

# Infrastructure and Development Select Committee

**Minutes of the Meeting Held on Wednesday 16 September 2020**  
**10.00am, Edwards Room, County Hall, Norwich**

**Present:**

Cllr Barry Stone – Chairman  
Cllr Graham Middleton (Vice-Chairman)

Cllr Danny Douglas  
Cllr Tim East  
Cllr Brian Iles  
Cllr Mark Kiddle-Morris

Cllr Vic Thomson  
Cllr Colleen Walker  
Cllr Brian Watkins  
Cllr Tony White

**Cabinet Members Present:**

Cllr Martin Wilby	Cabinet Member for Highways, Infrastructure & Transport.
Cllr Andy Grant	Cabinet Member for Environment & Waste

**Also Present:**

Tom McCabe	Executive Director for Community & Environmental Services.
Sarah Rhoden	Assistant Director, Performance and Governance
David Cumming	Strategic Transport Team Manager
Grahame Bygrave	Director of Highways and Waste
Kevin Townly	Asset and Capital Programme Manager
Joel Hull	Head of Waste
Andrew Skiggs	Finance Business Partner Community and Environmental Services
Peter Havlicek	Programme Leader (Regional Investment Programme (East)) Highways England (For item 7 only).

**1. Apologies and substitutions**

- 1.1 Apologies were received from Cllr Mick Castle (Cllr Sandra Squire substituted); Cllr Jess Barnard (Cllr Danny Douglas substituted) and Cllr Bev Spratt (Cllr Tony White substituted).

**2. Minutes**

- 2.1 The minutes of the meeting held on 15 July 2020 were agreed as a correct record subject to the following:

- Cllr Danny Douglas to replace Cllr Terry Jermy in the attendance list as he had substituted for Cllr Jess Barnard at the meeting.
- Under agenda item 9 (Forward Work Programme) Cllr Douglas had asked for a presentation from the Local Access Forum to be made to a future meeting which had been omitted from the minutes. The Chairman agreed

to follow up the request with the Assistant Director, Performance & Governance.

### **3. Declarations of Interest**

3.1 No interests were declared

### **4. Items of Urgent Business**

4.1 There were no items of urgent business.

### **5. Public Question Time**

5.1 No public questions were received.

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

6.1 The list of Local Member questions/issues is attached at Appendix A.

6.2 In response to a supplementary issue about road closure/access only road signs not indicating how far users could travel down a closed road, the Director of Highways and Waste clarified that when signs for road closures were prepared, national signing rules and regulations needed to be followed. Therefore, when a particular class of road was closed, the road closure needed to be signed from the junction closest to the road closure to an equivalent A/B road to ensure vehicles, particularly lorries, were directed off the road to follow the diversion using equivalent roads.

### **7. Highways England – A47 (Presentation)**

7.1 The Chairman welcomed Peter Havlicek, Programme Leader for the A47 schemes, Regional Investment Programme (East), Highways England to the meeting.

7.2 The Committee received a presentation from Highways England (attached at Appendix B), during which the following points were noted:

- Approximately £10.8bn had been allocated nationally to keep roads in good condition. In Norfolk a substantial amount of that funding would be spent on concrete road replacement, particularly on the A11 near Wymondham.
- Approximately £900bn funding had been designated to fund schemes beyond the normal scope of road investment, including safety, congestion and the environment and the Highways England Teams would work with its partners to identify schemes which could utilise some of this funding.
- Work was due to commence in January 2023 on the North Tuddenham to Easton Dualling, with the road expected to be open for traffic approximately November 2024.
- Work was due to start on the A47/A11 Thickthorn Junction Improvement approximately January 2023, with the road expected to be open for traffic approximately October 2024. Work to remove the concrete road on the A11 would be carried out prior to work starting on the junction.
- Work on the Blofield to North Burlingham dualling scheme was due to start approximately October 2022 and the road was expected to be open for traffic approximately March 2024.
- Galliford Try had been appointed as the delivery partner in 2019 and was

responsible for five A47 delivery schemes, including North Tuddenham, Thickthorn and Blofield.

