allhusen
Elizabeth Meath Baker
Cllr Danny Douglas
Bethan Edmunds
Brigid Fairman
Simon Fowler
Ken Hawkins – Vice-Chairman
David Hissey
Cllr Andrew Jamieson
Suzanne Longe
Cllr Bev Spratt

Representing:

Motorised Vehicles / Pathmakers
Land Ownership
Rural / local business / economy
Norfolk County Council
Nature Conservation
Equestrian
Walking / Pathmakers
Walking
Cycling
Norfolk County Council
Equestrian
Norfolk County Council

Officers Present:

Sarah Abercrombie
Mike Auger
Su Waldron
Jason Moore
John Jones
Nicola Ledain

Green Infrastructure Team Leader (Projects)
Projects Manager.
Project Officer (Environment Team)
Area Manager (West)
Head of Environment
Committee Services Officer, Governance Department,
NCC
Heritage Project Officer, NCC
Lead Project Officer

1. Apologies for Absence

- 1.1 Apologies had been received from Vic Cocker, Mike Edwards, Andy Brazil, Paul Rudkin, Donna Gibling and Louise Rout.

2. Chairman's Announcements

- 2.1 The Chair reported that;
- A simple spreadsheet had been created for assist LAF Members partake in the time recording exercise that was required. Spreadsheet can be accessed via the SharePoint site.
 - Document sharing was in use via SharePoint and reminded members to view it frequently. There was officer support if anyone needed some assistance using it.
 - NLAF member recruitment was in progress.

3. Minutes

- 3.1 The minutes of the meeting held on 7 October 2020 were confirmed as a true record.

4. Declarations of Interest

- 4.1 There were no interests declared.

5. Urgent Business

- 5.1 There was no urgent business.

6. Public Question Time

- 6.1 No public questions were received.

7. Local member Issues / Questions

- 7.1 There were no member questions received.

8. Feedback from Events

- 8.1 KH had circulated the details of meetings attended by Broads LAF and Suffolk LAF (Appendix A).

9. Constitution Amends

- 9.1 The NLAF received the annexed report (9) which outlined the proposed changes to the NLAF's constitution as in appendix 2 of the report.
- 9.2 The NLAF **AGREED** the changes.

10. Widening the Reach of the NLAF

- 10.1 The Forum received the annexed (10) report which summarised the identified actions in response to the recommendations of an earlier commissioned report; *Widening the reach of the Norfolk Local Access Forum*.
- 10.2 The NLAF **AGREED** the recommendations as outlined in the report and **AGREED** to discuss how the recommendations could be implemented by the Forum themselves or how they could work with Officers to put them in place.

11. Meetings Forward Plan

- 11.1 The NLAF received the annexed report (11) which outlined agenda items for the forthcoming meetings.
- 11.2 The Chair reminded members that they can contribute to the forward plan and if they had any suggestions to contact the Chair.

11.3 The NLAf **NOTED** the forward plan.

12. NLAf Subgroups' report (Permissive Access; PROW; NAIP; Vision and Ideas; Joint Communications)

12.1 The NLAf received two annexed reports (11) (PROW subgroup and NAIP subgroup) which set out the latest discussions and recommendations of the sub-groups of the NLAf.

12.2 It was highlighted on page 3 and 33 that the Fakenham riverside paths needed some attention after the high level of water flowing down the river, and some of the paths had disappeared. Officers were working on this.

12.3 The NCC Transport Asset Management Plan sets out at a high level, how the rights of way team respond to issues affecting public rights of way (there are 4 status categories for action: immediate, high, medium, low). KH said many rights of way fall outside any priority category so issues affecting them are not addressed. He said that the PROW subgroup would discuss this and make proposals for amendment to the TAMP to put to NCC.

12.4 A response still hasn't been received NCC Planning team on Shouldham Warren minerals site regarding public access.

12.5 As far as the NLAf had been informed, the claims for the lost paths by the NCC Legal Orders and Registers Team were still being dealt with in order of date of receipt. The understanding was that any application goes through a validity process and then proceeds to be logged and assigned priority.

12.6 KH confirmed that the NLAf's representation on the route of the England Coast Path (Hunstanton to Sutton Bridge) had been submitted to Natural England.

12.7 The NLAf **RESOLVED**:

- To inform parishes through the NALC newsletter and direct contact of the outcomes from Parish Paths Seminars; the NLAf agreed the setting up of a small working group to take this forward;
- To provide comment on a paper drafted by the group concerning the economic value of PROW and concerns regarding funding for ongoing maintenance, and agree to further discussion at the April full NLAf meeting.
- To explore specific recommendations to improve access with NCC staff at the next PROW subgroup meeting

13. Pathmakers Projects

13.1 The NLAf received the annexed report (13) which updated the Forum on the activities of the Pathmakers.

13.2 The NLAf **AGREED**;

- To NOTE the progress to date.

14. Update on the EXPERIENCE Project and its Norfolk Objectives

- 14.1 The Forum received the annexed report (14) and presentation (appendix B) which provided the Forum with an update on the Experience Project, a 23million euro tourism project funded by Interreg of which 5.8million euros is allocated to Norfolk.
- 14.2 Officers explained that the project will develop 250 new tourist activities and itineraries and is designed to extend the visitor season through experiential tourism. Minority groups and under represented groups were being consulted with e.g. Hindu Temple, about what might work for their community. Their members were being asked what would attract their members to Norfolk and the project would be able to support the development of those projects within any constraints that the group had. The Experience project was aimed at the adults rather than families.
- 14.3 The 'Walkers are Welcome' towns, Aylsham, Dereham and Cromer, would be groups which would be consulted with as the plans developed.
- 14.4 Pathmakers and NLAF were keen to promote all-ability access and it was appropriate for NLAF to look out for projects and funding. The project would consult with Pathmakers for product testing and thoughts around accessibility. One third of activities developed by Experience will be accessible (physical, sensory, cognitive and cultural). Experience has set up the Experience Norfolk Access Group – an informal network with a wide range of interests and first-hand experience of living with disability. The group will act as a sounding board for Experience.
- 14.5 Due to the off-season aim of the project, it would mean that the masses of crowds wouldn't exist and therefore this would help with the sustainability theme of the project. Businesses involved would also abide by certain criteria around sustainability, no plastic knives and forks for instance. Carbon footprint would also be important, and the project would not promote the use of cars but instead promote train links, walkers, cyclists etc.
- 14.6 Trails surface improvements, circular routes, installation of heritage railway features will be developed. A route branded The Norfolk Way, a 250 mile route will bring together all the Norfolk Trails. This will include 7 permanent high quality outdoor artworks, one per district. NLAF members were invited to email the Experience team if they need more information. experience@norfolk.gov.uk
- 14.7 A innovation incubator fund will be offered by Experience to partner organisations who have good ideas to develop improvements that are: innovative; offseason; enhance natural and cultural environment; good value; sustainable; accessible. Partners can apply for funding. BF asked if the NLAF and Pathmakers could apply and the answer was yes.
- 14.8 BE asked how sustainable access to Norfolk Trails would be maintained if the footfall was increased through the project. PD said that the project would market care of the countryside
- 14.9 The NLAF **NOTED** the objectives of the EXPERIENCE project, how it will be achieved and its impact on the visitor economy.

15. Countryside Access Arrangements update

- 15.1 The Forum received the annexed report (15) which highlighted this work in terms of the volumes of customer queries received and responded to. The paper also highlights other key areas of work including a new cutting contract, now managed jointly for Highways and Norfolk Trails.
- 15.2 There was concern expressed that the small amount of resource for PROW maintenance was being diverted to other areas of highway maintenance. Currently, the prowl countryside access officers roles were being asked to help address highways' defects on a temporary part time basis. The length of time that this would last was dependant on the Covid-19 situation and how that affected the organisation and the sickness levels.
- 15.3 Less people were currently using the highways and more people were using the public rights of way such as Marriotts Way. The NLAF questioned if NCC were addressing the change of people travel behaviour by putting the right level of resources to the right area considering the current behaviours. Officers explained that although there were no extra resources, current resources had not been taken away.

Cllr DD said he would raise the matter with the Infrastructure and Development Committee.

- 15.4 JM said that NCC had come out well overall in the annual National Highway and Transport Public Satisfaction benchmarking Survey
<https://www.nhtnetwork.co.uk/isolated/page/793> .

KH had noted that there were some areas concerning footpaths where scoring was lower. JM agreed to circulate the full report to the NLAF.

- 15.5 The NLAF **NOTED** the progress made to date since the Countryside Access Officer posts were introduced.

16. NCC Member Walking and Cycling Champion update

- 16.1 The Forum received the annexed report (16) which provided a summary of the key walking and cycling projects relevant to the Local Access Forum.
- 16.2 The Walking and Cycling Champion reported that NCC were aware that the Trails and the PROW hadn't been attended to in the manner that they should have been. There was a commitment to maintaining and renewing the trails and the wider prowl network and as a result there would be extra money for both in the medium-term financial settlement.
They were hugely conscious of the value of both the Trails and the PROW to walkers, cyclists and horse riders.
- 16.3 SF asked if NCC were working with Defra and local landowner groups on the potential to extend rights of ways through permissive schemes e.g through the emerging Environmental Land Management System (ELMs).

CA recommended the NLAF's response to Defra on ELMs was forwarded to AJ.

- 16.4 The Transport Asset Management Plan there was £280 million of capital used for infrastructure plans with £16 million involved in non-car schemes. The Champion confirmed that the capital finance would be extended towards non-car ways of travel.
- 16.5 The NLAF **NOTED** the progress of the walking and cycling projects as outlined in the report.

17. Major Infrastructure Projects and Planning

- 17.1 The Forum received the annexed report (17) which updated them on the major infrastructure projects that were currently underway in the County which impacted on Public Rights of Way.
- The Hornsea windfarm project has been approved by the Secretary of State
 - Highways schemes at Blofield have been uploaded to the Planning Inspectorate with a formal consultation period commencing thereafter
- 17.2 The NLAF **NOTED** the table of major infrastructure projects in Norfolk.

The meeting closed at 12.30 pm

**Martin Sullivan, Chairman,
Norfolk Local Access Forum**



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Norfolk Local Access Forum

(Forum member report)

Report title:	Meetings Forward Plan
Date of meeting:	14 th April 2021

Summary

A plan for agenda items for future NLAF meetings has been prepared for discussion and agreement.

Recommendation

To agree and add to the agenda plan for future meetings of the NLAF with suggestions, proposals and timings for agenda items

1.	Proposal
1.1.	<p><u>Standing agenda items are as follows:</u></p> <ul style="list-style-type: none"> • Chairman's announcement (not a report) • Feedback from conferences and events attended by NLAF members (not a report) • Meetings forward plan (NLAF member report) • Sub groups' meetings (NLAF member report) • Pathmakers update (NLAF member report) • Countryside Access arrangements (NCC report) • NCC Walking and Cycling Champion update (NCC report) • Major infrastructure projects update (NCC report) <p><u>Future Agenda topics and timetabling for agreement and timetabling:</u></p> <ul style="list-style-type: none"> • Monument project • Water based activities • Path widths standards for new paths arising from development • LCWIP • Cycling and Walking Strategy • Windfarm routes • Access for all • Highways Team Highlights • Data counters and footfall on Norfolk Trails • Cutting contract • SAIL project • Felmingham site visit (Weavers' Way, RDPE surface improvements) • Agriculture and Environment Bills • ELMS presentation (Natural England) – access elements • Economic value of PRoW and funding
2.	Recommendations

2.1.	To agree proposals and timings for future agenda items
3.	Evidence
3.1.	See proposal

If you have any questions about this report please get in touch with:

NLAF member name :	Martin Sullivan Ken Hawkins
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Phone number	Via 01603 222810



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Norfolk Local Access Forum

(Forum member report)

Report title:	Economic and Health value of PROW in Norfolk
Date of meeting:	14 April 2021 Virtual NLAf meeting

Summary

This report is brought to the full NLAf by the Vision and Ideas subgroup.

The economic benefits to the Norfolk economy of the Public Rights of Way (PROW) and Norfolk Trails network exceed £50m p.a. and health and wellbeing benefits £100m p.a.

It is suggested that there is a strategic opportunity to promote the PROW network and further enhance its benefits if matched by a commitment to invest in PROW maintenance and sustainability .

The report poses questions for discussion by forum members about such an approach and the conditions which they consider might be necessary in order to make it viable.

Recommendation

To agree what actions the NLAf will take arising from discussion on the report

1.	Proposal
1.1.	<p><u>Introduction</u></p> <p>At the meeting of NLAf on 20 January 2021 the Vision and Ideas sub group report which is attached as Appendix 1 was given initial consideration.</p> <p>PROW assets deliver very significant economic and health benefits for Norfolk. There is a strategic opportunity to invest further in these assets.</p>
1.2.	<p><u>Economic and Health benefits</u></p> <p>The report assessed that the economic benefits to the Norfolk economy of the PROW and Trails network exceed £50 million per annum including walking and horse riding while the health and wellbeing benefits were in excess of £100 million per annum</p>
1.3.	<p><u>Asset condition</u></p> <p>The condition of the assets (footpaths, trails, signposts, stiles, gates, bridges etc - see Appendix 1 para 3 for numbers) which enable these economic and health benefits to be achieved by their users, be they local residents or visitors, is very important. That condition is no longer formally assessed in an asset management plan but has undoubtedly been put under pressure by the adverse economic climate of recent years combined with more intensive usage as witnessed by the reporting and backlog of incidents (NAIP monitoring sub group</p>

	March 2021).
1.4.	<p><u>Public engagement</u></p> <p>The scale of engagement by the general public with walking is staggering, the annual Sport England survey showing that in Norfolk 49.3% of the adult population of 750,000 had walked at least twice for leisure in the last 28 days. Rates of engagement have increased during the Covid 19 epidemic at a time when the importance of mental and physical health has been emphasised by Government. The physical impact of this is apparent on frequently used routes with a broadening and deepening of path profiles.</p>
1.5.	<p><u>Budget</u></p> <p>The Chairman and Vice Chairman of NLAFF have expressed the concerns of the committee about the possibility of further cuts in the budgets for public rights of way and received assurances from Cllr Andrew Proctor (letter to Martin and Ken dated 21 December 2020) and from a subsequent meeting with the Walking and Cycling champion Andrew Jamieson, that NCC will be safeguarding its maintenance budgets for Public Rights of Way in 2021/22. Details of the exact amount are awaited but in 2019-20 it was £124,000 with an additional £40,000 in a capital account. A further small sum is made available to individual councillors for local parish council schemes (though not necessarily for access work).</p>
1.6.	<p>Norfolk County Council, while accepting the importance of the network for health, wellbeing and the visitor economy, states that while appreciating that NLAFF would like to increase its budget for maintaining PROW, under the current economic climate this is not possible (Councillor Proctor 21 December 2020). The NLAFF ambitions for more community volunteering and local action on our network are encouraged.</p>
1.7.	<p><u>Opportunities</u></p> <p>In Appendix 1 para 4 the V and I group envisage the possibility of adding to the economic benefits of walking by promoting Norfolk as the Walking County, sponsorship of popular walking routes, promoting walking festivals to enhance local businesses, developing Parish maps, possibly a park and ride scheme for Horses. This would require entrepreneurial activity as well as the engagement of community volunteers. Volunteers for maintenance work will require training, equipment and insurance.</p>
1.8.	<p><u>Questions for the Committee</u></p>
1.8.1.	<p>The report raises the question as to whether such a marketing and development approach is viable and whether it depends on a visible commitment to physical sustainability of the network first?</p>
1.8.2.	<p>Does this require a strategy which sees the Network as an asset and expenditure upon its maintenance as an investment?</p>
1.8.3.	<p>If not, is there an inevitability about the decline of the PROW network. Does this contradict the NAIP which NLAFF helped prepare and strongly supports?</p>
1.8.4.	<p>How does the committee otherwise address the conundrum that there is the opportunity for a public asset, with minimal costs of maintenance and huge benefits to the economy and health/wellbeing, to be treated as an investment</p>

	rather than one of obliquity and managed decline?
2.	Recommendations
2.1.	Following discussion: To agree what actions the NLAF will take arising from discussion on the report
3.	Evidence
3.1.	See Appendix 1.

If you have any questions about this report please get in touch with:

NLAF member name : Vic Cocker Email address : vic.cocker@btinternet.com
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APPENDIX 1 Economic Value of PROW – draft discussion paper previously submitted to the NLAF by the Vision and Ideas Subgroup on 20th January 2021

1 The work we have done so far

The Vision and Ideas group of the Norfolk Local Access Forum has held 5 meetings since May 2019. The original focus of our work was to estimate the economic value of the Public Rights Of Way (PROW) network and to explore the possibilities of alternative methods of financing the network.

In the course of our meetings we have received presentations on the economic value of sections of the Trails network and been provided with information about possible future investments in routes using the old railway corridors (Greenways project) and the Pilgrimage project.

In exploring benefits methodology we have received reports on the benefits of the Trails network and we have also looked at the report on the Economic Benefits of the English Coast Path. We discussed the possibilities of monetising benefits so that more resources could be made available for maintenance.

With reference to the cost of maintaining the PROW network we were provided access to official NCC papers which explain the decision by Norfolk County Council to separate the management of Trails from the PROW network in 2011 and the safeguards subsequently described to the Scrutiny committee to ensure adequate maintenance of the PROW network. We have also examined the 2019-20 Transport Asset Management Plan which shows the expenditure on PROW and trails.

2 Activity levels and the scale of benefits attributable to the PROW and Trails network.

Sport England sponsors the most comprehensive annual sample survey of activity levels in the UK using a sample size of 200,000 conducted by MORI. The survey data which is pre-covid shows that **walking is the most popular national activity .There is a strong upward trend in participation. In Norfolk 49.3% of the adult population of 750,000 said that they had walked at least twice for leisure in the last 28 days** between November 2018 and

November 2019. This demonstrates an increase well above the national trend (up by 8% since 2015 -16 in NCC). In North Norfolk the participation rate is even higher at 57% whereas in Norwich it is just over 40%. However many more people walk for travel in Norwich which, if added in, brings their overall activity levels up to average for the County. Before the covid restrictions all areas of the County were demonstrating an increase in leisure walking since 2015-16.

It is highly likely that restrictions on social mobility required by the Covid 19 pandemic of 2020-1 have increased the frequency of walking for exercise. Although no official stats are available there are reports that walking activity on the Marriotts way had increased by 100% in the period March to September 2020 and this has been reflected in other popular Trails. An increase in footfall on the PROW network is also evident but there is no measurement.

At this point the benefits of the Trails network are fairly well documented and we have been provided with a total economic benefit of £17m p.a. by Russell Wilson of the Trails team. We have a figure of £6 per walk for MENE benefits on the normal footpath network but the calculation of the number of walks on the network annually is difficult and subject to wide margins of error. More work is necessary to evaluate these benefits.

The benefits attributable to the network are very broadly estimated as follows:

Economic Benefits : £million per annum

Walkers :

National Trail only (Peddars' Way & Norfolk Coast Path) (based on ¹ surveys and counters)	17
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PROW (Based on ² MENE valuation of £6 per walk).	15
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Horses (Based on 30% of ³ total equine economic contribution)	30
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Health benefits

⁴ Trails	70
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⁵ PROW	30 +
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Summary of benefits

Although there may be considerable range of uncertainty around the exact numbers, which would require significant expenditure on counters and surveys to narrow down, there is little doubt that **economic benefits to the Norfolk economy of the PROW and Trails network exceed £50m per annum and health and wellbeing benefits £100m per annum.**

3 The asset base and costs of maintenance

Assets:

Based on the Countryside Access management system quoted on the ⁶2019/20-2023/24 TAMP the physical parameters of the Norfolk total network including Trails are:

	Length km
Footpath (excl. permissive)	2700
Bridleway	590
Restricted Byway	480
Byway open to all Traffic	54
TOTAL	3824

Structures:	Number
Bridges	1300
Signposts	6800
Way- marks	1000s
Stiles	1650
Gates	1750

These figures are based upon Countryside Access Management System records 2014. We are advised by NCC staff that they should be regarded as an estimate only.

Costs of maintenance:

⁷The revenue budget to maintain these assets on the **PROW network (excluding trails) peaked at £201,611 in 2016-17 and was reduced to £124,000 for 2019-20. However a separate provision of £40,000 was included in a Capital Account for 2019-20.**

⁸For **Trails** the separate revenue budget increased from £77,000 in 2016-17 to **£92, 270 in 2019-20.**

Condition of the Network

There is no database currently showing condition of the PROW in Norfolk. A structured Asset Management Plan such as that pioneered by Kent CC, which identifies the level of expenditure necessary to keep the asset base in a stable and sustainable condition has not been completed for Norfolk CC. (Norfolk is not alone in this regard.)

In the absence of sample surveys of asset condition the only parameter which provides a suitable indicator is problems reported by the public. Over the 2 years ended 27 October 2020 some 5976 defects in PROW were reported. The best indicator of work outstanding is ⁹ Mayrise system of “logged requests for service for which an order had not been raised” which stands at 940 on 30 September 2020 ,including damaged or missing signs, obstructions, overgrown surface, overgrown hedges and trees and surface condition. This backlog has grown due to the suspension of maintenance work on PROW during the lockdown. As the latest report to the NALF PROW committee noted the additional use of footpaths during lockdown led to increased reporting of complaints about the condition of the local path network. “This has been recognised within the ROW profession nationally and **some LA’s are now re-evaluating the importance of adequately maintaining local path networks.**” However the report states that “at the current time there are no additional resources earmarked for PROW maintenance”. There is a £200k capital allocation for upgrading schemes but larger schemes , including those in conjunction with the EA , are regarded as only achievable through one off additional fund allocations.

