

Norfolk Local Access Forum

Date: **Wednesday 5 October 2022**

Time: **10.30am**

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

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

Membership:

Mr Martin Sullivan (Chairman)
Mr Ken Hawkins (Vice-Chairman)
Cllr Lana Hemsall (Sustainable Transport Member Champion)

Mr Chris Allhusen
Mr Paul Baker
Mrs Elizabeth Meath Baker
Mr Fraser Bowe
Cllr Penny Carpenter
Mr Andrew Darby
Ms Karen Davidson
Ms Rebecca Durant

Mr Simon Fowler
Ms Ruth Goodall
Ms Birgit Griem
Mr Kevin Grieve
Ms Anne Killett
Mr Rob Lodge
Ms Sarah Morgan
Mr Niall Pettitt
Cllr Maxine Webb

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.

Advice for members of the public:

This meeting will be held in public and in person.

It will be live streamed on YouTube and members of the public may watch remotely by clicking on the following link: Norfolk County Council YouTube

However, if you wish to attend in person it would be helpful if you could indicate in advance that it is your intention to do so as public seating will be limited. This can be done by emailing committees@norfolk.gov.uk

The Government has removed all COVID 19 restrictions and moved towards living with COVID-19, just as we live with other respiratory infections. However, to ensure that the meeting is safe we are asking everyone attending to practice good public health and safety behaviours (practising good hand and respiratory hygiene, including wearing face coverings in busy areas at times of high prevalence) and to stay at home when they need to (if they have tested positive for COVID 19; if they have symptoms of a respiratory infection; if they are a close contact of a positive COVID 19 case). This will help make the event safe for all those attending and limit the transmission of respiratory infections including COVID-19.

A g e n d a

- 1 To receive apologies and details of any substitute members attending**
- 2 Election of Chair**
- 3 Election of vice Chair**
- 4 Chair's Announcements**
- 5 Minutes**
To confirm the minutes of the meeting held on 6 July 2022

6 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.

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

8 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 Thursday 29 September 2022**. 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

9 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 Thursday 29 September 2022**.

10 Feedback from events attended by NLAF members

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Tom McCabe
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Date Agenda Published: 27 September 2022



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Norfolk Local Access Forum
Minutes of the Meeting Held on 06 July 2022
at 9.30am at County Hall, Norwich

Member:

Martin Sullivan - Chair
Karen Davidson
Rebecca Durant
Birgit Griem
Ruth Goodall
Ken Hawkins
Anne Killett
Rob Lodge
Elizabeth Meath Baker
Niall Pettitt
Maxine Webb

Representing:

Motorised Vehicles / Pathmakers
Walking
Landowners
Walking
Land at the Water's Edge
Walking
Equestrian
Nature Conservation
Rural / local business / economy / tourism
Youth / Education
Norfolk County Council

Officers Present:

Hollie Adams	Committee Services Officer, Democratic Services
Andrew Middleton	Green Infrastructure Team Leader
Su Waldron	Project Officer (Environment Team)
Russell Wilson	Senior Trails Officer (Infrastructure)
Lee Cozens	Outreach officer (Greenways to Green Spaces)

1. Apologies for Absence

- 1.1 Apologies had been received from Kevin Grieve, Simon Fowler, Paul Baker, Chris Allhusen, Sara Morgan, Fraser Bowe and Cllr Penny Carpenter. Apologies were also received from Officers Matt Hayward, Jason Moorse and Andrew Walters from the Broads Authority and Cllr Lana Hemsall.

2. Chair's Announcements

- 2.1 The Chair welcomed the newly appointed members.

3. Minutes

- 3.1 The minutes of the meeting held on 27 April 2022 were confirmed as a true record and signed by the Chair. The Vice Chair asked for an update on point 10.6 regarding NLAF reporting to NCC Committee. It was confirmed that a report centred on Norfolk Access Improvement Plan progress would be taken to the Infrastructure and Development Committee in November 2022

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 The Vice Chair reported that the Broads LAF on 8th June had been cancelled. He had not been able to attend the Suffolk LAF meeting which took place in April and the next meeting was scheduled for end of July. The regional LAF meeting was taking place on 7th July.

9. Meetings Forward Plan

9.1 The NLAF received the annexed report which outlined agenda items for the forthcoming meetings.

9.2 The Chair had spoken to Norfolk Constabulary at the recently attended Norfolk Show and had asked them if they were willing to give a presentation about 'Operation Randall' (tackling rural crime) at the next NLAF meeting.

9.3 It was clarified that the Forum receives updates on Nationally Significant Infrastructure Projects (NSIPs) at every meeting (see report 14 of today's agenda). When time permits, NSIP projects are discussed by the NLAF's Public Rights of Way subgroup first which drafts a consensus view to present to the whole NLAF membership. When time does not permit prior detailed discussion, the NLAF uses its protocol regarding decision making between meetings to arrive at a Forum response which is that:

- (i) Consultations to which the NLAF is invited to respond (or wishes to respond to) are circulated to NLAF members as received;
- (ii) NLAF member responses are sent to the Chair and Vice Chair (cc Co-ordinator) to arrive no later than one week prior to the consultation deadline;
- (iii) The NLAF Chair/ Vice Chair and Co-ordinator compile and submit the NLAF's response.

9.4 It was suggested that the Forum gave consideration as to how disadvantaged communities could access the countryside in Norfolk affordably (such as through better bus connections). Whilst that might be bigger than the Forum's remit, NLAF members could nonetheless bring attention to the issue through the Forum's involvement in an advisory capacity with delivery of the Norfolk Access Improvement Plan (NAIP) www.norfolk.gov.uk/naip .

- 9.5 The Vice Chair suggested all members of the Forum reviewed the NAIP with the intention that it generated some ideas and suggestions to address issues such as better bus connections and brought any thoughts to the NAIP subgroup.
- 9.6 The Chair reminded NLAF members to put forward further agenda items for consideration at any point either by contacting him, the vice chair, or the officers.
- 9.7 The NLAF **NOTED** the Forward plan.
- 10. NLAF Subgroups' report (Permissive Access; PROW; NAIP; Vision and Ideas; Joint Communications)**
- 10.1 The NLAF received the annexed reports which set out the latest discussions and recommendations of the sub-groups of the NLAF.
- 10.2 With reference to the points made in the report regarding the online reporting system, Officers clarified that users were encouraged to report using the CRM system (rather than using other methods) to streamline the process and that much improvement had already been made, with ongoing training in place which would hopefully resolve issues longer term.
- 10.3 The NLAF **AGREED**;
- i. To express concern to NCC that it seemed inevitable that statutory obligations regarding rights of way maintenance were not being met; arguably more importantly, the state of the rights of way network was preventing people from securing the health and well-being benefits of access to the countryside.
 - ii. To request that NCC be asked to investigate whether its reporting system was providing timely and accurate information to those reporting issues.
 - iii. To request that NCC be asked to increase the staffing responsible for work on Definitive Map Modification Orders (DMMOs) in order to ensure that rights of way are not permanently lost to the county merely because of a lack of allocated resource.
- 11. Pathmakers Projects**
- 11.1 The NLAF received the annexed report which updated the Forum on the activities of Pathmakers.
- 11.2 The Chair reported that a cycling and walking festival was being planned for October 2022 and a website was being developed.
- 11.3 The NLAF **NOTED** the report.
- 12. Countryside Access Arrangements update**
- 12.1 The Forum received the annexed report which highlighted this work in terms of the volumes of customer queries received and responded to. The paper highlighted the work in terms of the volumes of customer queries received and responded to. The paper also highlighted other key areas of work.

12.2 Officers reassured Forum members that all projects were agreed by Natural England who took into consideration any impact on the nearby habitats and wildlife. Depending on the project there could also be other agencies that oversee any work on protected landscapes.

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

13. NCC Member Sustainable Transport update

13.1 The Forum received the annexed report which provided a summary of the key walking and cycling projects relevant to the Local Access Forum.

13.2 Officers highlighted that work was being carried out with regards to the Local Cycling and Walking Investment Plan (LCWIP) and this work would be brought to a future NLAF meeting.

13.3 The NLAF **NOTED** the progress of the walking and cycling projects as outlined in the report.

14. Major Infrastructure Projects and Planning

14.1 The Forum received the annexed report which updated them on the major infrastructure projects that were currently underway in the County which impacted on Public Rights of Way.

14.2 The Chair highlighted that the information given in the report was for the information of the NLAF and for them to make representations about how it impacted public rights of way. It was noted that Norfolk County Council opposed the Wisbech Incinerator project.

14.3 It was noted that the recent Norwich Western Link consultation started in August and would run for eight weeks. Comments on PROW had been submitted by the NLAF in response to an earlier consultation on the scheme.

14.4 It was noted that the East Anglia Green consultation <https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/east-anglia-green> had now closed, but that the NLAF would sign up for updates to enable it to respond to any future consultations

14.5 The NLAF **NOTED** the table of major infrastructure projects in Norfolk.

The meeting closed at 10.30am

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

Norfolk Local Access Forum

(Forum member report)

Report title:	Forward Plan (NLAF agenda)
Date of meeting:	5 th October 2022

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 (Appendix 1) 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 Member Champion for Sustainable Transport (NCC report) • Major infrastructure projects update (NCC report)
1.2.	<p><u>January 2023</u></p> <ul style="list-style-type: none"> • Operation Randall (Norfolk Police) NLAF member report
1.3.	<p><u>Other potential ideas (all tbc)</u></p> <ul style="list-style-type: none"> • 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 • Felmingham site visit (Weavers' Way, RDPE surface improvements) • Public access on County Farms • CRM – in depth look at the reporting system over a 12 month period • Wendling Way

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
Email addresses :	martinsullivan4x4@yahoo.co.uk
Phone number	Via 01603 222810



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Norfolk Local Access Forum (red are standing agenda items)
October 5th 2022
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' NLAF MEMBER REPORT (PROW; NAIP)
Pathmakers NLAF MEMBER REPORT
Countryside Access Arrangements NCC REPORT
NCC Member Champion Sustainable Transport update NCC REPORT
Major infrastructure projects NCC REPORT
Greater Norwich Green Infrastructure Strategy - access
January 2023
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' NLAF MEMBER REPORT (PROW; NAIP)
Pathmakers NLAF MEMBER REPORT
Countryside Access Arrangements NCC REPORT
NCC Member Champion Sustainable Transport update NCC REPORT
Major infrastructure projects NCC REPORT
Operation Randall (Norfolk Police) NLAF MEMBER REPORT
FOR CONSIDERATION
Water based activity report (tbc)
Path widths standards (for new paths arising from development) (tbc)
LCWIP (tbc)
Cycling and Walking Strategy (tbc)
Windfarm Routes (tbc)
Access for all (tbc)
Highways Team highlights (TBC)
Update - data counters and footfall on Norfolk Trails (TBC)
Cutting contract (TBC)
Felmingham location site visit (Weavers' Way - RDPE surface improvements (TBC)
Public Access on County Farms
CRM - in depth look at reporting system over a 12 month period (TBC) RW/ JM
Wendling Way
Flourish pledge

Norfolk Local Access Forum

(Forum member report)

Report title:	NLAF subgroups' report (PRoW; NAIP; Vision and Ideas);
Date of meeting:	5 th October 2022

Summary

Meetings of the NLAF's subgroups are reported.

1.	Proposal
1.1.	The PRoW subgroup and NAIP subgroup met on the 12 th September 2022 and 21 st September 2022 respectively. The Vision and Ideas subgroup did not meet during the reporting period (since the July NLAF meeting).
2.	Recommendations
2.1.	To note the minutes of the PRoW subgroup meeting of 12 th September (Appendix 1)
2.2.	To note the minutes of the NAIP subgroup meeting of 21 st September (Appendix 2)
3.	Evidence
3.1.	Covered above

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

NLAF member name :	Ken Hawkins (Chair PRoW subgroup) Martin Sullivan (Chair NAIP subgroup)
Email address :	ken-hawkins@tiscali.co.uk martinsullivan4x4@yahoo.co.uk

APPENDIX 1

NORFOLK LOCAL ACCESS FORUM : Public Rights of Way Subgroup Minutes

Date: Monday 12 September 2022

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	Broads LAF
Karen Davidson	Norfolk Local Access Forum
Simon Fowler	Norfolk Local Access Forum
Birgit Griem	Norfolk Local Access Forum
Ken Hawkins (chair)	Norfolk Local Access Forum
Ann Melhuish	Norfolk Horse Driving Club
Ian Mitchell	The Ramblers
In attendance	
Matt Hayward	Lead Project Officer
Jason Moore	Highways
Su Waldron	Project Officer (Environment Team)
Russell Wilson	Senior Trails Officer (Norfolk Trails)

	action
1 Introductions and apologies for absence Apologies had been received from Neil Cliff.	
2 Minutes of the meeting on 23 June 2022 The minutes were approved .	
3 NLAf meeting on 6 July 2022 Minutes had been circulated in advance; there were no additional issues referred to the subgroup.	
4 Matters arising from the minutes 4.1 4.1 and 8.2 <u>NCC's future plans for dealing with DMMOs</u> : see item 7 below. 4.2 5.2 <u>Traffic Asset Management Plan (TAMP)</u> : Norfolk Local Access Forum (NLAf) had accepted the subgroup's recommendations, and these had been sent to Norfolk County Council (NCC). Matt noted that although the Infrastructure and Development Select Committee (I&DSC) reviewed the operational of the TAMP annually, a full review was not due until the 2025-6 update, and NLAf's proposals would be considered then. Jason agreed to update NLAf when the time approached. 4.3 7.1.1 <u>Statutory obligations</u> : NLAf had accepted the subgroup's recommendation, and this would be considered by the Infrastructure and Development Select Committee (I&DSC) at its meeting on 16 November, alongside its review of the Norfolk Access Improvement Plan (NAIP). 4.4 7.2.3 <u>Reporting system</u> : NLAf had accepted the subgroup's recommendations, and these would be considered by the Infrastructure and Development Select Committee (I&DSC) at its meeting on 16 November. Matt noted that Maria Thurlow was reviewing the system for NLAf.	

<p>5 Partnership and Community Working</p> <p><u>Issues from represented organisations:</u> There were no issues raised.</p>	
<p>6 Countryside Access arrangements</p> <p>6.1 <u>General update</u> The report had been circulated (and uploaded to SharePoint).</p> <ol style="list-style-type: none"> 1 Jason noted that the number of outstanding issues remained high and increasing. He also referred to staff time taken on responding to Freedom of Information requests. 2 Russell noted that past reports had not included work on bridges, as this work affected both PRoW and Norfolk Trails, but was not the direct responsibility of either; he had therefore included a substantial update on these, which was welcomed. 3 Russell also noted that the reporting system did not provide a way of indicating that work was in hand, and in some cases, one issue would generate a number of reports: when that issue was resolved, several reports would be resolved and outstanding numbers would fall. 4 Ken stated, and the subgroup agreed, that NLAF was pleased to see that NCC was taking legal action to deal with an obstruction. Russell added that the landowner's legal adviser represented a number of landowners, so the outcome was expected to have wider impact. <p>6.2 <u>Specific issues</u></p> <ol style="list-style-type: none"> 1 Newton by Castle Acre DMMO: Ian noted that the Planning Inspectorate had rejected the landowner's appeal, and would now proceed to process the DMMO. 2 Fakenham river footpaths: Russell reported that works were now planned to resolve this complex and difficult situation. 3 Wensum Way through Swanton Morley: A report had been made of a short term closure of a permissive path on the Wensum Way, giving rise to questions about the extent of use of permissive routes on Norfolk Trails, and the means by which potential users could learn about closures. Russell reported that Norfolk Trails always sought to use rights of way rather than permissive paths, but sometimes there was no other option. (He cited an example from Kett's Way, whose route had been changed onto PRoW.) Matt added that closures were widely advised through social media (Twitter, Facebook and Instagram) as well as directly to Parish Councils and others (though Ian said that The Ramblers was not notified in this way). Temporary Traffic Restriction Orders on roads and public rights of way were recorded on https://one.network/. 4 England Coast Path at Great Yarmouth: A report had been made that a set of steps had been closed at Great Yarmouth, preventing safe access to the ECP at that point. Russell reported that NCC did not own the infrastructure there, but was working with others to enable the route to be opened again. One aspect was that the person making the report had stated that the responses had been inadequate; Russell wondered whether the free text accompanying the response had been overlooked, as the preselected response options were limited and could not always provide a full explanation. 5 England Coast Path Hunstanton to Sutton Bridge: It was noted that Natural England's proposals for the last undecided part of this section had now been approved, and NCC would now be moving to establishing the path for public use. <p>6.3 <u>Major Infrastructure Projects and Planning Applications</u></p> <ol style="list-style-type: none"> 1 Comments for a proposed response to the consultation on the 	

	<p>Norwich Western Link had been made by NLAF members and summarised by Ken. Although some of the comments had proposed outright opposition to the road, there was no support for this among the subgroup members. It was felt that the plans for the road offered some improvements to public access in the area, and the suggestion was made that NLAF should consider ways of actively promoting these routes if the road were built.</p> <p>2 It was hoped that public transport could be introduced to support better access to the area, but noted that this had been discussed in the early consultations but not pursued, presumably because there was not a commercial case to be made for an operator.</p> <p>3 The proposed comments included in the summary were endorsed, with some minor additions, some sent in between issue of the agenda and the meeting, and one made during the meeting.</p> <p>4 It was agreed to recommend to NLAF that it should submit the comments agreed by the subgroup.</p> <p>6.4 <u>Peddars Way A47 crossing</u>: Russell reported on a meeting with National Highways, showing plans to create a crossing controlled by traffic lights and subject to speed restriction. All were pleased with the proposal.</p> <p>6.5 <u>County 'Soft Roads'</u>: A question had been received asking if there was any countywide policy for signposting unsealed and unclassified ways where they leave metalled roads, and did such signposting indicate the nature of public rights? The response made by David Mills was noted for sending to the questioner.</p> <p>6.6 <u>Public rights of way which cross and recross the county boundary</u>: A question had been received asking about the status of the paths along the Little River Ouse, which were mostly in Norfolk but sometimes in Suffolk. Again, the response made by David Mills was noted for sending to the questioner.</p>																												
7	<p>Definitive Map Modification Orders</p> <p>7.1 <u>Resources</u> NLAF had accepted the subgroup's recommendation, and this would be considered by the Infrastructure and Development Select Committee (I&DSC) at its meeting on 16 November, alongside its review of the Norfolk Access Improvement Plan (NAIP). Matt was also asking the Legal Orders team whether other assistance could be helpful.</p> <p>7.2 <u>Numbers update</u> Ian had provided an update on the number of DMMOs listed on the NCC website. These were still increasing. He reported that so far this year there had been 31 new applications registered giving a total of 203 on the spreadsheet, although 22 of them seemed to have been concluded, 10 during this year so far, and 7 in 2021.</p> <p>The breakdown of the intended effect of the DMMOs was</p> <table><tr><td>Adding FP</td><td>41</td><td></td></tr><tr><td>Adding BR</td><td>6</td><td></td></tr><tr><td>Adding RB</td><td>83</td><td></td></tr><tr><td>Adding BOAT</td><td>17</td><td>total additions 147</td></tr><tr><td>Upgrading FP</td><td>28</td><td></td></tr><tr><td>Upgrading BR</td><td>6</td><td>total upgrades 34</td></tr><tr><td>Adding particulars</td><td>13</td><td></td></tr><tr><td>Unclear</td><td>9</td><td>total other 22</td></tr><tr><td>Total</td><td>203</td><td></td></tr></table>	Adding FP	41		Adding BR	6		Adding RB	83		Adding BOAT	17	total additions 147	Upgrading FP	28		Upgrading BR	6	total upgrades 34	Adding particulars	13		Unclear	9	total other 22	Total	203		
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8	<p>Date of next meetings</p> <p>A subgroup meeting was planned for Monday 12 December at 2pm, at County Hall.</p>																												

All were thanked for their attendance and contributions, and the meeting closed.

NORFOLK LOCAL ACCESS FORUM

Norfolk Access Improvement Plan Subgroup

Date: September 21st 2022 Time: 9am to 1030

Venue: Virtual meeting

DRAFT MINUTES – NAIP SUBGROUP

Sub group members	
Martin Sullivan (CHAIR)	Norfolk Local Access Forum
Kevin Grieve	Norfolk Local Access Forum
Keith Bacon	Broads Local Access Forum
Ken Hawkins	Norfolk Local Access Forum
Niall Pettitt	Norfolk Local Access Forum
NCC staff	
Matt Hayward (MH)	
Su Waldron (SW)	
Russell Wilson (RW)	
Jason Moore (JM)	
Cllr Maxine Webb (MW) (item 3)	

	ACTION
1 Present: MS, KB, KH, MH, JM, Cllr MW (item 3)	
2 Minutes of previous meeting The minutes of the meeting held on 10 th March 2022 were accepted as a true record	
3 Disadvantaged communities and affordable access to the countryside in Norfolk Cllr Webb asked for advice on helping those in her Norwich ward access the countryside. She felt it was very important that the voices of those in these communities were heard directly. <ul style="list-style-type: none">- MS suggested that Pathmakers might be able to come up with projects to encourage access in disadvantaged communities and would be able to speak to the trustees if MW could help with contacts. MW suggested 'Community Connectors' – and could help with details- MH works with Active Norfolk on the Holiday Access Fund which has involved activities to get children out into the natural environment, such as led bike rides, focus on schools near Marriott's Way. MW thought these were good initiatives but there still might be constraints if events were for a specific age group, or for funding transport to get involved. Libraries also have provided a focus for work with the Monument project involving led walks- KH thought that the PRoW network needed better promotion and thought NCC might be able to engage with	MH to speak with Norfolk ALC / Pathmakers on parish training MS to speak with Pathmakers about projects

<p>the National Trust on initiatives they have set up targeting specific local community groups or sectors. Key to get a link person involved from that group to drive action</p> <ul style="list-style-type: none"> - KB thought that parish and town councils should do more to promote PRow - MH thought there was scope to set up a project with Norfolk ALC which is already involved with a Pathmakers workshop, perhaps to offer parish training on walk audits, setting up walks, walk leader training etc - MS said Pathmakers was keen to improve parish boards showing local PRow 	
<p>4 Draft NAIP monitoring report (Attachment A) and theme overview supplementary information (Attachment B)</p> <p><u>Monitoring report comments</u></p> <ul style="list-style-type: none"> - KB asked about NCC budget constraints for funding countryside access given the savings required across NCC (£60m). MH confirmed no budget information was yet available for 2023/24 and pointed out that much work on infrastructure improvements had been carried out through successful bids for external funding - KH queried some of the theme objective progress categories in the draft Monitoring Report including: <ul style="list-style-type: none"> o 1.5 better landowner relationships (recorded as O = ongoing). He felt that this was misleading because NCC did not always take swift action against landowners who obstructed paths. MH said NCC's approach was to resolve issues informally before costly and time consuming legal action was required. MH to look into counting issues resolved, prior to escalation o KH felt that 1.6 effective fault reporting should be O not A (given that the NLAF have queries on the system) o KH queried data on Theme 2 progress with overall target. Possibly partly due to not defining what 'route' means. SW to check underlying data and summary box and that they tally o KH pointed out Theme 5 progress box included length of path that DMMO claims would add if upheld – alter 'will' to 'may'. o KB wondered if there should be a target on DMMOs registered and settled by the end of the plan's live. KH thought it might be useful to have a list of how many claims are logged and resolved (SW: does the IM information brought to the PRow subgroup do that? – check with KH) o Theme 8 (page 18). Check wording with overall theme target to ensure that there is no extrapolation based on incomplete data. MH confirmed that there is a higher than usual peak season activity associated with access on the coast 	<p>MH to look into metric for measuring resolution of obstruction related issues</p> <p>SW to amend individual theme objective progress as discussed and rectify other points raised</p>