### 7.3 **A47 – North Tuddenham to Easton.**

- Following feedback from the public consultation, which had received over 400 responses, Highways England had made some changes to the original planned scheme.
- Highways England had held meetings with Parish Councils, NWL Liaison Group and an Alliance Group and the A47 Task force and was working closely with Norfolk County Council on the proposals for the scheme.
- It was proposed to close Berrys Lane to through-traffic following the public consultation which had raised fears about rat running with drivers bypassing the A47 to get to Wymondham. This change had been discussed with both the Parish Council and Norfolk County Council.
- No connection to the proposed Food Enterprise Zone was currently included in the scheme, although this could be changed if there was a need to do so.
- The Norwich Road junction had moved approximately 145m to the east from the original plan, due to the impact on St Andrews Church from excavation works.
- The environmental survey was being completed, together with noise surveys. The ecological surveys had been completed and specialised fencing was being considered to accommodate the flying habits of the Barbastelle bats.
- Work was being carried out to finalise the Development Consent Order and it was anticipated this would be submitted in March 2021.
- The archaeological trenches at the site should be completed by the end of September 2020.
- Groundworks to divert the gas main situated close to the Wood Lane junction to accommodate the diversion were being planned.

### 7.4 **A47/A11 Thickthorn Junction**

- The public consultation had been started in June/July 2019 and the feedback received had been incorporated into making the scheme more viable.
- Following the Ecology study which had found water voles at the Cantley Lane site, work would be done to accommodate the voles to the south of Cantley Lane.
- It was anticipated the Development Consent Order would be submitted in March 2021.

7.4.1 In response to a question from the Committee it was noted that the A47/A11 Thickthorn junction would cater for approximately 53k vehicles which would help to keep traffic moving, improve journey times and make access easier to the University of East Anglia, Norfolk and Norwich University Hospital and the Research Park.

### 7.5 **A47 Blofield to North Burlingham Scheme**

- The Statutory consultation carried out in October 2018 had indicated a large amount of support for the scheme with approximately 63% of the those who had responded supporting the dualling of the road.
- One of the biggest challenges would be the diversion of a gas main to the south side of the road. Highways England were engaging with Cadent to try to complete the work in advance of the commencement of the road scheme.
- Following the Ecological survey, a minor change had been made to the proposals, which would see the oak trees at the site would remaining in situ.

7.5.1 In response to a question, it was confirmed that both proposed junctions would have

provision for a footpath as well as access to the side roads to allow pedestrians and cyclists to move between north and south Burlingham without travelling onto the A47.

#### **7.6 A47 – Junction Enhancements Great Yarmouth**

- The design of improvements to the A47 Great Yarmouth Junctions had been reconsidered as a result of the third river crossing, which would lead to revised traffic movements. These traffic movements needed to be reviewed and reassessed and Highways England was working with Norfolk County Council on developing options. The County Council had been asked to develop these improvements by Highways England.

7.7 The following points were noted in response to questions from the Committee:

7.7.1 The Acle Straight was not in the programme of road schemes at the present time, nor was it in the next tranche of potential projects.

7.7.2 Regarding the funds to be used for environment schemes, it was clarified that this was to fund environmental improvements rather than improving bus services or providing community transport vehicles.

7.7.3 A written response would be given about the additional co2 emissions due to additional traffic as the traffic modelling had not yet been completed.

7.7.4 The acronym RIS stood for Road Investment Strategy. In 2014 the Government had set out a 25-year plan, split into 5 x 4-year periods. RIS1 covered the period 2015-2020; RIS2 covered 2021-2025; RIS3 would cover 2026-2030, etc.

7.7.5 The Acle Straight scheme was not included in the current RIS2 schemes, but may be incorporated into future schemes.

7.8 The Chairman thanked Mr Havlicek for attending the meeting and providing the update.

### **8 Highway & Transport Network Performance**

8.1 The Select Committee received the report by the Executive Director of Community & Environmental Services providing an annual summary of how the Council was managing its highway assets and network.