4 Alternative sources of funds for PROW

The attraction of alternative sources of funds for Public Rights of Way requires a marketing platform. Vision and Ideas Group have considered whether it is possible to promote Norfolk generally as the Walking County. There is a need to create additional routes for exercise as well as tourism given overcrowding on some of the honey pot walks, especially on the coast, and this is consistent with the NAIP. Norfolk has a variety of inland walks which are easily accessible through beautiful countryside. Sponsorship of the most interesting footpath walks as a group or set may be possible. Parishes and Town Councils may be interested in promoting local footpaths in order to attract walkers and enhance local businesses as seen in Derbyshire and the Yorkshire Dales. Parishes had indicated an interest in Parish maps to display local footpaths. Prior to lockdown there was some interest from local parishes to take on the footpath maintenance stewardship, with a transfer of budget from NCC.

The Experience project which is being led by NCC may give rise to broader marketing opportunities. An example of a successful project was “Love the Broads”. There may be scope for Park and Walk/Horse-ride schemes to generate revenue. We are now seeing many new walkers who are not affiliated to groups but have become interested in walking due to the lockdown experience and who are seeking to find and explore new routes.

5 Foregone benefits and missed opportunities

Commercial benefits amounting to £50 million p.a. and community/health benefits worth probably in excess of £100 million p.a. could effectively be underpinned by a very modest increase to the maintenance expenditure on PROW and T rails.

The fact that benefits of the network are so high should not preclude measures to further improve the efficiency of maintenance work, such as combining grass cutting contracts for highways and paths which has been activated recently.

The V&I group understand the severe budget constraints that apply to local government generally. However there is real concern that if the expenditure falls to a level where walks or riding circuits cannot ,reliably or safely, be completed by members of the public, or tourists enjoying exercise, then confidence will be lost , many £ millions of benefits will also be lost and the effectiveness of the network will be damaged. Significant expenditure has already been taken out of the PROW element of the network by efficiency

improvements but there is now concern among experienced walkers that it has fallen to sub optimal levels which is affecting the County's ability to enforce the obligations of farmers and landowners as well as support their own statutory duties.

Part of the thinking behind the policy of separating the management of Trails from Public Rights of Way was that the Trails and associated circular walks could represent a "sustainable" segment of the network. Explicit in transferring the PROW network from Environment to Highways was the opportunity to maximise the efficiency of the PROW maintenance activity. At the time 3 County Councillors raised the concern that the policy might lead to legal action against the County for failing to carry out its maintenance duties and "called in" the decision. Through a formal review process, ie the Scrutiny committee, they received assurances that the network would be maintained effectively and there was no implication that the network would be allowed to deteriorate.

Despite these assurances it seems probable that further reductions in expenditure on the PROW network are likely to incur opportunity costs (in the form of lost benefits) which are substantially greater than the cash saved. These opportunity costs include all the benefits which are foregone as a result of a loss of public trust in an otherwise highly valuable network and may amount to many £millions.

On the other hand there is an opportunity for Norfolk to invest in the most popular leisure activity, which has benefits for wellbeing and health and potential economic gain for the local economy.

6 Conclusion

Investment in Trails and their maintenance to higher quality levels has significantly benefited the population of Norfolk and the leisure economy. The PROW network offers significant economic and health benefits too. At current levels of expenditure, small reductions of just tens of thousands £'s from the PROW budget could have big consequences for these benefits and for public confidence in the PROW network; by the same token, increases of quite modest levels could have equally big, but positive, consequences and lever in much larger benefits.

It would be possible to develop a strategic opportunity to make Norfolk the Walking County where visitors and residents are attracted to take more

exercise locally leading to environmental and health benefits plus commercial gains for pubs and local shops. This would involve promotion of Norfolk's walks primarily involving local PROW and easing the burden on the most popular Trails. It would need a thematic marketing platform covering Norfolk as a whole and supplemented by many local initiatives at Parish and Town level. Detailed thinking behind this proposal can be developed by the NLAF and voluntary bodies in which Pathmakers could be an important player. However such an investment of effort and time of many volunteers will depend on a credible commitment to maintenance of the network at a level which signifies and underpins strategic intent.

Notes

Sources are given below. It is accepted that the calculation made require more thorough verification, but nevertheless are robust enough to give a clear idea of potential benefits from increasing investment.

¹ National Trails Annual Report 2018 / 2019, Norfolk County Council, 2019, p28

² Average amount spent on greenspace visits: £6 Countryside and Town & City (£18 Coastal visit); Monitor of Engagement with the Natural Environment, Natural England, 2016, p11. Norfolk Insight gives the adult (16+) population of Norfolk as 750,000 (<https://www.norfolkinsight.org.uk/population/#page1>). The MENE Annual Report 2013-14 said 58% of the English adult population claimed to visit the outdoors at least once a week. Scaling this up to 52 weeks, and using the £6 per visit figure indicates a spend of £135m. We have taken just an eighth of this as a conservative estimate, allowing for exaggeration and double counting of the Trails use.

³ Figures from a paper prepared by Brigid Fairman for the Vision and Ideas Subgroup, 21 July 2020. It is estimated that there are some 36,000 horses in Norfolk, and each horse contributes £3-5,000 to small independent businesses in the local economy including farriers, vets, hay straw, hard feed, livery, saddlers, instructors, paddock maintenance, competition venues etc. Taking the lower figure, the local economy in Norfolk may benefit by £108 million; only 30% of this has been attributed to usage on PROW.

⁴ According to the National Trails Annual Report 2018 / 2019, Norfolk County Council, 2019, p28, £32.4m is attributable to the National Trail alone (Peddars' Way & Norfolk Coast Path), so we consider £70m, a figure quoted to us but without further reference, to be a reasonable estimate for the whole Norfolk Trails network.

⁵ Estimate to be verified. This figure is derived from the HEAT model developed by the World Health Organisation to assess the value of regular walking activity using very modest assumptions of numbers engaging in footpath walking .

⁶ Transport and Asset Management Plan 2019/20 - 2023/24, Norfolk County Council, 2019, p299 and 300

⁷ Transport and Asset Management Plan 2019/20 - 2023/24, Norfolk County Council, 2019, p303.

2013-14 Actual	2014-15 Actual	2015-16 Actual	2016-17 Actual	2017-18 Actual	2018-19 Actual	2019-20 Original
£140,793	£180,703	£170,712	£201,611	£113,125	£121,494	£124,000

The table below indicates the % of the total length of footpaths and other rights of way that were easy to use by members of the public - falling over the years from a point where one in five paths were not easy to use, to more than a quarter of all paths were not easy to use.

	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13
Target	79%	79%	79%	79%	70%	Discontinued
Actual	79.1%	78.8%	76.8%	78.9%	72.5%	

⁸ Transport and Asset Management Plan 2019/20 - 2023/24, Norfolk County Council, 2019, p307.

2014/15 Actual	2015/16 Actual	2016-17 Actual	2017-18 Actual	2018-19 Actual	2019-20 Budget
£84,850	£82,942	£77,000	£82,945	£62,770	£92,270

⁹ Countryside Access arrangements update for Norfolk Local Access Forum PRow subgroup meeting on 7 December 2020, Appendix 3 Months to 30 September 2020, p3.

Vic Cocker

for the Vision and Ideas Subgroup of the Norfolk Local Access Forum

05 January 2021

Norfolk Local Access Forum

(Forum member report)

Report title:	NLAF subgroups' report (PRoW; NAIP; Vision and Ideas; Communications; Permissive Access)
Date of meeting:	14 th April 2021

Summary

Recent progress and recommendations from the NLAF's 5 subgroups (PRoW; NAIP; Vision and Ideas; Communications; Permissive Access) are reported.

Recommendations for the NLAF:

1. PRoW subgroup:
The current categories of priorities for action within the Transport Asset Management Plan (TAMP) fail to acknowledge the nature of the majority of the issues which are reported. A proposal is made to amend the categories to cover all situations which may arise.
2. Vision and Ideas subgroup
Covered elsewhere on the agenda (Economic and Health value of PRoW in Norfolk agenda item).
3. NAIP subgroup
To note progress with NCC delivery of the NAIP

1.	PROW subgroup
1.1.	<u>Proposal</u>
	<p>To note the Minutes of the PRoW subgroup meeting of 15th March 2021 (Appendix 1).</p> <p>Specific recommendations made by the group were as follows:</p> <p><u>TAMP</u></p> <p>To amend the content of the TAMP 2019/20 - 2023/24, p305, as follows</p> <p>22.7.2.1. Surfaces and structures are renewed or replaced based on continual monitoring or reports from the public. These are logged for attention as follows:</p> <ul style="list-style-type: none"> • Immediate - if it has health and safety implications. • High - if it affects a Norfolk Trail spinal route, if it is a well used local route or if it is a route which constitutes a key link in the wider network. • Medium - if it affects a Norfolk Trail associated route or if it is one of very few routes in its locality. • Low - if it affects only an isolated generally unused path or one that runs alongside another path. <p>Path closures should be applied only as a last resort, and work to resolve the problem causing the closure should be given priority.</p> <p>(Proposed changes are shown in bold.)</p>
1.2.	<u>Recommendations</u>

	<p><u>TAMP</u></p> <p>To advise the relevant NCC staff of this proposal and request it be considered when the TAMP is next reviewed</p>
1.3.	<u>Evidence</u>
1.3.1	<p>The current criteria are:</p> <p>22.7.2.1. Surfaces and structures are renewed or replaced based on continual monitoring or reports from the public. These are logged for attention as follows:</p> <ul style="list-style-type: none"> • Immediate - if it has health and safety implications. • High - if it affects a Norfolk Trail spinal route. • Medium - if it affects a Norfolk Trail associated route. <p>Low - if it affects only an isolated generally unused path or one that runs alongside another path.</p>
1.3.2	<p>These criteria fail to recognise issues affecting routes which are not, and are not connected to, Norfolk Trails, but neither are they isolated and generally unused, or duplicating other paths. Attention should be given to routes which are important because of high levels of usage, or which are key links whose loss, even temporarily, would have significant impact. It may be that something of this is currently taken into account when reviewing the backlog of issues; formalising the change would give greater assurance to this process, and assist the public in understanding the responses made to their reports.</p>
1.3.3	<p>Although this change could be made without impact on the limited resources available to address problems, it should also be recognised that, in broad terms, budget levels were set 11 years ago. Since that time, and most notably in the last 12 months of lockdowns, the health benefits (mental and physical) of exercise and access to the countryside have become much more recognised and valued; arguably an increase in resource would be a great investment</p>
2.	Vision and Ideas subgroup
2.1.	<u>Proposal</u>
	Covered elsewhere on the agenda (Economic and Health value of PRoW in Norfolk agenda item)
2.2.	<u>Recommendations</u>
	Covered elsewhere on the agenda (Economic and Health value of PRoW in Norfolk agenda item)
2.3.	<u>Evidence</u>
3.	NAIP subgroup
3.1.	<u>Proposal</u>
	<p>The NAIP subgroup monitors progress with the Norfolk Access Improvement Plan (NAIP).</p> <p>To note the Minutes of the NAIP subgroup meeting of 19th March 2021 (Appendix 2) and to discuss/ agree any specific recommendations made by the group.</p> <p>The 2021/ 22 NAIP delivery plan was made available to the group (Appendix 3) along with a Monitoring Report (September 2020 to March 2021) (Appendix 4).</p>

	<ul style="list-style-type: none"> • The group were very pleased that a member of staff was to be recruited to the NCC Legal Orders and Registers Team to provide more resource for handling Definitive Map Modification Orders (DMMOs); • The group resolved to continue to seek updates and progress from NCC regarding their earlier recommendations on enforcement; mechanisms to quantify PRow usage and better public transport links to connect PRow and Norfolk Trails to communities.
3.2.	<u>Recommendations</u>
	To continue to seek updates
3.3.	<u>Evidence</u>
4.	Communications subgroup; Permissive Access subgroup
4.1.	No written update provided - verbal updates to be provided at the meeting as necessary.

If you have any questions about this report please get in touch with:

NLAF member name :	Ken Hawkins (re PRow subgroup) Vic Cocker (re Vision and Ideas subgroup) Martin Sullivan (re NAIP subgroup)
Email address :	ken-hawkins@tiscali.co.uk vic.cocker@btinternet.com martinsullivan4x4@yahoo.co.uk



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NORFOLK LOCAL ACCESS FORUM : Public Rights of Way Subgroup Minutes

Date: Monday 15 March 2021

Venue: MS Teams meeting

All supporting documents are on SharePoint

https://norfolkcounty.sharepoint.com/sites/Norfolk_Local_Access_Forum/SitePages/Home.aspx

Present	
Keith Bacon	CPRE Norfolk, Broads LAF
Neil Cliff	U3A
Vic Cocker	Norfolk Local Access Forum
Brigid Fairman	Norfolk Local Access Forum
Simon Fowler	Norfolk Local Access Forum
Ken Hawkins (chair)	Norfolk Local Access Forum
Ann Melhuish	Norfolk Horse Driving Club
Ian Mitchell	The Ramblers
Martin Sullivan	Norfolk Local Access Forum
In attendance	
Mike Auger	Cycling and Walking Team
Jason Moore	Highways
Michelle Sergeant	Green Infrastructure Team
Su Waldron	Projects Team
Russell Wilson	Norfolk Trails

1 Introductions and apologies for absence

Apologies had been received from David Hissey and Helen Timson. Others absent were: Chris Dady and Ian Witham

2 Minutes of the meeting on 7 December 2020

The minutes were **approved**.

3 Matters arising from the minutes, not otherwise on the agenda

3.1 3.3 Forestry England: A reply was noted.

3.2 3.4 Nar Valley Way at Newton by Castle Acre: It was noted that NCC had considered that removing a barrier erected on the Restricted Byway would prejudice an application to delete part of the Byway; the view was expressed that the refusal to remove the barrier could also be seen as prejudging the application in the opposite direction. In addition, the adoption of a neutral stance failed to implement the Council's duty to 'assert and protect' the right of way. It was further considered that, had the Council acted when the first barrier was erected, the current problem might well have been avoided. Finally, it was noted that the temporary diversion did not permit the same level of use as had been enjoyed by users of the Byway. It was **agreed** to raise these points with Legal Team.

3.3 3.6 Footpath maintenance: A reply from Cllr Andrew Proctor was noted. It was reported that Cllr Andrew Jamieson had arranged a meeting with Mike Auger, Ken Hawkins and Martin Sullivan, discussing funding and other issues within his remit as Walking and Cycling Champion. In discussing the budget, Mike and Jason **agreed** to provide information on the PRow and Trails budgets, which had not been decreased.

3.4 10 England Coast Path: It was noted that the NLAF submission had been duly made. Russell reported that there had been discussions with Natural England, particularly about the route around King's Lynn and through the Sandringham estate.

4 NLA meeting on 20 January 2021

Draft minutes were received and the following items discussed.

- 4.1 12.7 It was noted that NLA would consider report on the economic and health value of PROW in Norfolk (a paper from the Vision and Ideas Subgroup) at its April meeting. Russell **agreed** to send Vic (the author) an update on the financial benefits of Norfolk Trails.
- 4.2 15.2/3 Jason confirmed that staff diverted from PROW work to roads had now resumed normal duties.
- 4.3 15.4 It was noted that the seven results for walking and cycling in the National Highway and Transport Public Satisfaction Survey were not as good as the overall result. All, with two exceptions (*Bridleways for horse riding/cycling* and *Signposting of rights of way*) showed a trend to worsen, and all except one (*Signposting of rights of way*) were worse than the average.

5 Partnership and Community Working

5.1 Parish Council seminars

It was **noted** that agreement had been reached with Norfolk ALC to present information about NLA's aspirations for work with Parish Councils (alongside information from NCC about the Greenways to Green Spaces project) at an ALC webinar on 25 March.

5.2 Issues from represented organisations (CPRE, OSS, The Ramblers, U3A)

Responses were received to a number of questions raised at the last meeting.

- 1 Spending on Norfolk Trails which do not carry rights of way.
Norfolk Trails secures external funding to maintain and develop them.
- 2 Why are NCC permissive routes not dedicated as rights of way?
Dedication, which would require resource, was not necessary: most were on NCC land, so usage will not be stopped; this would be reviewed if there were a change of ownership.
- 3 Where does the liability lay if a member of the public sustains an injury whilst using routes maintained by the county council as Norfolk Trails that aren't public rights of way and aren't owned by the county council?
Liability would be covered in the permissive access agreement.
- 4 Equestrians are expected to wait many months for autumn/winter clearance.
The bird nesting season imposes limits, so work must be done in winter.
- 5 How does the council collate and store the data that is generated from their 5 yearly inspections of PROW?
A review is in progress, seeking to improve understanding and recording; Mike planned that the information be brought to the PROW subgroup, perhaps as a yearly report.
- 6 There seem to be more consultations through where an application has been made to NCC for it to divert an illegally obstructed path.
All cases were dealt with on their merits, taking a pragmatic approach. The comment was made that this sometimes appeared to be an excuse, and Council action would avoid a lot of problems
- 7 Public Path Orders (diversions and extinguishments): Do members of the public have an equal right to approach the authority to request the creation of a public path
Michelle agreed to research the issues on this.

6 Countryside Access arrangements

- 6.1 General update The report was not available because of a misunderstanding, but Jason **agreed** to circulate statistics with these minutes, but noted that there had been 1493 defect reports, mostly in the south, from December 2020 to March 2021, the increase being believed to come from more local usage plus flooding. He added that flooding and bridge damage were major issue in the south and west.

33 reinstatement notices had been issued; with the necessary follow up, this needed resources. Most of the £200k capital budget had been spent, and the remainder was to be carried over to this year. £15k urban paths funding had been used in the west - at King's Lynn and Downham Market. Jason added that this fund was open to input, but to be used in built up areas. Russell showed picture of work done on Norfolk Trails: since 1 January, 90 defects had been reported, and 47 were programmed for action. As with the PRoW network, water has been a major problem.

6.2 Specific issues

- 1 Bramerton FP1 (dispute over the path's line) - Mike reported that discussions with the landowner were still taking place.
- 2 Hoe FP3 (closure of bridge and path) - Russell had been informed by Mid-Norfolk Railway that a bridge engineer had said that the bridge was ok for pedestrians but closure was being extended while this was finalised.
- 3 Fakenham river side paths - Mike noted the involvement of The Ramblers and the Parish Council; a Steering Group was being established to deal with the flooding. Russell would be dealing with this after Mike's departure in April.
- 4 Equality impact assessments - Brigid asked about the installation of a new kissing gate which would not be usable by pushchairs or wheelchairs. Russell noted that the example quoted had replaced a stile and was therefore an improvement; NCC promoted Access for All, with the ideal being a gap, but would always seek the least obstructive option.
- 5 Crops on crossfield paths - Neil Cliff suggested that early action on crops which later grew to obstruct paths would minimise later problems. Russell noted this was a landowner responsibility, but was considering informing parishes of the cutting programme, and seeking their assistance in that way. In reply to a question, Michelle stated that a crossfield path created as a result of hedge removal from a field edge path would be treated as a crossfield path in future. Jason said NCC had recently reissued the leaflets on cropping (copies attached). Ken asked if NCC had considered keeping a register of those paths which were regularly overcropped, in order to take immediate action; Russell thought there could be data protection issues about doing this. Jason said NCC took a proactive approach to this, though others had not found this to be their experience. The Highways fault reporting system allows logging directly against overgrown crops/ploughing - see <https://www.norfolk.gov.uk/roads-and-transport/roads/report-a-problem#prowicons>.
- 6 Consolidation map - Could the PRoW and Norfolk Trails interactive maps be integrated? Mike and Russell reported that work was taking place reviewing how information was presented. Ken asked for this group to be consulted.
- 7 Urgent work - A recent NCC response to a longstanding (20 years was suggested) obstruction issue had stated that because of other more urgent work and the current restrictions, it was not possible to determine a timescale for action; it was asked what is 'urgent'? Jason said he would investigate and respond.
- 8 Parish council consultation - Following a recent case where a bridge had been replaced and a sign moved, in her view unnecessarily, Brigid asked if Parish Councils were consulted when work was planned. Russell said that they ensured people were informed when major work was planned.
- 9 NCC responses to reports - It was asked whether the standard wording in email responses to reports of problems should still refer to NCC dealing with emergency issues only. Also, when a response stated that "We have assessed that the defect does not currently meet our intervention criteria", what are those criteria? Jason said he would look into this, but noted that the wording had to apply to both Highways and PRoW queries.
- 10 Ken noted that he had responded in a personal capacity to the Norfolk Rural Strategy 2021-2024 Survey, to suggest that the Strategy should make links with the PRoW network, seek information from the Norfolk Trails Team and consult NLA.