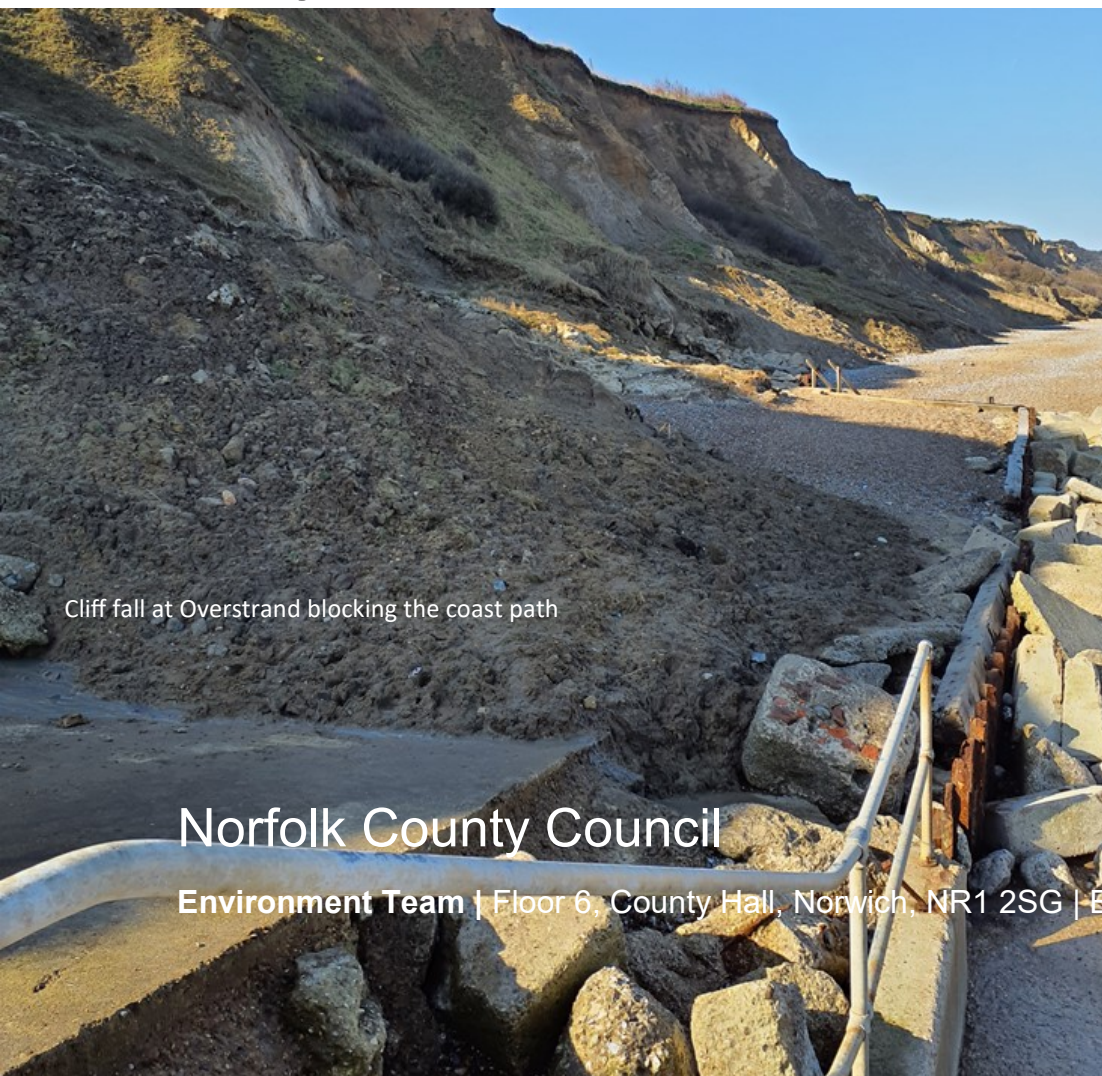
<ul style="list-style-type: none"> path ○ KH thought that the metric for objective 8.2 (increase numbers of visitor using Norfolk Trails by 20% by 2029) should not be marked as achieved as it could go down. Alter to O not A ○ <p>Supplementary evidence</p> <ul style="list-style-type: none"> - Theme 1: difficult to read much into trends from the NH benchmarking indicators – Norfolk is average - 	
<p>5 Next steps / actions</p> <ul style="list-style-type: none"> - MH asked for confirmation that the additional information provided in the report delivered what had been requested by the group previously (on progress with overarching theme targets) = yes - SW to write up minutes from this meeting, and append to NLAF subgroups' report for Oct 5th meeting (and include the monitoring report and supplementary information also) 	
<p>6 AOB</p> <ul style="list-style-type: none"> - None 	
<p>7 Date of next meeting</p> <p>In March 2023 (prior to April NLAF – dates to be available soon)</p>	

Attachment A (NAIP SUBGROUP MINUTES



Norfolk Access Improvement Plan (NAIP) 2019 - 2029

Monitoring Report **April 2022 to September 2022**



Cliff fall at Overstrand blocking the coast path

Norfolk County Council

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



Repairs completed



Introduction

This report provides a summary of progress with 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 countryside access 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.
- Covers the period April 2022 to September 2022;
- 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;
- Indicates where objectives are S= started; O = ongoing (i.e. business as usual); NS = not started; A = achieved;
- Demonstrates the wide range of activities ongoing to deliver against NAIP objectives.

Many of the highlights relate to long distance paths and associated circular routes promoted under the Norfolk Trails banner which have been financed through bids to external funding bodies.

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.

Each theme carries a summary of progress against its overarching target, and a separate document provides the detail behind this information.



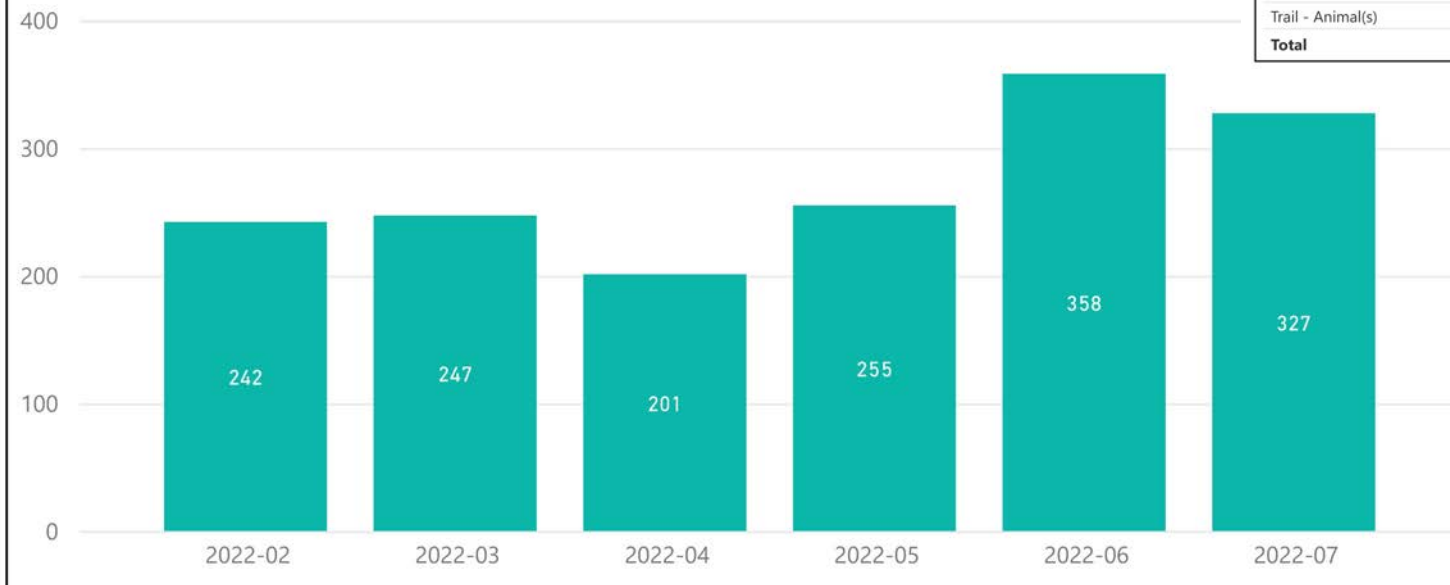
Improvements to the Wherryman's Way (River Chet) received funding of £445,148 from CIL (Greater Norwich Growth Board). Improvements will include: dredging; rebuilding of bridges and restoration of the bird hide at Hardley Flood; footpath improvements at Rockland Staithe; riverbank stabilisation and restoration of footpaths.

Faults on Public Rights of Way. Between 1st February 2022 and 31st July 2022, 1635 faults were logged by the public on the Customer Relationship Management (CRM) enquiries system. Most enquiries for the reporting period relate to damaged or missing signs, overgrown surfaces, overgrown hedges, obstructions and crops/ ploughing affecting footpaths.

The inset graphic shows faults across Norfolk (further reports are available for specific Highways areas (North, South, West))

PROW and Trail defects received by month

InMayrise ● True



DescriptionOfFault	C	N	S	W	Total
PROW - Damaged or missing sign		106	130	28	264
PROW - Overgrown surface -e.g. grass/weeds	2	139	71	37	249
PROW - Overgrown hedge/tree	4	67	53	29	153
PROW - Obstruction -e.g. building works, fences, ditches, locked gate		58	57	24	139
PROW - Crops/ploughing affecting footpath		65	58	14	137
PROW - Tree dangerous/fallen	1	47	41	13	102
PROW - Surface condition		34	25	15	74
Trail - Overgrown surface -e.g. grass/weeds	2	42	19	4	67
Trail - Overgrown hedge/tree	5	28	12	6	51
Trail - Damaged or missing sign		19	21	4	44
Trail - Tree dangerous/fallen	3	29	9	3	44
Trail - Surface condition	1	15	19	8	43
PROW - Bridge		12	26	4	42
PROW - Gate/Barrier		11	14	9	34
PROW - Misleading sign		16	11	1	28
PROW - Stile damaged/too/high/other		11	12	1	24
Trail- Obstruction -e.g. building works, fences, ditches, locked gate		9	10	3	22
PROW - Illegal / Vehicle Use		9	3	4	16
Trail - Gate/Barrier	1	6	4	4	15
Trail - Crops/ploughing affecting footpath		7	6		13
PROW - Animal(s)		4	6	2	12
PROW - Flooded Path		3	8	1	12
Trail - Bridge		3	6	3	12
Trail - Illegal / Vehicle Use		5	4	2	11
PROW - Steps damaged/other		4	3	2	9
Trail - Misleading sign		4	2	1	7
Trail - Steps damaged/other		5		1	6
Trail - Animal(s)		3			3
Total	19	762	631	223	1635

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	O
1.5	Better landowner relationships	O
1.6	Effective fault reporting	A
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	S
1.11	Train volunteers in path maintenance	S

Progress with Theme Target (2019 to 2022)

National average scores for KBI 16 have followed a downward trend, with a score of 51 recorded in 2021 (from 55 recorded in 2018). NCC scores although always lower year on year than the national average have improved over the same period, with a difference of only one point (with the national average) in 2021. NOT ON TARGET

National average scores for KBI 15 have remained almost static year on year at 57 (56 in 2021). From 2019 onwards, NCC scores have either exceeded the national average, or been within one point of it. ON TARGET

Component benchmark indicators for KBI 16 have remained below the national average for NCC although showing improvement year on year. The area of greatest discrepancy with the national target is WCBI 21 (ease of use by those with disabilities) which was 3 points below the national average in 2021 from 6 points below in 2018) NOT ON TARGET

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

Theme 1: summary of progress October 2021 to March 2022

Highlights

- **Faults on Public Rights of Way.** See graphics on previous pages regarding faults reported between 1st February 2022 and 31st July 2022
- Three **PROW Technician posts** commenced their roles in mid September to support the three Countryside Access Officers who deal with PROW maintenance. In addition to the many faults reported through CRM, the team dealt with further reports and correspondence from members of the public.
- **Non-reinstatement notices and obstructions.** Between April 2022 to July 2022 42 Section 131a, 134—137 non-reinstatement notices (or emails) were issued to landowners. The majority were resolved without recourse to further enforcement action. There are significant resource pressures associated with serving and following up on notices. Over the same period, no Section 130 (obstructions) and three Section 56 (out of repair) notices were received by NCC. Processing any legal notices is time consuming for NCC staff. Similarly, when NCC receives FOI requests, these are a drain on limited resources.
- NCC committed to delivering the Norfolk Access Improvement Plan (Policy 18 of the recently adopted Local Transport Plan 4) at their [July 2022](#) Council meeting .
- Highways team carried out resurfacing at Brundall with £15,000 funds coming from the 'urban paths' allocation
- **Proposals for Stretch 3 (Weybourne to Hunstanton) of the England Coast Path** have been published but not yet approved. NCC officers are providing Natural England with expert local advice to ensure full consultation with local interests during development of the 60km route.
- **Proposals for Stretch 4 (Hunstanton to Sutton Bridge) of the England Coast Path** have been approved with establishment in progress but not yet open. Check for updates here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1096845/ECP-east-map.pdf
- NCC is making progress with improving the **National Highways and Transport Network Survey Key Benchmark indicators (KBI)** for Public Rights of Way, a public perception questionnaire. As reported previously, results from the 2021 survey recorded 56% for KBI15 (Public Rights of Way overall), matching the national average, with KBI16 (Public Rights of Way aspects) recorded as 50%, just one percentage point lower than the national average although the national average score is declining. More detailed analysis from the 2021 survey reported to the NCC Infrastructure and Development Committee in [July 2022](#) (page 93) shows that in 2021, NCC was ranked 48 for KBI15 and 70 for KBI16.
- Repairs on a footbridge on FP16 at Castle acre were carried out by Norfolk Trails Team and NCC Highways Bridges Team completed a repair to a bridge at West Acre.



Repair to bridge at West Acre

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.



Vegetation on Procession Lane on Peddars' Way at Swaffham was cut back and the deadwood used to create habitat refuges either side of the route.

Statement of Action Objectives (text shortened)

2.1	Improve connectivity through planning	O
2.2	Create circular walks in growth areas	A
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	S
2.6	Encourage applications to register unrecorded paths	O
2.7	Retain and create new permissive access	O

Progress with Theme Target (2019 to 2022)

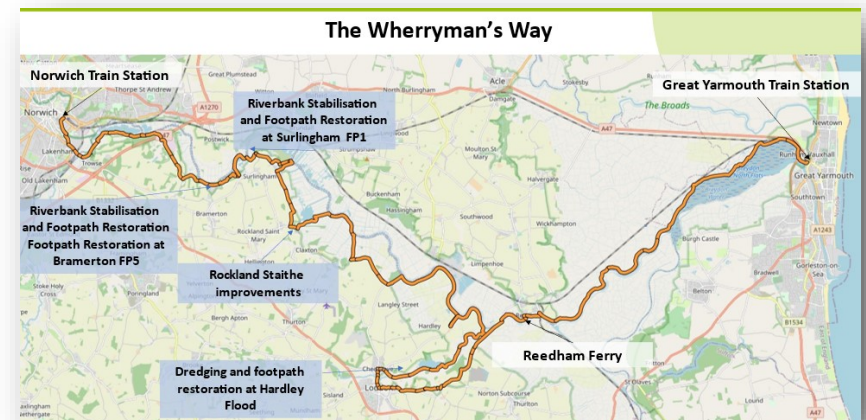
21 routes upgraded on Norfolk Trails to all-abilities standard, totalling 81km in length. These include circulars and access improvements on the Weavers' Way; Wherryman's Way; Angles Way; Marriott's Way; Norfolk Coast Path and for the Breaking New Ground Brecks project. GOOD PROGRESS

30 circular routes created on Norfolk Trails totalling 153km in length (length figure excludes BVP circulars). These circulars provide improved interpretation and integration with the wider access network helping people to connect with places, heritage and nature. New circulars are on Weavers' Way; Wherryman's Way; Kett's Country; Norfolk Coast Path; Bure Valley Path. ON TARGET

Theme 2: summary of progress October 2021 to March 2022

Highlights

- Norfolk County Council has been working with all district and borough councils to develop Local Cycling and Walking Infrastructure Plans (LCWIP) across the county. LCWIPs have been completed for Norwich, Great Yarmouth and King's Lynn, outlining where changes could be made to deliver more than a hundred miles of new or improved walking and cycling routes. <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-travel-policies/local-cycling-and-walking-infrastructure-plans>. Schemes identified through the LCWIP process are more likely to secure external funding
- Development of a Norfolk-wide LCWIP funded through the DfT Capability fund is well underway, taking account of responses to a survey run in April and May. A further opportunity to review and comment on details proposals will be available in autumn 2022. The plan will comprise: a map of priority Active Travel routes; a prioritised list of infrastructure improvements in short (1-2year); Medium (3-5 year) and long term (5 plus years) timescales; a report covering the details of stages needed.
- LCWIPs are an important of the Local Transport Strategy for Norfolk and support the government's ambition for cycling and walking to be the natural first choice for many journeys, with half of all journeys in towns and cities being cycled or walked by 2030.
- Norfolk County Council continues to promote active travel through revenue funding from the Active Travel Fund awarded by DfT. Development of school streets continues, working with Sustrans in 6 schools across Greater Norwich to promote active travel to school, and includes timed road closures around schools to help tackle congestion. The pilots started in April 2022 and will run over an 18 month period.
- Following a successful application to the Greater Norwich Growth Board Norfolk County Council was awarded £216,500 from the Infrastructure Investment Fund for access improvements on the Wherryman's Way, working alongside the Broads Authority. The project will create access and bank stabilisation improvements at: Surlingham, Bramerton and Hardley Flood, the installation of bidges at Hardley Flood, the upgrading of footpaths, the restoration of the Bird Hide on Hardley Flood and improvements to the moorings at Rockland Staithe (see photos on page 2 of this document).
- The Countryside and Rights of Way Act 2000 introduced a provisional cut-off date of 1st January 2026 for the recording of historic rights of way not recorded on the Definitive Map. After this date, the intention was to prevent claims solely based on documentary evidence that the rights existed before 1949, from being made. Subsequently, measures to simplify administration associated with Rights of Way procedures were included in the Deregulation Act 2015. Defra announced in February that it had abolished the 2026 cut off date to allow more time for paths to be identified and added to the public rights of way network.



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.



Clay boardwalk improving access and protecting reedbed habitat

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	S
3.4	Improve integration with public transport	NS
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

Progress with Theme Target (2019 to 2022)

Visitor pressure reduced at 7 sites protected for nature conservation through interventions on Trails and PRow to prevent straying off the path and improve visitor interpretation: Holkham (path improvements); Paston Way (signage); Holme, Brancaster, Holkham and Horsey (route signposting and coastal action plans through ENDURE); Redwell Marsh SSSI signage and footpath improvements. GOOD PROGRESS

8 new experiences created through EXPERIENCE <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/campaigns/experience-norfolk-sustainably> to enable visitors to enjoy the natural and historic environment away from protected sites, outside peak visitor months: Bure Valley Path new cycling provision; Observatory at Hunstanton; new artwork installations across 6 sites. ON TARGET

Recreation Avoidance Mitigation study (Limits of Acceptable Change) commissioned by the Wash and North Norfolk Marine Partnership.

Extensive reach through the Norfolk Trails Website: 353,000 unique page views over 6 months (February 2022 to July 2022).

Theme 3: *summary of progress October 2021 to March 2022*

Highlights

- The Cley boardwalk (part funded by NCC but led by the Environment Agency) was completed ahead of the busy Jubilee weekend in June. Part of Environment Agency floodwall improvements, the boardwalk is 215 metres long and based on recycled lumber and low slip boards as it is in an intertidal zone. The boardwalk provides access along the sea wall and allows users to get very close to the reedbed habitat in the area.
- The Farming in Protected Landscapes (FiPL) grant scheme for farmers and land managers to support nature recovery and provide opportunities for people to discover and enjoy the landscape has funded a number of projects which improve public access in the **Norfolk Coast Area of Outstanding Natural Beauty (AONB)** :
 - ⇒ In 2021/2022 FiPL contributed £11,725 of funding toward permissive access improvements at Holkham National Nature Reserve. Full list of projects funded here: <https://www.norfolkcoastaonb.org.uk/wp-content/uploads/2022/07/Norfolk-Coast-AONB-Summary-of-Year-1-FiPL-Projects-2021-2022.pdf>
 - ⇒ In 2022/2023 the programme contributes £1,400 funding to a Norfolk Ornithologists' Association project making access improvements across Redwell Marsh Site of Special Scientific Interest (SSSI), Holme to ensure the public footpath is accessible in the winter and improving signage to encourage users to remain on the path at all times to reduce disturbance to ground-nesting birds. Full list of projects funded here: <https://www.norfolkcoastaonb.org.uk/wp-content/uploads/2022/08/Norfolk-Coast-AONB-Summary-of-Year2-FiPL-Projects-2022-2023.pdf>
- The Wash and North Norfolk Marine Partnership (WNNMP) <https://wnnmp.co.uk> which works with local communities and regulatory and district authorities to protect the remarkable nature and culture of the area has commissioned a Limits of Acceptable Change Study (LACS) to better understand how to address visitor pressures in the north Norfolk/Wash coastal strip. Access to the coast brings a wide range of benefits but can also damage the nature conservation interest. In West Norfolk, developers pay a levy of £50 per dwelling built to mitigate the adverse effects of increasing visitor numbers to Natura 2000* sites resulting from the development. The collective fund is managed by the Norfolk Coast Partnership for projects that mitigate or monitor increasing visitor numbers <https://www.norfolkcoastaonb.org.uk/what-we-do/west-norfolk-habitats-monitoring-and-mitigation-hmm-fund/> Measures on PRow and Trails to mitigate the impact of increased footfall can include new signage and education. *Natura 200 sites are either/both designated as Special Areas of Conservation (SAC) or/and Special Protection Areas (SPA)
- Work on a county-wide Recreational Avoidance Mitigation Strategy (RAMS) is underway <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/strategic-member-forum/25-january-2021/duty-to-cooperate-member-forum-25th-january-minutes.pdf>. Three types of mitigation were proposed: (i) enhanced green infrastructure on development sites providing for on-site informal recreation and countryside access; (ii) improvements to specifically identified existing visitor designations which are not designated as international wildlife sites; (iii) specific visitor management measures (rangers, signage, car parks etc) on the designated sites themselves.