8.2 The Cabinet Member for Highways, Infrastructure & Transport introduced the report, adding that work was due to commence on the Great Yarmouth 3<sup>rd</sup> River Crossing at the end of 2020; and that the Planning application for the Long Stratton Bypass was due to be submitted in early 2021. He also mentioned that lobbying of Government to dual the Acle Straight would continue. The Cabinet Member particularly thanked the Highways Teams for the work they had carried out throughout the covid-19 pandemic in keeping the highways open for emergency workers and key workers to travel around the county safely.

8.3 The following points were noted in response to questions from the Committee:

8.3.1 The Highway Asset Backlog continued to increase and stood at £45.1m in April 2020. The Committee was reassured that this figure was the third lowest since recording had commenced in 2008 and was dependent on the previous years funding. For the current year, with successful bidding and funding awards, nearly

twice the amount of funding was available for highways maintenance, which should have a positive impact on next year's results.

- 8.3.2 The recent £22m government funding allocation would be spent on all highways assets including bridges, footways, public rights of way (PROW) all of which would enable Norfolk County Council to improve accessibility.
- 8.3.3 Some Members had recently attended a launch for the LoRaWAN project and acknowledged this scheme could provide significant opportunities to gain information about how data could be gathered on the road network which may allow targeting of funding in the future as well as easing congestion.
- 8.3.4 There was currently no national indicator to measure journey time reliability on the local highway network. Norfolk County Council was developing its own performance indicator in this area.
- 8.3.5 In response to a question about how many electric charging points there were in Norfolk, the Director of Highways & Waste provided the following information after the meeting.

District	Total EV charging points	Rapid charging points
North Norfolk DC	31	3
Kings Lynn & West Norfolk DC	30	5
Great Yarmouth	17	2
Norwich City Council	48	6
Broadland DC	13	3
South Norfolk DC	23	4
Breckland DC	16	8
<b>Total</b>	<b>178</b>	<b>31</b>

- 8.3.6 Fixed penalty notices were issued where permit requirements and conditions were not adhered to. The Director of Highways & Waste clarified that penalties could also be issued if the signage on temporary roadworks was incorrect. The requirements in the national strategy stated that any deviation from the guidance could result in a penalty notice being issued, including over-running works, or deviation from national guidance.
- 8.3.7 Strava, which was a mobile application designed for use by cyclists and walkers to plan and record their journeys had highlighted an increase in walking and cycling since March 2020. LoRaWAN was also being used to record the number of people using the PROW network to help inform travelling habits.
- 8.3.8 Cllr Middleton invited Members to research how LoRaWAN worked in other

countries to discover the benefits other countries were already seeing.

- 8.3.9 Cllr Danny Douglas proposed, seconded by Cllr Colleen Walker, the following amendment to Recommendation 'C':

"To support the development of new local performance indicators to monitor journey time reliability, congestion levels **and ease of access** to be reported annually in future highway network performance reports."

The Committee **agreed** the proposal.

- 8.4 The Select Committee **RESOLVED** to:

- a) **Note** the progress against the Asset Management Strategy Performance framework and the continuation of the current strategy and targets (Appendix A, B and C).
- b) **Note** the journey time reliability and congestion summary produced in the report at Appendix D.
- c) **Support** the development of new local performance indicators to monitor journey time reliability, congestion levels and ease of access to be reported annually in future highway network performance reports.