6.3	<p><u>Highways England</u> - It was noted that The Ramblers had received assurance from HE nationally that there is no policy to close current 'at grade' crossings. Mike reported that steps were being taken to restart regular meetings with HE again. Ian noted that new road building still resulted in some paths being closed.</p>
6.4	<p><u>TAMP (Transport Asset Management Plan)</u> - It was proposed that criteria for intervention should be reviewed at the first available opportunity, as follows. "Surfaces and structures are renewed or replaced based on continual monitoring or reports from the public. These are logged for attention as follows:</p> <ul style="list-style-type: none"> • Immediate - if it has health and safety implications • High - if it affects a Norfolk Trail spinal route, if it is a well used local route or if it is a route which constitutes a key link in the wider network • Medium - if it affects a Norfolk Trail associated route or if it is one of very few routes in its locality • Low - if it affects only an isolated generally unused path or one that runs alongside another path <p>Path closures should be applied only as a last resort, and work to resolve the problem causing the closure would be given priority."</p> <p>Keith proposed adding to the High category 'or is the main or only access to a well used location', and this was agreed. Jason noted that there were only 3 CAOs and was concerned that such a change could add to their workload, Vic responded that resourcing of PRow rather than Norfolk Trails had been set 11 years ago, and things were now different. Russell noted that the present TAMP runs to 2024-25; it was agreed to recommend that NLAF propose the adoption of this change.</p>
6.3	<p><u>Major Infrastructure Projects and Planning Applications</u></p> <ol style="list-style-type: none"> 1 <u>A47 North Tuddenham to Easton</u> An update was noted. 2 <u>Norwich Western Link</u>. The latest proposals from a workshop on 2 March were noted. 3 <u>Minerals and Waste Local Plan Review - Shouldham Warren</u>. It was reported that NCC was "still working on the next version of the plan 'submission draft' which will have considered the feedback we received in response to the consultation." 4 <u>Equinor New Energy Limited</u> - It was noted that Information regarding the impact on rights of way and other walking routes of the Sheringham Shoal Extension Project and Dudgeon Extension Project will be available at the phase two consultation, planned for spring 2021. Ian asked if there was a map showing all the cable runs being proposed; Mike agreed to ask. (It was noted that there may be government action to stop individual projects making separate plans to run cables to the national grid.) Ian also noted the Anglia Water pipeline from Peterborough to Bexwell and Bury St Edmunds, though Michelle thought this would affect only one PRow, and that works were short term, with closures only for weeks rather than longer periods.
7	<p>Claims for lost paths ('2026')</p> <p>The government's response to a petition to extend the cut off date beyond 2026 was noted. It included "We intend to pass legislation this year to streamline the processes for recording and changing rights of way. ... As part of this we will bring into force the cut-off date which is the deadline for registering historic rights of way.", but did not commit to any extension.</p>
8	<p>Dates of next meetings</p> <p>In addition to the meetings planned for 14 June and 13 September, 2pm-4pm, it was agreed (subject to availability) to hold a meeting on 6 December. Most members expressed a preference to meet in person once this was again possible, though it was noted that this would depend upon the stance taken by NCC.</p>

NORFOLK LOCAL ACCESS FORUM

Norfolk Access Improvement Plan Subgroup Agenda

Date: 19th March 2021

Time: 1100 - 1200

Venue: Microsoft Teams virtual meeting

Microsoft Teams meeting

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Phone Conference ID: 470 680 391#

Sub group members	
Martin Sullivan (CHAIR) (MS)	Norfolk Local Access Forum
David Hissey (DH)	Norfolk Local Access Forum
Keith Bacon (KB)	Broads Local Access Forum
Ken Hawkins KH	Norfolk Local Access Forum
Paul Rudkin PR	Norfolk Local Access Forum
Vic Cocker VC	Norfolk Local Access Forum
Brigid Fairman BF	Norfolk Local Access Forum
NCC staff	
Mike Auger (MA)	
Su Waldron (SW)	
Russell Wilson (RW)	
Jason Moorse (JM)	
Michelle Sergeant (MSe)	

1. Apologies Received from DH, KB, PR, MSe, RW	Who
2. Minutes of previous meeting – Appendix 1 The minutes were accepted as a true record	MS 5 mins
3. Update on recommendations made by the subgroup to full NLAf (Appendix 2) <u>Increasing resources for DMMO claims</u> MA said that a new FTA 2 year post with potential to extend has created in the Legal Orders and Registers team to help with DMMO applications. This was warmly welcomed by NLAf members present. <u>More resource for enforcement action to reinstate footpaths</u> The group noted that this had been discussed at the PRow subgroup (on 15 th March) and that JM had circulated leaflets used to send to landowners regarding reinstatement following cross field cropping. BF felt that proactive enforcement cases should be brought by NCC to try to reduce the number of repeat offenders. JM responded to say that resourcing meant that CAO did not always have capacity to bring enforcement	MA; JM; LM 10 mins

<p>concerning cropping but were as proactive as workloads permitted. MS felt that the time taken to remove other obstructions blocking RoW was a concern to the NLAf. JM responded to say that legal action often could become drawn out. KH said that the NLAf were happy to support NCC with enforcement where possible to do so. JM welcomed the suggestion made by VC to let NCC know about persistent offenders (regarding cropping).</p> <p><u>A mechanism to quantify PRow usage (and hence their contribution to Norfolk's economy and people's health)</u></p> <p>VC said that the Norfolk Trails network has robust monitoring methods, including people counters installed throughout which allows estimates of usage and benefits, there was no comparable system for PRow.</p> <p>MA said that the NCC Green Pilgrimage project with partners at UEA had started to look at this (the value of the wider PRow network).</p> <p>ACTION: NLAf to continue to ask NCC for progress on this.</p> <p><u>Better public transport to connect PRow and Norfolk Trails to communities</u></p> <p>VC felt that whilst progress was being made in urban settings, there were real concerns still about rural bus service connections.</p> <p>JM recommended contacting Cllr Andrew Jamieson about this – he is working to bring public transport connections together better in his ward.</p> <p>KH noted that this was an area that David Hissey was very interested in.</p> <p>ACTION: DH to follow up when possible with Cllr Jamieson.</p>	
<p>4. Funding for improving access (Greenways to Greenspaces)</p> <p>MA explained that the project is an umbrella for a number of initiatives which together will provide better access to connected high quality greenspace in Norfolk, helping to deliver the Council's Environmental Policy www.norfolk.gov.uk/environmentpolicy, and contributing to the Norfolk and Suffolk 25 Year Environment Plan.</p> <p>New funding will enable outreach work with parish groups (through a coordinator post) and will be delivered through the Norfolk Trails network.</p> <p>Completed work includes:</p> <ul style="list-style-type: none"> • Resurfacing at Holkham and on the Weavers' Way 	<p>MA 10 mins</p>

<ul style="list-style-type: none"> Feasibility studies to recreate access connecting market towns using old railway lines <p>Full details on the project will be presented at the forthcoming NLAf meeting on 14th April.</p>	
<p>5. Draft Delivery Plan 2021/2022 (Appendix 3)</p> <p>The meeting looked at the spreadsheet of NCC projects and activities that deliver against the NAIP for 2021/22. MA invited comments on its usefulness to the group.</p> <p>ACTION: all to consider what improvements could be made to the format of the delivery plan spreadsheet and let SW know.</p>	<p>MA; SW 10 mins</p>
<p>6. Draft NAIP monitoring report (from September 20 date to March 2021) – Appendix 4.</p> <p>The meeting looked at the draft monitoring report for the past 6 months. VC had some concerns that the focus was on process rather than outcome – were the targets on course?</p> <p>On specific issues mentioned in the report (under Theme 1, Well Managed Access Network) VC felt that the National Highways Benchmarking survey plus the CRM monitoring indicated that there were insufficient resources being assigned by NCC to managing the PRow network. BF said that whilst many parishes were willing to help manage vegetation, there were limitations on what they could achieve. JM said that he would be willing to help parishes tackle larger issues on an ad hoc basis (contractor with chainsaw etc.) and confirmed that the quickest way to do this would be through the parish council (who would be able to contact the relevant Countryside Access Officer).</p>	<p>SW 5 mins</p>
<p>7. Leaflet (promoting existence of the NAIP). Handling further communication for the NAIP (text in Appendix 5)</p> <p>The meeting agreed that the text should be progressed into the leaflet.</p> <p>SW : produce draft leaflet</p>	<p>MS/ all 5 mins</p>
<p>8. Next steps / actions / recommendations for full NLAf</p> <p>VC asked where recommendations from the NLAf regarding progress with the NAIP were taken (which NCC committee). Up to 2019 it had been the Environment, Development and Transport Committee, but this no longer functions.</p>	<p>ALL</p>

<p>MA said that a report had been taken to the Infrastructure and Development Committee on 28th January 2021 on progress with the NAIP (the committee had requested the update) - see https://norfolkcc.cmis.uk.com/norfolkcc/Committees.aspx for details (see page 82 of the I and D Committee agenda here). The NLAF's role in monitoring progress with the NAIP was acknowledged and the group's recommendations were reported.</p> <p>John Jones was currently clarifying if this committee would receive regular NAIP updates and would be the committee to endorse NLAF member appointments.</p> <p>VC was concerned that future NLAF members were up to speed with monitoring NCC progress with the NAIP and felt that there should be a review of performance at the point of handover to the next NLAF cohort. KH felt that this should not require a lot of resource to write it. VC suggested it should take the form of a one page review.</p> <p>ACTION: follow up with John Jones on which NCC committee will receive NLAF's NAIP monitoring recommendations.</p>	
<p>9. AOB</p> <p>All thanked MA for his input to the group and NLAF and wished him all the very best in his new role with the Wildfowl and Wetlands Trust.</p>	
<p>10. Date of next meeting</p> <p>August – date to be arranged</p> <p>ACTION: SW set up date for next NAIP s/g meeting</p>	

Appendices

1 Minutes of previous meeting, September 2020

2 Subgroups' report to NLAF (includes NAIP recommendations)

3 Draft Delivery Plan 2021/22

4 Draft NAIP monitoring report (from September 20 date to March 2021) to follow

5 Draft text for NAIP leaflet

NAIP Delivery Plan 2021 - 2022									
	THEME 1	THEME 2	THEME 3	THEME 4	THEME 5	THEME 6	THEME 7	THEME 8	
THEME objective									Resources 1 = staff time (NCC, other partner staff, volunteer time) 2 = External funds received (NCC, other)
THEME objective number →									
PROJECT ↓									
Manage PRoW signage	x								1
Manage PRoW path surfaces	x								1
Manage the PRoW enforcement policy	x								1
Address PRoW access related faults and enquiries	x								1,2
Investigation and management of Definitive Map and Statement modification applications under the Wildlife and Countryside Act 1981	x			x					1 (NCC only)
Maintain the interactive map of PRoW				x					1
Investigation and management of dedication agreements under the Highways Act 1980	x			x					1 (NCC only)
Update paper and digital records as a result of modification applications, dedication agreements and public path orders.	x			x					1 (NCC only)
Manage the National Trail in Norfolk	x	x	x	x			x	x	2 Funds from Natural England
Manage and develop Norfolk Trails	x	x	x	x	x	x	x	x	1 = staff time 2 = CIL (Marriott's Way)
Manage the establishment of the England Coast Path in Norfolk	x		x	x	x		x	x	2 Funds from Natural England
Kett's Country Long Distance Trail: creation of a route linking Norwich to Wymondham and creating 5 local circular walks linked to areas of increased development (Wymondham and Hethersett)	x	x					x		CIL funding (2020/21 and 2021/22)
Create or improve access (and biodiversity) through opportunities afforded by the planning system. Training will be provided to local planning authorities on PRoW and the planning system to try and maximize opportunities.		x							1 (NCC) GI Access Officers

THEME objective	THEME 1	THEME 2	THEME 3	THEME 4	THEME 5	THEME 6	THEME 7	THEME 8	Resources 1 = staff time (NCC, other partner staff, volunteer time) 2 = External funds received (NCC, other)	PARTNERS / OWNER	ACTIONS 2021-2022
THEME objective number →	x	x	x	x	x	x	x	x			
PROJECT ↓	x	x	x	x	x	x	x	x			
Creating literature (advice for developers, applicants and planning case officers)		x							1 (NCC) GI Access Officers	GI Access Officers (will deliver project)	Leaflet to be produced and distributed and added to NCC website (and district websites where appropriate) for use by all local planning authorities, developers and applicants
Creation of Strategic Settlement and PRoW plans (s2p2)	x	x		x					1 Staff time (NCC)	GI Access Officers (will deliver project)	s2p2 will be created for 3 growth areas
Norfolk and Suffolk 25 Year Plan for the Environment		x	x		x			x	1 = staff time 2 = nothing secured yet	NCC Environment Team Suffolk County Council UEA Environmental Sciences Wider stakeholder partners	UEA completes compendium of natural assets for Norfolk and Suffolk. Next steps and priorities for action agreed with Steering Group of project partners. Align messaging with NAIP.
Norfolk County Council Environment Policy		x	x		x			x	1 = staff time 2 = nothing secured yet	Norfolk County Council	Align messaging with NAIP.
Ash dieback (ADB) - reducing the impacts of ash dieback in Norfolk	x	x	x						1 NCC Arboriculture Team; NCC Landscape, Ecology and Green Infrastructure Team, Norfolk Trails	NCC Environment Team	Manage linear woodlands (alongside Norfolk Trails : Marriott's Way; Bure Valley Path; Paston Way; Pingo Trail and Weavers' Way). Prioritise inspection of areas known to have high levels of ADB and high levels of use. Rapid ground-truthing of these areas to prioritise sections that require work. Commission tree work as needed and liaise with landowners as appropriate (e.g. on the Weavers' Way). Remove firewood to reduce risk of non-authorised removal and to offset tree work costs through sale of timber and to create litter habitat through arisings. Appropriate surveys for protected species such as bats carried out where appropriate.
MONUMENT - EU 2 Seas project to assist people living with dementia and their carers benefit from access to the outdoors.	x			x				x	1 NCC Environment Team & NCC Adult Social Services 2 EU funding (2 Seas)	NCC Environment Team	Focus groups with stakeholders and unpaid carers to determine local barriers to greenspace access. Pilot technologies to reduce barriers to access when planning outdoor visits at home (for carers) Pilot technologies to reduce barriers and care burden during outdoor visits Training for those who work in outdoor settings so they can better support the needs of People Living with Disabilities (PLWD) and informal carers
PRoWAD - LINK EU Interreg VB project to help local businesses make the most of the unique environment of the Wash (includes sustainable transport and local access itineraries)			x	x				x	1 NCC Environment Team 2 EU funding (2 Seas)	NCC Environment Team	Develop a walking booklet for the Wash and Norfolk Coast based on the successful Coastal Treasures publication - develop food and drink-themed trails in West Norfolk and Lincolnshire; work with partnerships to help further develop Dark Skies festival.
MOBI-MIX - EU 2 Seas project to improve take up of cycle hire schemes and other 'shared mobility' schemes in Norwich and to develop 'mobi hubs' where different modes of travel seamlessly converge			x					x	1 NCC Environment Team 2 EU funding (2 Seas)	NCC Environment Team	Norwich survey on uptake of cycle hire (September 2020) working with communities, businesses and schools
ENDURE - EU 2 Seas project to improve the resilience of sand dune systems for flood defence and biodiversity. Visitor management strategy	x		x	x				x	1 NCC Environment Team 2 EU funding (2 Seas)	Norfolk Wildlife Trust National Trust Holkham Estate Natural England Friends of Horsey Seals	Management of visitors to reduce pressure on fragile dune sites in partnership with Norfolk Wildlife Trust and National Trust. Practical physical infrastructure solutions put in place; e.g. rope and post at Winterton along with signage working with Natural England ; working with Holkham Estate to reduce pressures of coast path on dunes on access point to the beach (Burnham end).
Pathways to Greater Norwich to encourage use of PRoW			x	x				x	1 NCC Environment Team 2 UEA Impact funding 3 Pathmakers Geovation funding	UEA Pathmakers	Promotion of the heritage routes created through the Pathways to History Project

THEME objective	THEME 1	THEME 2	THEME 3	THEME 4	THEME 5	THEME 6	THEME 7	THEME 8	Resources 1 = staff time (NCC, other partner staff, volunteer time) 2 = External funds received (NCC, other)	PARTNERS / OWNER	ACTIONS 2021-2022
THEME objective number →	x	x	x	x	x	x	x	x			
PROJECT ↓	x	x	x	x	x	x	x	x			
Green Pilgrimage - next steps. To develop a tool to measure the value of green pilgrimage (travel, sustainability, health, environment, heritage)			x					x	1 NCC Environment Team 2 Other	EU European Green Pilgrimage network	Project feasibility study to develop tools which can be used universally across the EU policy area to measure the sustainability and benefit to the economy, environment and society of green pilgrimage. The project will build on results from the successful EU partnership project.
The EXPERIENCE project will use experiential tourism to increase visitor numbers from October to March through themed itineraries to address the challenge of seasonality. A minimum of 33% of activities will be suitable for disabled visitors.	x			x				x	1 NCC Environment Team 2 EU funding (2 Seas)	NCC Environment Team	Continue recruitment to the EXPERIENCE Norfolk Access Group (ENAG) to advise, inform and consult on accessibility of Norfolk based project itineraries and communications. Continue recruitment to a wider list of organisations or networks willing to survey members with regards to access issues.
EXPERIENCE will install 6 artworks along long distance walking routes to create a new outdoor Art Trail for Norfolk. Artworks will be placemaking (drawing on local cultural & natural heritage and assets), designed to be at their best in off-season months (to attract off-season visitors), accessible (both in location & in providing sensory experiences for people with disabilities), and sustainable (using sustainable materials/methods, and located in areas which do not cause harm to surroundings).				x				x	1=staff time (NCC) 2=External funds received (Interreg FCE)	NCC Environment Team	Work closely with communities & stakeholders in the development of art trail plans and artworks. Scope potential artwork sites for accessibility & sustainability. Issue artist brief and select artists to create & install artworks. Promote art trail to off-season target visitor audiences.
Delivery of access improvements to Norfolk Trails through externally funded projects such as Experience	x								2=Developer funded 2=Marriotts Way HLF funded	Norfolk Trails / walking and cycling team	Deliver projects with the Greenways Team: Weavers' Way improvements; Holkham improvements
SAIL: enabling older people to stay active. Includes the Mobile Me Outdoors programme facilitating access to the outdoor environment through physical activity, and Dementia Friendly Walks	x			x					2 EU funding	NCC Environment Team	Final conference to share findings with EU partners
EXPERIENCE in partnership with Cycling UK will be developing and implementing 5 Cycling Hubs across Norfolk in locations where there will be considerable net gain and added value to enhancing the cycle offer. One of the key factors in hub selection is the local network of trails and routes. Desirability of cycling around and within the hub area, access to cycle routes. National Cycle Network, off-road routes and disused railways being a				x				x	1=staff time (NCC) 2=External funds received (Interreg FCE)	NCC Environment Team	Work closely with communities & stakeholders in the development of art trail plans and artworks. Scope potential artwork sites for accessibility & sustainability. Issue artist brief and select artists to create & install artworks. Promote art trail to off-season target visitor audiences.
Revitalising our Railway (Weavers' Way): creating walking and cycling infrastructure between Aylsham and Stalham including new circular walks.		x	x					x	2=RDPE	NCC Environment Team	Resurfacing at Stalham. Chicane at Honing; installation of gates at Blickling Road and signage. Creation of 8 new circular walks with waymarking
Pushing Ahead - follow on project funded by DfT to encourage Norwich and Great Yarmouth residents to cycling and walk more				x	x			x	1 = staff time 2 = DfT grant with match from Public Health, Active Norfolk and Environment	NCC walking and cycling team, Active Norfolk, NCC Public Health and delivery partners such as Pedal Revolution, UEA, Bicycle Links and Cycling UK	Extension of the original project, focusing on public engagement including the beryl bike scheme and beryl e scooter scheme
Burlingham feasibility study - develop a vision for the estate which is owned by NCC to improve access opportunities, seeking CIL and other funding	x	x						x	1 = staff time 2 = nothing secured yet	NCC Environment Team	Feasibility study to develop opportunities for Burlingham to align with NCC strategic policies (Norfolk Futures) and 25 year plan for the environment.
Greenways is a feasibility study looking to develop a greenway network across the county based on three disused railways. The network will link into the Norfolk Trails promoted walking and cycling routes. Greenways offer safe travel routes. Our study focuses on the benefits they bring to health, wellbeing, economy, increased biodiversity, alleviation of congestion and air quality improvements.	x	x	x	x	x	x			1 = staff time 2 = NCC funding	NCC walking and cycling team with assistance from NCC Infrastructure and Laboratories, Sustrans, Active Norfolk and NE.	Delivery of the Greenways programme, including additional feasibility and preliminary studies for the creation and expansion of our Greenways Network

THEME objective	THEME 1	THEME 2	THEME 3	THEME 4	THEME 5	THEME 6	THEME 7	THEME 8	Resources 1 = staff time (NCC, other partner staff, volunteer time) 2 = External funds received (NCC, other)	PARTNERS / OWNER	ACTIONS 2021-2022
THEME objective number →	x	x	x	x	x	x	x	x			
PROJECT ↓	x	x	x	x	x	x	x	x			
River Wensum Strategy: missing link to complete the riverside walk between Duke Street and St George's Street in Norwich	x		x				x		1 = staff time 2 = DfT grant awarded to Sustrans (Paths for Everyone) 3 = CIL	NCC Walking and Cycling Team Sustrans Broads Authority	Planning submission to be completed following design agreement from partners Norwich City Council, Broads Authority and Sustrans
Engage community and user groups in the development and delivery of projects and events to improve or manage access such as the Traffic regulation orders for the Long Stratton bypass and associated housing. Improve access to jobs, training and retail and improve air quality by reducing vehicular transport through DfT Transforming Cities fund allocated to Norfolk County Council, in partnership with Norwich City Council, Broadland District Council and South Norfolk Council.		x	x			x			1 Staff time (NCC)	GI Access Officers (will deliver project). Legal orders and Registers	Full consultation on community impacts and opportunities on PROW resulting from development in Long Stratton.
Creation of a new National Trail leaflet for users				x			x	x	1 = staff time 2 = NCC, DfT grant	NCC Infrastructure team, GNGB, NCC walking and cycling team, public health	Delivery of Tranche 1 schemes such as the off-road cycle route between Wymondham and Norwich; submission of Tranche 2 Strategic Outline Business Case
Delivery of Walking and Cycling Festival during October 2020 (Norfolkwide)				x					1 = staff time (NCC)	Norfolk Trails / National Trail	A new leaflet will be created once Stretch 4 of the England Coast Paths is completed
Improvement of linear and circular walks targeted on growth areas that link with the National Trail in Norfolk (Wells next the Sea and Holkham)		x							2=Coastal Treasures funded	Norfolk Trails / National Trail	Festival cancelled owing to C-19.
Improve woodland and create a woodland trail at Newman Road in Rackheath with interpretation of the site's USAF air base past and biodiversity	x	x	x	x		x			2 external funding (RDPE)	NCC Environment Team	Promotion of the new circular walk at Holkham and the improved surface on the coast path between Holkham and Wells
Improve access to green space in the Thorpe Marriott area through the creation of a woodland path (Thorpe Marriott Woodland Path) connecting areas of housing with 3 woodlands owned by Broadland District Council and the NDR green bridge leading to Drayton Drewary, a registered common and County Wildlife Site	x					x			2 Broadland District Council	NCC Environment Team Broadland District Council	Undertake tree work; enhance biodiversity and reduce damage to WW2 remains, create an archaeological conservation management plan and ecological plan; create interpretation panels and leaflet; install benches and cycle rack
Manage linear woodlands (general issues - i.e. not ADB related) on the Norfolk Coast Path National Trail, Marriott's Way, Weavers' Way, Bure Valley Way, Paston Way and Pingo Trail.	x	x	x	x					2 CIL, Openreach	NCC Environment Team Broadland District Council	Tree work; improve surfacing; install waymarking and interpretation
Parish Paths Seminars - follow on programme to encourage greater involvement with Public Rights of Way in communities	x			x		x			1 NCC Arboriculture Team; NCC Landscape, Ecology and Green Infrastructure Team, Norfolk Trails	NCC Environment Team	Support Norfolk Trails Team in providing recommendations for tree work to complement and improve the condition of the Trails network
Support the Norfolk Local Access Forum and its subgroups (administrative support for volunteer members) and develop collaborative working with the BLAF and SLAF where possible, building on findings of UEA student consultancy report							x		1: NCC officers and NLAF volunteers (PROW; permissive access; NAIP subgroups)	NCC Environment and NLAF subgroup	Contact all parishes in Norfolk by email, sending them the information pack produced for the 2019/2020 Parish Paths seminars
Improve public profile of the NLAF / Pathmakers (communications plan)				x					1: NCC officers and NLAF volunteers (subgroups)	NCC Environment; NCC Democratic Services and NLAF subgroups	Provide technical and administrative support for 4 full meetings (April, July, October and January) and subgroup meetings (NAIP, Permissive Access, PROW) as agreed with subgroup chairs, to enable the NLAF to undertake their advisory role as effectively as possible. e.g.: manage the forward meeting plan; help draft reports; prepare agendas; write up meetings etc. Technical input from GI access officers and Countryside Access staff when needed
Prepare an annual report on NLAF/Pathmakers activities						x			1: NLAF volunteers (joint NLAF/Pathmakers communications sub group) 1: NLAF volunteers (joint NLAF/Pathmakers communications sub group); NCC Environment Team support	NLAF / Pathmakers	Publish a joint communications plan for the NLAF/ Pathmakers
										NLAF / Pathmakers	Publish annual report