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

Progress with Theme Target (2019 to 2022)

Norfolk Trails people counter data from 2019/20 and 2020/21 indicates increasing use of the network outside the summer months although Covid has made interpretation more complex and there are large variations between individual locations. Data counters on Norfolk Trails have shown increased use of the walking network throughout the pandemic, and higher than usual peak-season activity but lower off-season use on the coast. ON TARGET

Route improvements inland (such as the Bure Valley Path and Kett's Country Trail) are helping draw visitors away from honeypot areas in peak season. ON TARGET

Theme 4: summary of progress October 2021 to March 2022

Highlights

- **Twitter accounts** for Norfolk Trails @NorfolkTrails and the National Trail in Norfolk @NatTrailNorfolk continue to inform a wide user base.
- The Norfolk County Council Trails website remains very popular with 353,000 unique page views over the period 1st February 2022 to July 31st 2022. Further analytics show that the most frequently visited pages were: Cycle routes (with 11,329 unique views) and Norfolk Trails short and circular walks (9,212 unique views). Popular downloads were the Kett's Country Trails map (5,220) and Peddars' Way (2,737) and Marriott's Way (2,488) maps. The new data studio software used by NCC webteam also allows further insight into online visitors such time spent on a page, and scroll depth (how far they've read).
- Pathmakers CIO, the Norfolk Local Access Forum's charity has been planning WalkNorfolk2022, a walking festival with a range of events designed to meet the needs of people who may not have thought

walking was for them, or who have difficulty getting out <https://pathmakers.org.uk/all-abilities-norfolk-walking-festival/>. There are 14 walk events to choose from across locations across Norfolk set up in partnership with a large number of partners <https://pathmakers.org.uk/events/partners-helping-to-deliver-walknorfolk2022/> and coordinated by David Atthowe, Pathmakers Project Manager. The Festival takes place in October 2022.

NCC any page report

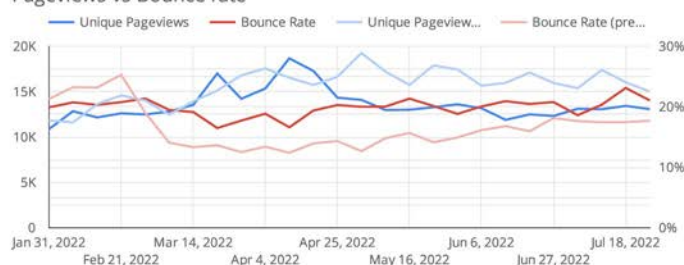
Selected page: /, /out-and-about-in-norfolk/norfolk-trails/short-and-circular-walks/norfolk-coast-path, /... (139) ▾

[Is something broken, or unclear in this report? Let us know](#)

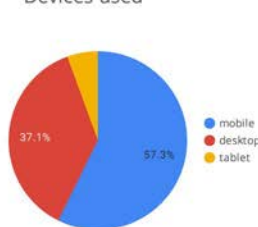
Feb 1, 2022 - Jul 31, 2022 ▾

Unique Pageviews 353.8K Entrances / Pageviews 48.68% % Exit 33.87% Bounce Rate 19.75% Avg. Time on Page 00:01:06

Pageviews vs Bounce rate



Devices used



Previous pages

Previous Page Path	Unique P...	Unique ...
1. (entrance)	246,430	69.66%
2. /out-and-about-in-norfol...	11,329	3.2%
3. /out-and-about-in-norfol...	9,212	2.6%
4. /out-and-about-in-norfol...	7,825	2.21%
5. /out-and-about-in-norfol...	4,885	1.38%
Grand total	353,778	100%

1 - 100 / 2395 < >

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	O
5.5	Develop Google Streetmap for Norfolk Trails	A
5.6	Share counter data	O

Progress with Theme Target (2019 to 2022)

The Definitive Map managed by the Legal Orders and Registers Team at Norfolk County Council is up to date and the register of Definitive Map Modification Orders (DMMO) claims is up to date. ON TARGET

There is a backlog in processing claims for claims for paths not recorded on the Definitive Map based on documentary evidence (DMMOs), owing to the extensive and complex process involved and current levels of resourcing available at NCC which has been affected by Council-wide budgetary pressures.

There are currently (August 2022) 201 registered claims awaiting processing, which when determined, will significantly increase the length of public footpath network available in Norfolk.

NOT ON TARGET

Theme 5: summary of progress October 2021 to March 2022

Highlights

- NCC Legal Orders Team registers Direct Map Modification Orders (DMMO) applications and ensures the NCC online registers are up to date <https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/register-of-definitive-map-modification-applications>. Although the 2026 deadline for registering historic unrecorded rights of way has been scrapped following public pressure, NCC has a significant backlog of claims to process: there are currently 201 (August 2022) on the register. The NCC Team responsible is doing everything in its power to progress each case received, but is facing a significant increase in workload, currently without access to further resources. Administering claims is a lengthy and complex process and where initial submissions are of poor quality further time is needed to go back to the applicant. **Once determined, these claims will increase the length of the rights of way network in Norfolk significantly.**
- **Paper and digital records** relating to modification applications, dedication agreements and public path orders updated on target;
- **Dedication agreements** under the Highways Act 1980 investigated and managed on target;
- **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.
- **Data counters** on Norfolk Trails have shown increased use of the walking network throughout the pandemic, and higher than usual peak-season activity but lower off-season use on the coast.
- The Greater Norwich Growth Board (GNGB) is developing a new Green Infrastructure (GI) Strategy which will deliver active places for the people of Greater Norwich and places that work for nature. The new strategy will take into account new legislative changes, such as the new Environment Act and the Government's 25 year Environment Plan and will be crucial in informing the Local Nature Recovery Strategy, Biodiversity Net Gain, supporting the emerging Greater Norwich Local Plan and help to provide a strategic framework for future Infrastructure investment and funding decisions. The work uses a mapping approach developed by Natural England to map/ assess accessibility and includes mapping layers on density of PROW and also Access to Natural Greenspace Standards (ANGSt) <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Map.aspx>
- Norfolk County Council has been appointed to lead on development of the Norfolk Local Nature Recovery Strategy (LNRS) and map. The Norfolk and Suffolk Nature Recovery Partnership have agreed that access will be an important consideration for the two LNRSs that are developed (one for Norfolk and one for Suffolk) as an important 'public good' and also providing habitat connectivity across the landscape (and all the health benefits that derive from access); etc. The Partnership have set up a mapping subgroup to take this forward.
- Building on previous **Greenways to Greenspaces** online webinars, Norfolk County Council's Greenways team with the Norfolk Association of Local Councils (NALC) refreshed an information 'toolkit' developed with the Norfolk Local Access Forum to help parishes get started with community action for local rights of way [https://www.norfolkalc.gov.uk/uploads/parish-paths-information-pack-\(jan-2022\).pdf](https://www.norfolkalc.gov.uk/uploads/parish-paths-information-pack-(jan-2022).pdf)

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



Pathmakers CIO, the Norfolk Local Access Forum's charity is running WalkNorfolk2022 <https://pathmakers.org.uk/all-abilities-norfolk-walking-festival/>

Progress with Theme Target (2019 to 2022)

Norfolk County Council with the Norfolk Local Access Forum organised 3 in-person parish paths events during 2019 and 2020 to improve local knowledge of, and engagement with, local Public Rights of Way , with invitations sent to all Norfolk parish councils. A toolkit was issued to all who attended, and subsequently made available to all parishes in Norfolk. [https://www.norfolkalc.gov.uk/uploads/parish-paths-information-pack-\(jan-2022\).pdf](https://www.norfolkalc.gov.uk/uploads/parish-paths-information-pack-(jan-2022).pdf)

113 parishes and 226 people attended the events.

ON TARGET

3 online webinar events followed the parish paths seminars on Greenways (introduction to the NAIP and rights of way); Countryside Access (getting out there in 2022); and Greenways (connecting with the natural world)

Theme 6: *summary of progress October 2021 to March 2022*

Highlights

- **Two Norfolk Local Access Forum (NLAF) meetings** supported by NCC took place within the reporting period: in April 2022 and July 2022. Both meetings were held in person. Regular updates from the NLAF's subgroups and NCC's Countryside Access Team and Norfolk Trails Team, reports on major infrastructure projects that impact PROW, updates from the NCC Sustainable Transport Champion were included. The Forum expressed disappointment that permissive access still wasn't included in the government's Environment Land Management Scheme (replacing CAP Countryside Stewardship payments). Permissive access is included within the Farming in Protected Landscapes scheme (FIPL) <https://www.norfolkcoastaonb.org.uk/project/farming-in-protected-landscapes/> and the Forum received a report on this and the Glover Review at their April meeting. The Forum visited access improvements at Rockland St Mary with Norfolk Trails staff following their July meeting.
 - **NLAF subgroups meetings:** The NLAF's Public Rights of Way subgroup met virtually during the reporting period (meetings in March and June 2022). The meetings discussed partnership and community working; countryside access management; claims for lost paths (2026 claims); permissive access; and put forward recommendations for the main NLAF meetings. The discussion paper on the Economic and Health value of the Public Rights of Way network originating from the Vision and Ideas subgroup was re-circulated to NLAF members.
 - **Twelve members were re-appointed/appointed to the NLAF** as current members' terms lapsed, or to fill vacancies in various interest areas. The Forum has 20 members. NCC is very fortunate to have such an active group of volunteers many of whom volunteer many hours to provide advice on many aspects of countryside access.
- Forum members are local people and experts in their specialist area of countryside access (or related interest area) who volunteer their time to provide advice to Norfolk County Council and other statutory bodies such as Natural England, district and parish councils on how to make the countryside more accessible and enjoyable for recreation and to benefit social, economic and environmental interests
- www.norfolk.gov.uk/nlaf
- NCC received £428,400 from the Government's Community Renewal Fund for a feasibility study for a Norfolk Sustainable Travel Network. Demonstrator studies will explore a county-wide shift towards low carbon travel and measures that support transport decarbonisation. Improvements to rural connectivity and green infrastructure will improve access to public services, businesses and natural and cultural assets.
 - NCC affirmed commitment to delivering the Norfolk Access Improvement Plan under Policy 18, Objective 7 of the adopted Local Transport Plan (LTP4) strategy, the council's overall approach to transport, showing how transport can deliver wider ambitions including reducing our impact on the environment (full council meeting 19th July 2022). Other NCC plans which fall under the overarching LTP4 include: The NCC Environmental Policy; The Norfolk Electrical Vehicle Strategy; Norfolk Bus Improvement Plan; Local Cycling and Walking Infrastructure Plans; Norfolk Rural Economic Strategy; parking guidelines for new developments in Norfolk; safe sustainable development; Transport Asset Management Plan; Norfolk Rail Prospectus; NAIP; Transport for Norwich; King's Lynn Transport Strategy; Market Town network improvement strategies.

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	S

Progress with Theme Target (2019 to 2022)

As reported under Themes 4 and 8, footfall on Norfolk Trails has been analysed recently, with significant increases recorded. Health benefits over a 10 year period for those using the routes has been estimated using the WHO Health Economic Assessment Tool (HEAT) at £337million. ON TARGET

Further insights from SAIL/ Pushing Ahead / Active Norfolk to be added



Beryl bike

Theme 7: summary of progress October 2021 to March 2022

Highlights

- Norfolk County Council has launched the Travel Norfolk brand to encourage people to travel sustainably around the county <https://www.norfolk.gov.uk/news/2022/07/new-travel-norfolk-identity-launched-to-help-people-get-around-the-smart-way>
- The UK's leading micromobility provider Beryl, and Norfolk County Council are celebrating a significant milestone for the region's bike, e-bike and e-scooter share scheme. Riders have now clocked up more than two million kilometres of travel across the scheme, the equivalent of almost 50 journeys around the Earth. Almost a million of these kilometres were clocked up using the city's e-scooter fleet. Feedback from Beryl users shows that over a quarter (28.7%) of the overall 649,232 journeys made in Norwich have replaced road transport journeys - including driving a car/van, being a passenger in a car/van, using a taxi or riding a motorbike or moped. This equates to almost 76 tonnes of carbon dioxide emissions saved; the equivalent of around 5,073,071 boiled kettles or more than 445 flights from London to Edinburgh. <https://www.norfolk.gov.uk/news/2022/08/two-million-kilometres-travelled-by-beryl-in-norwich>.
- NCC Environment Team has appointed a new Active Travel Team Leader Ed Parnaby, an experienced Transport Planner who has worked on new schemes for walking, cycling and passenger transport.
- The Active Norfolk Activity Finder '**Every Move**' easy-to-use website <https://www.everymove.uk/> continues to be popular for both those offering events and those who wish to be more active.
- The MONUMENT project offered a series of "Pathways into Nature" training sessions for professionals, organisations and leisure-providers looking to develop dementia-friendly opportunities that access nature.

The sessions explore the health and wellbeing benefits of nature; increase understanding of dementia; offer practical guidance to plan successful outings and provide resources

Active Norfolk offers advice about getting more active and a link through to Every Move on its website <https://www.activenorfolk.org/> (see below)



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. Monitor of Engagement with the Natural Environment ([MENE](#))

Statement of Action Objectives (text shortened)

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

Progress with Theme Target (2019 to 2022)

Footfall on Norfolk Trails has been analysed recently. Using a spend factor of £6 for inland trails and £18 for the coast path, the economic value of the Norfolk Trails rose to £17million in 2020/21 from just over £15 million in 2019-20.

As reported under Theme 4, Norfolk Trails people counter data from 2019/2020 and 2020/21 indicates increasing use of the network outside the summer months.

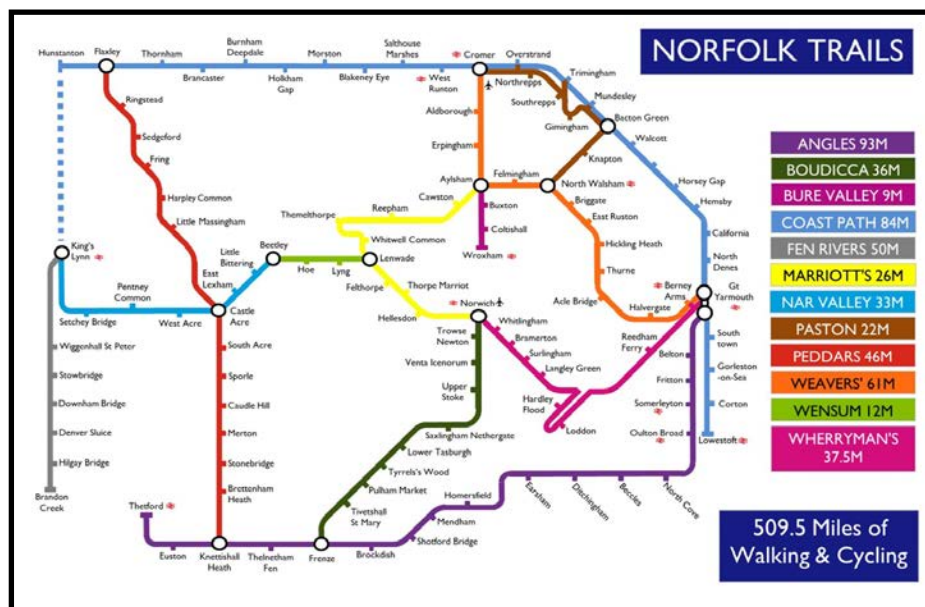
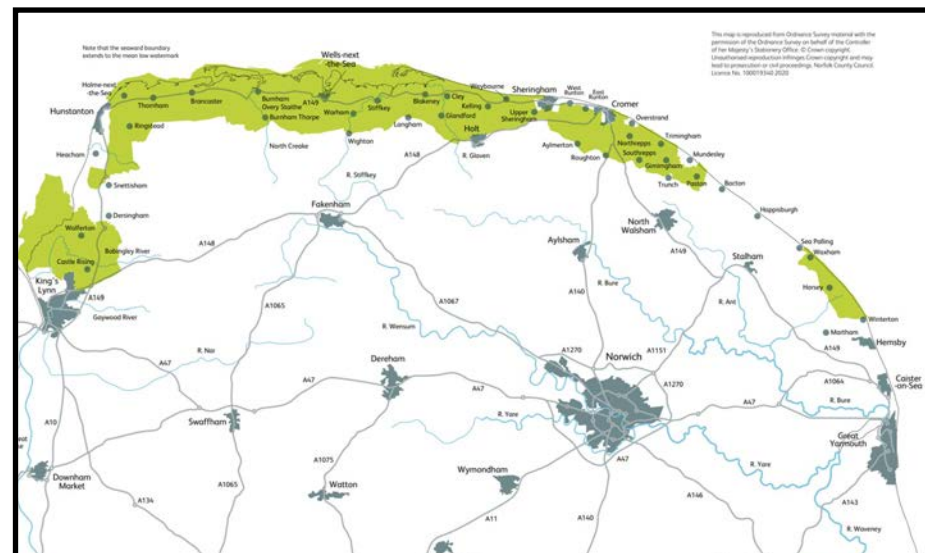
ON TARGET

The **EXPERIENCE** project selected artists who will deliver 6 new artworks on a long-distance walking route in Norfolk known as the Norfolk Way Art Trail <https://norfolkwayarttrail.co.uk/> to encourage visitors between the October to March low visitor season. The Trail will be launched in Dec 2022/Jan 2023

Theme 8: summary of progress October 2021 to March 2022

Highlights

- **EXPERIENCE**—update to follow
- **Footfall on Norfolk Trails** has been analysed recently, and their economic impact evaluated. Using a spend factor of £6 for inland trails and £18 for the coast path, the value of the Norfolk Trails rose to £17million in 2020/21, with further health benefits over a 10 year period for those using the routes estimated using the WHO [Health Economic Assessment Tool](#) (HEAT) at £337million.
- The NCC Cycling and Walking Team ran a free webinar for local businesses about the new Kett's Country 18 mile long distance Trail to help them spot benefits useful to their business. The Trail links Wymondham to Cringleford through ancient farmed landscape and villages and was established by Norfolk Trails and funded by the Greater Norwich Growth Board (GNGB). It is hoped that promoting the route will attract more money from walkers into Wymondham and surrounding villages as there are good transport links at each end of the Trail and many pubs and cafes along the way.
- Norfolk Trails publishes many themed itineraries for walking and cycling : www.norfolk.gov.uk/trails. The Norfolk Coast Partnership team has also refreshed its online activity map <https://www.norfolkcoastaonb.org.uk/active-map/>



Bridge repairs on Norfolk PRow by NCC Bridges Team.



Top row left to right Burston and Shimpling FP40; Burston and Shimpling FP33; Kenninghall FP14; Methwold BR13



Bottom row left to right: Methwold BR13; Helhoughton FP1; Northwold RB3; Brandon Stauch (re-deck)

The NAIP is supported by:



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Theme 1: Well-managed Access Network

Theme 2: Well-connected Access Network

Theme 3: Well-Protected Environment

Theme 4: Well-Promoted Access Network

Theme 5: An Access Network Underpinned by Excellent Information Management

Theme 6: A Community-led Access Network

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

Theme 8: A valuable access network

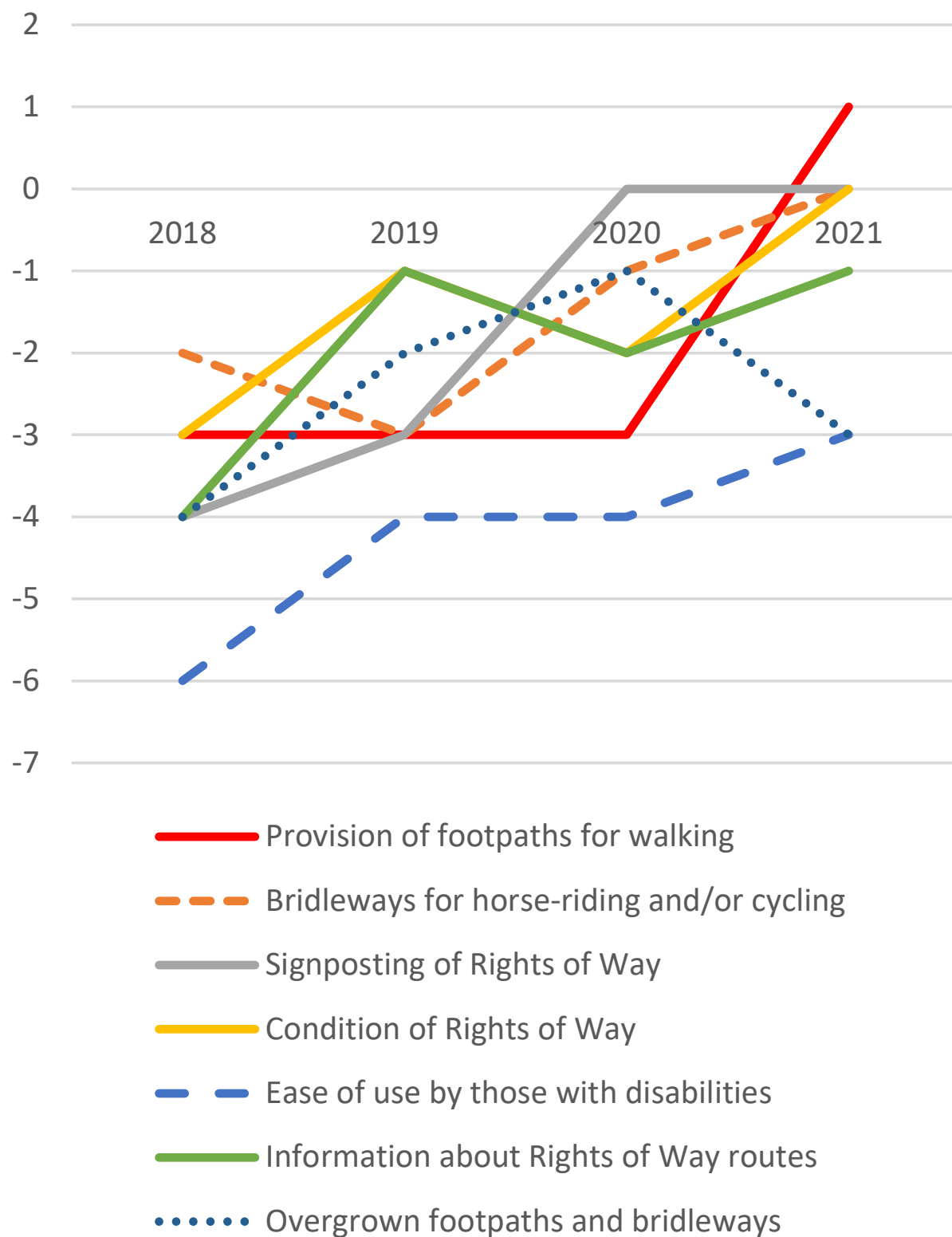
THEME 1 Well Managed Access Network. Target: Improve the Highways and Transport Network Survey Key Benchmark Indicator for Public Rights of Way KBI 15 to 57 (from 54) to match or exceed the national average. To improve KBI 16 to 55 (from 51) to match or exceed the national average. To increase volunteer involvement with PROW management. To improve our standing against other Highway Authorities in the NHT survey

National Highways and Transport Network Survey		2018			2019			2020			2021		
Benchmark indicators for KBI 16 (Cycling and Walking theme)	Description	Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE
WCBI 17	Provision of footpaths for walking	64	61	-3	64	61	-3	62	59	-3	60	61	1
WCBI 18	Bridleways for horse-riding and/or cycling	60	58	-2	59	56	-3	57	56	-1	56	56	0
WCBI 19	Signposting of Rights of Way	59	55	-4	58	55	-3	56	56	0	56	56	0
WCBI 20	Condition of Rights of Way	57	54	-3	57	56	-1	56	54	-2	54	54	0
WCBI 21	Ease of use by those with disabilities	49	43	-6	48	44	-4	45	41	-4	44	41	-3
WCBI 22	Information about Rights of Way routes	49	45	-4	49	48	-1	48	46	-2	47	46	-1
WCBI 23	Overgrown footpaths and bridleways	45	41	-4	45	43	-2	42	41	-1	40	37	-3
Key Benchmark Indicators		2018			2019			2020			2021		
	Description	Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE
KBI 16	Rights of Way - aspects*	55	51	-4	54	52	-2	52	50	-2	51	50	-1
KBI 15	Rights of Way - overall satisfaction	57	54	-3	57	58	1	57	56	-1	56	56	0
* average of composite Benchmark Indicators													

THEME 1 Well Managed Access Network. Target: Improve the Highways and Transport Network Survey Key Benchmark Indicator for Public Rights of Way KBI 15 to 57 (from 54) to match or exceed the national average. To improve KBI 16 to 55 (from 51) to match or exceed the national average. To increase volunteer involvement with PROW management. To improve our standing against other Highway Authorities in the NHT survey

		2018			2019			2020			2021		
		Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE	Nat Average	NCC	DIFFERENCE
KBI 00 Overall satisfaction (all Highways Indicators - not just ROW)		53	56	3	53	56	3	52	56	4	48	50	2
		DIFFERENCE (NCC minus National Average)											
Benchmark indicators for KBI 16 (Cycling and Walking theme)		2018	2019	2020	2021								
WCBI 17	Provision of footpaths for walking	-3	-3	-3	1								
WCBI 18	Bridleways for horse-riding and/or cycling	-2	-3	-1	0								
WCBI 19	Signposting of Rights of Way	-4	-3	0	0								
WCBI 20	Condition of Rights of Way	-3	-1	-2	0								
WCBI 21	Ease of use by those with disabilities	-6	-4	-4	-3								
WCBI 22	Information about Rights of Way routes	-4	-1	-2	-1								
WCBI 23	Overgrown footpaths and bridleways	-4	-2	-1	-3								

Benchmark indicators for KBI 16 NCC score minus National Average



THEME 2 : Well connected access network. Target: We will increase the number and length of all-abilities routes connecting people and places by 10 routes and 100 km by 2029

* circulars provide improved interpretation and integration with the wider access network helping people to connect with places, heritage and nature. All abilities routes have been access tested, with improved surfaces and an accompanying booklet providing clear descriptions of the route.