## **9 Waste Disposal Authority Update**

- 9.1 The Select Committee received the report by the Executive Director of Community & Environmental Services highlighting the activities of the County Council in its role as the Waste Disposal Authority for Norfolk, including planned improvements to the recycling centre network, detail on current performance of the recycling centres including the latest on improved customer satisfaction and the response to Covid-19 and the latest on waste reduction initiatives including work on single use products.
- 9.2 The Cabinet Member for Environment & Waste introduced the report and thanked the staff, District Councils and the Norfolk Waste Partnership for their work in the development of the initiatives and strategy.
- 9.3 The following points were noted in response to questions from the Committee:
- 9.3.1 The significant reduction in the tonnage levels at recycling centres had been linked to the change to the DIY charging policy in April 2018, as well as people finding alternative ways of disposing of their waste, eg by using alternative waste facilities or licensed carriers to dispose of their waste. Although fly-tipping remained a concern, a close watch was kept on cases of fly-tipping, with the statistics showing a decrease in the number of cases.
  - 9.3.2 Recycling rates in urban areas such as Great Yarmouth, tended to be lower than rural areas, as they usually had smaller gardens and could not benefit from garden waste recycling. The focus on home composting also affected recycling rates.
  - 9.3.3 The lower levels of residual waste in Norfolk was reflective of communities and local services. The figure of 10kg per household, per week of left over rubbish had remained static recently due to additional material needing to be removed to ensure

the recycling material was suitable for sale in the current market.

The Cabinet Member for Environment and Waste also clarified that recycling figures reflected different communities and whether homes had gardens. He added that some work was being done to produce media campaigns to publicise the need to deal with contaminated recyclables and the need to remove these, leading to lower recycling figures.

9.3.4 Regarding the recycling of other materials such as polystyrene, there were a range of reasons polystyrene was not currently collected for recycling, for example it was very light which meant it took up lots of space; it also broke up easily and adhered to other recycling materials which would cause contamination. The collection of additional materials for recycling was continually under review with changes put forward when a sustainable approach was established.

9.3.5 During the first phase of lockdown caused by covid-19, an increase had been seen in glass, food waste and garden waste recycling, although this was now starting to subside following the easing of the lockdown restrictions.

The benefits of the County Councils subsidised home composters was highlighted and it was noted that the County Council's first live Facebook event had been delivered by a Master Composter volunteer and was dedicated to home composting, an area the Council continued to support.

A food savvy campaign was being delivered with Suffolk County Council, linking to funding from private enterprises, eg East of England Co-op, to support incentives to reduce food waste and it was noted that the average household threw away around £600 a year of food waste. An initiative on the reduction of Single Use Products was well advanced and would be fully publicised when the current situation allowed.

In relation to recycling rates the high levels achieved at the County Council's Recycling Centres was noted and the recent countywide performance was explained with reference to weather patterns affecting garden waste and increased levels of contamination having to be removed from materials collected for recycling in response to changing market conditions.

9.3.6 Fly-tipping was a crime and the launch of the SCRAP fly-tipping campaign with the Norfolk Waste Partnership set out the steps to be taken to help prevent the crime. The proportion of fly-tipping incidents that could be accepted for free at Recycling Centres was noted as 75% and the amount of incidents that were a van size or larger was identified at just over half. The focus of the campaign this year was to ensure businesses and householders knew what their duty of care was and that householders could be prosecuted if their waste was fly-tipped by other parties.

9.3.7 The Head of Waste agreed to provide Members with some information about licensed waste carriers. (This has been provided since the meeting and is included below).

1. [Click here to check a waste carriers licence](#) – that link is to the Environment Agency's public register which people can use to check if the person removing their waste is doing so legally.
2. [Click here to find a waste carrier registered with Norfolk Trading Standards Trusted Trader Scheme](#) – that link is to a short list of registered waste specialist that are part of the Trusted Trader scheme, which is a new area that's being worked on

by Trading Standards and Waste Services.

Those links are both taken from the Norfolk Recycles website pages on fly-tipping and the 'SCRAP' campaign here:

<https://www.norfolkrecycles.com/home/communityaction/fly-tipping-report/scrapflytipping/>

- 9.3.8 Access to the new proposed Recycling Centres in the Norwich area by cyclists was discussed and the use of rail links to move waste was explained as having proved to be unviable due to the high costs involved and the complexity of rail movements when investigated in the past but consideration could be given to all forms of transport in future beyond the arrangements to treat waste that had just been put in place.
- 9.3.9 The Head of Waste noted the suggestion of producing a booklet which could be distributed to every household, explaining what could and could not be recycled, including which types of plastic could be recycled. It was explained that a business card format was now used to explain arrangements at Recycling Centres and that the District Councils tended to distribute leaflets at appropriate times throughout the year, or when services changed.