THEME objective	THEME 1	THEME 2	THEME 3	THEME 4	THEME 5	THEME 6	THEME 7	THEME 8	Resources 1 = staff time (NCC, other partner staff, volunteer time) 2 = External funds received (NCC, other)	PARTNERS / OWNER	ACTIONS 2021-2022
	THEME objective number →	x	x	x	x	x	x	x			
PROJECT ↓		x	x	x	x	x	x	x			
Support Pathmakers (the Norfolk Local Access Forum's charity) in its work to develop community access projects. Provide small levels of administrative assistance for trustee meetings and with funding applications						x			1: Pathmakers Trustees	Pathmakers	Provide small level of administrative capacity to enable the charity to operate effectively.
Attract funding for NAIP priority local access projects						x			1: NCC officers and Pathmakers trustees (NLAF volunteers)	Pathmakers	Provide specialist advice and support to enable Pathmakers make funding bids
Review of the Local Transport Plan			x				x		1 NCC	NCC	Conduct consultation with residents, local businesses and key stakeholders on the Local Transport Plan to find out their main concerns for the future of transport (including support for active travel) in Norfolk and to establish where they feel NCC should prioritise resources.
Refresh the Norfolk Cycling and Walking Strategy			x	x			x		1 NCC	NCC Partners	Update the Norfolk Cycling and Walking Strategy
Local Cycling and Walking Investment Plans (LCWIP) to drive prioritised development of cycling and walking improvements			x	x			x		1= staff time (NCC)	NCC Environment	Public Norwich LCWIP with alignment to clear TfN review (and ultimately incorporate into Norwich Area Transportation Strategy). Create LCWIPs for Dereham, Great Yarmouth and King's Lynn

Norfolk Access Improvement Plan (NAIP) 2019 - 2029

Monitoring Report **September 2020 to March 2021**



Norfolk County Council

Environment Team | Floor 6, County Hall, Norwich, NR1 2SG | Email: environment@norfolk.gov.uk

Introduction

This report provides a summary of progress with 2020 - 2021 delivery of the Norfolk Access Improvement Plan <https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/norfolk-access-improvement-plan> which is Norfolk County Council's 10 year plan for increasing public use and enjoyment of the county's Public Rights of Way (PRoW) network.

The report:

- Provides a summary of progress against each of the NAIP's 8 Statement of Action themes, showing the number of NCC projects and services that contribute to the theme for this year (2020/2021) and theme highlights. At the back of the report there is a table of NCC projects and services that deliver against each theme.
- Covers the period September 2020 to March 2021;
- Covers Norfolk County Council projects and services
- Has been produced for the Norfolk Local Access Forum (NLAF) to enable them to monitor the plan in association with Norfolk County Council;
- Will be used by NCC to shape priorities for future work;
- Indicates where objectives are S= started; O = ongoing; NS = not started; A = achieved

The report demonstrates the wide range of activities ongoing to deliver against NAIP objectives.

It should, however, be emphasised that many of the highlights within this report relate to Norfolk Trails routes and not the wider PRoW network. Following a review of the Public Rights of Way Service in 2011, Norfolk County Council made the decision to promote existing long distance paths and associated circular routes under the Norfolk Trails banner separately from PRoW. It was believed that this approach would achieve the biggest impact for the Norfolk economy—and this has been borne out by the many projects and upgrades it has been possible to fund from outside sources to benefit the network.

PRoW maintenance is directed at an operation level by NCC's Transport Asset Management Plan (TAMP) which identifies optimal allocation of resources under increasing pressures including limited budgets.

COVID 19 has had a huge impact across all the Council's areas of work and Norfolk has seen a rise in the number of footpath enquiries registered on the Mayrise system, primarily attributed to increases in local walking, running and cycling on the Public Rights of Way network.

Our capacity to deliver projects has been affected, but there have also been pluses, with greater uptake of cycling and walking for travel, which we hope can be turned into long-term gains for health and the environment <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/campaigns/walking-and-cycling-in-norfolk>. The Council was awarded £32million from the Transforming Cities Fund to deliver infrastructure in Norwich to walking, cycling and public transport in the city. <https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/norwich/city-centre-improvements/improvement-projects/transforming-cities-application>

Theme 1: Well-managed Access Network

Description of theme

We will manage a well-signed and maintained network of multiuse routes efficiently and economically (Public Rights of Way and promoted Norfolk Trails and the National Trail in Norfolk) providing access to coastal, rural and urban areas, using good systems and standards .

Challenge

The consequence of reduced public funding has meant less resource to manage the access network with poor satisfaction rates in comparison with some other highway authorities.

The challenge is to find innovative and new ways to help deliver network management, working with partners and communities

Target (by 2029)

Improve the Highways and Transport Network Survey Key Benchmark Indicator for Public Rights of Way KBI15 to 57 (from 54) (to match or exceed the national average)

Improve the Highways and Transport Network Survey Key Indicator for Public Rights of Way (Aspects) KBI16 to 55 (from 51) (to match or exceed the national average)

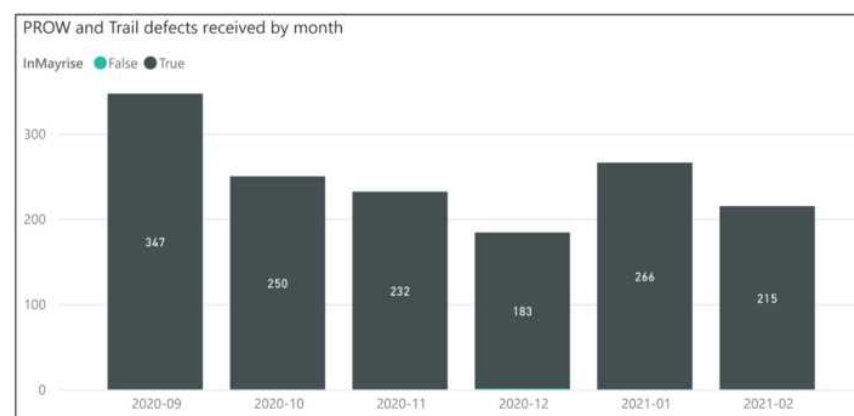
Improve all component Benchmark Indicators for KBI 16 to match or exceed the national average (see Appendix 8.5 of NAIP)

Increase volunteer involvement with PRow management (see target under 'Community-led access network')

Improve our standing against other Highway Authorities in the National Highways and Transport network survey.

Statement of Action Objectives (text shortened)

1.1	Manage signage	O
1.2	Manage path surfaces	O
1.3	Manage linear woodlands	O
1.4	Improve Access for All	S
1.5	Better landowner relationships	S
1.6	Effective fault reporting	O
1.7	Address access-related faults	O
1.8	Maintain the Definitive Map for Norfolk	O
1.9	Manage Norfolk Trails and the National Trail/ Coast Path establishment	O
1.10	Create new access in growth areas	O
1.11	Train volunteers in path maintenance	O



Theme 1: summary of progress September 2020 to March 2021

Highlights

- **Faults on Public Rights of Way.** Between 1st September 2020 and 28th February 2021, 1494 faults were logged on the Customer Relationship Management (CRM) enquiries system which is up from 1168 during the same period in 2019 - 2020. Most faults regarded damaged or missing signs, obstructions, surface condition, crops / ploughing affecting the footpath and fallen trees. This significant rise in cases is primarily attributed to the impact of Covid 19 and increases in walking running and cycling on village and local path networks across the county. The wet winter has also seen and increase in flooding reports and associated bridge damage. No further resources have yet been earmarked for PROW maintenance.
- **Non-reinstatement notices and obstructions.** Over the last 6 months 33 Section 131a, 134—137 non-reinstatement notices were issued to landowners. This quite low reflects in part the resource pressures associated with serving and following up on notices. Over the same period, zero Section 130 (obstructions) or s56 (out of repair) notices were served on NCC.
- **Highways and Norfolk Trails cutting contracts** have been amalgamated for practical and efficiency purposes
- **Of the £200,000 capital fund**, the majority has been allocated, with the latest project now underway at Cley next the Sea, where NCC contributed to path restoration works being undertaken by the Environment Agency. Covid has delayed progress in some areas, and any remaining budget in the allocation will be carried over into 2021/22
- **The £15k “Urban paths” allocation** has been used on 2 paths, one in Kings Lynn- a short section of sealed surface to improve a well used local access within the Town Centre and another in Downham Market- improving a muddy surface on a Restricted Byway where pedestrian and cycle traffic had increased as a result of housing development nearby. These two small schemes have just been completed, using the whole years allocation between them .
- Natural England published proposals for **coastal access** from Hunstanton to Sutton Bridge (Stretch 4 of the England Coast Path) in November <https://twitter.com/NaturalEngland/status/1331527608232800258>. The Norfolk Local Access Forum submitted a representation concerning the path at King’s Lynn, recommending a route to provide walkers with views of interest through the working docks and the town and riverside.
- **Flooding** affected many footpaths and Norfolk Trails in January, with flood warning areas including the Peddars Way at Castle Acre, The Little Ouse Path, the Pingo Trails, Weavers’ Way, Wherryman’s Way and Marston Marshes.
- Whilst NCC performed well overall in the **National Highway and Transport Public Satisfaction Survey for 2020**, the key benchmark indicators for Public Rights of Way (KBI15 and KBI16) were 2 percentage points lower this year than 2019 and just lower than the national average for highways authorities taking part. Individual indicators for footpaths, condition of rights of way, ease of use by those with disabilities, information on rights of way, overgrown footpaths and bridleways, cycle route information and direction signing were all lower than 2019. Satisfaction with signposting of rights of way and bridleways was the same or slightly higher than previously.
The report can be downloaded here: <https://www.nhtnetwork.co.uk/>

Theme 2: Well-connected Access Network

Description of theme

We will develop an integrated green network of routes and paths that provides opportunities for all users; improves ecological resilience; creates opportunities to connect with green space and places of natural and cultural heritage; improves connections for work/education/ recreation for residents and addresses other gaps with demonstrable need where possible, both within and outside targeted 'growth' areas .

Challenge

Norfolk's population is predicted to grow from 898,4000 (mid 2017) to 1,002,300 by 2041 (Norfolk Insight). The challenge is to ensure that people can connect with places and green space sustainably from where they live. .

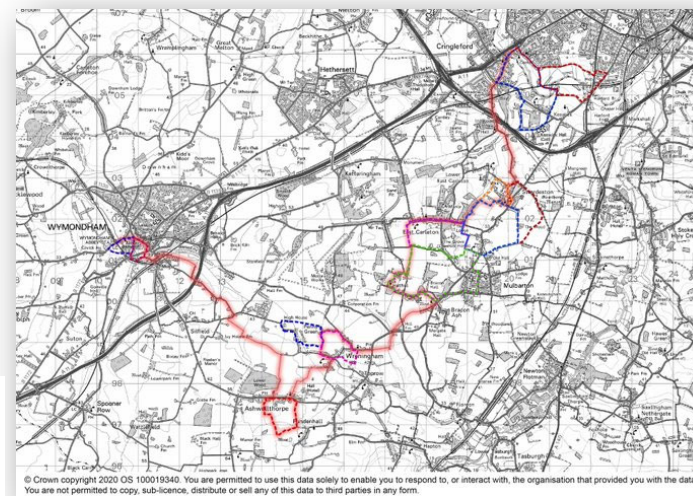
Target (by 2029)

Increase the number and length of all-abilities routes connecting people and places by 10 routes and 100 kilometres by 2029.

Statement of Action Objectives (text shortened)

2.1	Improve connectivity through planning	O
2.2	Create circular walks in growth areas	S
2.3	Increase the number / length of multi-modal routes	S
2.4	Re-purpose disused railways for green access	S
2.5	Improve connectivity for wildlife	O
2.6	Encourage applications to register unrecorded paths	S
2.7	Retain and create new permissive access	S

Kett's Country Long Distance Walking Trail from Wymondham to Norwich, including the creation of 5 local circular walks linked to areas of increased development.



Theme 2: summary of progress September 2020 to March 2021

Highlights

- Norfolk Trails consulted on plans to re-establish **Kett's Country Long Distance Walking Trail** from Wymondham to Norwich, including the creation of 5 local circular walks linked to areas of increased development. Funded by CIL, the project includes new signage and furniture, promotional material and removal of stiles. Data counters will monitor usage and economic impact. Over the reporting period September to March, ground truthing was completed for the circular walks, key stakeholders contacted and a poll launched to consult the public on which of the 12 potential circular walks on the long list would be installed. The poll was promoted in the Eastern Daily press and generated 330 responses <https://www.edp24.co.uk/news/details-of-norfolk-trail-between-norwich-wymondham-6900526>
- **The Norfolk Local Access Forum (NLAF) permissive access subgroup** highlighted their concerns about loss of permissive access in the county, noting that from 2006 to 2015, 256 miles of permissive access paths had expired or were withdrawn by the landowner. Between 2016 and 2020 a further 105 schemes amounting to 158 miles expired. The NLAF were pleased to see permissive access options mentioned within the initial Environmental Land Management System (ELMS) consultation in July, noting that many landowners would have continued to provide access if it had received continued support under Countryside Stewardship. However, since then, there has been no clarity on access within ELMs, although there is time for this to happen as plans take shape.
- **A new cycle crossing point** was put in place at Hellesdon station on the Marriott's Way, contributing to access improvements



Cycle crossing at Hellesdon, improving access to the Marriott's Way

Theme 3: Well-Protected Environment

Description of theme

We will protect the biodiversity and archaeology of the access network, improve understanding of Norfolk's landscape, archaeology and the natural and historic built environment that can be accessed from the network and manage the impact of visitors on protected sites

Challenge

Population growth and increased visitor numbers to Norfolk's landscapes could have a detrimental impact on special habitats and species. The challenge is to minimise this threat by managing access to the most sensitive sites and promoting it where and when it will have least impact, but not direct people totally away from sensitive sites.

Target (by 2029)

Reduce visitor pressure which is affecting 10 protected natural sites and 5 historic sites which can be reached from the access network by 2029.

Improve visitor experience at the same sites through well-designed access infrastructure (e.g. path improvements) and signage.

Create and promote 5 new opportunities for visitors to experience the natural and historic environment away from protected nature conservation sites or outside peak visitor months by 2029.

Reach 1,000 people to improve their understanding of the natural and historic environment that can be reached from the access network.

Statement of Action Objectives (text shortened)

3.1	Protect the historic environment	O
3.2	Protect the natural environment	O
3.3	Develop opportunities for sustainable transport	O
3.4	Improve integration with public transport	S
3.5	Protect and enhance biodiversity	O
3.6	Improve resilience of tree features	O
3.7	Develop shared goals for access in the Broads	S
3.8	Increase understanding of the natural and historic environment	S



Reactive tree work undertaken by Norfolk Trails team



Theme 3: *summary of progress September 2020 to March 2021*

Highlights

- **Tree maintenance on access routes.**

Work has continued to manage the busiest sections of the Marriott's and Weaver's Way where ash trees are in severe decline. Some costs for this work have been off set by the sale of the felled timber which also reduces unauthorised removal of timber for fire wood which can be unsafe and damage the surface of the route. Where safe to do so timber has been left to improve the deadwood habitat and trees reduced to a safe height. We have also been working with the John Innes Centre who have taken cuttings from healthier trees along the Marriott's way as part of their research to identify and grow healthy ash trees for the future. The most appropriate restoration is through the processes of natural re-generation. We have monitored sections that have previously been felled and the woodland is recovering very well and faster than if saplings had been planted. In addition to the development of dormant trees there have also been a good variety of smaller plants and shrubs develop in these sections which add to the diversity along the route.

- **NCC's Environmental Policy** www.norfolk.gov.uk/environmentpolicy sets out how the Council will deliver important benefits for Norfolk's environment and people alongside ambitious carbon reduction targets (net zero by 2030) through new approaches to the management of its own estate and activities. The Council's is looking at the potential for the Burlingham Estate in its own property portfolio to delivery gains for the Policy including opportunities for the active travel by the

expanding community in the area.



Marriott's Way: tree work at Reepham

Theme 4: Well-Promoted Access Network

Description of theme

We will promote Norfolk's access network, the outstanding countryside and heritage that can be reached from it, and the benefits of outdoor activity, developing a communications plan to reach key user groups (visitors, walkers, cyclists, horse-riders, motorised vehicle users, disabled users and new users).

Challenge

The access network is well used by dedicated access groups across the high season summer months. However there are large sections of the population which do not use the network. Furthermore, the network has capacity for greater use outside the summer season.

The challenge is to increase use of the network by people who do not use it and out of peak season.

Target (by 2029)

Increase use of the network by people who currently do not use it and at times outside the summer months by 20% by 2029 (from 2010 baseline), targeting areas able to sustain an increase in footfall (no detrimental environmental impact) and promoting sustainable travel to the network.

Baseline and monitoring measured through a combination of people counter data and targeted surveys.

Statement of Action Objectives (text shortened)

4.1	Develop a communications plan	NS
4.2	Develop / maintain websites	S
4.3	Develop printed and pdf leaflets	NS
4.4	Develop good media relationships	NS
4.5	Develop / maintain social media	S
4.6	Develop interpretative panels and organise events	S
4.7	Develop a photo and video library	NS
4.8	Develop apps and audio visual projects	S
4.9	Encourage schools' use of the access network	S
4.10	Promote the Great Walking Trails	NS
4.11	Promote access to a range of audiences	S
4.12	Develop 'etiquette' for multi-use routes	NS
4.13	Increase understanding of the natural and historic environment	S

Theme 4: *summary of progress September 2020 to March 2021*

Highlights

- **The Experience project** <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/campaigns/experience-tourism-project> established the Experience Norfolk Access Group (ENAG) in Sept 2020 to provide input and advice to the project from those with additional physical, sensory or cultural needs. The group will work alongside existing access groups and share findings with other NCC teams. A wider distribution list of organisations or networks who are willing to survey members with regards to access issues was also developed in December and recruitment to this, and ENAG is ongoing. In Feb 2020 over 17% of respondents to an art trail survey had additional sensory or physical access requirements which indicated that we are reaching a wide audience.

More to follow



Theme 5: An Access Network Underpinned by Excellent Information Management

Description of theme

We will maintain paper, GIS, and web-based versions of definitive and interactive maps and other access network information and integrate datasets spatially to identify opportunities where PRow/Trails can deliver gains for the economy, health and communities.

Challenge

Managing accurate spatial information and data about the access network is a legal duty. The challenge is to manage updates and make available and use digital versions of spatial data (GIS) to make links between access and other relevant information (such as health, economy and growth) to create, share and use 'opportunity' maps (to identify opportunities that will deliver a number of benefits), essential for strategies and planning. See also healthy access network and valuable access network themes.

Target (by 2029)

Keep the Definitive Map up to date and the register of claims concerning the 2026 deadline

Process DMMOs.