What	Circular (C) or All Abilities (A)	Miles improved*	km improved	Associated Norfolk Trail	Date created
Felbrigg Park	C	4.4	7.1	Weavers' Way	?
Aldborough	C	4.75	7.6	Weavers' Way	?
Blickling	C	7.5	12.1	Weavers' Way	?
Aylsham	C	4	6.4	Weavers' Way	?
Felmingham	C	6.5	10.5	Weavers' Way	?
Briggate/Worstead	C	3.75	6.0	Weavers' Way	?
East Ruston	C	3.5	5.6	Weavers' Way	?
Potter Heigham	C	5.8	9.3	Weavers' Way	?
Thurne	C	3.25	5.2	Weavers' Way	?
Acle	C	4.5	7.2	Weavers' Way	?
Berney Arms	C	5.5	8.9	Weavers' Way	?
Bure Circular	C	1.25	2.0	Weavers' Way	?
Drabblegate Circular	C	1.75	2.8	Weavers' Way	?
Commons Circular	C	2	3.2	Weavers' Way	?
Bryant's Heath	C	4	6.4	Weavers' Way	?
Cloth Circular	C	3.25	5.2	Weavers' Way	?
Stalham Staithe	C	2	3.2	Weavers' Way	?
Walsham Wood	C	4.75	7.6	Weavers' Way	?
North Walsham	A	1	1.6	Weavers' Way	?
North Walsham to Honing	A	3.5	5.6	Weavers' Way	?
Honing to East Ruston	A	2	3.2	Weavers' Way	?
East Ruston to Stalham	A	2	3.2	Weavers' Way	?
Felmingham to North Walsham	A	2	3.2	Weavers' Way	?
Chedgrave Staithe Circular	C and A	1.5	2.4	Wherryman's Way	?
Wymondham Abbey Trail	C and A	1.1	1.8	Kett's Country	2021
Wreningham's Ghost Commons Trail	C	1.9	3.1	Kett's Country	2021
Mulbarton's Old Witch Trail	C	4.7	7.6	Kett's Country	2021
Swardeston's Trail of Two Commons	C	3.1	5.0	Kett's Country	2021
Cringleford's River Crossings Trail	C	3.6	5.8	Kett's Country	2021
Roman Fort, Burgh Castle Trail	A	1.2	1.9	Angles Way	?
Brandon Flint Walk	A	2.25	3.6	Project: Breaking New Ground	?
Historic Weeting	A	5	8.1	Project: Breaking New Ground	?

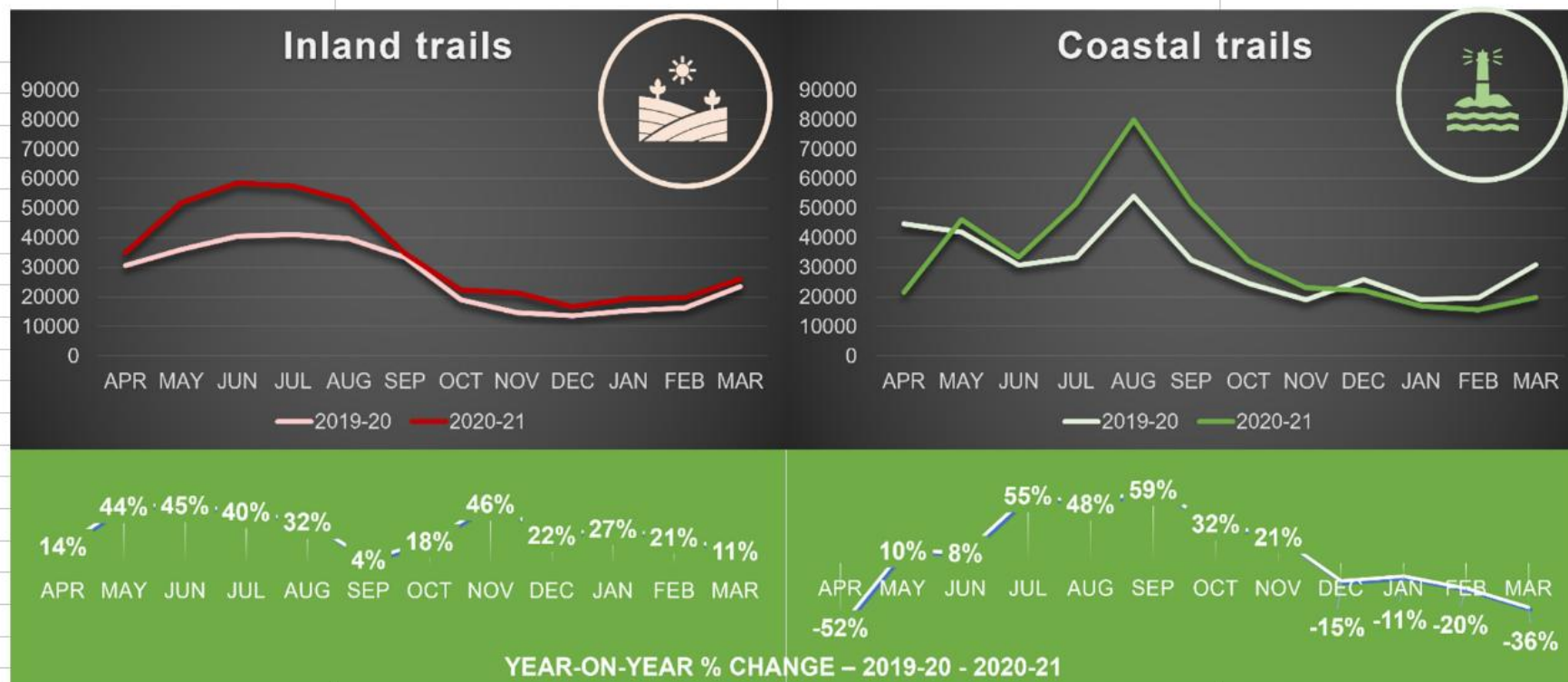
What	Circular (C) or All Abilities (A)	Miles improved*	km improved	Associated Norfolk Trail	Date created
Thetford Architecture	A	2.75	4.4	Project: Breaking New Ground	?
Attlebridge to Lenwade	A	1.5	2.4	Marriott's Way	?
Hellesdon to Drayton	A	2.5	4.0	Marriott's Way	?
Lenwade to Whitwell	A	2.5	4.0	Marriott's Way	?
Norwich to Hellesdon	A	2.5	4.0	Marriott's Way	?
Taverham to Attlebridge	A	2	3.2	Marriott's Way	?
Blakeney Freshes	A	2.5	4.0	Norfolk Coast Path	?
Gorleston to Great Yarmouth	A	3	4.8	Norfolk Coast Path	?
Haven Bridge to North Denes	A	2.25	3.6	Norfolk Coast Path	?
Wells Quayside	A	1	1.6	Norfolk Coast Path	?
Holkham Wells Circular	C and A	6.75	10.9	Norfolk Coast Path	2020
Oxnead Circular	C	0	0.0	Bure Valley Path	?
Buxton Circular	C	0	0.0	Bure Valley Path	?
Coltishall Circular	C	0	0.0	Bure Valley Path	?
Belaugh Circular	C	0	0.0	Bure Valley Path	?
Hoveton Circular	C	0	0.0	Bure Valley Path	?
			0.0		
			0.0		
			0.0		
https://www.norfolkcoastaonb.org.uk/exploring Further access for all walks					

THEME 3: Well protected Environment. Target: We will reduce visitor pressure which is affecting 10 protected natural sites and 5 historic sites which can be reached from the access network by 2029. We will improve visitor experience at the same sites through well-designed access infrastructure (e.g. path improvements) and signage. We will 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. We will reach 1,000 people to improve their understanding of the natural and historic environment that can be reached from the access network.

Target			
Reduce visitor pressure at 10 sites protected for nature conservation and improve understanding			
<u>Natural Site</u>	<u>PROW/ Trails /other interventions to reduce Visitor Pressure / improve visitor understanding of natural and historic heritage</u>	<u>Part of which Natura 2000 site(s)</u>	<u>When</u>
Holkham	Surface improvements to improve accessibility and prevent straying into sensitive nature conservation areas	North Norfolk Coast / The Wash and North Norfolk Coast (RAMSAR, SPA, SAC*)	2020
Horsey Dunes SSSI (is this correct?)	Paston Way signage to improve the visitor experience	Winterton to Horsey Dunes (SAC); Paston Great Barn (SAC)	2020
Holme, Brancaster, Holkham and Horsey (4 sites)	ENDURE Project: creation of action plans for 4 coastal dune sites, development of route signposting, interpretation and viewing platforms	Great Yarmouth North Denes (SPA), Winterton to Horsey Dunes (SAC)	2020
Holme (Redwell Marsh SSSI)	Signage and footpath surface improvements to encourage users to remain on the path to reduce disturbance to ground nesting birds (part funded through FIPL)	North Norfolk Coast / The Wash and North Norfolk Coast (RAMSAR, SPA, SAC*)	
TALLY: August 2022 = 7			
Create 5 new visitor experiences	Project	Alleviates pressure on which Natura 2000 site	
Bure Valley Path	EXPERIENCE project creates new cycling provision to provide new cycling/ walking experience, available throughout the year	The Broads / Broadland (Ramsar, SAC, SPA)	
Observatory at Hunstanton	EXPERIENCE project	n/a	
New artwork installations across Norfolk (6 sites)	EXPERIENCE project	n/a	
TALLY: August 2022 = 8			

Develop Recreational Avoidance Mitigation Strategy			
	<u>Study/ strategy</u>		
North Norfolk / The Wash coastal strip	n/a Limits of Acceptable Change study commissioned by the WNNMP and PROWAD	North Norfolk Coast / The Wash and North Norfolk Coast (RAMSAR, SPA, SAC*)	2022
GIRAMS	Development of county-wide RAMs	n/a	2021
Reach 1000 people			
	<u>Website views</u>		
Norfolk Trails website and social media	353,000 unique page views (1st Feb 2022 to 31st July 2022)	https://www.norfolk.gov.uk/out-and-about-in-norfolk/norfolk-trails	
TALLY:			

THEME 4 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.



Counter Data	2017/18	2018/19	2019/20 estimate (applying % changes from data cross-section)	2020/21 estimate (applying % changes from data cross-section)
Angles Way	77,618	82,437	79,140	101,299
Boudicca Way	24,661	26,870	25,795	33,018
Marriott's Way	515,242	559,415	537,038	687,409
Nar Valley Way	44,868	46,080	44,237	56,623
Norfolk Coast Path	333,099	658,009	565,888	622,477
Paston Way	40,711	35,546	34,124	43,679
Peddars Way	25,537	25,973	24,934	31,916
Weavers' Way	60,748	53,788	51,636	66,095
Wensum Way	8,608	6,148	5,902	7,555
Wherryman's Way	40,133	28,231	27,102	34,690
Little Ouse	15,096	16,740	16,070	20,570
TOTAL	1,186,321	1,539,237	1,411,867	1,705,329

THEME 5 Keep the Definitive Map up to date and the register of claims concerning the 2026 deadline up to date.

Process DMMOs

<u>The NLA F PRoW subgroup has received the following analysis</u>		
	<u>March 2022</u>	<u>September 2022</u>
Number of DMMO applications on NCC website	187	
If upheld these would have the following effects:		
Deletions	2	
Varying particulars (widths, gates, etc.)	13	
Upgrading footpaths	23	
Upgrading bridleways	4	
Adding footpaths	35	
Adding bridleways	6	
Adding restricted byways	75	
Adding byways open to all traffic	18	
Unclear or not stated.	11	

THEME 6 Provide support for 20 community-based user groups (via training) in the management of the network by 2029		
<u>Parish Paths seminars (in person): 3 events in total with invitations sent to all parish councils in Norfolk</u>	Location	Countryside Access Officer 'patch'
2019 29th May NLAf/ NCC	North Walsham	North
2019 28th October NLAf/ NCC	Narborough	West
2020 February 28th NLAf/ NCC	Thompson	South
TOTAL attendees	113 parishes	226 people attended
<u>Parish Paths webinars follow up (online) with Norfolk Association of Local Councils (NALC)</u>	Title	
2021 March 25th (Zoom) NCC/ NLAf / NALC	Greenways to Greenspaces - an introduction to the NAIP and NLAf	100 plus people attended
2022 January 25th (Zoom) NCC/ NALC	Countryside Access - getting out there in 2022	
2022 March 16th (Zoom) NCC/ NALC	Greenways to Greenspaces - towards a greener, healthier and more connected Norfolk	

THEME 7 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.

Health value of Norfolk Trails (over a 10 year period from 2020/2021)	HEAT*
Angles Way	£18,304,000
Boudicca Way	£6,190,000
Marriott's Way	£84,228,000
Nar Valley Way	£11,006,000
Norfolk Coast Path	£175,749,000
Paston Way	£9,297,000
Peddars' Way	£9,742,000
Weavers' Way	£15,230,000
Wensum Way	£1,456,000
Wherryman's Way	£6,688,000
Little Ouse Path	x
TOTAL ALL COUNTERS	£337,890,000
*HEAT (WHO Health Economic Assessment Tool)	https://www.heatwalkingcycling.org/

THEME 8 Increase the number of visitors by 20% in a sustainable way, targetting 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.

Economic value of Norfolk Trails using a spend factor of £6 for inland trails and £18 for the coast path	MENE* 2019 - 20	MENE* 2020-21
Angles Way	£474,837	£607,792
Boudicca Way	£154,771	£198,107
Marriott's Way	£3,222,230	£4,124,455
Nar Valley Way	£265,421	£339,739
Norfolk Coast Path	£10,185,979	£11,204,577
Paston Way	£204,745	£262,074
Peddars' Way	£149,604	£191,494
Weavers' Way	£309,819	£396,568
Wensum Way	£35,412	£45,328
Wherryman's Way	£162,611	£208,142
Little Ouse Path	£96,422	£123,421
TOTAL ALL COUNTERS	£15,261,853	£17,701,695
*MENE (Monitor of Engagement with the Natural Environment) https://www.gov.uk/government/statistics/monitor-of-engagement-with-the-natural-environment-headline-report-and-technical-reports-2018-to-2019		

Norfolk Access Improvement Plan (NAIP) 2019 - 2029
Themes overview supplementary information
September 2022.

Please read in conjunction with the
NAIP www.norfolk.gov.uk/naip
and monitoring reports

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

Norfolk Local Access Forum (Forum member report)

Report title:	Subgroups' Terms of Reference
Date of meeting:	5 th October 2022

Summary

The Norfolk Local Access Forum has three current subgroups which allow time for greater depth of discussion. The current groups are: Public Rights of Way; Norfolk Access Improvement Plan; Vision and Ideas.

The Terms of Reference, membership and chair were reviewed recently by email correspondence with members and are now brought to the full NLAF meeting for approval subject to any final amendments agreed.

1.	Proposal
1.1.	<p>The Terms of Reference, membership and chair of the NLAF's three current subgroups: PROW; NAIP and Vision and Ideas were reviewed recently by email correspondence with members and are now brought to the full NLAF meeting for approval subject to any final amendments agreed.</p> <p>Please see Appendices as follows: Appendix 1 draft Terms of Reference for the Public Rights of Way Subgroup Appendix 2 draft Terms of Reference for the Norfolk Access Improvement Plan Subgroup Appendix 3 draft Terms of Reference for the Vision and Ideas Subgroup</p>
2.	Recommendations
2.1.	To approve the Subgroups' Terms of Reference
3.	Evidence
3.1.	Please see proposal

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

NLAF member name : Martin Sullivan
Email address : martinsullivan4x4@yahoo.co.uk

Terms of Reference NLAf Subgroups August 2022

APPENDIX 1: PRow subgroup

Terms of Reference: PRow subgroup	
Date of revision	July 2022
Purpose of group	<p>To collect and provide informed user comment on policies and procedures affecting the PRow network and associated routes (eg Trails), avoiding close focus on particular path problems except as illustrations of overall issues, with the aim of agreeing changes which</p> <ul style="list-style-type: none"> • increase the usable network mileage, and/or • improve the condition of the network, and/or • promote the use of the network, and/or • enable the network to be maintained more effectively.
Membership	<p>Designated NLAf and Pathmakers members, plus representation from Broads LAF, BHS, CPRE, OSS, The Ramblers and U3A.</p> <p>Additional input to be sought from cycling, horse riding, carriage driving and mpv use (1) as needed for specific issues, and (2) to the extent that such expertise is not available from NLAf members of the Group.</p> <p><u>Current members:</u> Ann Melhuish (Carriage driving) Ian Mitchell (The Ramblers, Norfolk) Ian Witham (OSS) Karen Davidson (NLAf) Keith Bacon (BLAF) Ken Hawkins (NLAf) (Chair) Martin Sullivan (NLAf/ Pathmakers) Neil Cliff (U3A) Simon Fowler (Pathmakers/NLAf) TBC (CPRE Norfolk)</p>
Appointments	<p>NLAf members will be appointed at the first NLAf meeting following the 3 yearly 'refresh' of membership.</p> <p>At the same time, all external organisations will be invited to confirm or amend their own representatives.</p>
Support	NCC staff from Norfolk Trails and Highways to attend as needed to enable fruitful discussion to take place.
SharePoint	link to minutes (PRow s/g)

APPENDIX 2: NAIP subgroup

Terms of Reference: NAIP subgroup	
Date of revision	August 2022
Purpose of group	<p>The Norfolk Access Improvement Plan (NAIP) 2019 - 2029 is a statutory document that each Highways Authority has a duty to produce under the Countryside and Rights of Way Act (2000). The NAIP subgroup has delegated authority from the Norfolk Local Access Forum (NLAF) to work with Norfolk County Council officers outside NLAF meetings on the annual Delivery plans and monitoring the progress of the NAIP over its 10 year lifetime. The subgroup will report back to the NLAF at every meeting. The NAIP subgroup will make recommendations to the NLAF /Pathmakers joint Communications Subgroup over publicising and promoting the NAIP and Delivery plan.</p> <p>Agenda:</p> <ul style="list-style-type: none"> • Monitor NAIP • Monitor Annual Delivery Plan
Membership	<p>Designated NLAF and Pathmakers members, plus representation from Broads LAF</p> <p><u>Current members:</u></p> <p>Martin Sullivan (NLAF) Chair Keith Bacon (BLAF) Ken Hawkins (NLAF) Kevin Grieve (NLAF) Niall Pettitt (NLAF)</p>
Appointments	NLAF members will be appointed at the first NLAF meeting following the 3 yearly 'refresh' of membership.
Support	NCC staff from Norfolk Trails and Highways to attend as needed to enable fruitful discussion to take place.
SharePoint	link to minutes (NAIP s/g)

APPENDIX 3: Vision and Ideas subgroup

Terms of Reference: Vision and Ideas subgroup	
Date of revision	August 2022
Purpose of group	<ul style="list-style-type: none"> • To quantify the benefits of the access network using criteria similar to those established for the Norfolk Trails network • To explore ways in which the benefits can be better defined and translated by the NLAF into publicity and brand-gains for NCC and whether monetary benefits can also be derived • To develop proposals to establish by benchmarking a systematic approach which regards the network as an asset and identifies optimal and least cost methods of maintaining it having regard to risk to users and NCC
Membership	<p>Designated NLAF and Pathmakers members</p> <p><u>Current members:</u></p> <p>Karen Davidson (NLAF) Ken Hawkins (NLAF) Kevin Grieve (NLAF) Martin Sullivan (NLAF) Chair Rob Lodge (NLAF)</p>
Appointments	NLAF members will be appointed at the first NLAF meeting following the 3 yearly 'refresh' of membership.
Support	NCC staff from Norfolk Trails and Highways to attend as needed to enable fruitful discussion to take place.
SharePoint	link to minutes (V and I s/g)

Norfolk Local Access Forum

(Forum member report)

Report title:	NLAF response to the Norwich Western Link consultation
Date of meeting:	5 October 2022

Summary

In August 2022, Cllr Martin Wilby, Cabinet Member for Highways, Transport and Infrastructure, notified NLAF of the Pre-Planning Application Public Consultation regarding the Norwich Western Link (NWL); the consultation is to close at midnight on Sunday 9 October.

NLAF members had attended previous consultation workshops and a submission was made in September 2020. Since that time, further changes had been made to the proposals. In accordance with standard NLAF practice, its membership was invited to suggest responses to be made. As the timescale permitted, the process established was for members to submit comments by 5 September; for these comments to be considered by the PRoW subgroup at its meeting on 12 September; and for a recommendation to be made to this meeting of NLAF on 5 October, leaving time for a submission before the closing date.

The proposed response generated by the PRoW subgroup is set out in Appendix A.

	<u>Recommendation</u>
	That LAF adopts and submits the comments agreed by the PRoW subgroup as its response to the consultation regarding the Norwich Western Link.

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

NLAF member name :	Ken Hawkins
Email address :	ken-hawkins@tiscali.co.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact nlaf@norfolk.gov.uk and we will do our best to help.

The PRoW subgroup proposes that the response of Norfolk Local Access Forum (NLAF) to the consultation regarding the Norwich Western Link (NWL) should be as follows. The comments are based on initial responses from NLAF members, which were reviewed by the PRoW subgroup at its meeting on 12 September 2022.

The subgroup does not propose that NLAF should oppose the construction of the NWL. It was not felt that impact of the planned road and associated works on issues of access warranted an objection in principle. (It was indeed felt by some that the plans offered improvements to public access in the area.)

The subgroup proposes that the following suggestions and requests should be submitted.