Members could find more information on the [www.norfolkrecycles.com](http://www.norfolkrecycles.com) website which included a new tool called 'BinGenie' which was being developed: <https://www.norfolkrecycles.com/where-can-i-recycle/bingenie/#> The aim of that tool was to provide links to as many places and options as possible that people can use for repair, reuse and recycling. The project was a work in progress, as it was populated with options including identifying how people could have some items collected from their household, as well as places they could be delivered to, bringing in not only local authority options, but charities as well.

- 9.4 The Select Committee considered the report and **RESOLVED** to:
1. **Note** the update.
  2. In accordance with the County Council's second Waste Policy to review the arrangements for the 'incineration of waste or fuel derived from waste' outside Norfolk set out in paragraph 7.4 of the report.
  3. **Support** a strong response to national consultations on emerging waste policy that is in line with the County Council's waste policies and Environmental Policy.

## 10 Norfolk County Council Budget Planning 2020-21

- 10.1 The Select Committee received the report by the Executive Director of Community & Environmental Services which formed an important part of the process of preparing the 2021-22 budget, and represented a key opportunity for the Committee to provide views on the approach to developing budget proposals.
- 10.2 The Finance Business Partner Community and Environmental Services introduced the report, highlighting that the report followed discussions at Cabinet on 7 September about development of proposals for each department. The Committee was referred to section 6 of the report which set out the proposed response to the development of budget proposals which mainly focused on cost reduction, new contracts and contract negotiation to reduce the cost of contracts; use of new technology and efficiencies in the back office to meet the current expected shortfall of approximately £45m in 2021-22.



The Committee noted that CES department had been very successful at income generation, although the current climate made income generation more challenging and more difficult to achieve.

10.3 The following points were noted in response to questions from the Committee:

10.3.1 It was acknowledged that the savings target for CES was in proportion to the department's budget spend and would provide a challenge.

10.3.2 The County Council worked with long-term contractors who carried out county council work and requested them to consider making efficiencies year on year which would help the county council's revenue savings. The waste disposal contract due for renewal next year would cost approximately £1.8m less than the previous year based on like-for-like tonnages and these reductions would continue. All contracts due for renewal would ensure the best value for Norfolk was achieved with decisions about which risks sat with the county council and which risks sat with the contractor made on a case by case basis.

10.3.3 The procurement process for the Norwich Western Link was currently being developed and within that process the contract risks would be considered to minimise the risk to the county council and to maximise the certainty around costs, although the more certainty of risk tended to raise initial costs.

The next large contract for consideration would be the final contract sign-off for the Great Yarmouth 3<sup>rd</sup> River Crossing, but the Committee was reassured that the best contract possible would be agreed.

10.3.4 Some Members recognised the current financial situation was very difficult and felt that more work needed to be done to grow the local economy in Norfolk and attract more inward investment to try to create new local jobs, particularly in green technology which may in turn boost income from business rates. Work should also be carried out to lobby the government for better government funding for Norfolk in the long-term.

10.3.5 One Member suggested that one way of making a saving to the revenue budget and the associated staffing costs was to not build the Norwich Western Link road.

10.4 The Select Committee considered the report and, with the exception of Cllr Colleen Walker; Cllr Danny Douglas and Cllr Brian Watkins who abstained from voting, **RESOLVED** to:

- **Note** the key issues for 2021-22 budget setting and the broad areas proposed for savings development in relation to the services within the Select Committee's remit, in order to provide input to the October Cabinet meeting and inform savings proposals put forward.

## 11 Forward Work Programme

11.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out the Forward Work Programme for the Committee to enable the Committee to review and agree it.