Statement of Action Objectives (text shortened)

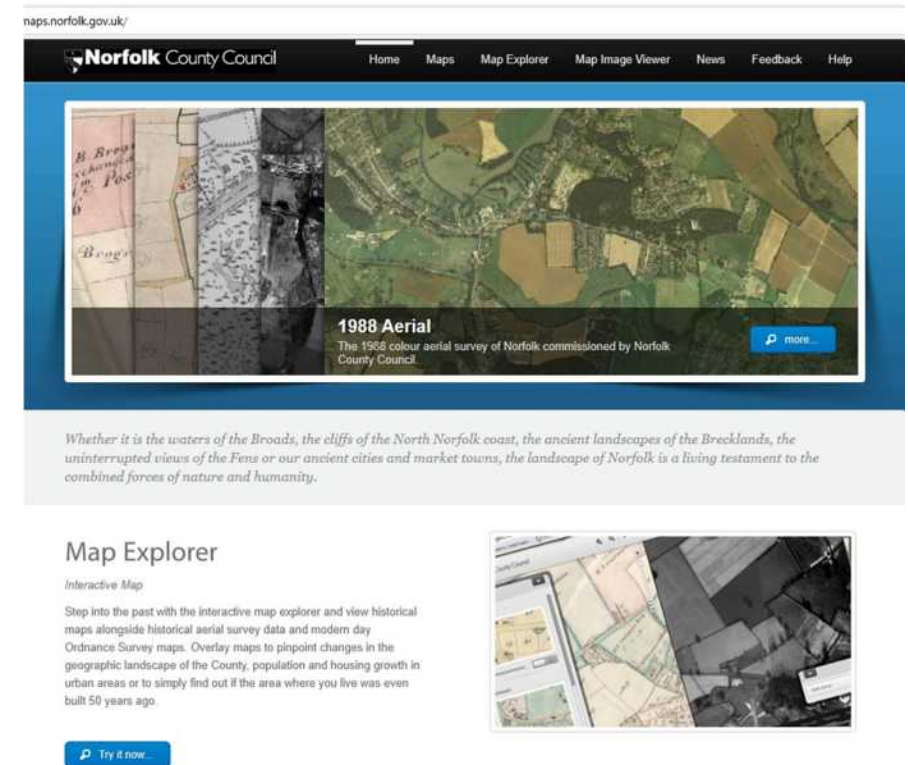
5.1	Maintain the Definitive Map	O
5.2	Maintain interactive maps	O
5.3	Use spatial mapping to seek opportunities to improve green infrastructure	O
5.4	Use spatial mapping to link access and other data	S
5.5	Develop Google Streetmap for Norfolk Trails	S
5.6	Share counter data	S



Theme 5: summary of progress September 2020 to March 2021

Highlights

- **Work on Modification Orders, Public Path Orders and maintenance of paper and digital records** has continued despite challenging working circumstances as a result of the Covid19 pandemic;
- **Dedication agreements** under the Highways Act 1980 investigated and managed on target;
- **Good progress is being made on Modification Orders (DMMO) made under the Wildlife and Countryside Act** though a great number of cases still remain and applications continue to be made. There are currently (March 2021) 130 on the register <https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/register-of-definitive-map-modification-applications> ;
- **Map statements** can be viewed via the interactive map, which also permits viewing of **cutting contract** routes and for users to directly report faults. <http://maps.norfolk.gov.uk/highways/>. This functionality has greatly improved the amount of information available to the public, and has been well received by user groups;
- Norfolk County Council also maintains online historical maps, an ideal starting point for research into lost (unregistered) paths.



Theme 6: A Community-led Access Network

Description of theme

We will increase the involvement of communities in the development of and care for their local access network, working with parish councils, volunteers and other community organisations.

Challenge

As public funding reduces, the role of communities in helping to manage their local access becomes more important.

The challenge is to support and co-ordinate the large number of people willing to help from user groups and community groups .

Target (by 2029)

Provide support for 20 community-based user groups (via training) in the management of the network by 2029.

Statement of Action Objectives (text shortened)

6.1	Support the NLAF	O
6.2	Support user groups manage PROW	S
6.3	Engage communities in projects that improve / manage access	S
6.4	Attract funding for local projects	S
6.5	Work with large scale projects on community access	NS
6.6	Support the development of Pathmakers	O



Theme 6: *summary of progress September 2020 to March 2021*

Highlights

- **The Norfolk Local Access Forum (NLAF)** were able to meet formally online in October and January, with subgroup meetings feeding in reports in the usual pattern;
- **NLAF members wrote 4 letters** on: Council budget for Rights of Way; a query regarding restriction of access at Thetford; public access at Shouldham Warren Minerals and Waste site; stopping up of Right of Way associated with on-shore cabling for off-shore windfarms. The NLAF received a letter from the Leader of the Council thanking Forum members for the voluntary time invested and for their valuable contribution and counsel.
- **Coastal Access (Stretch 4 of the England Coast Path) consultation.** The NLAF submitted a representation on the proposed route of the path through King's Lynn, recommending an alternative route through the docks and closer to the coast.
- **The Widening the Reach** undergraduate project commissioned by the NLAF to explore how to improve its reach and understanding was taken forward, with recommendations to improve meeting structures, filling vacancies on the Forum and on collaboration with other groups such as the Broads Local Access Forum and in communication activities.
- **NLAF subgroups' meetings:** NLAF subgroups continued to meet virtually during the reporting period. The PROW subgroup met in September and December; the NAIP subgroup met in September and the Vision and Ideas subgroup met in December.
- **The NLAF PROW subgroup continued to progress the outcomes from their 3 Parish Paths seminars**, taking part in an online webinar to parishes in March arranged by the Norfolk Association of Local Councils.
- **Progress with the Pathmakers "Paving the Way"** project funded by The National Lottery (Heritage Fund) slowed owing to Covid restrictions making it difficult to undertake site learning visits. However, the charity is working to develop a website, communications plan and brand identity.

Theme 7: An Access Network that Supports / Delivers Health Outcomes

Description of theme

We will improve the health and wellbeing of residents and visitors through initiatives which promote and demonstrate the benefits of physical activity to those not currently using the access network or who would benefit from additional physical activity as identified in the Norfolk Public Health Strategy.

Challenge

In Norfolk, unhealthy lifestyles and obesity are estimated to contribute to 23,000 hospital admissions per year. We also face the challenges of an ageing population as there will be more elderly people in Norfolk in the future. If levels of ill health remain the same in the population, this will increase demand on health and social care services.

The challenge is to increase numbers of people using the access network to benefit their health and to make improvements to make access easier. .

Target (by 2029)

- Liaise with partners to create a baseline in 2019 to monitor activity of people in target groups.
- Increase the number of people from target groups who are active outdoors (e.g. walking and cycling) by 2029 (from 2019 baseline) through funded projects such as SAIL and Pushing Ahead.
- Increase the number of people who say they have improved health from being active outdoors (e.g. walking and cycling) by 2029 (from 2019 baseline) through funded projects such as SAIL and Pushing Ahead.

Statement of Action Objectives (text shortened)

7.1	Evaluate the health value of the access network	S
7.2	Increase use of the access network for health	S
7.3	Develop active travel	S
7.4	Develop routes for health and to reduce carbon	NS

Theme 7: *summary of progress September 2020 to March 2021*

Highlights

- **The Monument Project** is an Interreg 2 Seas Project with partners in France, Belgium and the Netherlands, aiming to strengthen the resilience of informal carers of people living with dementia, giving them the tools to care for the person living with dementia (PLWD) at home for longer. The project builds on a Dutch Odensehouses concept <https://odensehuizen.nl/about-us/> to provide an information, advice and meeting place for people with early dementia, informal caregivers and their families. In Norfolk the Monument pilot focuses on improving access to the natural environment for informal carers and PLWD. A communications plan has been developed to promote the project as it progresses to develop an Activity Finder for carers to enable them to find locations to access the outdoors with the PLWD. A Natural England survey in 2016 found that 80% of carers of PLWD agreed that regular visits to the natural environment and taking part in nature-related activities is beneficial for PLWD. This also reduces the care burden of the informal carer and enables them to enjoy the outdoor activity with the cared for person. <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/our-budget-and-council-tax/our-budget/bids-and-funding-weve-won/outdoor-and-tourism-project-funding/monument>

Monument is on Twitter here <https://twitter.com/2seasmonument/>
- **NCC received £1.5m to develop an Active Travel programme** which will help people become fitter and healthier in urban and rural Norfolk and improve air quality over the next 3 years. This is likely to be based on the 'Healthy Streets' initiative from the DfT
- Three Local Cycling and Walking Investment Plans (LCWIPs) to help drive prioritised development of cycling and walking improvements are under development: for Dereham, GreatYarmouth and King's Lynn. The Norwich LCWIP will be incorporated into the revised Norwich Area Transportation Strategy.
- **MOBI MIX update.**

More to follow



MONUMENT

Theme 8: A valuable access network

Description of theme

We will maximise the economic benefits to Norfolk that are generated through the access network by working with businesses, tourism agencies and Destination Management Organisations (DMOs) etc .

Challenge

The Access network is of increasing value to the visitor economy with the environment and walking key attractions and reasons for people coming to Norfolk. However, currently, most visitors come for a day or less and their visitor spend is limited.

The challenge is to work with businesses, tourism agencies and local government to maximise visitor spend, ensuring that local businesses are well informed about the potential of the access network. This target must be considered in conjunction with Theme 3 (a well protected access network) to ensure that increased visitor footfall is managed sustainably.

Target (by 2029)

- Increase the number of visitors by 20% in a sustainable way, targeting locations and times of year to maximize the potential to local businesses. It is envisaged that this could generate an extra visitor spend of £2m.
- Evaluation through appropriate studies, e.g. MENE

Statement of Action Objectives (text shortened)

8.1	Develop links between business and Norfolk Trails	O
8.2	Increase numbers of visitors using Norfolk Trails by 20% by 2029	O
8.3	Develop profiles for those using the access network	NS
8.4	Develop visit itineraries	NS
8.5	Work with the Broads Authority on boat moorings on PROW	NS

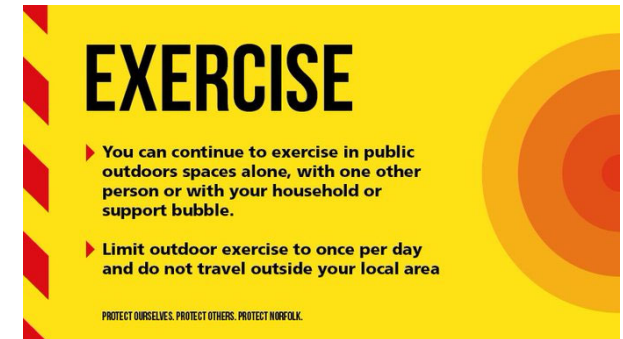


Completion of works on Angles Way bridge repair allowing route to be put back onto its original line

Theme 8: *summary of progress September 2020 to March 2021*

Highlights

- Under current lockdown restrictions you can continue to exercise in public outdoor spaces alone, with one other person or with your household or support bubble. Limit outdoor exercise to once per day and do not travel outside your local area.
- Pushing Ahead updates .
- Dft Transforming Cities.
- Green Pilgrimage.
- Trails counter reports



Beryl bikes—funded through Transforming Cities DfT



More to follow



The NAIP is supported by:



Community & Environmental Services
Norfolk County Council
Floor 6 County Hall | Martineau Lane | Norwich | NR1 2SG
Tel. (01603) 222773
E: environment@norfolk.gov.uk
W: www.norfolk.gov.uk

LNorfolk Local Access Forum

(Forum member report)

Report title:	Pathmakers.
Date of meeting:	14 th April 2021

Summary

OneAgency, who helped us when Pathmakers was set up, have been appointed to advise us on brand identity and a comms plan. We have had a couple of meetings with them and would hope to complete this work in a couple of months. The result of this will enable us to focus on areas where we can make a valid contribution.

The next work under the HLF grant involves meetings currently banned by Covid restrictions.

Sarah Abercrombie continues to apply for grant aid for projects but with have not been lucky to date. John Jones considers that there are funds available for countryside access schemes and so we persevere.

1.	Proposal
1.1.	To note the report
2.	Recommendations
2.1.	
3.	Evidence
3.1.	

If you have any questions about this report please get in touch with:

NLAF member name
:Simon Fowler
Email address
:simonfowler5@gmail.com

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Local Access Forum

Report title:	Countryside Access Arrangements Update
Date of meeting:	14 April 2021
Responsible Officer:	Steve Miller, Director of Culture & Heritage
Strategic impact To address the concerns raised by the Local Access Forum with regards to Public Rights of Way Management and delivering the service in an economic and cost-effective way.	

Executive summary

At the July 2017 Local Access Forum (NLAF), it was agreed that at each future meeting, a summary of the work the Countryside Access Officers and Environment teams would be provided. At the October 2017 NLAF it was agreed that this report should be presented to the PROW sub-group prior to being brought to NLAF.

This paper highlights this work in terms of the volumes of customer queries received and responded to. The paper also highlights other key areas of work.

Recommendations:

- 1. That the Local Access Forum note the progress made to date since the Countryside Access Officer posts were introduced.**

1. Introduction

- 1.1. Since 1 April 2017, there is a single point of contact within each Highways Area office being responsible for their local rights of way issues. By having the officer within the Area office, they are more “on the ground” and better placed to deal with the operational reactive issues that occur when managing rights of way. They are supported by the wider Highways Area team staff. In addition, the Norfolk Trails team sits within the Environment Service at County Hall and carries out strategic and developmental aspects of developing the countryside access network.

2. Performance

- 2.1. The information in Appendix A summarises the performance information available for the complete months since the last report.
- 2.2. The new CRM defect reporting system went live in March 2018. Defect notes are being made visible to the public in the automatic update emails sent when third party defects have been inspected & more status options available on tablets under the ‘No Defect’ category, as previously reported. Minor updates continue to be made to CRM to enhance operation and feedback elements. The provision of additional information appears to have led to a decrease in follow up requests.
- 2.3. A new report has been prepared to display the relevant PROW/Trails information via PowerBI – Appendix A (Stats for the last 3 months and 2 years).
- 2.4. In summary, the Mayrise system of logged requests for service had at 23rd March 2021, 954 open issues for Public Rights of Way. There were an additional 154 logged to the Trails Team members. Most enquiries received continue to be regarding damaged or missing signs, non-reinstatement, obstructions, overgrown surface, overgrown hedges/ trees and surface condition.
- 2.5. The significant rise in cases is primarily attributed to the impact of Covid-19. While the country went into lockdown Central Government advice was that local outdoor exercise was promoted for wellbeing and there was evidence of significant increases

in walking, running and cycling on village/local path networks across the Country. There were also isolated cases of landowners using Covid as an excuse to close some paths. Naturally, additional use has led to an increase in complaints about the condition of the local path network. This has been recognised within the ROW profession nationally and some LA's are now re-evaluating the importance of adequately maintaining local path networks.

- 2.6. The PROW Maintenance funding remains the same as the previous financial year at £23,400 with an additional capital maintenance fund for the existing National and Norfolk Trails network of £400,000 to address significant wear, tear and damage to our Network. County Councillors have had an increase in their "Member Fund" to £10000 for 2021-2 which in part can be used for PROW works but there will be significant competition between Parishes for each member area and against other green/environmental or highway initiatives.
- 2.7. As of the 23 March 2021, the Norfolk Trails Team had 149 open CRM issues. Highways had 98 open CRM issues
- 2.8. These figures do not reflect the substantial volume of reports and correspondence still received through direct email and telephone communication from members of the public.
- 2.9. In addition to the numbers above, there have been a number of enforcement notices sent out to landowners since March 2020. The following have been issued:
 - 68 Section 131A, 134-137 Non-reinstatement Notices issued or advisory emails. The majority are resolved without recourse to further enforcement. The numbers are lower so far this year this may be a reflection of the impact of Covid 19, during a significant part of the summer the CAO's have been unable to make site visits to corroborate/serve notice regarding non-reinstatement issues.
 - Since March 2020, No Section 130's (obstructions) or s56 (out of repair) notices have been received by NCC.
- 2.10. It should be noted that processing these s130/56 legal notices is time consuming for NCC staff. As part of a legal process with set timescales, regardless of priority considerations it has an adverse effect on staff resources. Recent surveys of local authority PROW services indicate that across the country the *average* number of s130/56 notices served on any authority is only approximately 2 per yr. These issues remain ongoing and being actively monitored and pursued with landowners.
- 2.11. In terms of other progress, key highlights include:
 - 1493 faults Sept 2020 to March 2021. Up from 1168 during the same period 2019-20.
 - Higher incidences of people using local paths during Covid likely to be the main reason. Also, the wet winter 20/21 has seen an increase in flooding reports and associated bridge damage.
 - 68 reinstatement notices have been issued by NCC. Lower figures reflect in part the resource pressures associated with serving and following up on Notices.
 - No s130/56 notices served on NCC during the same time period.
 - Of the £200k capital works the majority has been allocated, the latest project now underway is at Cley next the Sea where NCC have contributed to path restoration works being undertaken by the Environment Agency.
 - Covid has delayed progress in some areas and any remaining budget in the allocation will be carried over into 2021/2.
 - The £15k "Urban paths" allocation has been used on 2 paths, one in Kings Lynn- a short section of sealed surface to improve a well used local access within the Town Centre and another in Downham Market- improving a muddy surface on a Restricted Byway where pedestrian and cycle traffic had

increased as a result of housing development nearby. These two small schemes have just been completed, using the whole years allocation between them.

2.12. **Repairs and Improvements on Norfolk Trails Network**

Below are a series of images which shows the before and after repairs which have been completed since December 2020 on the Trails Network. This is just a snapshot of the repairs completed during this time.

2.13.



Step repair at Little London Lane at North Walsham – generated by CRM and resolved.

2.14.



Steps Repair / replacement at Swannington

2.15.



Series of winter cuts have been undertaken across the network in order to chop back some of the vegetation from routes that have been identified via CRM and Officer reports. This image is from the Marriotts Way at Cawston as an example of works completed.

2.16.



Blickling Boardwalk repairs – again to resolve CRM and follows on from the works the Ramblers did a couple of years ago.

2.17.



West Acre boardwalk repair – resolving CRM and officer inspection.

2.18.



The arboculture team have carried out works on the Marriotts way at Reepham (which was completed at the end of November) and at Drayton (completed by the end of February) in order to manage identified chalara affected trees. This has been done in order to make these routes safer for use and follows on the ongoing programme of tree management.

2.19.



Additionally the trails team have also worked through 10 days of reactive tree works on the network.

2.20.



Work completed on Burnham Overy FP7 to remove the boardwalk following a safety audit.

2.21.



Work on Hellesdon station was completed on the 12 March by Tarmac. This scheme was delivered through Transport for Norwich as the first scheme delivered through the Transforming Cities programme and has contributed to access improvements on the Marriotts way.

2.22.



In addition, a new cycle crossing point has been put in place to allow cyclists and walkers alike improved access

2.23. Work has commenced by the Environment Agency on the project at Cley next the sea. This work includes footpath improvements on FP4. This is expected to be completed by the end of Spring 2021.

2.24. **New cutting contract**

Work continues on the cutting contract by NCC officers. After performance monitoring during 2020 areas of the cutting contract have been re-tendered and contractors have been appointed for the upcoming 2021/2022 season.

3. **Financial Implications**

3.1. None arising from this report.

4. **Issues, risks and innovation**

4.1 None arising from this report.

4.2 **Highways England Meeting update**

4.3 An initial meeting was held on the 2nd December 2019 with Highways England (HE) to discuss RoW issues severance by main trunk roads (A11 & A47). Last year NCC provided HE with the Norfolk Access Improvement Plan affirming the need for Highways England to look at ProWs between King's Lynn to Swaffham. A follow up meeting was arranged for the end of March 2020 to consider HE's "Designated Fund" criteria linked to PROW which will include further discussions around network connectivity and trunk road barriers to non-motorised users.

4.4 Meetings have been postponed because of Covid and there has been no further progress regarding this matter.

5. **Background**

5.1. The background information to this paper is covered by the preceding paper on Public Rights of Way Maintenance, presented to 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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 Mike Auger

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 mike.auger@norfolk.gov.uk



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PROW and Trail Defect Report

The information presented on this page looks at PROW and Trail defects reports. PROW & Trail defect reports are sent to Mayrise mobile tablets for investigation by the relevant team.