- 1 NLAF recognises that the current proposals include a number of measures intended to improve non motorised access, and welcomes this intention and those proposals.
- 2 NLAF has previously submitted comments at an earlier stage, but it is not evident that these comments have been incorporated in the latest proposals. These current comments are submitted under Section 94 of the Countryside and Rights of Way Act, requiring Local Access Forums to advise as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area.
- 3 The consultation documentation available does not, in many cases, provide sufficient detail to understand the exact intentions, so some comments have to be made in general rather than specific terms.
- 4 It is accepted that the road as planned will be a major intrusion into the landscape, affecting the environment and wildlife habitats physically (structural and through vehicle emissions), visually and through raised noise levels. NLAF is primarily concerned with impact on access to walkers, cyclists, horse riders and carriage drivers, but the other intrusions will also impact negatively even where physical access continues or is improved.
- 5 Improvements should be made to access and connectivity with the wider Public Rights of Way (PRoW) network, together with strong traffic calming measures to protect non motorised users of all routes.
- 6 Wherever possible, access routes and new PRoW should not parallel and be close to the new road - this hardly provides a pleasant experience.
- 7 A negative impact on those using PRoW after the road is built will be unavoidable, so the strongest possible mitigation measures should be adopted; in particular, all possible measures should be taken to screen the road from PRoW users in terms of sight, sound, smell and vehicular emissions.
- 8 New and improved rights of way should be open to the widest range of users, with due consideration given to the width, surface, gradient and nature of the routes affected.
- 9 Provision for carriage drivers is limited: it would be useful for green bridges to be available for them, connecting to restricted byways at each side.
- 10 While Ringland Road remains open to all traffic, specific measures (including segregated lanes) should be taken to ensure the safety of non motorised users; we note these are provided under the bridge under the NWL but propose they be applied throughout Ringland Road.
- 11 The closure of Weston Road removes a popular cycling route, so steps need to be taken to enable former users of this route easily to access the crossings north and/or

south of Weston Road, which in turn need surfaces that are suitable for cycles but not tarmacked (which would be deleterious to horses).

- 12 It is suggested that Morton green bridge be replaced with mature planting either side of the dual carriageway and in the central reservation. (This is being considered as a bat friendly crossing option instead of the green bridge at the northern end of the route.) Weston Road could be closed to motorised vehicles and a green bridge would provide for cyclists, pedestrians and horse riders. This would provide a much better cycling route and it would preserve Blackbreck Lane as a footpath and wildlife corridor. It would also be cheaper!
- 13 The grade separated crossings of the A47 are essential, but beyond the scope of this scheme: steps should be taken to guarantee their inclusion should National Highways fail to provide them.

Norfolk Local Access Forum

(Forum member report)

Report title:	Pathmakers report
Date of meeting:	5 th October 2022

Summary

Pathmakers have been busy.

You will all be aware of the Walking Festival running through October and I hope that you will all find time to support at least one of the walks. Depending on the outcome we are considering making this an annual event provided that we can obtain the necessary funding. The project manager we employed has done a good job.

Our revised and updated website is now up and running. You might like to take a look at it.

We have found funds to employ an administrator who will just have started work on 3 October. Not only will she pull all the administration together but she will also help to report assist with the reporting requirements for the grants that we have obtained. She is appointed for an initial six months but again we would like to make this a permanent part time job if funding can be obtained.

There are a number of smaller projects in hand which may come to fruition.

1.	Proposal
1.1.	To note the report.
2.	Recommendations
2.1.	To note the report.
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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Norfolk Local Access Forum

Item No:

Report Title: Greater Norwich Green Infrastructure Strategy and Access

Date of Meeting: 5th October 2022

Responsible Cabinet Member: Cllr Eric Vardy (Cabinet Member for Environment & Waste)

Responsible Director: Steve Miller, CES Director of Culture & Heritage

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: NA

Executive Summary / Introduction from Cabinet Member

The Norfolk Local Access Forum provides advice about improving access to the countryside to decision making organisations. Its advice will be invaluable to the development of a Green Infrastructure (GI) strategy that delivers active places for residents and visitors to Greater Norwich whilst ensuring that our natural places are maintained and enhanced.

In 2011 The Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) was adopted, with amendments adopted in 2014. In December 2013, Broadland, Norwich City, Norfolk County and South Norfolk Councils, together with the New Anglia LEP, signed a City Deal with government <https://www.greaternorwichgrowth.org.uk/reports/city-deal/>, adopting shared growth targets and forming a voluntary partnership. Greater Norwich is now overseen by two separate partnership boards:

- The Greater Norwich Development Partnership (GNDP) which oversees the development of the Greater Norwich Local Plan and
- the Greater Norwich Growth Board (GNGB) which oversees the strategic delivery of infrastructure that is required to support the planned growth set out in the JCS.

The Greater Norwich authorities approved their Green Infrastructure Strategy in 2007 <https://www.greaternorwichgrowth.org.uk/dmsdocument/201> which was followed by their Green Infrastructure Delivery Plan in 2009 <https://www.greaternorwichgrowth.org.uk/dmsdocument/979>. Together, these formed the main evidence base for the development of a multi-functional green infrastructure network which was formalised locally through the Joint Core Strategy in 2011. Since that time, Greater Norwich Green Infrastructure (GI) delivery has been progressed and monitored through an array of strategies and plans, against a backdrop of quickly developing policy and legislation.

With the Greater Norwich Local Plan (GNLP), the Environment Act and other legislation bringing vast and progressive changes to the fore, the Greater Norwich authorities have decided that their joint GI Strategy should be reviewed and updated. The intention is to support the emerging policy requirements in the GNLP for GI enhancements and biodiversity net gain from new developments, and in the longer term, help to formulate new planning policies in subsequent plans. The GI strategy will need to align existing information and documentation, creating a foundation of evidence from which an updated delivery plan can be developed, enabling a strategic approach to GI delivery through the prioritisation of provision and management of green spaces. This will in turn inform the allocation of resource and help to lever in additional external funding.

A team within NCC, working together with the GNGB, has secured the work of delivering a GI Strategy that stands the test of time by using on-line mapping and access to open sources of data. The work, already underway, include

Recommendations:

1. To note main sources of geospatial data to develop a baseline map that could inform areas of deficiency and opportunity areas
2. To note the new approach that NCC geospatial team has developed to make better informed choices about access to GI

1. Background and Purpose

The NPPF <https://www.gov.uk/government/publications/national-planning-policy-framework--2> requires local plans to take a strategic approach to maintaining and enhancing networks of habitats and green and blue infrastructure to promote multi-functional benefits. This includes biodiversity enhancement and supporting healthy lifestyles through safe and accessible green infrastructure encouraging walking and cycling.

The Greater Norwich GI Strategy 2007 sets out themes and strategy goals for GI across the area and includes key green corridors and opportunities. This then informed the publication of the GI Delivery Plan in 2009, which sets out the delivery priorities for Greater Norwich, including a schedule of projects to be delivered, as well as governance and potential funding sources.

Since the publication of the 2007 GI Strategy, there have been legislative changes and further proposed changes to the planning system. The Environment Act introduces the requirement for development sites to achieve Biodiversity Net Gain, and this is reflected in the emerging GNLP.

Nature Recovery Networks are a major commitment in the Government's 25 year Environment Plan <https://www.gov.uk/government/publications/nature-recovery-network/nature-recovery-network> . Local Nature Recovery Strategies are proposed to be a new system of spatial strategies for nature, which will cover the whole of England. They will be established by clauses 100 to 104 of the Environment Act and are designed as tools to drive more coordinated, practical and focussed action to help nature.

It is anticipated that any locally produced GI strategy and supporting evidence will need to be aligned to the requirements of the Environment Act and any future outcomes of a local Nature Recovery Strategy.

We are currently still pending further guidance from Defra on how the LNRS are to be delivered. In anticipation, NCC has already started to gather evidence that will serve both purposes of creating a LNRM and delivering a GI Strategy for Greater Norwich. In addition, we have created a new approach to map access that takes into account the point of intersection of the multimodal network with green spaces. This builds on the AngSt approach by Natural England but it allows refinement by combining different open sources of data to create a more accurate description of where access points lie. This novel method utilises open-source data, meaning there is uncertainty of the validity of some of the access points.

2. Proposal

- 2.1 The Norfolk Local Access Forum is invited to participate and provide feedback on the new approach to map access; to note any evidence and/or work underway that could assist in reducing the uncertainties to do with access points or newly created access to sites in order to get an accurate as possible reflection of where active places lie; to suggest areas that need investigating or acknowledge areas of deficiencies in access.

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 N/A (No financial implications envisaged for NCC in reporting the project to NLAF)

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 **Data Protection Impact Assessments (DPIA):** N/A

8.5 **Health and Safety implications (where appropriate):** N/A

8.6 **Sustainability implications (where appropriate):** N/A

8.7 **Any Other Implications:**
N/A

9. Risk Implications / Assessment

9.1 N/A

10. Select Committee Comments

10.1 N/A

11. Recommendations

1. To note main sources of geospatial data to develop a baseline map that could inform areas of deficiency and opportunity areas
2. To note the new approach that NCC geospatial team has developed to make better informed choices about access to GI

12. Background Papers

12.1 N/A

Officer Contact

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

Officer name: Rocio Salado

Telephone no. 01603 365813

Email: rocio.saladoegido@norfolk.gov.uk



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Local Access Forum

Report title:	Countryside Access Arrangements Update
Date of meeting:	5th October 2022
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 1** summarises the performance information available for the complete months since the last report.
- 2.2. The 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 1 (a) Stats for the last 3 months and Appendix 1 (b) Stats for the last 2 years.**
- 2.4. In summary, the Mayrise system of logged requests for service had at 1417 open issues for Public Rights of Way (continues to increase). This reflects that PROW issues are often complicated matters to resolve. 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 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. There remain considerable backlogs to work through. This has been recognised within the ROW profession nationally and some LAs are now re-evaluating the importance of adequately maintaining local path networks and several Eastern Region Councils have recently reported increases in staff numbers and maintenance budgets. Anecdotal evidence suggests that the increased use of local networks continues with people having formed new habits of getting outdoor exercise.
- 2.6. At the current time there are no additional financial resources earmarked for PROW maintenance. 3 x PROW Technicians have commenced their roles in mid-September 2021, one each in support of Countryside Access Officer for the three highway areas, in an attempt to tackle some of the backlog of open issues. The contracts last until March 2023.
- 2.7. The number of unresolved public enquiries through the CRM system is increasing. As of the 9th September, the Norfolk Trails Team had 164 open CRM issues. PROW had 253 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, but which remain unrecorded. Neither does it reflect the complexity often found in resolving PROW issues.
- 2.9. In addition to the numbers above, there have been a number of enforcement notices sent out to landowners since April 2022. The figures include more informal email conversations where the landowner is politely reminded that enforcement may follow if action is not forthcoming. The following have been issued:
 - 73 Section 131A, 134-137 Non-reinstatement Notices/emails issued. The majority are resolved without recourse to further enforcement. It should be noted that there are significant resource pressures associated with serving and following up on Notices.
 - Since April 2022, 3 Section 130's (obstructions) or s56 (out of repair) notices have been received by NCC.
- 2.10. It should be noted that processing any legal notices is time consuming for NCC staff. Similarly, when NCC receives FOI requests, these are a drain on limited staff resources.
- 2.11. In terms of other progress, key highlights include:
 - Higher incidences of people using local paths during Covid and continuing through 2021 and into 2022. Also, the wet winter 20/21 saw an increase in flooding reports and associated bridge damage. These issues are still being worked through, Bridges Team have a substantial backlog of missing structures, with most of the structures being timber there is a constant requirement to replace on a cyclic basis. Approximately 20 larger scale structures were replaced on the network in 2021/2. An update from the Bridges team is included within this report below.
 - 2022 cutting: Additional funding has been allocated to complete 2 cuts on the selected PROW routes again for 2022. Trails routes receive 3 cuts.

- A new contractor was trialled in West Norfolk following issues with successive contractors in this area. He faced difficulties mainly in relation to the knock-on effects of paths that missed out on cutting in previous years leading to heavier growth and was unable to continue with this work.
- An existing contractor has stepped in to complete the West Norfolk cutting and this work remains ongoing. Because of the delays only one North West Norfolk cut will be undertaken for 2022.
- The second cut is currently underway across the network with 2 contractors having already completed the second cut
- Fuel price increases is making contracts less viable, and we are anticipating increased costs in this area going forward. Some Parishes have expressed an interest in carrying out their own cutting with financial support from NCC (equivalent to the amount spent under the main contracts) but this only currently applies to a handful of parishes.
- Enforcement procedures were carried out on a path at Upwell in 2021 but the path is again obstructed. The matter is now with NPLaw regarding potential court action. A number of longstanding obstruction cases are ongoing.
- The £15k “Urban paths” allocation was made for 2021/2 on a resurfacing project in North area at Brundall. A shortlist of sites has been considered for funding for the next 2 to 3 years assuming this funding stream remains available.
- County Councillors have “Member Fund” to allocate to local projects each year, increased to £10k each for 2021/2 and this can be spent on small scale PROW projects of maintenance. To date, uptake on tackling PROW issues has been limited.
- Ramblers Association volunteers have organised and carried out some small scale works at Sustead using RA membership funds with overview from the North CAO. We would like to explore similar initiatives, but more regular volunteer work may require support from NCC such as the purchase of material.
- Some large-scale landowner “rewilding” schemes are coming on stream and while these are beneficial for the environment, are having potentially negative effects on the PROW network. This is being monitored.

2.12. **Bridges update**

These images have been provided by the bridges team showing some of the bridges they have been installing on rights of way across the county.

- April 2021 - April 2022 we installed 21 new timber structures, built to euro codes not the old standard of county side loading.
- April 2022 - Present we have installed 9 new timber structures, built to euro codes not the old standard of county side loading.

Tarmac also has orders for another eight replacements for this financial year which are dependent on weather/ground conditions due to locations.

Costs:

- Five metre plus footbridges can cost in the region of £4,500 - £5,000 this is an approximation as ground conditions and site-specific requirements can easily add extra costs as well as rising indexation costs.

- Four metre plus ligger bridges with cantilever handrails can cost in the region £2,500 - £3,500 again this is an approximation as ground conditions and site-specific requirements can easily add extra costs as well as rising indexation costs.

Bridges images:



Keninghall FP14





Ryburgh Flood relief





Burston and Shimpling Carr footbridge FP33



Burston and Shimpling FP40



Northwold RB3



Methwold BR13



Methwold BR13



West Acre FP2

2.13. **Norfolk Trails update**

This overall update shows progress towards delivering a number of major projects and improvements to the network in Norfolk over the last 3 months

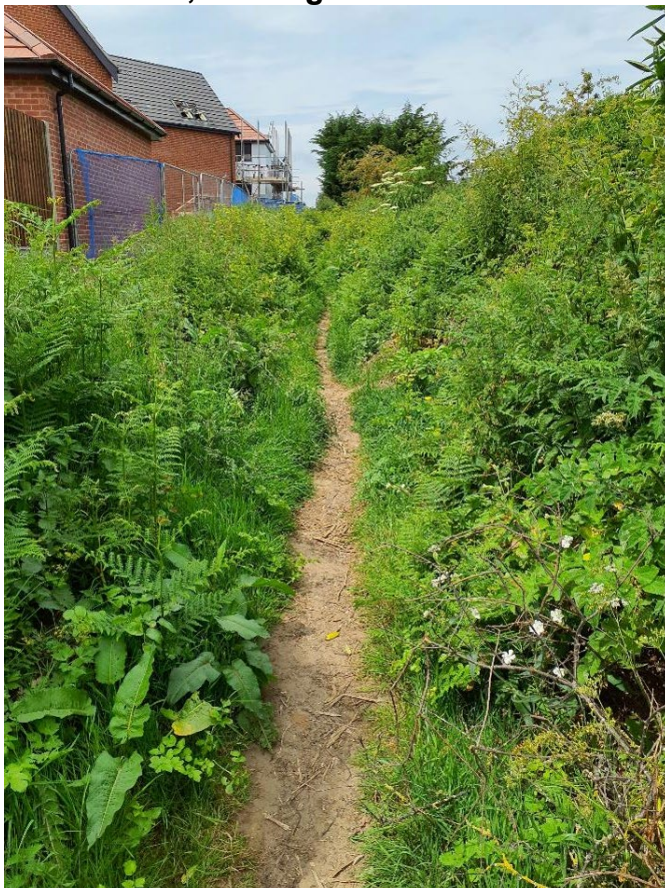
Fires on coast path

Trails team attended several sites to inspect post fire damage and to assess works required on the trail post fire damage.



This is Brancaster FP9 which was recently improved. As you can see the fire destroyed the adjacent landscape but the coast path was unharmed meaning minimum works were required.

2.14. **Butt's Lane, Sheringham**



Number of complaints received for this stretch of the network over a time period.
Image



Major issues in the area with service – both overhead and underneath.

Overhead powerlines – gas main underneath



Surface had to be raised rather than lowered due to extent of the gas main.



Images showing before and after.



Finished product!!

Update on projects:

Work started on Holme FP1 boardwalk replacement



Qualified EPS ecologist working with contractors advising on delivery of boardwalk on site.

All works are done in conjunction with ecologists prior to work being undertaken

This has taken a lot of time and effort from the trails and countryside access team to line up access, consents and permissions.

Following comments at the last Local Access forum meeting the inclusion of these images highlights to amount of works that are carried out prior to attending site and carrying out works on any right of way.

Estimated 7-week window for delivery.

Work is ongoing to get engagement from the police regarding public forcing access onto the site during construction causing a hazard to both them and the contractors.

3. Clarification of Timescales re issue reporting

3.1 Following a request from the LAF below provides clarification of the issue reporting process.

3.2 If an issue is reported online this will be allocated to the tablet of the responsible Countryside Access Officer/ Trail Officer for review almost straight away. If there is a danger to life, we advise customers to call in and our colleagues in the customer service centre would alert the local team so that they can take remedial action within 2 hours. If a report is made by fixmystreet or by email, there will be a delay as these have to be manually added to the system. (usually one working day)

- 3.3** 1) Officers will assign a priority to each defect reported based upon a risk assessment. Our Countryside Access Officers will prioritise enquiries as per the TAMP:
- 3.4** **9.1.1.1.7. Public Rights of Way**
9.1.1.1.7.1. Work programmes are based on a risk assessment of the severity of the problem and the likelihood of its affecting others. Issue logged for attention as follows:
- 3.5**
- High – if it affects a nationally, or regionally, promoted route
 - Medium – if it affects a well-connected or well used path
 - Low – if it affects only an isolated generally unused path or one that runs alongside another path. Those deemed a low priority will be actioned when resources are available.
- 3.6** A full breakdown of the defect risk register for PROW can be found in APP D (Viii) of the TAMP here: <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/roads-and-transport/transport-asset-management-plan-part-3.pdf>
- 3.7** The risk register helps officers determine the priority. The timescales of which are below.
- 1.2.4. Timescales**
- 1.2.4.1. The response for each category and sub category of defect is detailed in the following table:
- | Defect | Response | Timescale |
|--------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Cat 1 (High) | Response 'A' | 2 hours |
| Cat 1 (Low) | Response 'B' | Up to 4 days |
| Cat 2 (High) | Response 'C' | Up to 35 days |
| Cat 2 (Low) | Response 'D' | More than 35 days (repair during next available programme, schedule a more detailed inspection or review condition at next inspection) |
- 3.8** 2) If the defect is not deemed an emergency and is on a trail, it is allocated to a Trails Officer to investigate, prioritise and action based upon the resources available.
- 3.9** 3) If an issue has already been reported, this should be visible on the online map so the customer knows that this has already been identified. The customer who reported the issue will get an email update after investigation to advise if this is a duplicate (where we have identified the issue already and it is in the system); if we are sending out a letter to landowners; or if we have identified work is required. If it has been identified that work is needed and a customer has not had a response in over 6 weeks, our customer service colleague will look to see the status of the defect and assign to the relevant officer to provide an update.

3. Financial Implications

- 3.1. Officers and contractors are aware of labour, plant, fuel, and material rising costs, these rising costs are discussed regularly with our contractors adjustments are then made to NCC financial control systems, however funding availability may have an impact on project delivery if costs continue to rise. This ongoing issue will be monitored and fed back to the LAF as deemed necessary.

4. Issues, risks and innovation

4.1

4.2 Highways England Meeting update

4.3 Verbal update to be given.

4.4

4.5

5. Background

- 5.1. Please see introduction.

Officer Contact

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

Officer name : Jason Moorse
Russell Wilson

Tel No: 01553 778002

Tel No. 01603 223383

Email address : jason.moorse@norfolk.gov.uk
Russell.wilson@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 - Overgrown surface -e.g. grass/weeds	3	108	59	35	205
PROW - Damaged or missing sign		57	66	14	137
PROW - Overgrown hedge/tree	1	33	42	23	99
PROW - Obstruction -e.g. building works, fences, ditches, locked gate		35	23	9	67
PROW - Crops/ploughing affecting footpath		33	19	5	57
Trail - Overgrown surface -e.g. grass/weeds	2	32	12	1	47
Trail - Overgrown hedge/tree	5	21	5	7	38
PROW - Surface condition		8	12	4	24
PROW - Tree dangerous/fallen		10	9	3	22
Trail - Damaged or missing sign		9	10	3	22
PROW - Bridge		8	11	1	20
PROW - Gate/Barrier		7	8	3	18
Trail - Tree dangerous/fallen	1	12	2	1	16
PROW - Stile damaged/too/high/other		4	10		14
Trail- Obstruction -e.g. building works, fences, ditches, locked gate		9	5		14
PROW - Misleading sign		4	9		13
Trail - Surface condition	2	6	3	2	13
PROW - Animal(s)		3	6	3	12
PROW - Illegal / Vehicle Use		1	5	3	9
Trail - Illegal / Vehicle Use		5	2		7
Trail - Bridge		2	1	3	6
Trail - Gate/Barrier		4	1	1	6
Trail - Misleading sign		3	2	1	6
Trail - Steps damaged/other	1	3	1	1	6
PROW - Flooded Path		1	3		4
Trail - Crops/ploughing affecting footpath		2	2		4
PROW - Steps damaged/other		2		1	3
Trail - Animal(s)		1			1
Total	15	423	328	124	890

Report Date Range

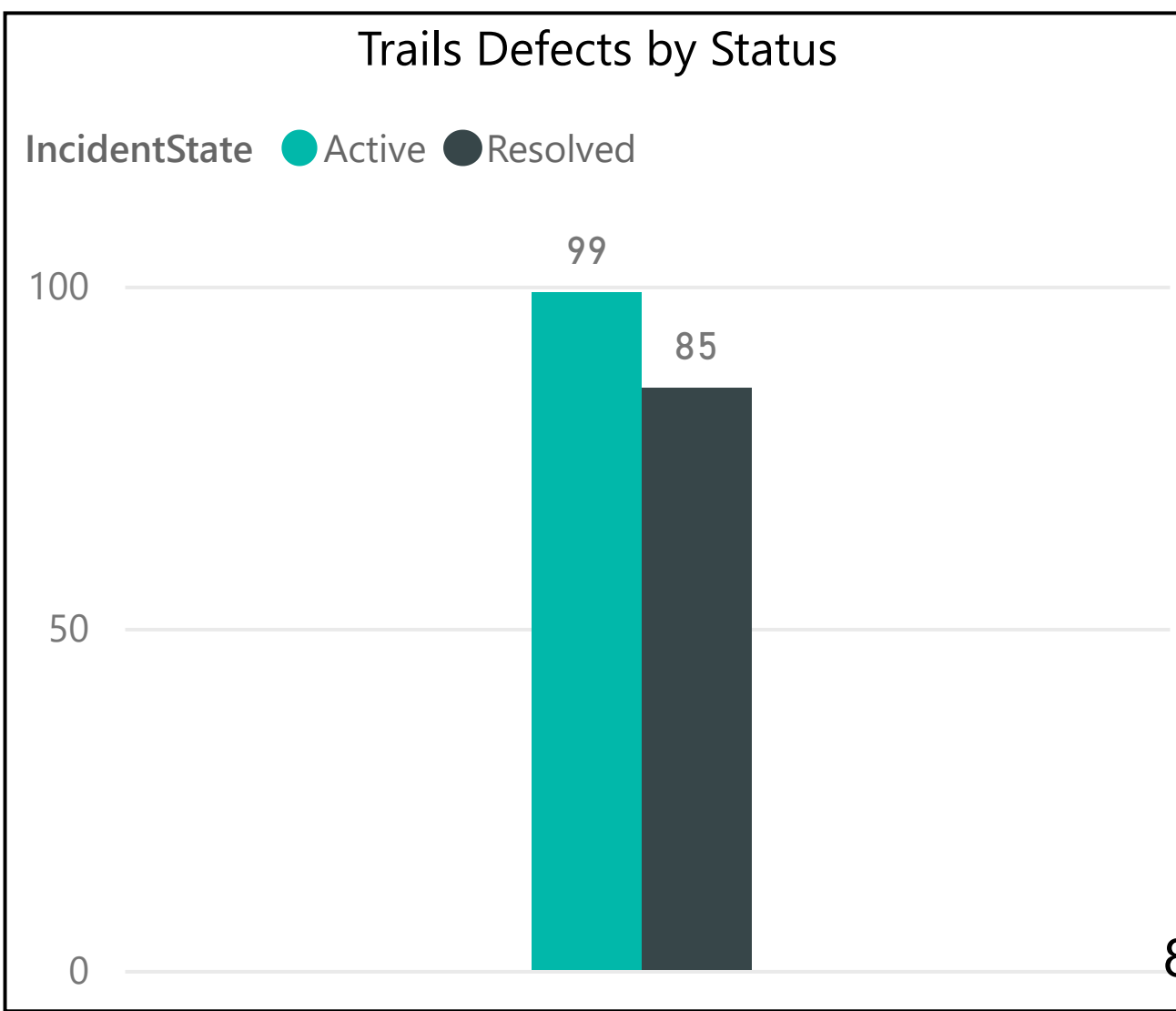
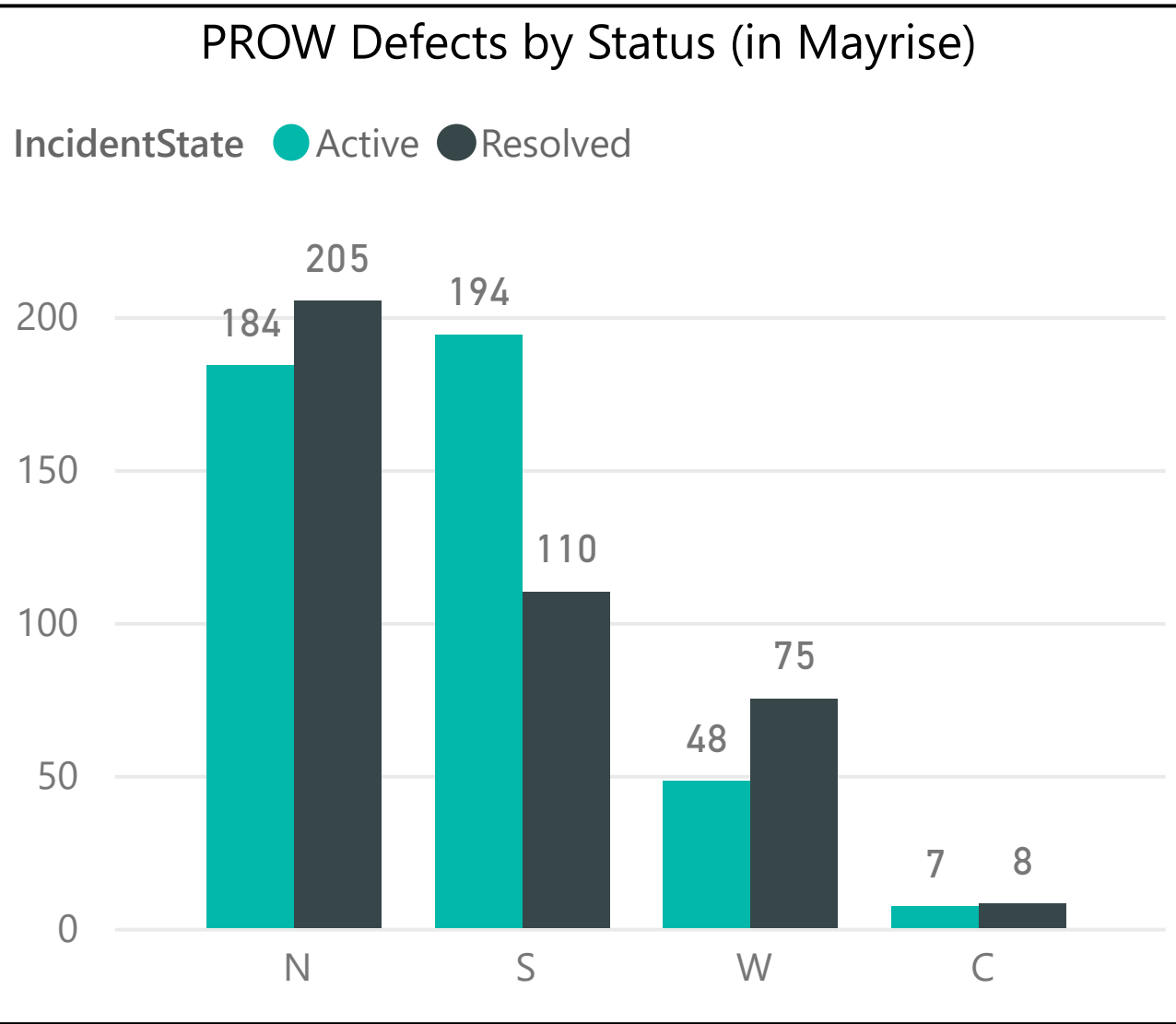
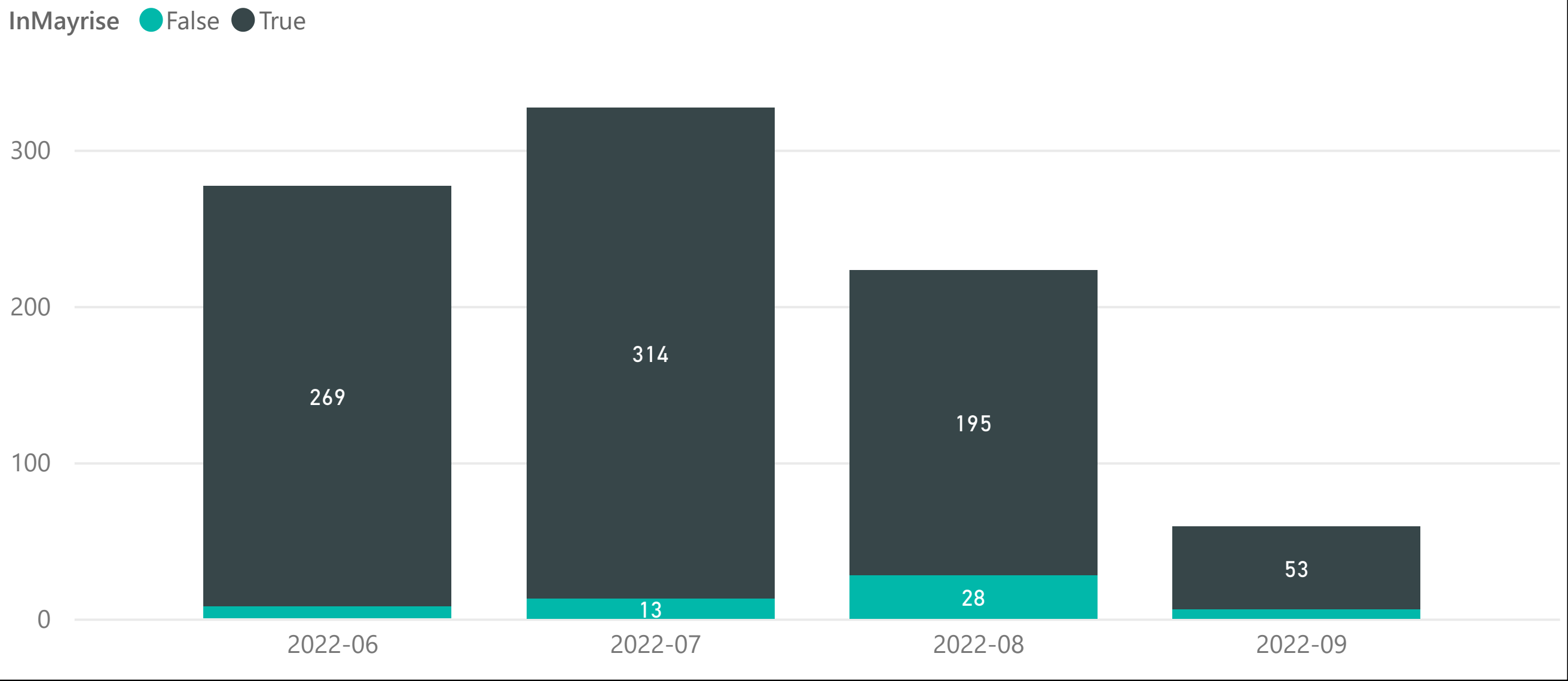
Last

3

Months

📅 10/06/2022 - 09/09/2022

PROW and Trail defects received by month



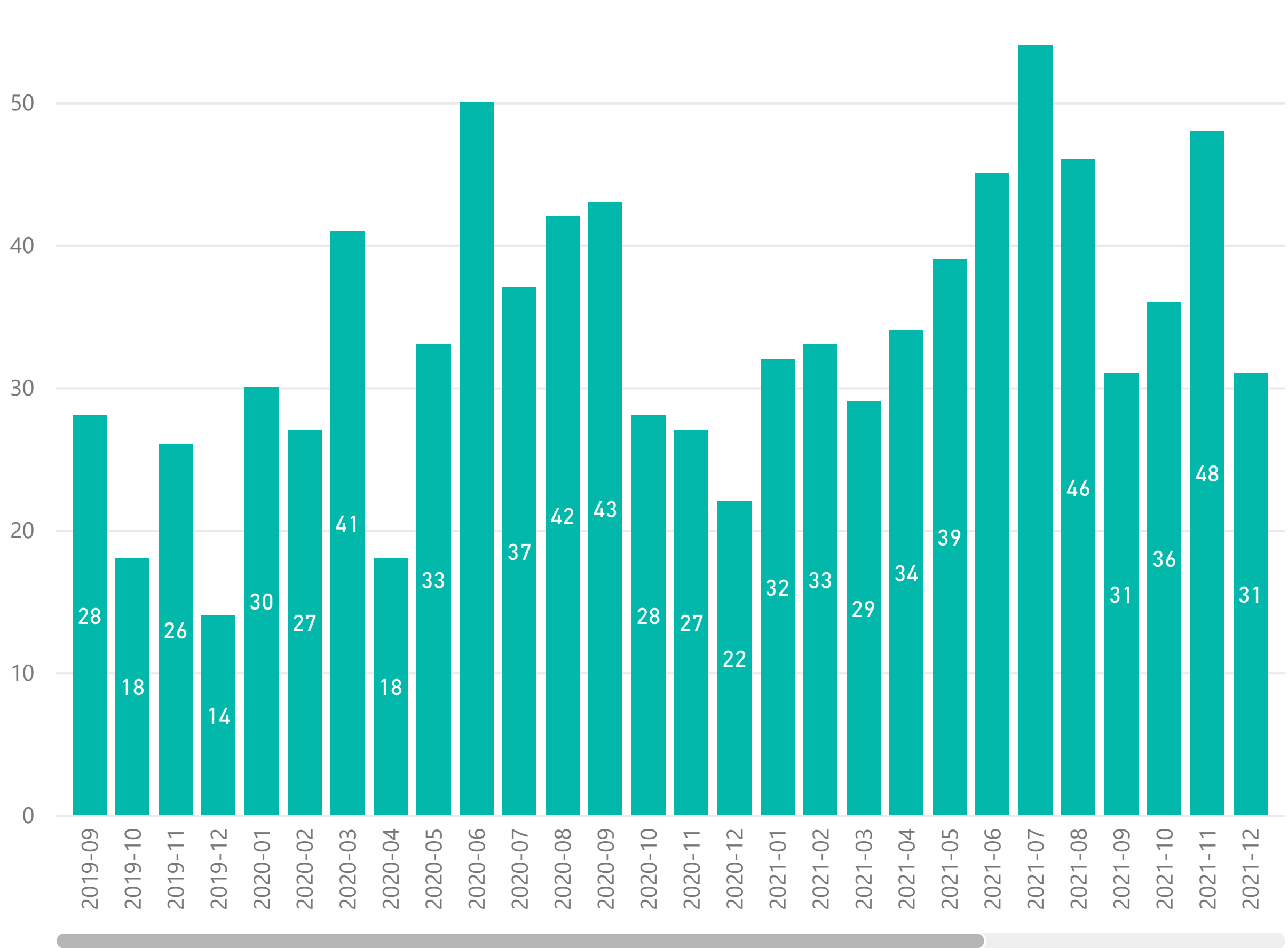
Public Right of Way and Trail FAQ Report

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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

Years

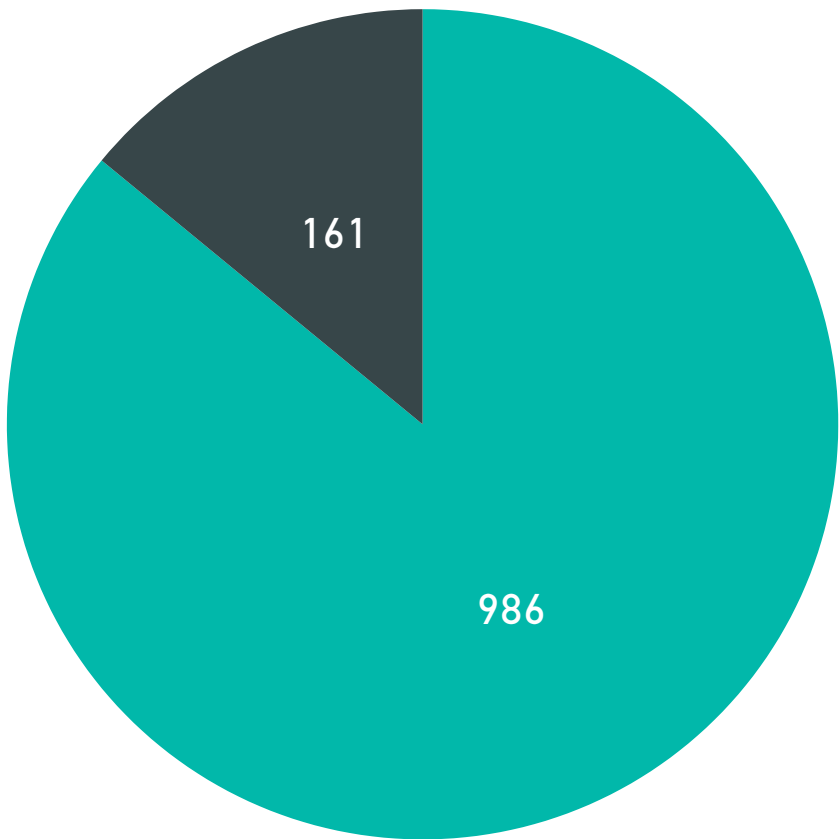
10/09/2019 - 09/09/2022

Volume of PROW/Trail FAQs by question

Question	Count of CaseNumber
I would like to make a town and village green application	1
Section 130 notice received	2
I've seen unauthorised cycling, driving or riding on a Public Right of Way or Trail. What can be done?	22
	49
I have an enquiry about the definitive map	55
I have an enquiry about PROW ot Trail grass cutting	56
I would like information about a Norfolk Trail	56
I have an enquiry concerning common land	60
Total	1264

PROW/Trail FAQs received by Status

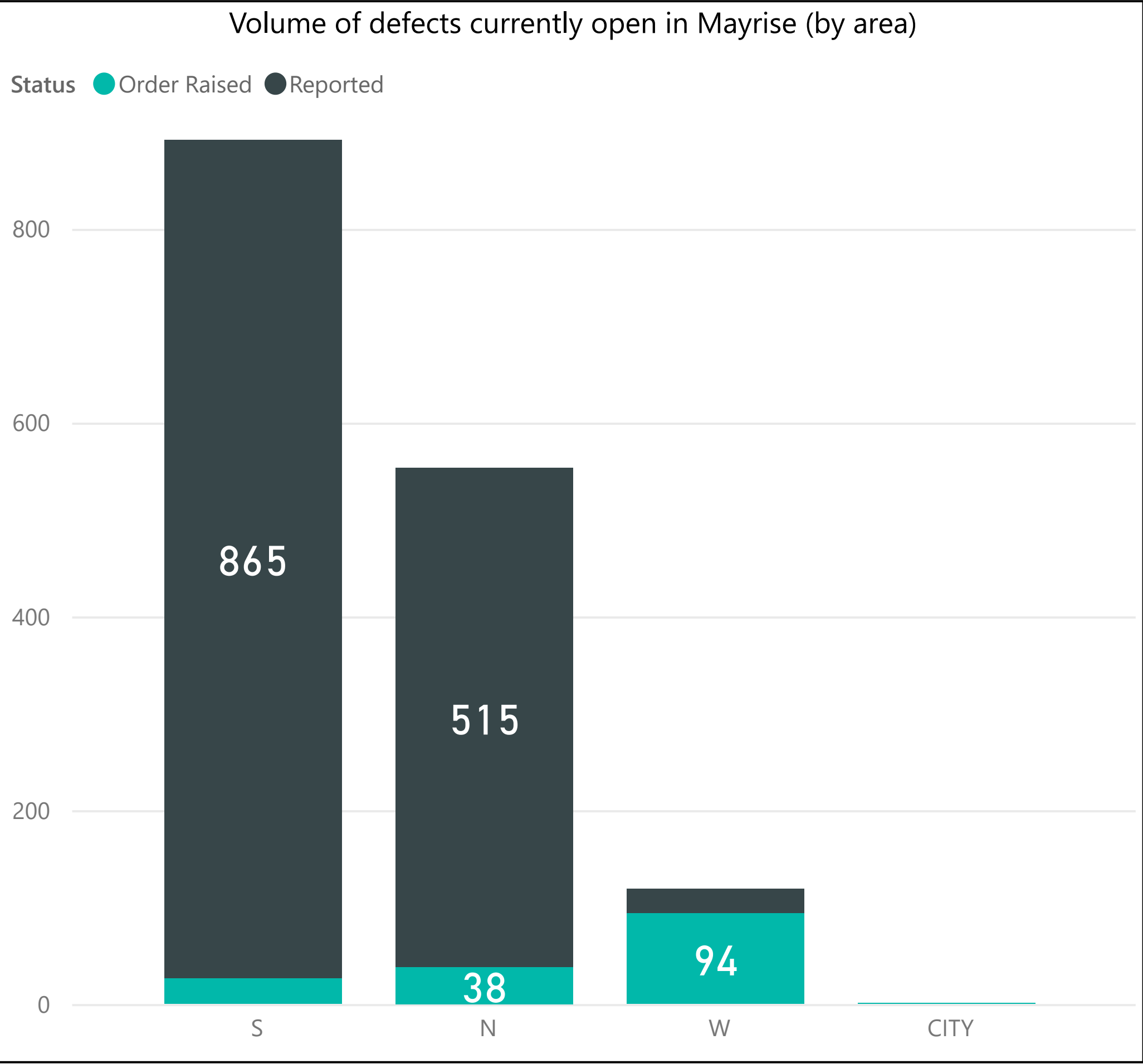
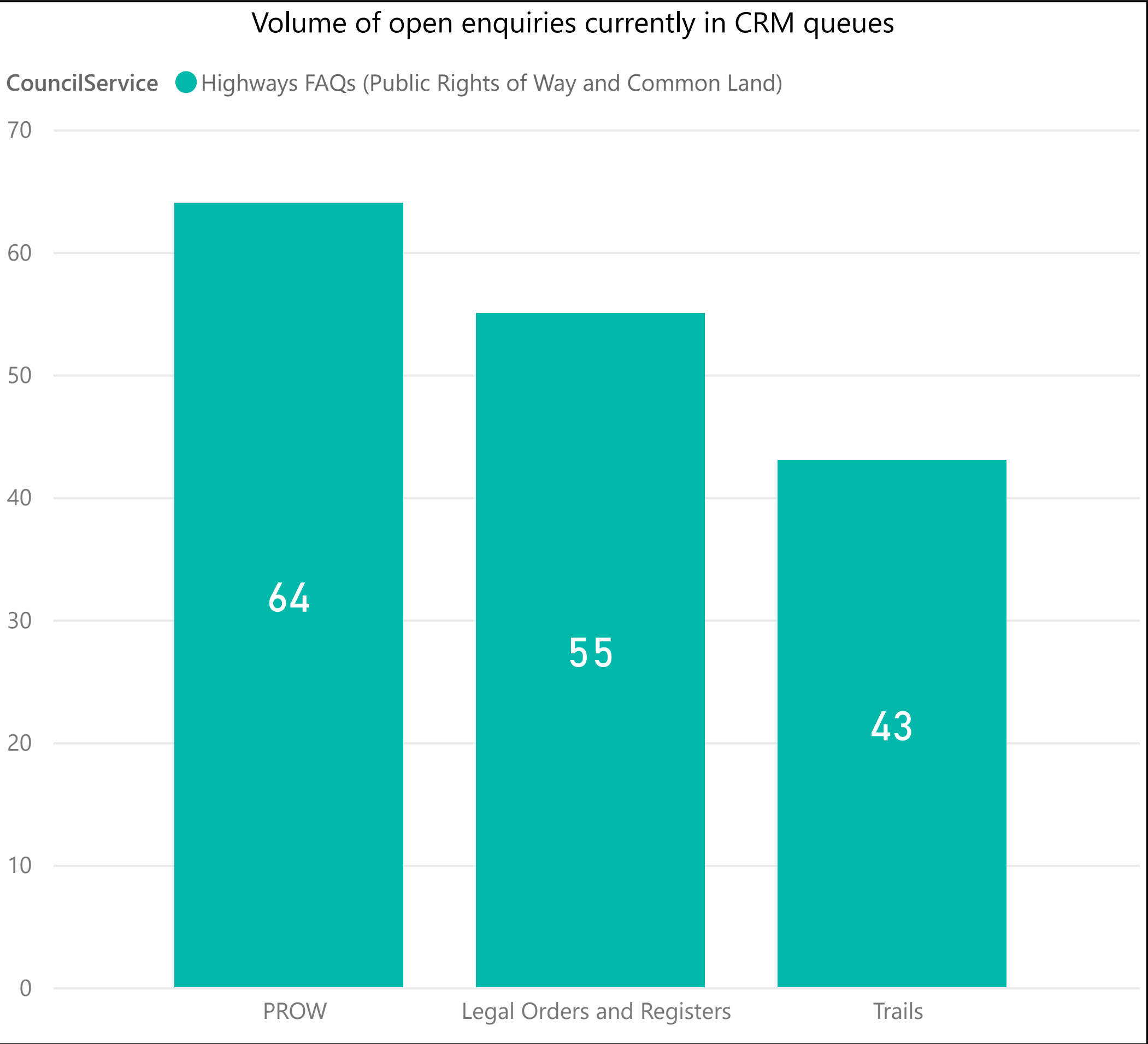
IncidentState Resolved Active