Alter the Report Date Range in the top right hand corner to see FAQs received over a

Volume of PROW/Trail defects by type

DescriptionOfFault	C	N	S	W	Total	
PROW - Damaged or missing sign		313	455	93	861	
PROW - Overgrown surface -e.g. grass/weeds	1	351	274	88	714	
PROW - Obstruction -e.g. building works, fences, ditches, locked gate	2	1	261	303	73	640
PROW - Crops/ploughing affecting footpath		342	223	55	620	
PROW - Overgrown hedge/tree	2	186	193	81	462	
PROW - Surface condition		163	107	81	351	
PROW - Tree dangerous/fallen	3	165	82	39	289	
PROW - Gate/Barrier	1	119	110	52	282	
PROW - Bridge		30	161	16	207	
Trail - Surface condition	4	4	103	55	33	199
Trail - Damaged or missing sign		82	80	13	175	
PROW - Misleading sign	1	1	91	57	20	170
Trail - Tree dangerous/fallen	5	4	74	46	12	141
Trail - Overgrown surface -e.g. grass/weeds	1	3	90	31	15	140
Trail - Overgrown hedge/tree	2	5	67	33	12	119
Trail- Obstruction -e.g. building works, fences, ditches, locked gate	4	3	70	33	8	118
PROW - Stile damaged/too/high/other		46	66	5	117	
PROW - Illegal / Vehicle Use		51	29	22	102	
PROW - Flooded Path		30	25	17	72	
Trail - Gate/Barrier	1	1	30	29	6	67
Trail - Bridge	1	3	13	32	11	60
Trail - Crops/ploughing affecting footpath		14	34	3	51	
PROW - Animal(s)		26	22	2	50	
Trail - Flooded Path		19	21	4	44	
Trail - Illegal / Vehicle Use	1	24	14	5	44	
PROW - Steps damaged/other		22	17	4	43	
Trail - Misleading sign		12	12	4	28	
Trail - Steps damaged/other	2	14	5	7	28	
Trail- Stile damaged/too/high/other		8	9		17	
Trail - Animal(s)		8	4	4	16	
Total	23	35	2828	2562	785	6233

Report Date Range

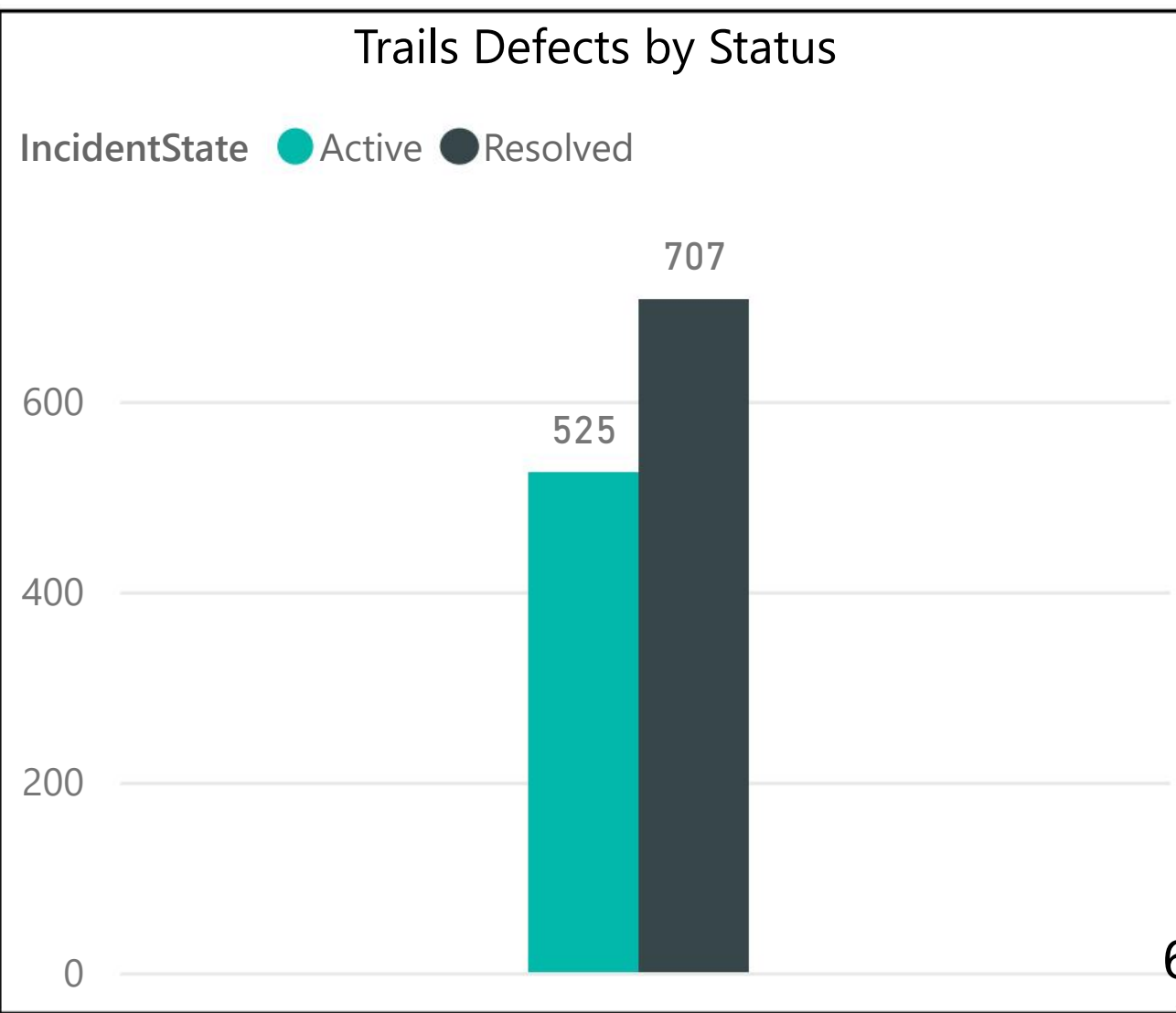
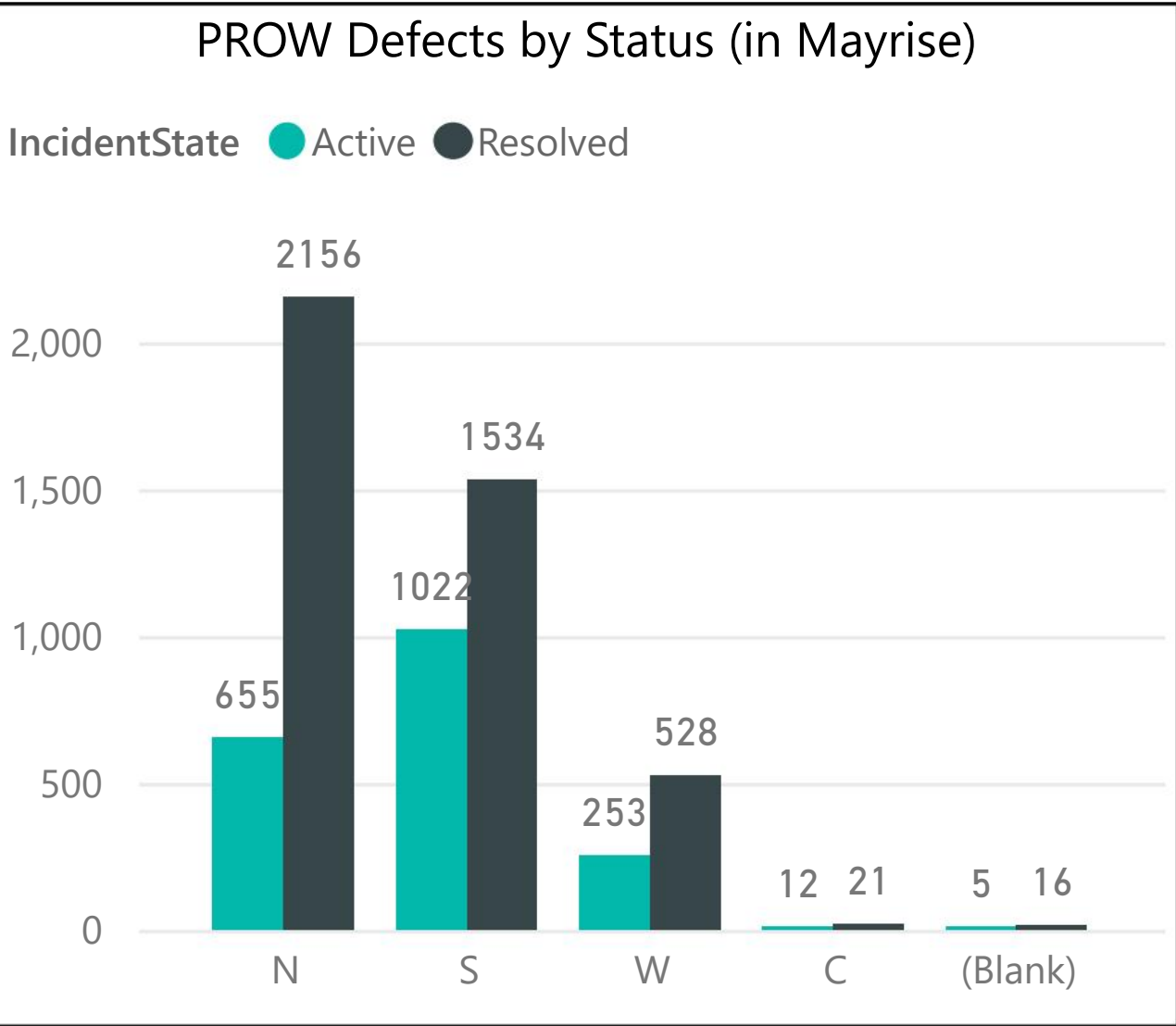
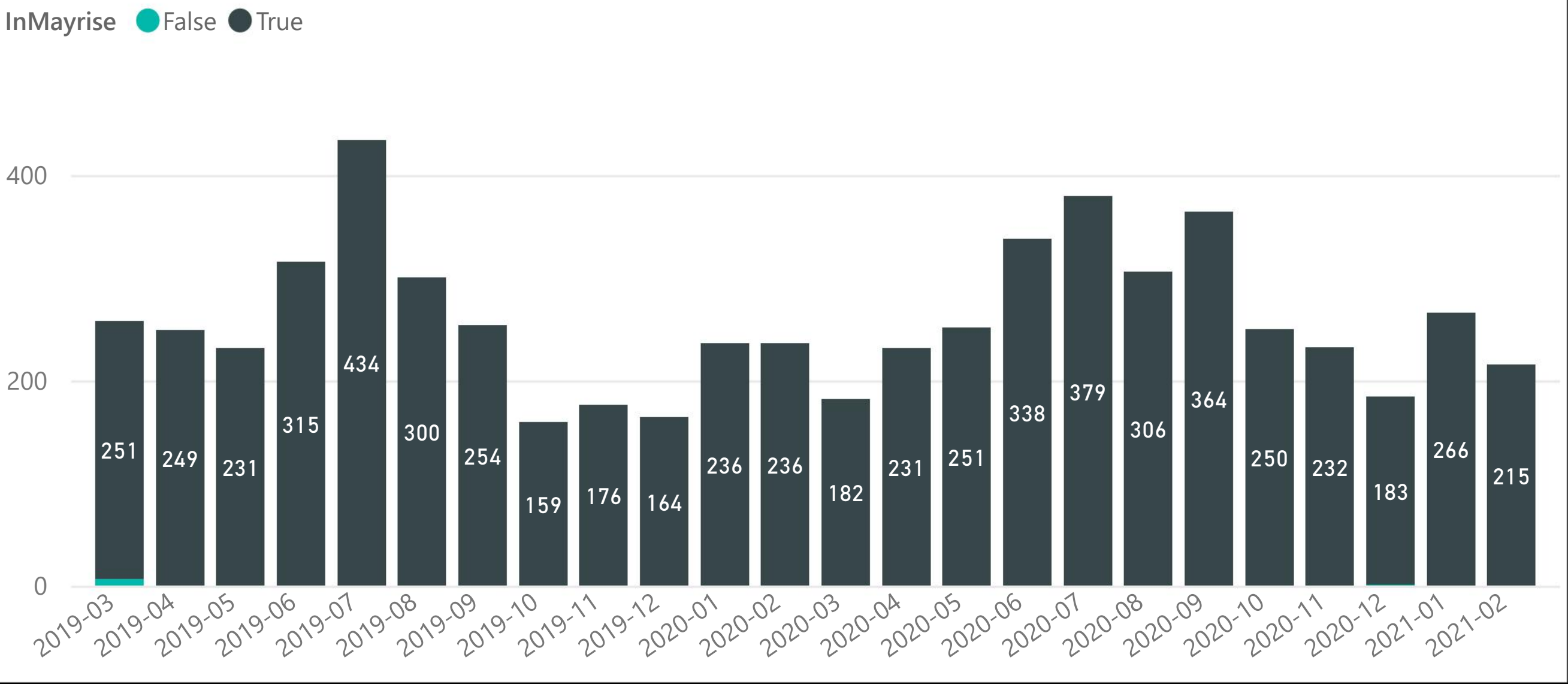
Last

24

Months (Calendar)

01/03/2019 - 28/02/2021

PROW and Trail defects received by month



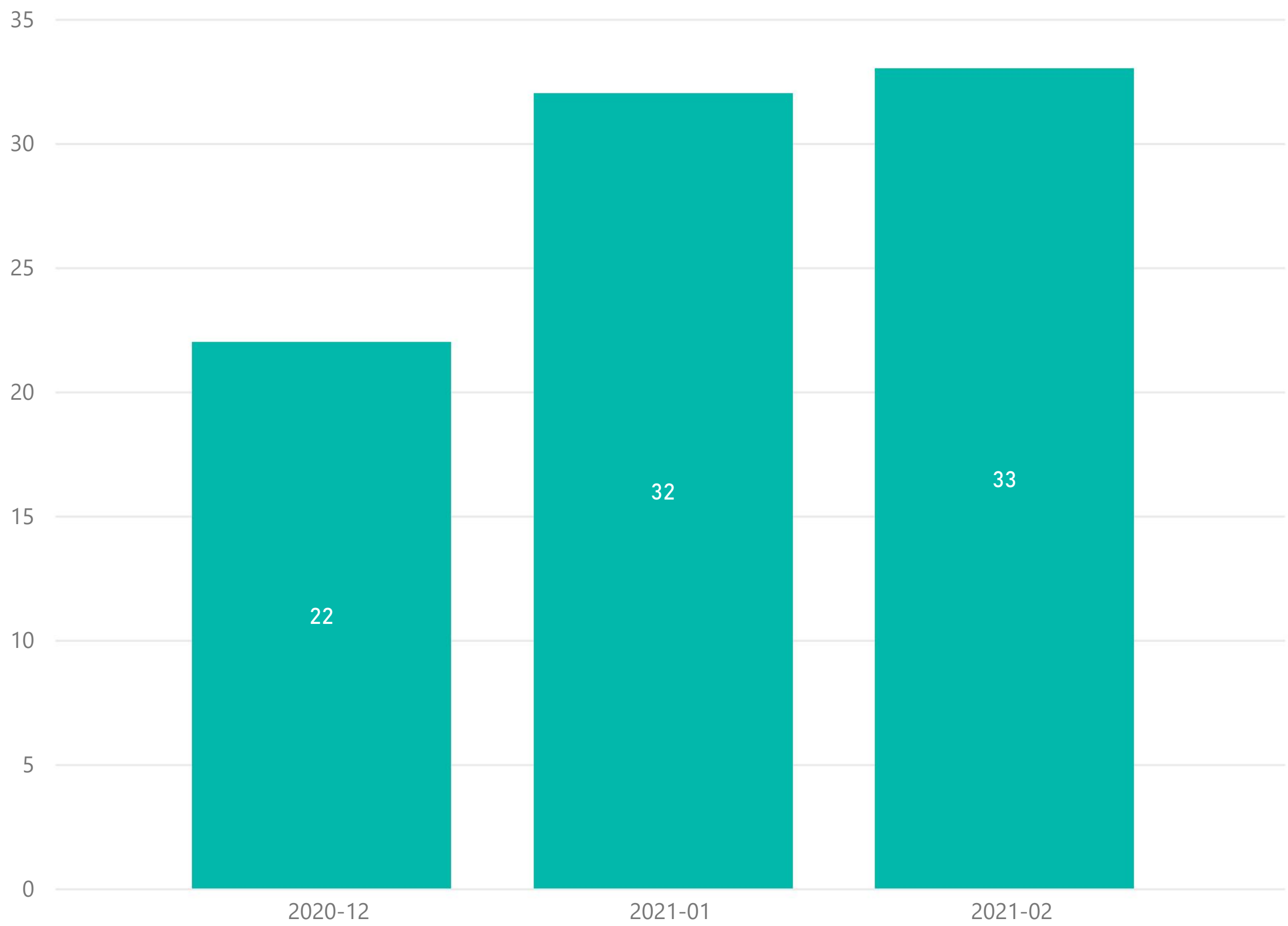
Public Right of Way and Trail FAQ Report

FAQs relate to all enquiries made by customers that include queries on policy, information requests, formal notices and chasing requests. These are logged by the Customer Service Centre and managed within the Customer Relationship Management System (CRM).

These present to either the PROW 'queue' (managed by Countryside Access Officers) or the Trails queue (managed by the Environment team).

Alter the Report Date Range in the top right hand corner to see FAQs received over a different time period.

Volume of PROW/Trail FAQs received by month



Report Date Range

Last

▼

3

Months (Calendar)

▼

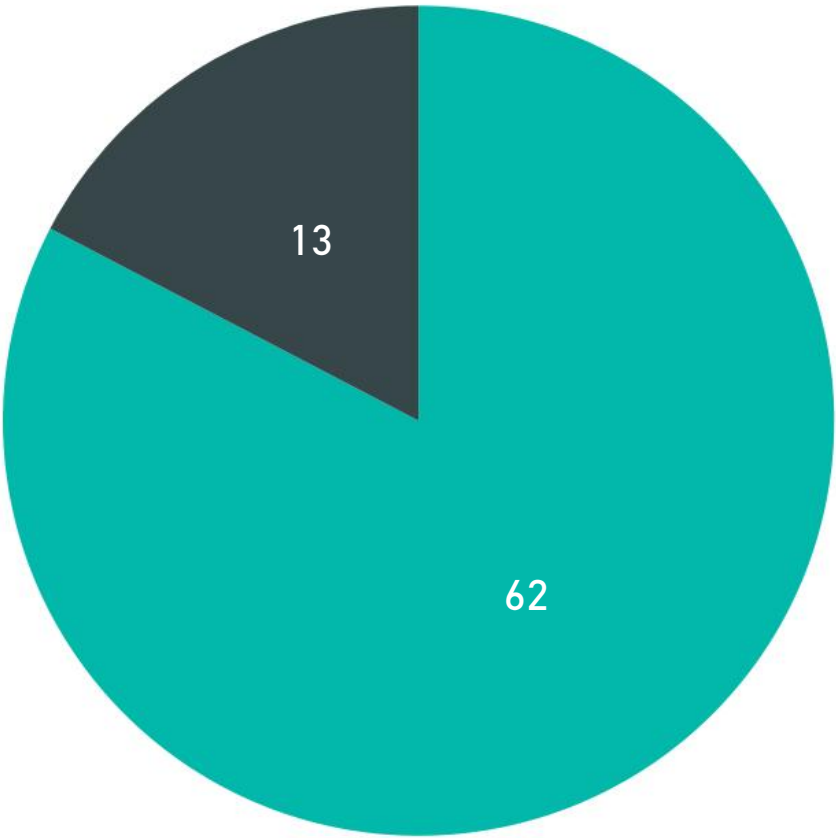
📅 01/12/2020 - 28/02/2021

Volume of PROW/Trail FAQs by question

Question	Count of CaseNumber
I have an enquiry about a PROW or would like to speak to a PROW officer	64
	6
I have an enquiry about the definitive map	6
I have an enquiry concerning common land	6
I have an enquiry about PROW ot Trail grass cutting	4
I would like information about a Norfolk Trail	1
Total	87

PROW/Trail FAQs received by Status

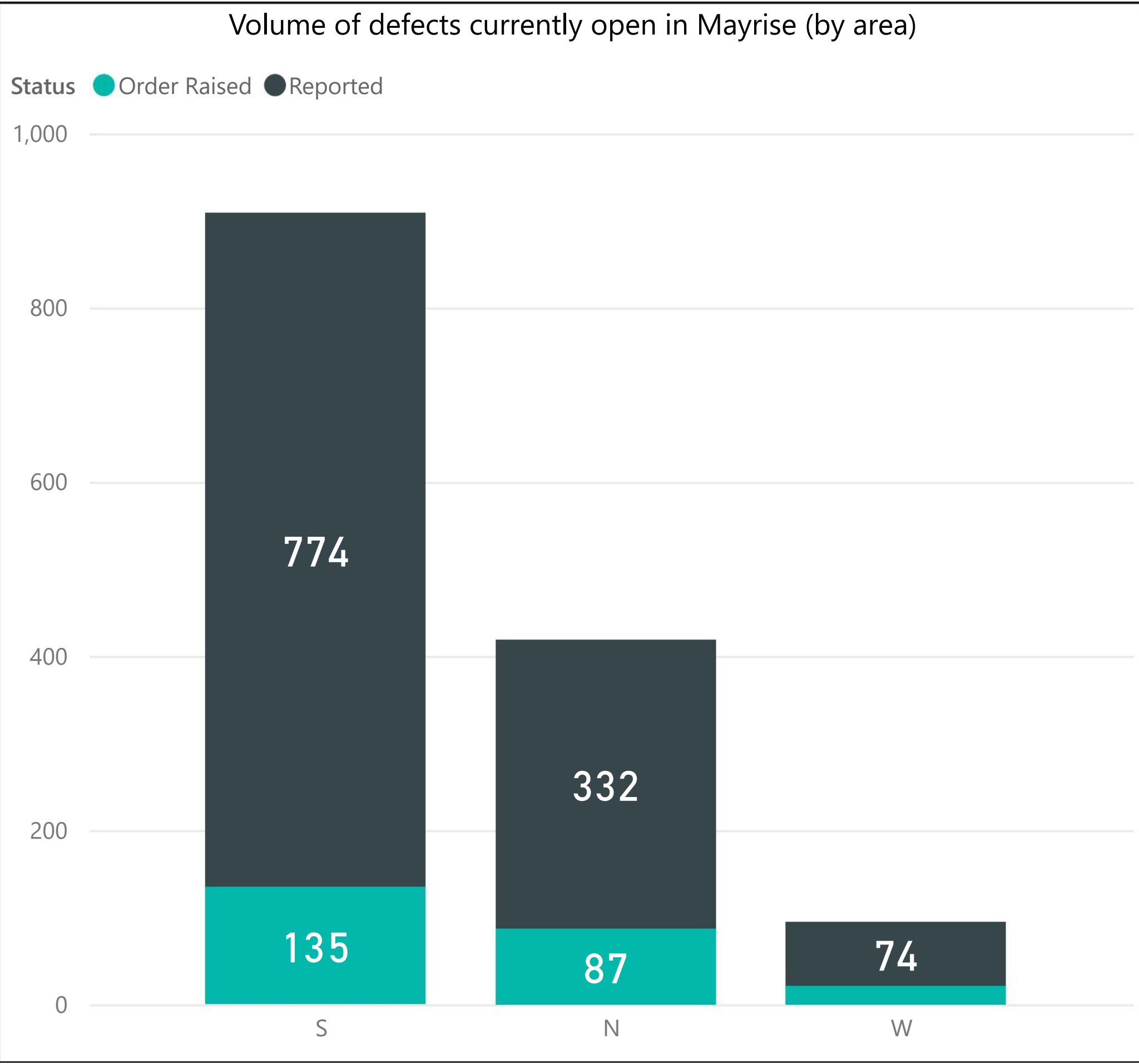
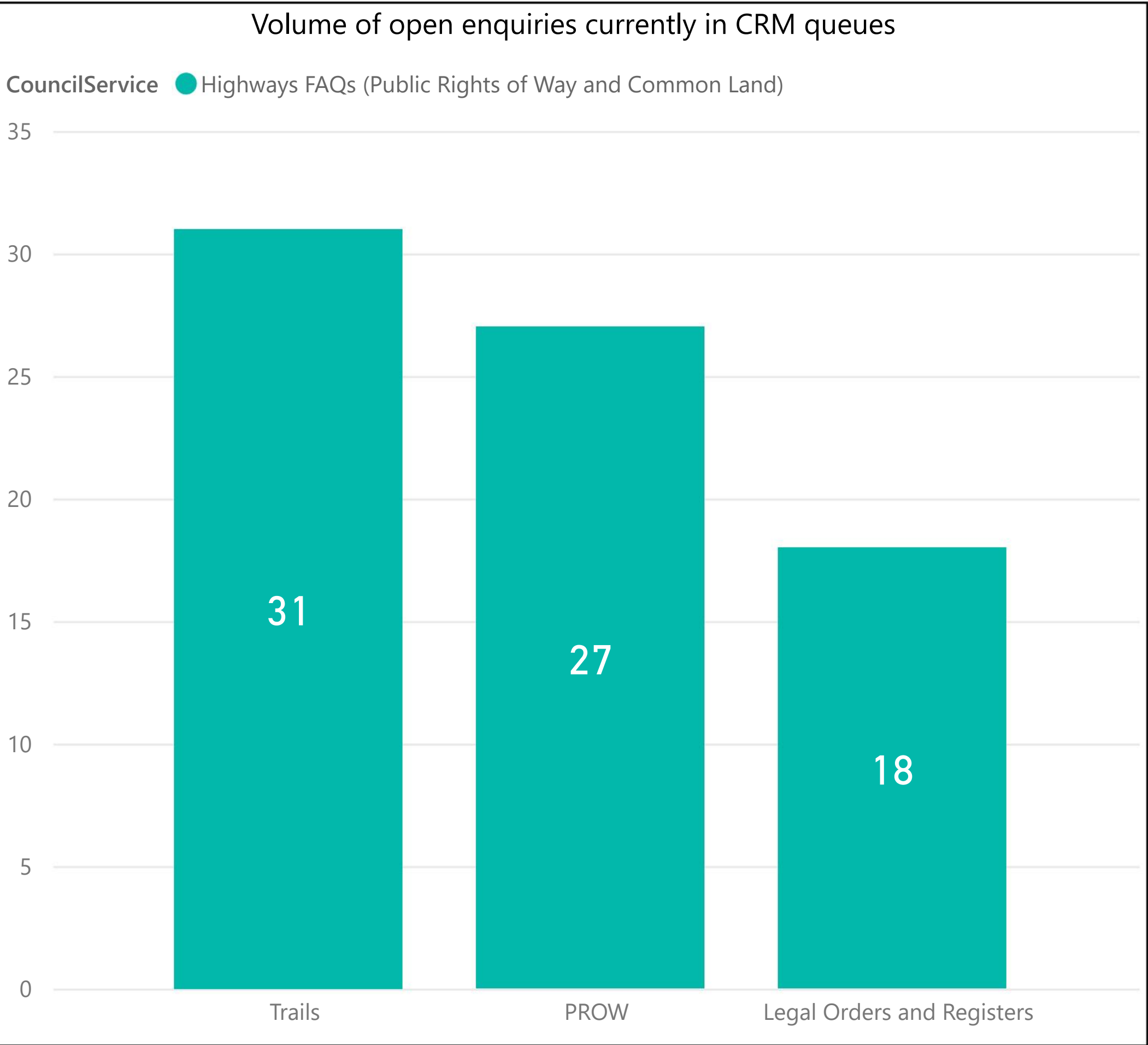
IncidentState ● Resolved ● Active



Active Enquiries

This page provides a snapshot of the customer reported defects and FAQs that are currently open in Mayrise and CRM.