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

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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		347	504	111	962	
PROW - Overgrown surface -e.g. grass/weeds	7	459	305	125	896	
PROW - Overgrown hedge/tree	10	236	231	97	574	
PROW - Crops/ploughing affecting footpath		260	225	58	543	
PROW - Obstruction -e.g. building works, fences, ditches, locked gate		184	239	88	511	
PROW - Surface condition		181	123	74	378	
PROW - Tree dangerous/fallen	2	167	120	37	326	
Trail - Overgrown surface -e.g. grass/weeds	13	133	79	28	253	
PROW - Bridge		47	167	31	245	
PROW - Gate/Barrier		67	96	55	218	
Trail - Overgrown hedge/tree	22	100	62	26	210	
Trail - Surface condition	1	6	104	70	209	
Trail - Damaged or missing sign		80	88	15	183	
Trail - Tree dangerous/fallen	14	88	30	4	136	
PROW - Stile damaged/too/high/other		60	66	5	131	
PROW - Misleading sign		51	48	17	116	
Trail- Obstruction -e.g. building works, fences, ditches, locked gate	2	43	35	9	89	
PROW - Illegal / Vehicle Use	1	39	27	20	87	
PROW - Flooded Path		29	31	11	71	
PROW - Animal(s)	2	22	25	11	60	
Trail - Gate/Barrier	3	23	22	8	56	
Trail - Illegal / Vehicle Use	2	26	16	8	52	
Trail - Bridge	5	16	23	7	51	
Trail - Flooded Path	1	18	24	3	46	
PROW - Steps damaged/other		21	14	6	41	
Trail - Crops/ploughing affecting footpath	1	12	24		37	
Trail - Steps damaged/other	1	3	18	6	32	
Trail - Misleading sign		14	11	5	30	
Trail - Animal(s)	1	9	6	3	19	
Trail- Stile damaaed/too/hiah/other		5	5		10	
Total	2	95	2859	2722	894	6572

Report Date Range

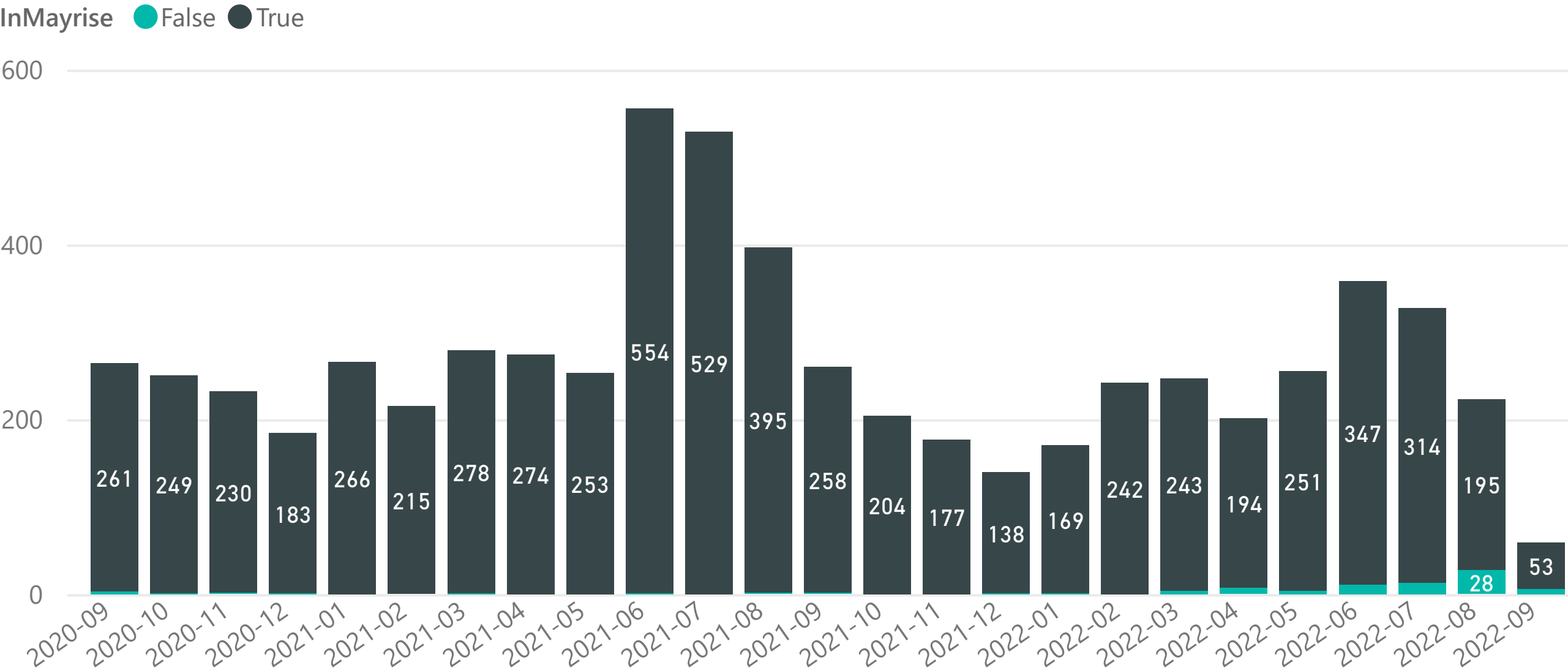
Last

2

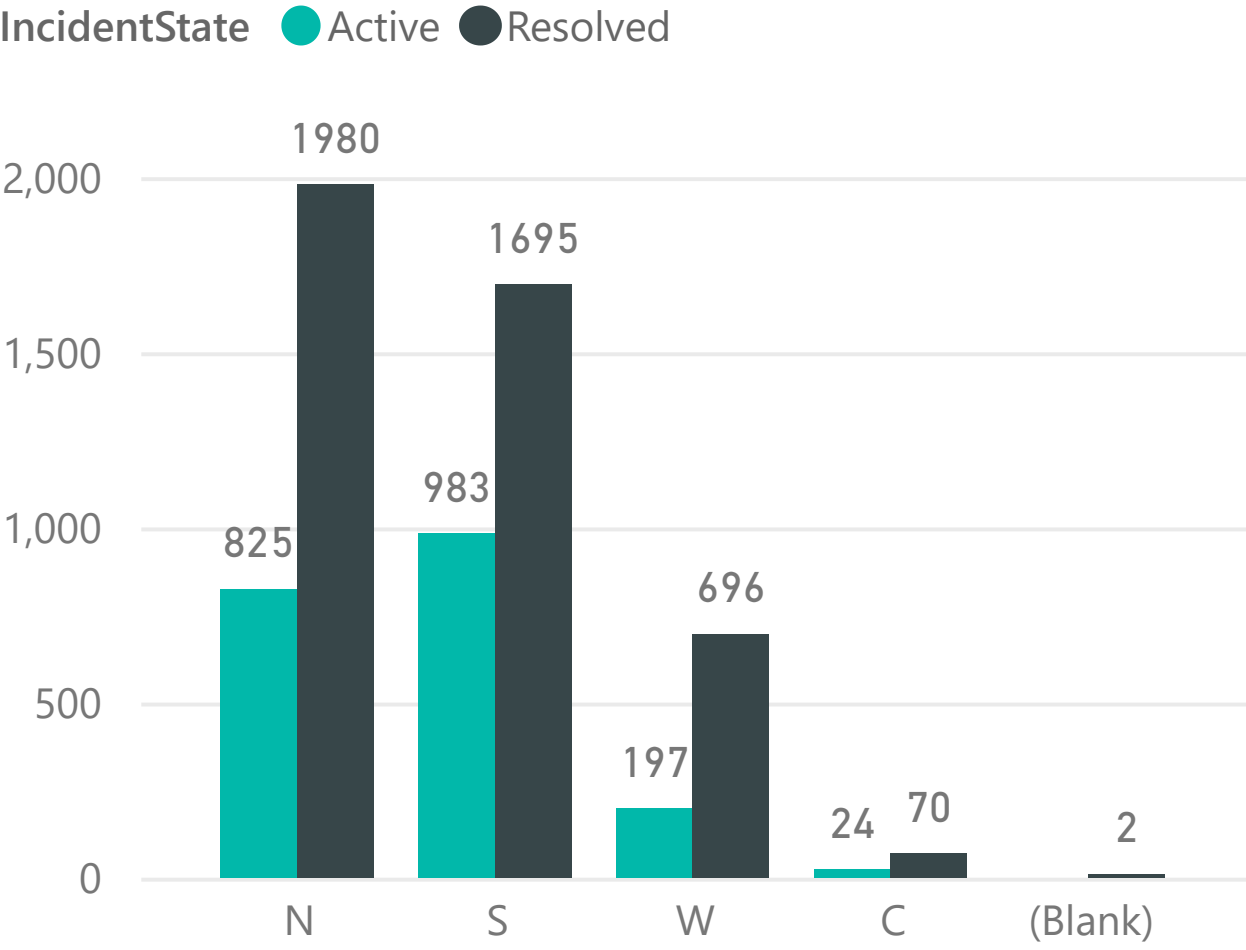
Years

📅 10/09/2020 - 09/09/2022

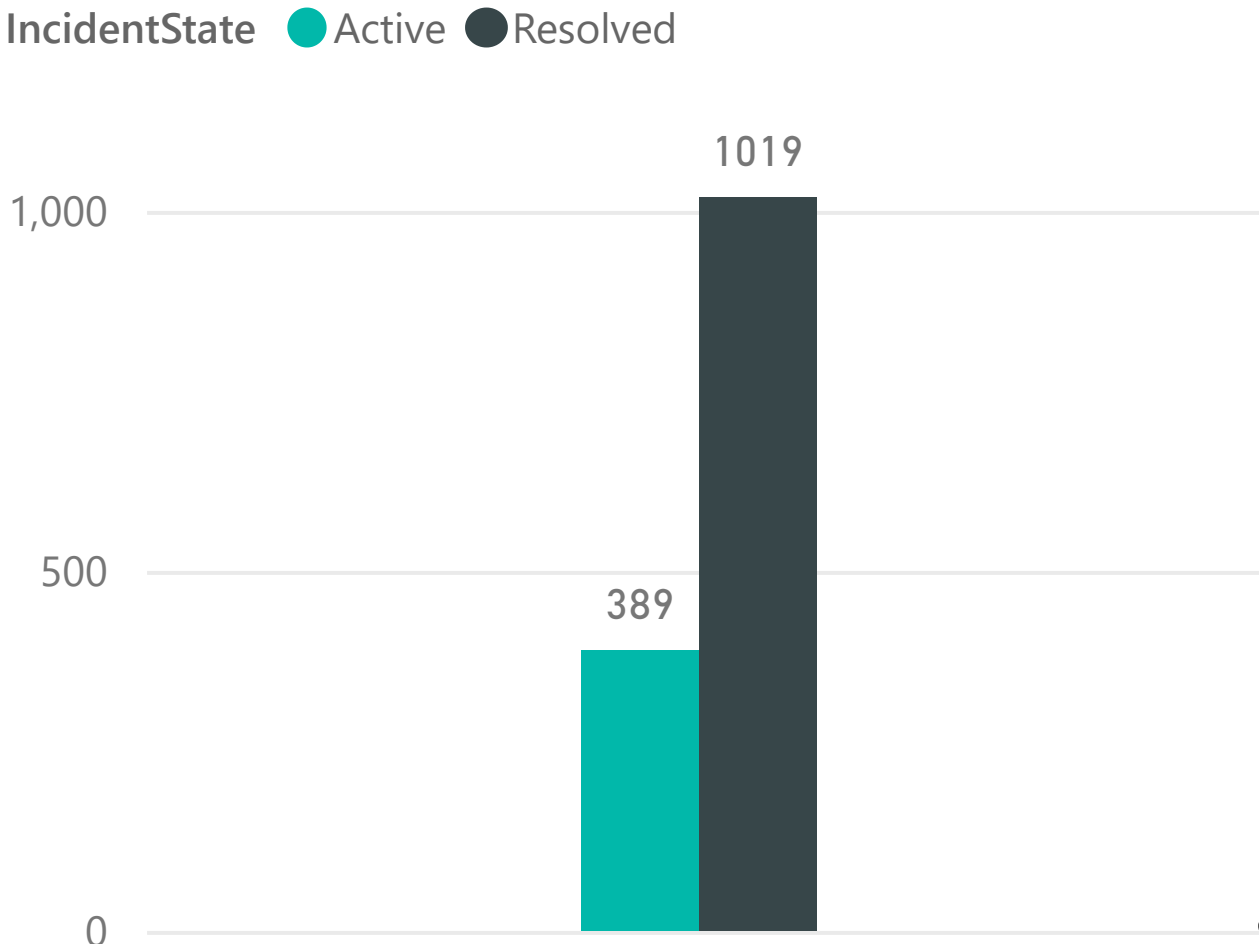
PROW and Trail defects received by month



PROW Defects by Status (in Mayrise)



Trails Defects by Status



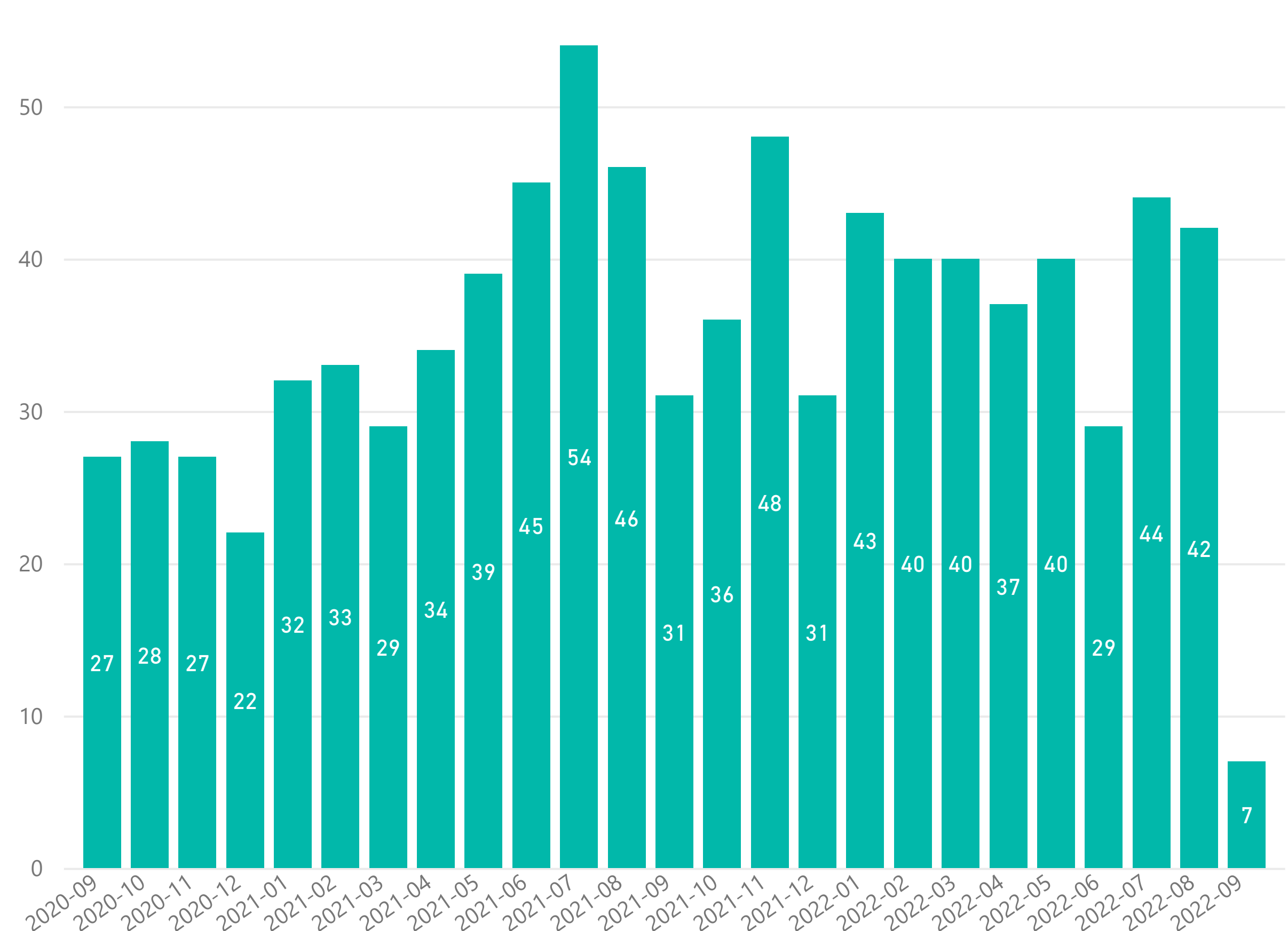
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Alter the Report Date Range in the top right hand corner to see FAQs received over a different time period.

Volume of PROW/Trail FAQs received by month



Report Date Range

Last

2

Years

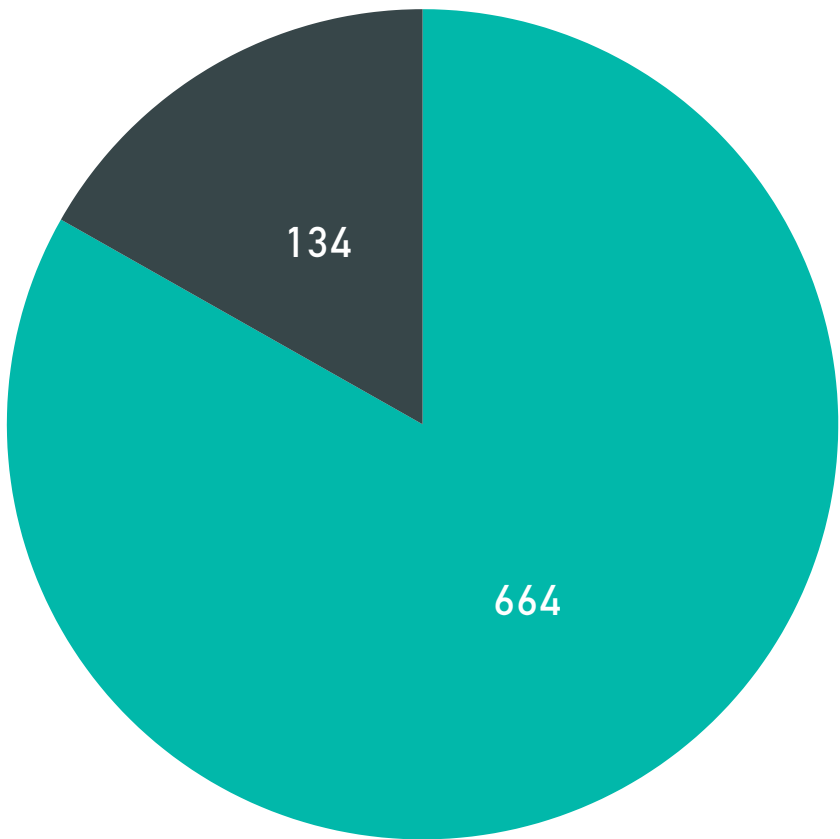
10/09/2020 - 09/09/2022

Volume of PROW/Trail FAQs by question

Question	Count of CaseNumber
I would like to make a town and village green application	1
Section 130 notice received	2
I've seen unauthorised cycling, driving or riding on a Public Right of Way or Trail. What can be done?	17
	31
I have an enquiry about the definitive map	34
I would like information about a Norfolk Trail	34
I have an enquiry about PROW ot Trail grass cutting	39
I have an enquiry concerning common land	41
Total	884

PROW/Trail FAQs received by Status

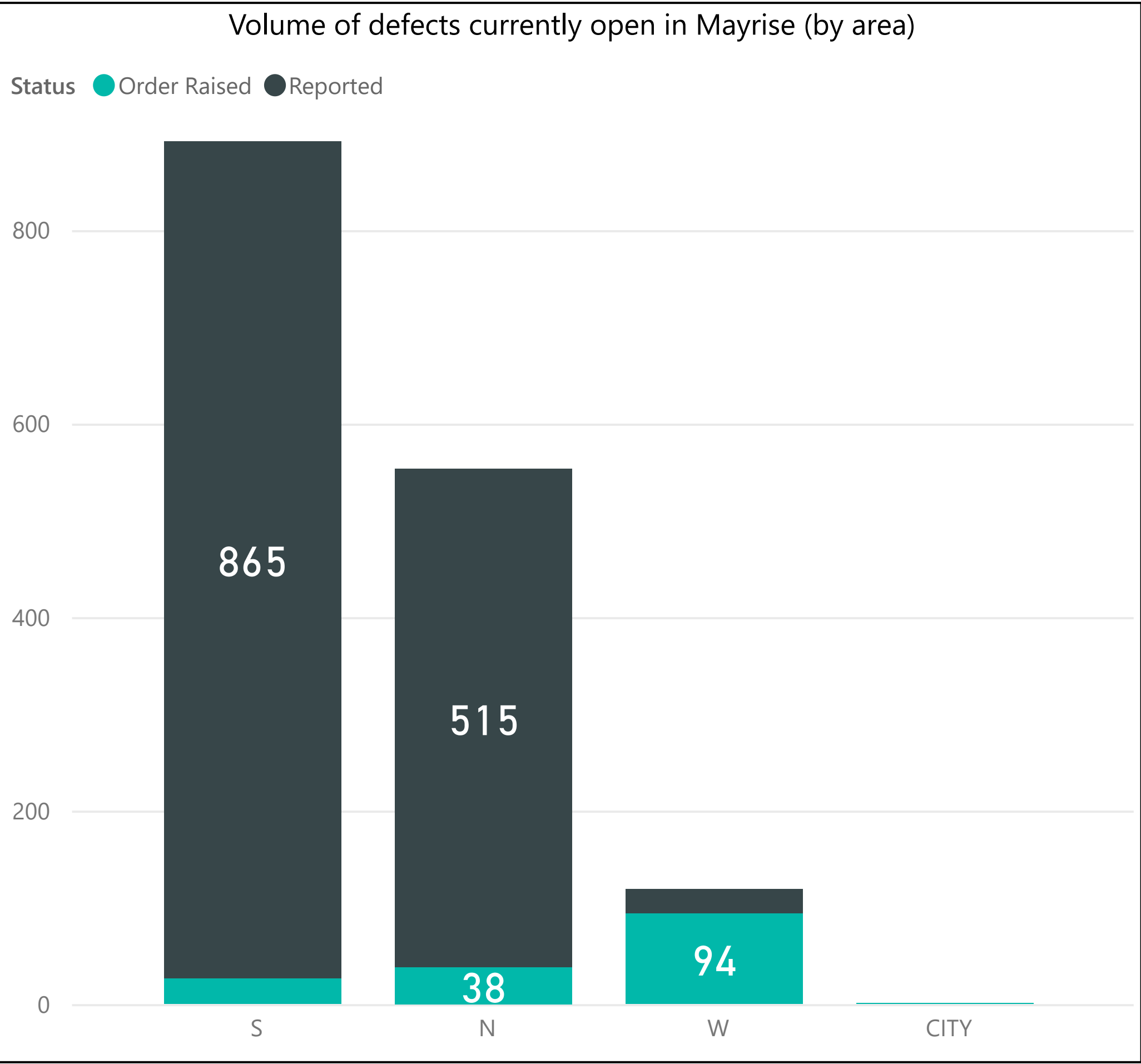
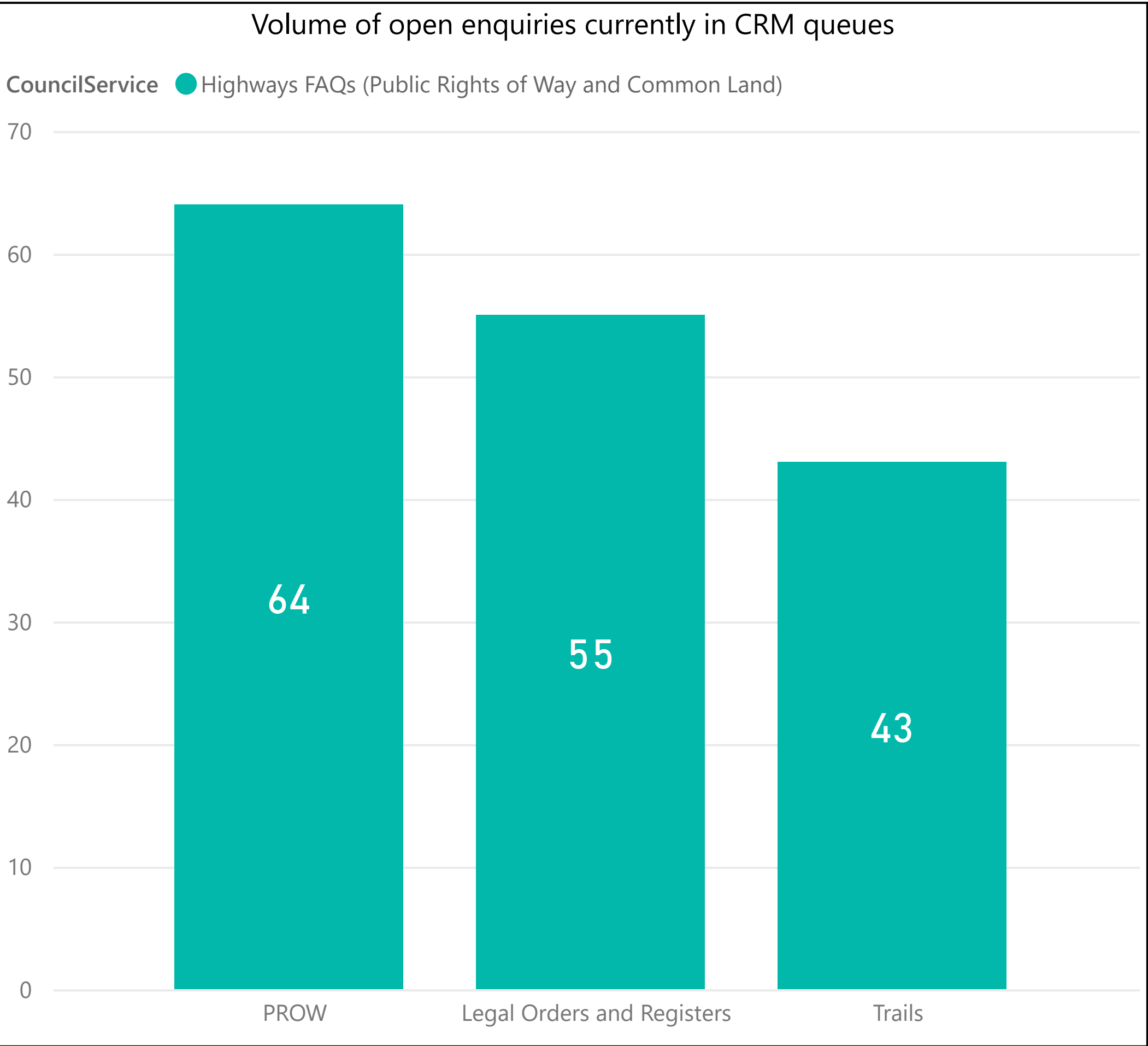
IncidentState Resolved Active



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Norfolk Local Access Forum

Item No: 18

Report Title: NCC Member for Sustainable Travel update

Date of Meeting: 5th October 2022

Responsible Cabinet Member: Cllr Eric Vardy (Cabinet Member for Environment & Waste)

Responsible Director: Steve Miller, Director of Culture & Heritage

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: NA

Executive Summary / Introduction from Cabinet Member

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. The Walking and Cycling Champion role has subsequently changed to Sustainable Travel Champion.

Recommendations:

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

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. Proposal

- 2.1 Below is an update on key walking and cycling projects to be delivered in 2022

2.2 Norfolk Local Cycling and Walking Infrastructure Plan (LCWIP)

Following a successful bid to the Department for Transport's (DfT) Capability Fund the Cycling and Walking Team and currently completing a LCWIP across all of

Norfolk. The outcomes of the plan will be:

- Mapping of priority Active Travel routes
- A prioritised list of infrastructure improvements in Short (1-2yr), Medium (3-5 yrs) and Long Term (5+ yrs)
- A report covering the details of the stages covered to develop the map and prioritised list

LCWIP's have been completed for Norwich, King's Lynn and Great Yarmouth and will the Norfolk LCWIP covering a lot of rural communities a specific focus will be on improved rural connectivity which includes our current PROW network.

We will be working with the Countryside Access Offers to gather feedback on priority community routes as well as reviewing Neighbourhood Plans.

Following the successful community engagement earlier in the year we are now developing our network proposals across Norfolk and undertaking route audits. We will be conducting the next stage of engagement this winter and will provide details of routes and priority schemes at this stage.

2.3 Active Travel Fund- Revenue Funding

The Active Travel Fund has supported the creation of the new Travel Norfolk brand. This is provide key public facing information on sustainable transport including public transport and walking and cycling. We are working closely with this team to look at future opportunities to promote sustainable transport access to our Trails Network and key accessible green infrastructure.

Active Travel England have announced the next round of funding available for behaviour change and network improvement planning, this will be submitted at the end of September and details of this submission will be provided at the November I&D Committee.

2.4 E Cycle Extension Fund

The E Cycle Extension Fund looks to promote the use of e bikes as a sustainable form of transport. Through this fund we are working with Torque e bikes in North Norfolk to provide discounted e bike hire.

We have also worked with Bike Register to provide discounted locks and bike marking kits to e bike retailers across Norfolk with over 100 locks and bike marking kits distribution to new e bike sales.

The E cycle Extension Fund will also fund the extension to the Beryl E Bike Network to Drayton and Wymondham. Wymondham has launched with two bays now open with Hethersett and Drayton due to open this Autumn.

2.5 NALC Seminar

We are continuing our NALC seminars with the next session due on the 5th of October with a focus on the Pathmakers Walking Festival and getting outdoors this Autumn. Communications promoting this event will be coming out this from NALC and we will ensure the LAF are copied in.

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 E Cycle Extension project is funded by the Department for Transport after a successful bid to the Department for Transport.
 - The Norfolk Wide LCWIP is funded by the Department for Transport after a successful bid to the Capability Fund
 - The Wherryman's Way project is funded by the Infrastructure Investment Fund following a successful application to the Greater Norwich Growth Board (GNGB).

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 Data Protection Impact Assessments (DPIA):

N/A

8.5 Health and Safety implications (where appropriate):

N/A

8.6 Sustainability implications (where appropriate):

N/A

8.7 Any Other Implications:

N/A

9. Risk Implications / Assessment

N/A

10. Select Committee Comments

N/A

11. Recommendations

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

12. Background Papers

N/A

Officer Contact

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

Officer name: Matt Hayward

Telephone no.: 01603 223315

Email: matthew.hayward2@norfolk.gov.uk



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Norfolk Local Access Forum

Item No: 19

Report Title: Major Infrastructure Projects and Planning

Date of Meeting: 5th October 2022

Responsible Cabinet Member: Cllr Eric Vardy (Cabinet Member for Environment & Waste)

Responsible Director: Steve Miller, Director of Culture & Heritage

Is this a Key Decision? No

If this is a Key Decision, date added to the Forward Plan of Key Decisions: NA

Executive Summary / Introduction from Cabinet Member

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 NLA Forum by NCC Environment Team (Appendix 1).

Recommendations:

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

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 NLA Forum (Appendix 1)

2. Proposal

- 2.1 That the NLA Forum 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 (EqIA) (this must be included):

N/A

8.4 Data Protection Impact Assessments (DPIA):

N/A

8.5 Health and Safety implications (where appropriate):

N/A

8.6 Sustainability implications (where appropriate):

N/A

8.7 Any Other Implications:

N/A

9. Risk Implications / Assessment

9.1 N/A

10. Select Committee Comments

10.1 N/A

11. Recommendations

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 within this paper, please get in touch with:

Officer name: Matt Hayward

Telephone no.: 01603 223315

Email: matthew.hayward2@norfolk.gov.uk



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Appendix 1

Summary of Nationally Significant Infrastructure Projects (NSIPs) and other Major Strategic Projects- September 2022

Summary of NSIP Proposals and other Major Projects		
	Proposal (Applicant)	Status / Note
	(A) Offshore Projects	
1.1	<p>Hornsea Project Three – Offshore (2.4 GW) (supplying up to 2 million household with electricity) Wind farm and ancillary onshore grid connection (Orsted);</p> <ul style="list-style-type: none"> • Landfall Weybourne; • Booster Station at Little Barningham (see update below as may no longer be needed); • Grid connection at Norwich Main <p>Applicant: Orsted (Danish) For further information: https://orsted.co.uk/media/newsroom/news/2018/02/hornsea-project-three-offshore-wind-farm-publishes-updated-plans;</p> <p>Hornsea Project Three Offshore Wind Farm National Infrastructure Planning (planninginspectorate.gov.uk)</p>	<p>The Secretary of State granted consent for this project on 31/12/20.</p> <p>The decision takes on board the County Council's comments made in respect of the need for a Highway Intervention Scheme (at Cawston) to be agreed between the undertaker and the Highway Authority (NCC). A new Planning Requirement / Condition inserted into the DCO (Requirement 18).</p> <p>Applicant expressed preference to use HVDC technology – which means they do not require a booster station onshore or offshore; and requires fewer cables to transfer the same amount of electricity.</p> <p>Onshore construction works expected early 2023</p>
1.2	<p>Norfolk Vanguard - Offshore Wind Farm and ancillary onshore grid connection (Vattenfall) (1.8 GW) (supplying up to 1.3 million household with electricity)</p>	<p>The Secretary of State (BEIS) has re-determined the Norfolk Vanguard proposal and awarded a Development Consent Order (DCO) on 11 February 2022.</p> <p>The Previous decision by the Secretary of State to grant the above DCO was quashed by the High Court on 18 February 2021.</p>

	<ul style="list-style-type: none"> Landfall at Happisburgh; Grid Connection at Necton <p>Applicant: Vattenfall (Swedish)</p> <p>For further information:</p> <p>https://group.vattenfall.com/uk/what-we-do/our-projects/vattenfallinnorfolk/norfolk-vanguard</p> <p>Norfolk Vanguard National Infrastructure Planning (planninginspectorate.gov.uk)</p>	<p>“With consent now granted work will begin to engage with the supply chain to prepare for construction, which is expected to begin in 2023.</p>
1.3	<p>Boreas (1.8 GW) Offshore Wind Farm and ancillary onshore grid connection (Vattenfall)</p> <ul style="list-style-type: none"> Landfall at Happisburgh; Grid Connection at Necton <p>Applicant: Vattenfall (Swedish)</p> <p>For further information:</p> <p>https://group.vattenfall.com/uk/what-we-do/our-projects/vattenfallinnorfolk/norfolk-boreas</p> <p>Norfolk Boreas National Infrastructure Planning (planninginspectorate.gov.uk)</p>	<p>A decision on the application for a Development Consent Order for Norfolk Boreas was taken on 10 December 2021 and has now been issued.</p> <p>.</p> <p>With consent now granted work will begin to engage with the supply chain to prepare for construction, which is expected to begin in 2023</p>
1.4	<p>Extension to Sheringham Shoal and Dudgeon Wind Farms (Single NSIP)</p>	<p>Timetable:</p> <p>Preliminary Environmental Information Report Consultation (Section 42) –ran between 29 April 2021 – 10 June 2021; and was reported to Planning and Highways on 3 June 2021</p>

	<ul style="list-style-type: none"> • Extension to existing windfarms owned by Norwegian company Equinor. Total capacity (new) 720 MW (0.72 GW); • Landfall tbc (Weybourne or Bacton); • Grid Connection – Norwich Main; • HVAC technology – no need for Booster station (too small output) <p>Applicant : Equinor (Norwegian)</p> <p>For further information:</p> <p>https://www.equinor.com/en/how-and-why/impact-assessments/dudgeon-and-sheringham-extension-projects.html Sheringham and Dudgeon Extension Projects National Infrastructure Planning (planninginspectorate.gov.uk)</p>	<p>Targeted Statutory Consultation (Section 42) - main construction compound site selection at Attlebridge (6/1/22 – 16/2/22)</p> <p>Public Exhibitions in early March at Aylsham; Weston Longville; Swardeston; and Sheringham;</p> <p>Application was received by the Planning Inspectorate on Monday 5 September 2022.</p> <p>Examination – late 2021 early 2022</p> <p>Decision by SoS – Q1 2023</p>
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	(B) Onshore Projects	
	(a) Highway Projects Trunk Roads (National Highways)	
2.1.1	<p>(a) Blofield to North Burlingham Dualling Scheme</p> <p>For further information:</p> <p>https://highwaysengland.co.uk/our-work/east/a47-blofield-to-north-burlingham/</p> <p>2.6 KM of dual carriageway</p>	<p>Planning consent has been granted to proceed with the works to the A47 between Blofield and North Burlingham.</p> <p>Various drop in events are available to meet the construction and project team.</p> <p>Tuesday 27 September and 28 Wednesday 2022, 9am to 5pm</p> <p>Norwich Camping and Leisure, 58 Yarmouth Road Blofield, Norwich NR13 4LQ</p>

		<p>Thursday 29 September 2022, 1pm to 8pm Tesco Ipswich Rd, Norwich NR4 6DZ</p> <p>Thursday 6 October 2022, 1pm to 8pm Sainsbury's Longwater, William Frost Way, New Costessey, Norwich NR5 0JS</p> <p>Friday 7 October 2022, 10am to 6pm Waitrose Cringleford, Church Lane, Eaton Centre, Norwich NR4 6NU</p> <p>Saturday 8 October 2022, 10am to 6pm Tesco Dereham, Kingston Rd, Dereham NR19 1WB</p> <p>Wednesday 12 October 2022, 2pm to 8pm Lingwood Parish Hall, St. Peter's Church, Church Rd, Lingwood, Norwich NR13 4TR</p> <p>Tuesday 15 November 2022, 8am to 4pm Co-op Acle, Norwich Rd, Acle, Norwich NR13 3BY</p> <p>Wednesday 30 November 2022, 8am to 4pm Waitrose Wymondham Norwich Rd, Wymondham NR18 0SH</p> <p>Thursday 1 December 2022, 9am to 6pm Chantry Place, St Stephens St, Norwich NR1 3SH</p> <p>Friday 2 December 2022, 8am to 5pm Hay Hill Haymarket, Market Place, Norwich NR2 1ND</p> <p>Friday 9 December 2022, 9am to 6pm Castle Quarter Shopping Centre, Castle Meadow, Norwich NR1 3DD</p> <ul style="list-style-type: none"> • Start date January – March 2022-23; • End date 2024-25; • Cost £50-£100 Million
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2.2.1	<p>(b) A47 / A11 Thickthorn Junction Improvement</p> <p>For further information:</p> <p>https://highwaysengland.co.uk/our-work/east/a47-thickthorn-junction/#:~:text=The%20A47%2FA11%20Thickthorn%20junction%20is%20important%20for%20commuter%2C%20business,along%20with%20commercial%20business%20units.</p>	<p>The Development Consent Order (DCO) examination for the A47/A11 Thickthorn junction closed on 23 March 2022.</p> <p>The Planning inspectorate will now prepare a report, including a recommendation, within three months of the close of examination and send this to the relevant Secretary of State.</p> <p>The Secretary of State then has a further three months to make the decision on whether to grant or refuse the DCO.</p> <ul style="list-style-type: none"> • Start of works Jan - March 2023; • Open to Traffic 2024/2025. • Cost- £50-£100 million
2.3.1	<p>(c) A47 North Tuddenham to Easton Dualling Scheme</p> <p>For further information:</p> <p>https://highwaysengland.co.uk/our-work/east/a47-north-tuddenham-to-easton-improvement/#:~:text=The%20North%20Tuddenham%20to%20Easton,vehicles%20on%20this%20single%20carriageway.</p> <p>9km New dual carriageway</p>	<p>Development Consent Order (DCO) granted on the 12th of August for a scheme that will</p> <p>The scheme will:</p> <ul style="list-style-type: none"> • Create a new dual carriageway to replace the existing single carriageway between North Tuddenham and Easton. • Build two new junctions to better connect the side roads into the new dual carriageway, the first will be at Berry's Lane and Wood Lane and the second is at Blind Lane and Taverham Road. • Remove the existing roundabout at Easton to create safer routes for walkers, cyclists and other vulnerable users. <p>Various drop in events are available to meet the construction and project team.</p> <p>Tuesday 27 September and 28 Wednesday 2022, 9am to 5pm Norwich Camping and Leisure, 58 Yarmouth Road Blofield, Norwich NR13 4LQ</p> <p>Thursday 29 September 2022, 1pm to 8pm Tesco Ipswich Rd, Norwich NR4 6DZ</p> <p>Thursday 6 October 2022, 1pm to 8pm Sainsbury's Longwater, William Frost Way, New Costessey, Norwich NR5 0JS</p>

		<p>Friday 7 October 2022, 10am to 6pm Waitrose Cringleford, Church Lane, Eaton Centre, Norwich NR4 6NU</p> <p>Saturday 8 October 2022, 10am to 6pm Tesco Dereham, Kingston Rd, Dereham NR19 1WB</p> <p>Wednesday 12 October 2022, 2pm to 8pm Lingwood Parish Hall, St. Peter's Church, Church Rd, Lingwood, Norwich NR13 4TR</p> <p>Tuesday 15 November 2022, 8am to 4pm Co-op Acle, Norwich Rd, Acle, Norwich NR13 3BY</p> <p>Wednesday 30 November 2022, 8am to 4pm Waitrose Wymondham Norwich Rd, Wymondham NR18 0SH</p> <p>Thursday 1 December 2022, 9am to 6pm Chantry Place, St Stephens St, Norwich NR1 3SH</p> <p>Friday 2 December 2022, 8am to 5pm Hay Hill Haymarket, Market Place, Norwich NR2 1ND</p> <p>Friday 9 December 2022, 9am to 6pm Castle Quarter Shopping Centre, Castle Meadow, Norwich NR1 3DD</p> <ul style="list-style-type: none"> • Start of works Jan-March 22-23 • End Date 2024 / 2025 • Cost £100 - £250 million
2.4	<p>(d) Vauxhall Junction (NSIP Uncertain)</p> <p>For further information: https://highwaysengland.co.uk/our-work/east/a47-great-yarmouth-junctions-improvements/ </p>	<p>We are continuing with important surveys in the areas around the Vauxhall and Harfrey's Roundabouts. These include ecology, noise and landscape surveys that will help us to make refinements to our design to make sure we don't have a significant impact on the surrounding environment.</p> <p>In Spring, we'll be carrying out ground investigations at the Vauxhall Roundabout. The investigations will give engineers a clearer picture of the type of soils, rock and groundwater beneath the area of the</p>

		<p>roundabout. You can expect to see survey vehicles and equipment in operation close to the Vauxhall Roundabout, but this is not the start of any construction work to improve the A47 Great Yarmouth Junctions.</p> <p>Start Date 2023-24 End Date 2024-25 Cost £25- £50 million</p>
2.5	<p>The Medworth Project – Waste to Energy</p> <p>Wisbech</p> <p>(Over 50 MW)</p> <p>Grid connection will be in Norfolk to Walpole sub-station via an over-head power line 132 kv.</p> <p>Key issues:</p> <ul style="list-style-type: none"> • Public Health; • Highways • Drainage • Landscape • Ecology <p>For further information:</p> <p>https://www.mvv-medworthchp.co.uk/about-the-project</p> <p>AND</p> <p>https://www.mvv-medworthchp.co.uk/news/Medworth_Energy_from_Waste_Combined_Heat_and_Power_Facility_National_Infrastructure_Planning_planninginspectorate.gov.uk</p>	<ul style="list-style-type: none"> • The main site is located wholly within the Cambridgeshire district of Fenland. NCC is considered a host authority as the proposed grid connections will be in Norfolk. • Statutory Consultation on PEIR (S42) – 28 June – 13 August 2021; • Submission DCO (S56) consultation – Q2 2022; • Targeted start construction 2024; and complete by 2026.
2.6	<p>Norwich to Bramford (East Anglia Green)</p> <p>www.nationalgrid.com/uk/electricity-transmission/eastangliagreen</p>	<p>The East Anglia Green Energy Enablement (GREEN) project is a proposal to build a new high voltage network reinforcement between Norwich, Bramford and Tilbury.</p> <ul style="list-style-type: none"> • Soft launch” of the project on 26 January 2022;

		<ul style="list-style-type: none"> • Non Statutory Consultation on the Preferred Route Corridor starts on 21/4/22 and runs to 16 June 2022 (8 weeks) – Non-technical. • Statutory Consultation (S42) – Q2 2023; • Statutory Consultation Submission DCO – Q4 -2024; • Decision Q 2 2026 • Construction Q2 2027 – Q4 2030 • Fully Operational from 2031
2.7	<p>Larkshall Mill Aggregate Manufacturing and Carbon Capture Facility</p> <p>Larkshall Mill Aggregate Manufacturing and Carbon Capture Facility National Infrastructure Planning (planninginspectorate.gov.uk)</p> <p>O.C.O Technology Leaders in carbon capture (oco.co.uk)</p>	<p>Facility for the recovery of hazardous wastes in the manufacture of limestone aggregate for the use in the construction industry, which utilises and permanently captures carbon dioxide. Including the erection of silos, CO2 tanks, screening plant building and sand store with associated works. This DCO application is sperate to the application being considered by Norfolk County Council at the same site for an aggregate manufacturing and carbon capture facility that can process up to 30,000 tonnes per year</p> <p>The application is expected to be submitted to the Planning Inspectorate Q3 2022</p>
2.8	<p>Third River Crossing – Great Yarmouth</p> <p>https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/great-yarmouth/third-river-crossing</p>	<ul style="list-style-type: none"> • DCO granted on 24 September 2020 by the Secretary of State; • Start of works on site January 2021; • NCC submitted the Full Business Case to DfT received approval in December 2020, enabling the planned start of works early in January 2021. All pre-commencement Requirements within the DCO were completed. • Construction completion is expected by early 2023, subject to any delays as result of Covid 19.
2.9	<p>Norwich Western Link (NWL)</p> <p>Project to create a new 3.8 mile dual carriageway road connecting the western end of Broadland Northway to the A47 trunk road.</p>	<p>Key Points:</p> <ul style="list-style-type: none"> • Design for statutory consultation and planning application will be based on contractor developed details following conclusion of procurement process. Cabinet agreed the appointment of the contractor in June 2021;

	<p>Not an NSIP</p> <p>About the Norwich Western Link - Norfolk County Council</p>	<p>“Throughout this year we are working to complete a consultation on the details of the project and submit the planning application. More information on the project’s progress will be provided through future Norfolk County Council Cabinet reports”.</p> <p>A pre planning application public consultation is running between Monday 15 August and Sunday 9 October 2022 details are available online on the below link.</p> <p>Have your say - Norfolk Co https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/norwich/norwich-western-link/have-your-sayunty Council</p>
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