The graph below reflects what is currently open in the team Queues in CRM. You will notice that some queues have both FAQs and defects. This is because before April 2019 Trails defects were managed within CRM. Defects registered on PROWs (and Trails from April 2019 onward) all automatically 'leave' CRM and are sent through to Mayrise. You can see the open PROW & Trail customer reported defects that are in Mayrise in the graph to the right. Anything with the status 'reported' indicates the defect is awaiting investigation.



PROW and Trail Defect Report

The information presented on this page looks at PROW and Trail defects reports. PROW & Trail defect reports are sent to Mayrise mobile tablets for investigation by the relevant team.

Alter the Report Date Range in the top right hand corner to see FAQs received over a

Volume of PROW/Trail defects by type

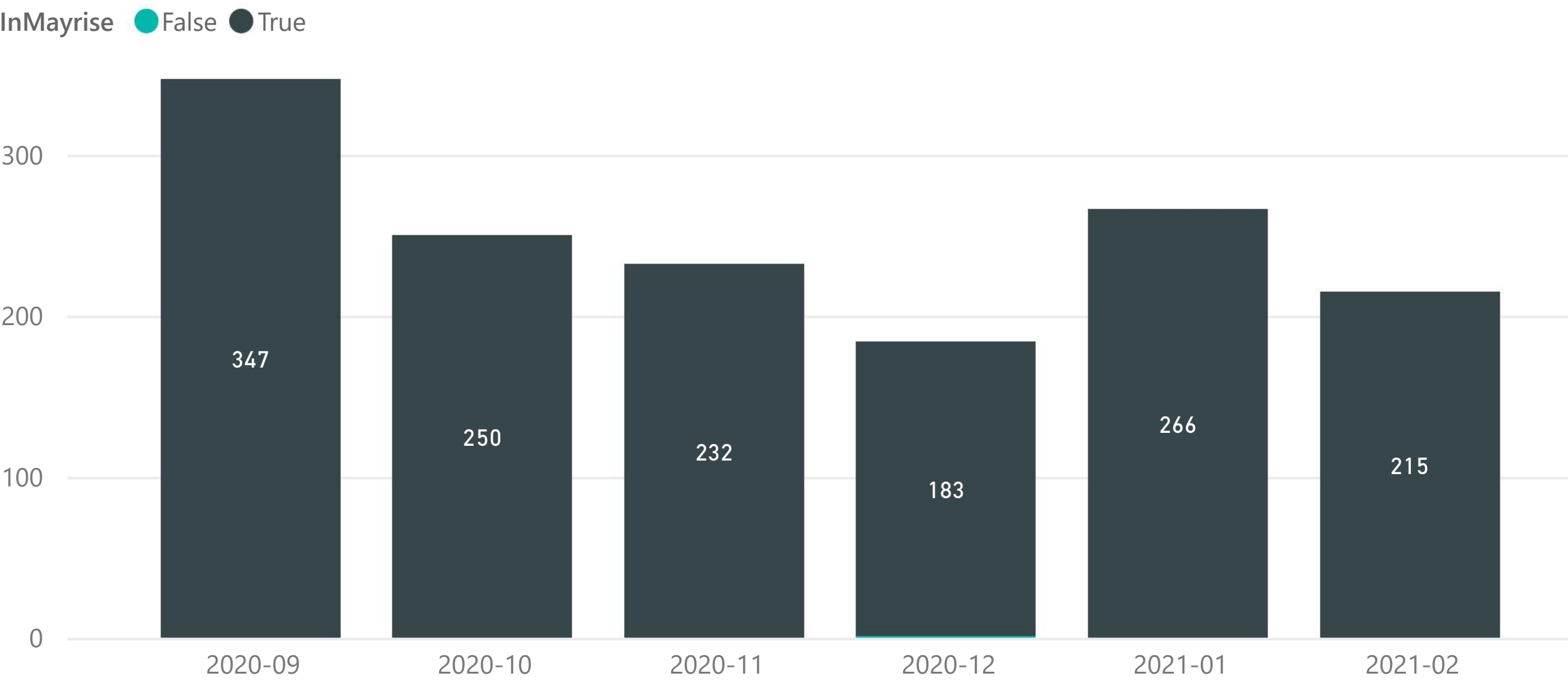
DescriptionOfFault	C	N	S	W	Total
PROW - Damaged or missing sign		58	136	34	228
PROW - Obstruction -e.g. building works, fences, ditches, locked gate		57	78	14	149
PROW - Surface condition		64	36	32	132
PROW - Crops/ploughing affecting footpath		58	49	10	117
PROW - Tree dangerous/fallen		74	30	5	109
PROW - Gate/Barrier		34	35	22	91
PROW - Overgrown hedge/tree		34	38	16	88
PROW - Bridge		6	55	7	68
Trail - Surface condition	1	29	18	12	60
Trail - Tree dangerous/fallen	2	36	13		51
PROW - Overgrown surface -e.g. grass/weeds		22	15	10	47
Trail - Damaged or missing sign		20	24	3	47
PROW - Stile damaged/too/high/other		13	21	2	36
PROW - Illegal / Vehicle Use		14	10	9	33
PROW - Flooded Path		14	11	6	31
PROW - Misleading sign		14	9	5	28
Trail - Flooded Path		10	15	2	27
Trail - Overgrown hedge/tree	1	15	5	1	22
Trail - Bridge	1	6	10	3	20
Trail- Obstruction -e.g. building works, fences, ditches, locked gate	1	9	6	3	19
Trail - Gate/Barrier		2	15		17
Trail - Illegal / Vehicle Use	1	6	3	3	13
PROW - Animal(s)		5	6		11
PROW - Steps damaged/other		4	4	2	10
Trail - Misleading sign		5	4		9
Trail - Overgrown surface -e.g. grass/weeds	3	2	2	2	9
Trail - Crops/ploughing affecting footpath		1	6		7
Trail - Steps damaged/other	1	3	1	2	7
Trail - Animal(s)		3	1	1	5
Trail- Stile damaaed/too/high/other			3		3
Total	11	618	659	206	1494

Report Date Range

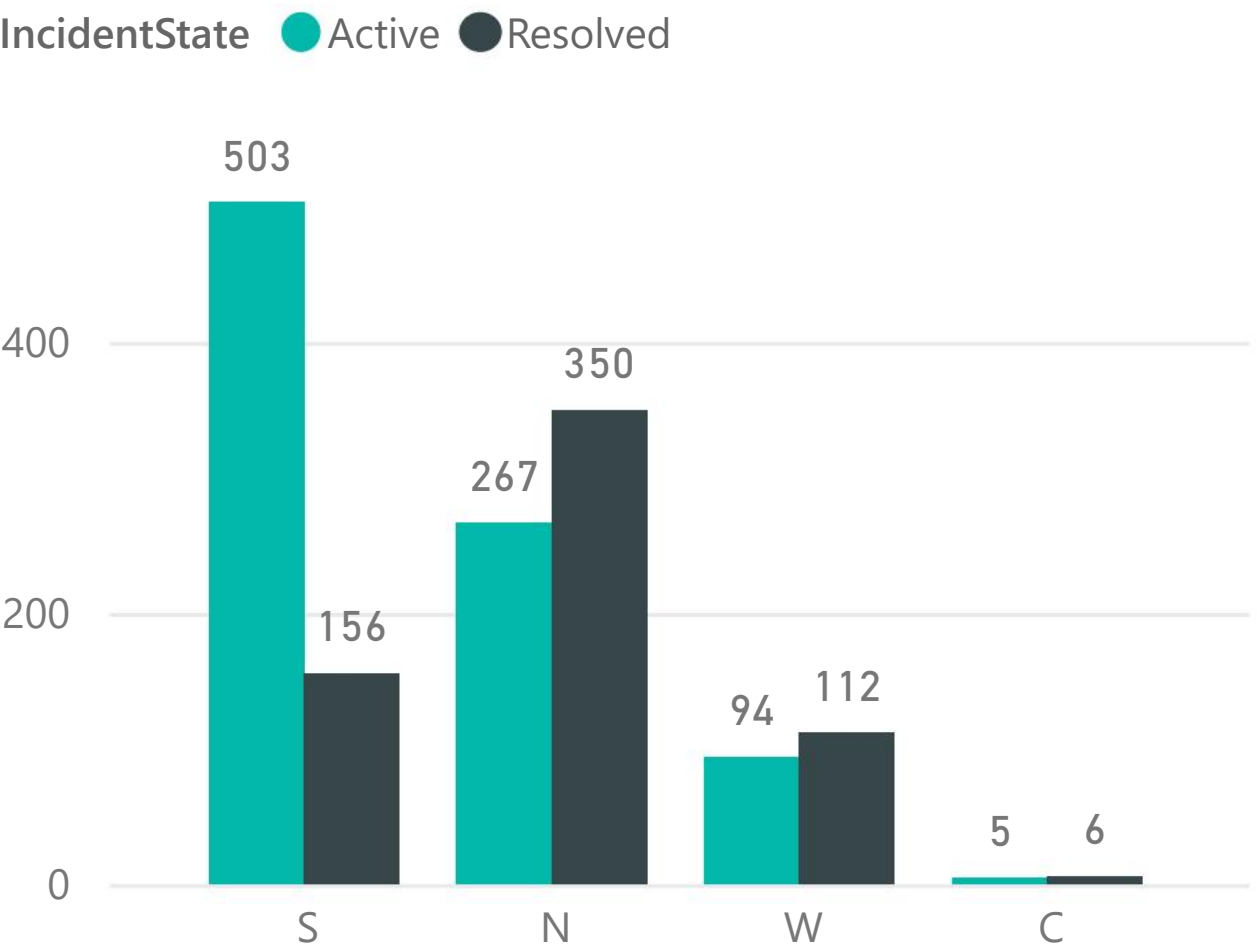
Last6Months

02/09/2020 - 01/03/2021

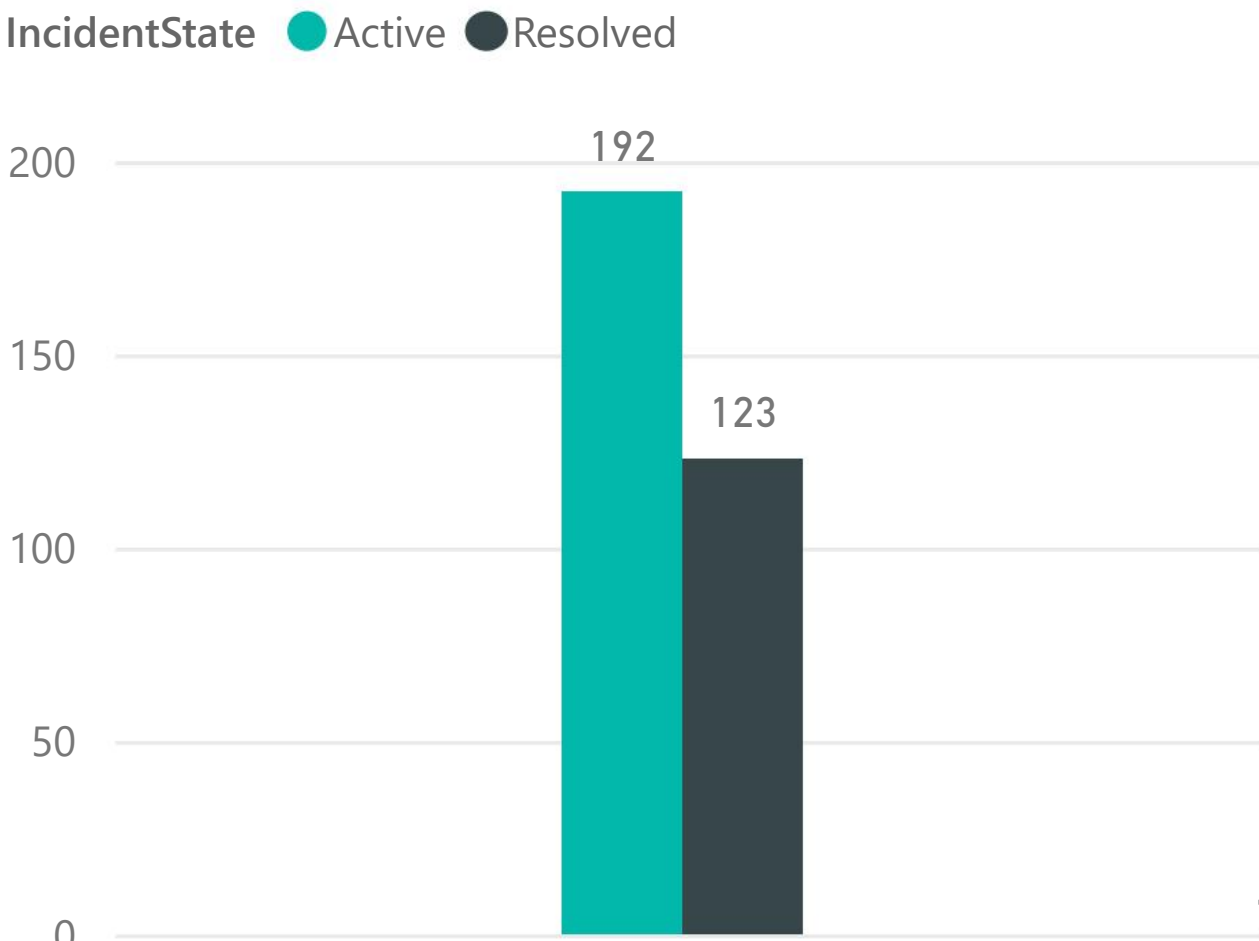
PROW and Trail defects received by month



PROW Defects by Status (in Mayrise)



Trails Defects by Status



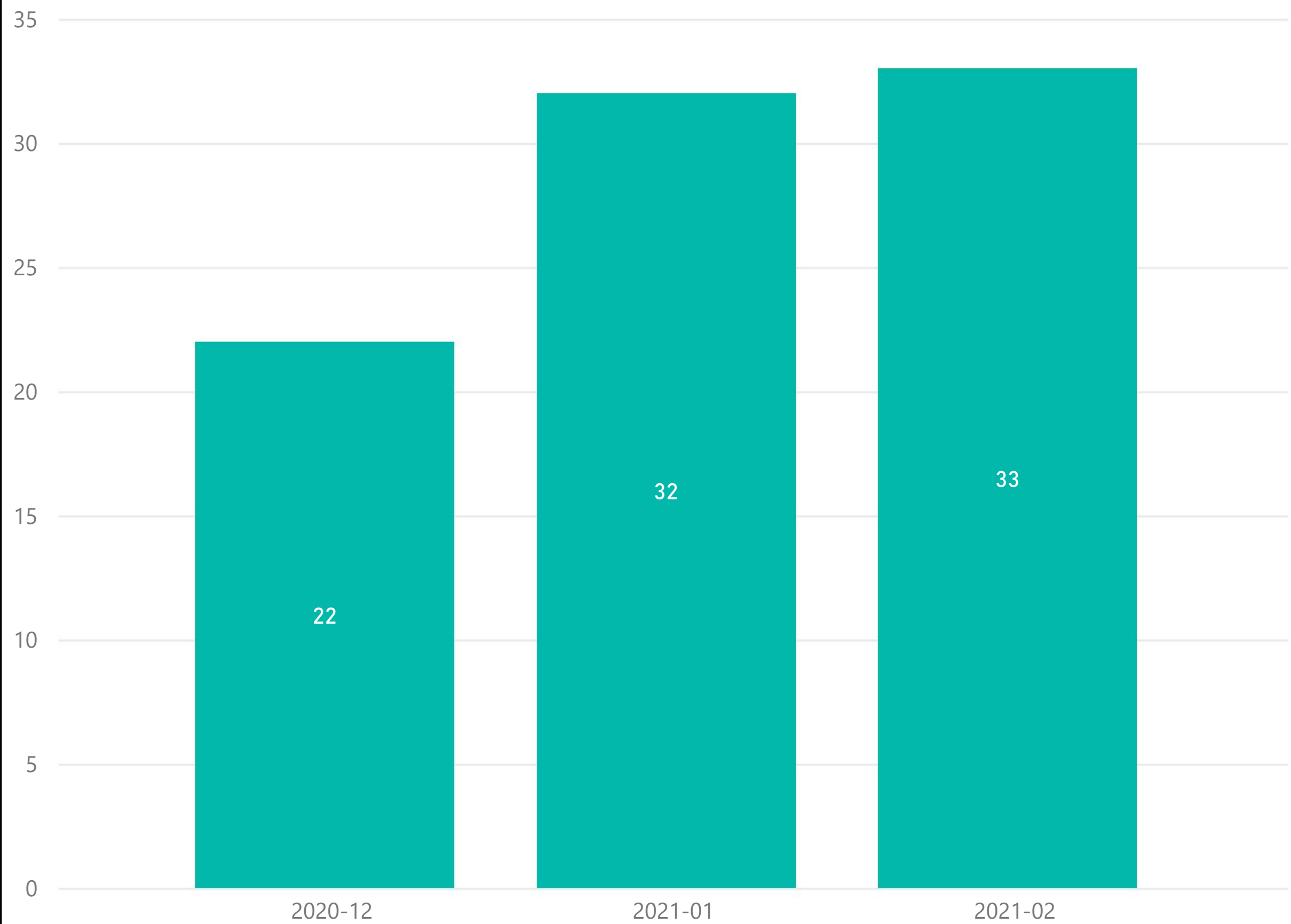
Public Right of Way and Trail FAQ Report

FAQs relate to all enquiries made by customers that include queries on policy, information requests, formal notices and chasing requests. These are logged by the Customer Service Centre and managed within the Customer Relationship Management System (CRM).

These present to either the PROW 'queue' (managed by Countryside Access Officers) or the Trails queue (managed by the Environment team).

Alter the Report Date Range in the top right hand corner to see FAQs received over a different time period.

Volume of PROW/Trail FAQs received by month



Report Date Range

Last

3

Months (Calendar)

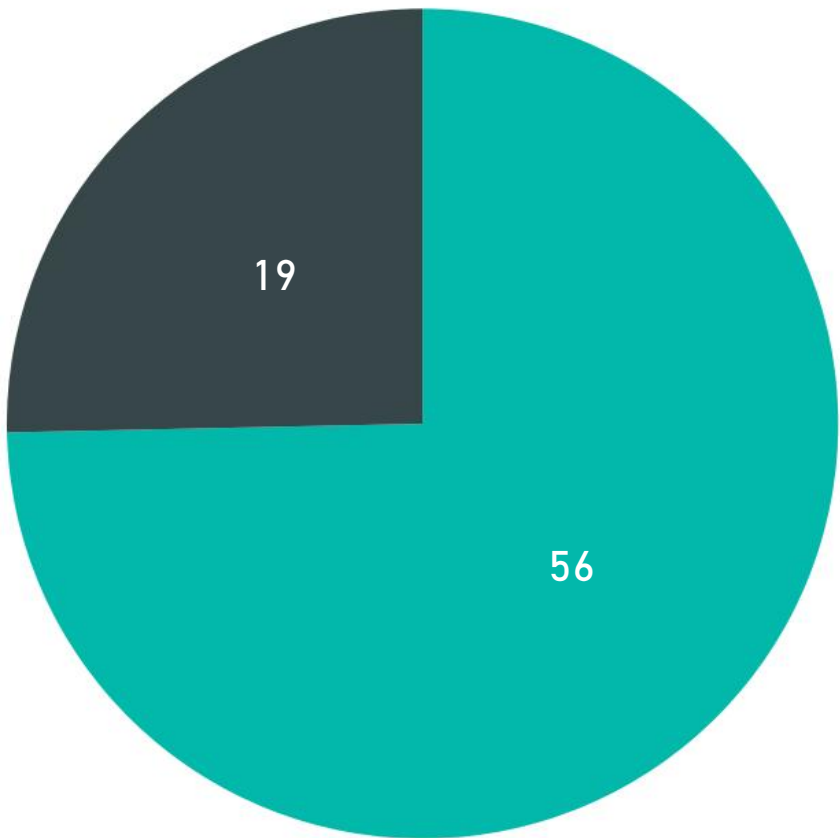
01/12/2020 - 28/02/2021

Volume of PROW/Trail FAQs by question

Question	Count of CaseNumber
I have an enquiry about a PROW or would like to speak to a PROW officer	64
	6
I have an enquiry about the definitive map	6
I have an enquiry concerning common land	6
I have an enquiry about PROW ot Trail grass cutting	4
I would like information about a Norfolk Trail	1
Total	87

PROW/Trail FAQs received by Status

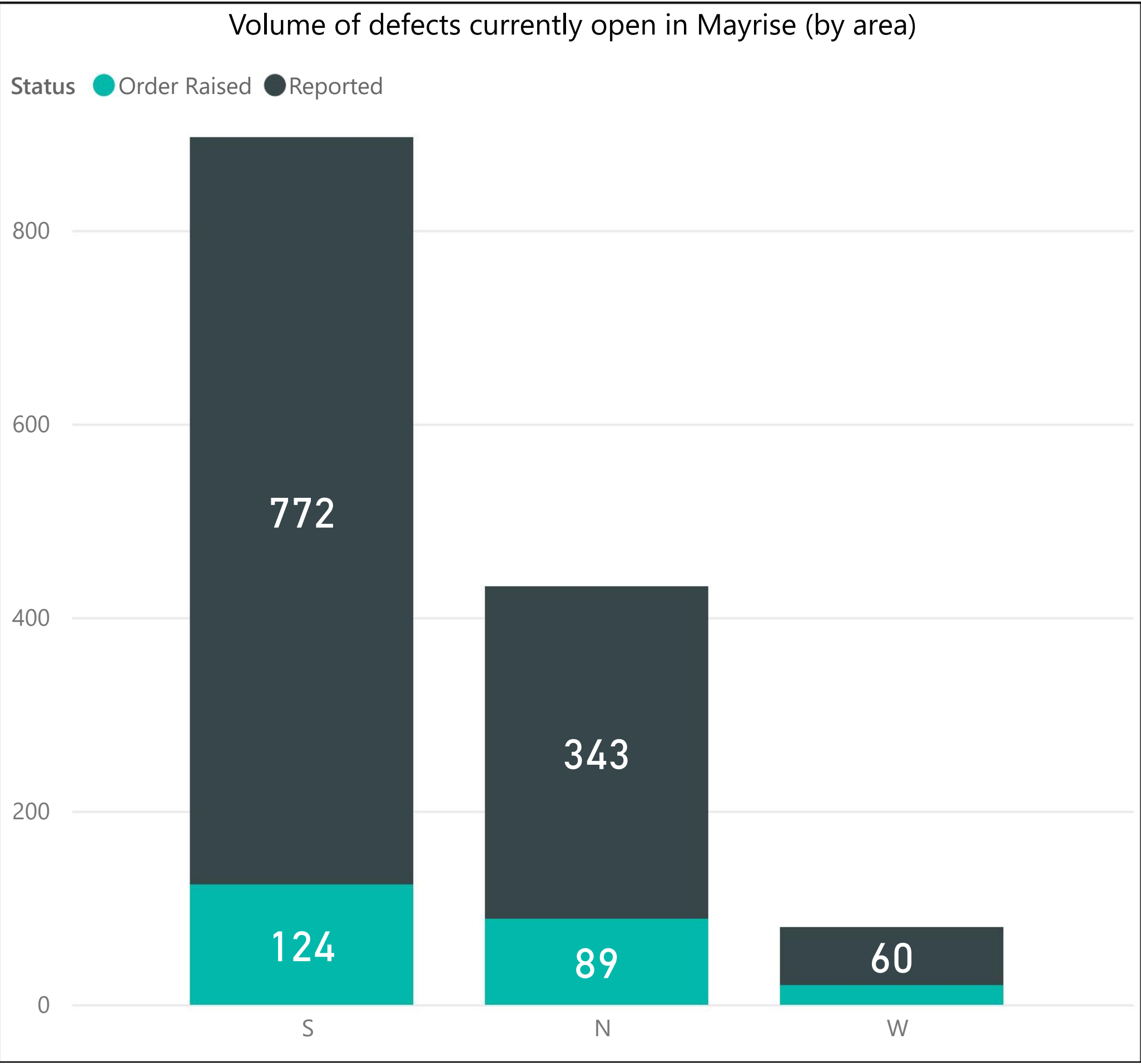
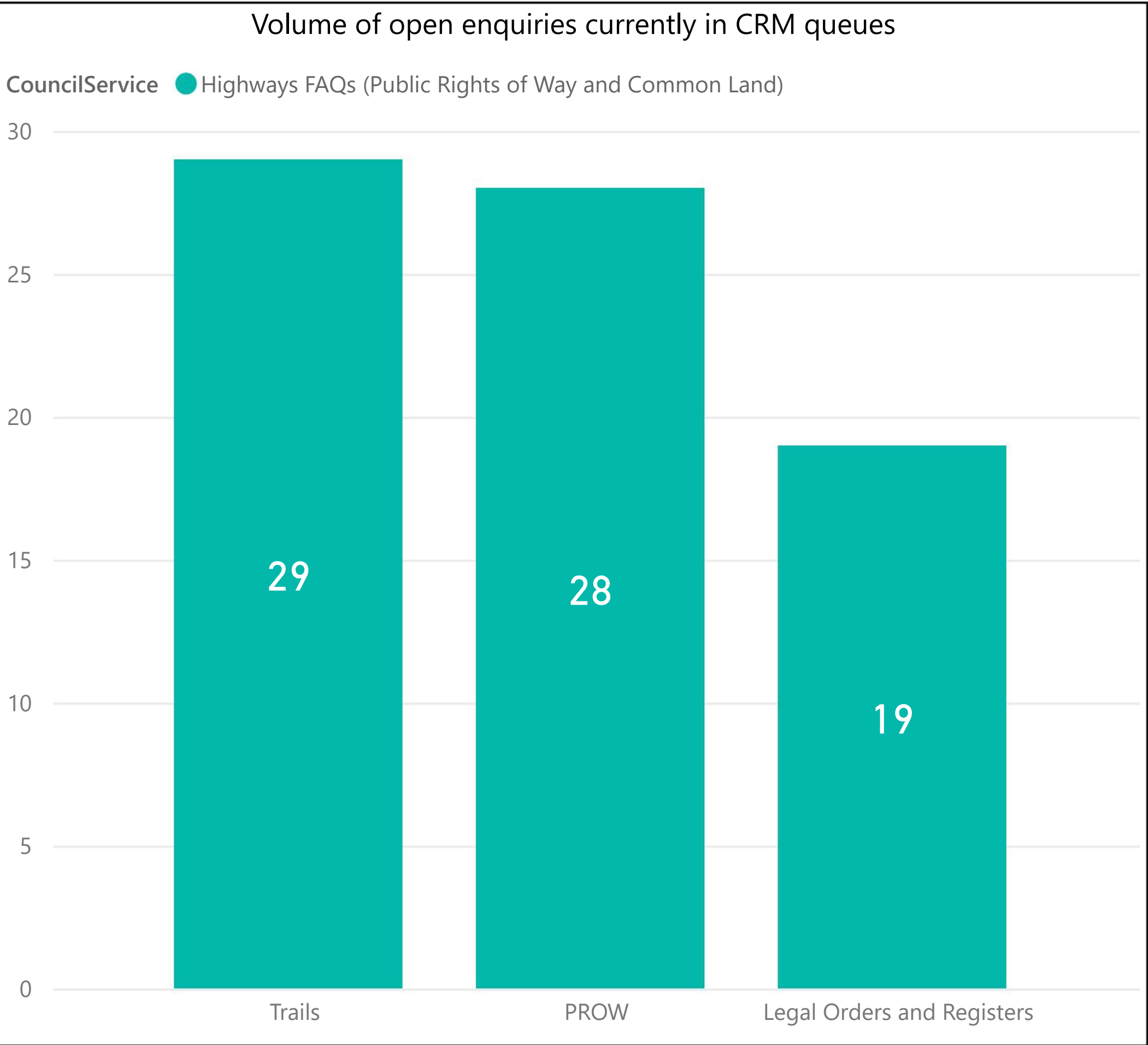
IncidentState Resolved Active



Active Enquiries

This page provides a snapshot of the customer reported defects and FAQs that are currently open in Mayrise and CRM.

The graph below reflects what is currently open in the team Queues in CRM. You will notice that some queues have both FAQs and defects. This is because before April 2019 Trails defects were managed within CRM. Defects registered on PROWs (and Trails from April 2019 onward) all automatically 'leave' CRM and are sent through to Mayrise. You can see the open PROW & Trail customer reported defects that are in Mayrise in the graph to the right. Anything with the status 'reported' indicates the defect is awaiting investigation.



Norfolk Local Access Forum Committee

Item No:

Decision making report title:	NCC member Walking and Cycling Champion update
Date of meeting:	14 April 2021
Responsible Cabinet Member:	Cllr Andy Grant, Cabinet Member- Environment and Waste
Responsible Director:	Steve Miller, Director of Culture & Heritage
Is this a key decision?	No
<p>Executive Summary</p> <p>At the July 2019 LAF meeting it was agreed that the Walking and Cycling Champion provide a summary of the key walking and cycling projects relevant to the Local Access Forum.</p> <p>Recommendations</p> <p>1. To note the progress of the below walking and cycling projects by the Local Access Forum committee.</p>	

1. Background and Purpose

- 1.1 To provide an update to the Local Access Forum on progress on key projects from the Walking and Cycling Team.

2. Proposals

- 2.1 Below is an update on key walking and cycling projects to be delivered in 2021.

2.2 Local Cycling and Walking Infrastructure planning- King's Lynn

Norfolk County Council presented the draft network plan at the Bourgh council of King's Lynn and West Norfolk's Regeneration and Development Panel. The presentation presented a lot of feedback which will be incorporated into the final report

2.3 Active Travel Fund

Norfolk County Council was successful in securing funding from the Active Travel Fund. This Funding will be used for improvements to cycling and walking infrastructure as well as additional complementary measures to make it easier to walk and cycle e.g. Secure cycle parking

- 2.4 **Active Travel Fund and Pushing Ahead**
 As part of the Active Travel Fund we were also successful in attaining funding to build on projects such as Pushing Ahead and the developer backed AtoBetter projects, to deliver a County wide programme to create place based, community led systems that will be the foundation for sustainable change in Norfolk. Through the programme we will engage with communities and create new opportunities to coordinate activities and extend existing programmes across Norfolk. Work will include an extension of the Pushing Ahead workplace engagement work across Norfolk, extending the existing community hub work with Cycling UK and an attitudinal survey to understand the public's views on walking and cycling in Norfolk. The Pushing Ahead programme will continue to deliver projects through 2021 to reduce single occupancy car trips and increase active travel in Norwich and Great Yarmouth. These include ongoing workplace promotion, the continuation of the bicycle loan scheme and promotion of the Beryl Bike Scheme
- 2.5 **Weavers' Way Circular Walks**
 The waymarking of the five new circular walks on the Weavers' Way has been completed. PDF information about these walks are available on the NCC website and will be promoted following the end of the lockdown restrictions and the completion of the local elections.
- 2.6 **Kett's Country Long Distance Trail**
 Audits of the long-distance trail and twelve potential circular walks were completed by the end of December 2020. A public vote was held between 22 December 2020 and 30 January 2021 to decide on the final five circular walks, which received 358 responses and positive publicity in the form of excited discussions in social media, responses from councillors, and an article in the Eastern Daily Press. Following the poll, lists of waymarking for the route has been drawn up and we are currently waiting on responses from contractors to quote for the installation of the signs.
- 2.7 **Delivery of delayed upgrade to existing Norfolk Trails Network**
 Work has commenced on pulling together the access improvements programme for 2021/2022 and as work gets delivered throughout the year the member will be able to update the LAF on progress.
3. **Impact of the Proposal**
- 3.1 n/a
4. **Evidence and Reasons for Decision**
- 4.1 n/a
5. **Alternative Options**
- 5.1 n/a
6. **Financial Implications**
- 6.1 The following funding has been secured to ensure delivery of these projects
- The Local Cycling and Walking Infrastructure planning for King's Lynn is funded by the Borough Council of King's Lynn & West Norfolk.

- The Active Travel Fund project is funded by the Department for Transport,
- The Pushing Ahead project is funded by the Department for Transport after a successful bid to the Department for Transport's Access Fund.
- The Weavers' Way project is funded by the Rural Development Programme for England following a successful bid for the NCC Environment Team.
- The Kett's Country Long Distance Trail is funded by the Greater Norwich Growth Board through the Infrastructure Investment Fund
- The upgrade to existing Norfolk Trails Network- is funded by Norfolk County Council internal funding via the trails maintenance capital fund.

7. Resource Implications

7.1 Staff:

n/a

7.2 Property:

n/a

7.3 IT:

n/a

8. Other Implications

8.1 Legal Implications

n/a

8.2 Human Rights implications

n/a

8.3 Equality Impact Assessment (EqIA) (this must be included)

n/a

8.4 Health and Safety implications (where appropriate)

n/a

8.5 Sustainability implications (where appropriate)

n/a

8.6 Any other implications

n/a

9. Risk Implications/Assessment

9.1

n/a

10. Select Committee comments

10.1

n/a

11. Recommendations

- 11.1** 1. To note the progress of the below walking and cycling projects by the Local Access Forum committee.

12. Background Papers

12.1

n/a

Officer Contact

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

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Norfolk Local Access Forum Committee

Item No:

Decision making report title:	Major Infrastructure Projects and Planning
Date of meeting:	14 April 2021
Responsible Cabinet Member:	Cllr Andy Grant, Cabinet Member- Environment and Waste
Responsible Director:	Steve Miller, Director of Culture and Heritage
Is this a key decision?	No
<p>Executive Summary</p> <p>A table of major infrastructure projects in Norfolk (including Nationally Significant Infrastructure Projects (NSIP)) which impact on public rights of way has been made available to the NLAF by NCC Environment Team (Appendix 1).</p> <p>Recommendations:</p> <p>1. To note the table of major infrastructure projects in Norfolk.</p>	

1. Background and Purpose

- 1.1. Major infrastructure projects (including Nationally Significant Infrastructure Projects (NSIP)) in Norfolk carry implications for the public rights of way (PRoW) network.
- 1.2. A table of major infrastructure projects which impact of PRoW has been listed by NCC Environment team and made available to the NLAF (Appendix 1).

2. Proposals

- 2.1. That the NLAF notes the table of major infrastructure projects in Norfolk.

3. Impact of the Proposal

- 3.1. See background and proposals

4. Evidence and Reasons for Decision

- 4.1. See background and proposals

5. Alternative Options

- 5.1. See background and proposals

6. Financial Implications

6.1. None as a result of this report.

7. Resource Implications

7.1. **Staff:**

N/A

7.2. **Property:**

N/A

7.3. **IT:**

N/A

8. Other Implications

8.1. **Legal Implications**

N/A

8.2. **Human Rights implications**

N/A

8.3. **Equality Impact Assessment**

N/A

8.4. **Health and Safety implications**

N/A

8.5. **Sustainability implications**

N/A

8.6. **Any other implications**

9. Risk Implications/Assessment

9.1. N/A

10. Select Committee comments

10.1. N/A

11. Recommendations

11.1. 1. To note the table of major infrastructure projects in Norfolk

12. Background Papers

12.1. N/A

Officer Contact

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

Officer name: Matt Hayward **Tel No.:** 01603 223315

Email address: matthew.hayward2@norfolk.gov.uk



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Summary of Nationally Significant Infrastructure Projects (NSIPs) and other Major Strategic Projects impacting on Norfolk

March 2021

1.	Summary of NSIP Proposals – March 2021	
	Proposal (Applicant)	Status / Note
1.1.	<p>Hornsea Project Three Offshore (2.4 GW) Wind farm and ancillary onshore grid connection (Orsted);</p> <ul style="list-style-type: none"> • Landfall Weybourne; • Booster Station at Little Barningham; • Grid connection at Norwich Main <p>National Infrastructure Planning webpage</p>	<p>Public Examination ran 2/10/18 – 2/4/19</p> <p>On 1 July 2020 the Secretary of State (SoS) for Business, Energy and Industrial Strategy (Alok Sharma) announced that he was minded to approve the application subject to further information from the applicant and interested parties.</p> <p>The further information relates to offshore habitat/environmental matters.</p> <p>The Secretary of State “finally” granted consent for this project on 31/12/20.</p>
1.2.	<p>Norfolk Vanguard Offshore Wind Farm and ancillary onshore grid connection (Vattenfall) (1.8 GW)</p> <ul style="list-style-type: none"> • Landfall at Happisburgh; • Grid Connection at Necton <p>National Infrastructure Planning webpage</p>	<p>On 1 July 2020 The Secretary of State granted development consent for this application.</p> <p>Decision by the Secretary of State to grant the above DCO was quashed by the High Court on 18 February 2021.</p> <p>The Government now needs to redetermine the proposal with regard to the Judge’s ruling, which could involve a second Public Examination</p>
1.3.	<p>Boreas (1.8 GW) offshore wind Farm</p> <p>National Infrastructure Planning webpage</p>	<p>This scheme is approximately 12 months behind the Norfolk Vanguard project (sister project) and uses much of the same proposed onshore infrastructure, for example: shared landfall point; cable route/ducts; and grid connection point.</p> <ul style="list-style-type: none"> • S42 PEIR consultation took place November 2018. • DCO Submission in June 2019. • Application accepted in July 2019.

		<ul style="list-style-type: none"> • Notice of preliminary meeting in October 2019 (here) <p>Examination timetable:</p> <ul style="list-style-type: none"> • Examination – hearings started in November 2019 and should have finish on 12 May 2020, however, this has now been extended to 12 October 2020 due to Covid-19 restrictions. Hearings now being undertaken using TEAMS; • Examination has finished 12 October 2020. The Examining Authority have three months to make their recommendation to the Secretary of State. The Secretary of State then has 3 months to make his final decision. • Therefore, the final decision is expected mid - April 2021.
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	Highway Projects	
1.4.	Blofield to North Burlingham Dualling Scheme Highways England Highways England project page	14 th September HE shared current plans based on feedback received as part of autumn 2018 consultation HE submitted the DCO application 30 December 2020 Construction start estimated to be January – March 2022-23
1.5.	A47 / A11 Thickthorn Junction Improvement Highways England Highways England project page	S42 consultation on PEIR – Ran between 3/6/19 – 11/7/19 Application for development consent expected in March 2021 Construction start date estimated to be January – March 2022-23
1.6.	A47 North Tuddenham to Easton Dualling Scheme Highways England Highways England project page	S42 (PEIR) Consultation – ran between 26/2/20 to 8/4/20 (NB was extended to 30/4/20 due to Covid-19). 56 DCO Consultation – expected in Mid-March 2021 Construction start date estimated to be January-March 2022-23.
1.7.	Vauxhall Junction (NSIP Uncertain)	Since the preferred route announcement of the Highways England (HE) scheme, the Great Yarmouth 'Third River Crossing' was awarded funding by the Department for Transport.

	Highways England project page	Initial assessment commissioned by HE has indicated that the Third River Crossing may have a significant impact on traffic flows in Great Yarmouth, therefore HE to reassess traffic flows in the area so that agreement can be reached as to what is required to improve the road network in Great Yarmouth
1.8.	Third River Crossing – Great Yarmouth National Infrastructure Planning webpage	<p>NCC received confirmation (26/2/18) that the Secretary of State has accepted the section 35 application (Planning Act 2008) for the project to be considered nationally significant and therefore follow the DCO process for statutory approvals. Key dates for delivering are:</p> <ul style="list-style-type: none"> • DCO submitted to PINs with consultation (S56) ran between 17/6/19 to 4/8/19; • Examination took place between 24 September 2019 to 24/3/2020; • Recommendations sent to SoS 24 June 2020; • Approval / Decision by Secretary of State on the DCO expected in Autumn 2020 (24 September) (i.e. not later than 6 months after end of Examination). • Start of works on site January 2021; • Completion is expected by early 2023.
1.9.	Norwich Western Link (NWL) Not an NSIP Norfolk County Council webpage	<p>Following the announcement of the preferred route for the Norwich Western Link in July 2019, the project team have been carrying out work to refine and inform the detailed design of the road and associated measures.</p> <p>We have also started work on an Outline Business Case for the project, which is the next document we are required to submit to the Department for Transport. This will go into more detail than the Strategic Outline Business Case which was submitted in 2019 and approved in May 2020.</p> <p>We are working to the following timetable, some of which is subject to all the necessary statutory processes for a project of this kind being complete:</p> <ul style="list-style-type: none"> • 2020 – Outline Business Case completed and submitted • Early 2021 – Contractor appointed • Mid-2021 – Pre-planning application public consultation • 2023 – Start of work on site • Late 2025 – Road completed and open to traffic