11.2 The Committee requested a presentation at a future meeting from the IMT team on

the LoRaWAN project, particularly around growing the economy.

- 11.3 Cllr Colleen Walker seconded by Cllr Danny Douglas, proposed the following addition to the forward plan:

A one item agenda initially on Economic Development with a report on all future Infrastructure & Development Select Committee agenda, to include the impact of job losses throughout Norfolk; the impact on the economy given that the Norfolk economy relied mainly on tourism and engineering with renewable energy projects. A representative from the Local Enterprise Partnership to be invited to update the Committee on its work to recover the economy.

The Committee **agreed** the proposal which the Assistant Director Performance & Governance would explore with the Chairman for the next meeting, being mindful of the work being done by the Corporate Select Committee on this topic.

- 11.4 Cllr Graham Middleton updated the Committee on the recent work on the Local Transport Plan (LTP) Task Group which had met on 15 September 2020, during which the following points were noted:

- Once the Plan had been considered and agreed by the Cabinet Member for Highways, Infrastructure & Transport, the draft Plan would go out to public consultation, hopefully by the end of September 2020. The consultation would last for six weeks.
- The Task Group had made a number of suggestions and comments which would be included in the final draft.
- The Task Group had placed a strong emphasis on the future of the transport network and how it may change with technology and other improvements, including rural bus networks, and these had been included in the plan.

- 11.5 The Select Committee reviewed the report and **RESOLVED** to

- **Agree** the Forward Work Programme for Infrastructure & Development Select Committee with the additions set out in paragraphs 11.2 and 11.3 above.

The meeting closed at 12.20 pm

**Chairman**

## **Appendix A**

### **INFRASTRUCTURE AND DEVELOPMENT SELECT COMMITTEE 16 September 2020**

#### **5. Public Question Time.**

**No questions received.**

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

##### **Question 1 from Cllr Mick Castle**

In 2014 David Cameron pledged £300 million for the A47 but as yet nothing has been delivered by Highways England. In my Division the Vauxhall Roundabout scheme has been delayed until after the opening of the new 3rd River Crossing even though the bridge has no bearing on the flow of traffic in and out of Yarmouth. Precious little had been done by way of modelling the Vauxhall Roundabout before that announcement.

Does the Chairman agree with me that the new Vauxhall Roundabout must be designed to accommodate the extra carriageway for the dualling of the A47 Acle Straight and give appropriate access arrangements for the Vauxhall Holiday Park?

##### **Response by the Chairman:**

The county council has been working closely with Highways England to ensure delivery of an improvement at Vauxhall Roundabout. Highways England commissioned the county council to carry out study work using the Great Yarmouth traffic models. This identified that, due to the impact of the Third River Crossing, the original Highways England scheme at Vauxhall roundabout was no longer suitable, so a different improvement scheme is required.

The county council continued to work collaboratively with Highways England and, in the course of the last few days has reached agreement that we (Norfolk County Council) will develop the most appropriate scheme, building on our previous work. To this end Highways England and Norfolk County Council are now in discussion regarding the various stages of this work which will be carried out over the next 18 months. The first stage, which is a report documenting the problems at Vauxhall, is now underway. The scheme development work will of necessity ensure the improvement at Vauxhall is compatible with a dualled Acle Straight as this is a key priority for the local authorities and the A47 Alliance.

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##### **Question 2 from Cllr Mick Castle**

I was elected to the County Council in a By-Election in September 1988 and over those 32 years the dualling of the A47 Acle Straight has been a key priority for this Council. Highways England have studiously obstructed any progress on this - suggesting an impractical widening scheme,

alternative signage and "cats eyes" and speed limits etc - and has wasted several years on investigations into some rare species of snail as a delaying tactic.

Does the Chairman agree with me that the County Council should press ahead with its own Desk Top Study to identify the optimum alignments for the new carriageway and help force the hand of the Highways Agency?

**Response:**

This is the responsibility of Highways England. It is a piece of work that HE will need to do regardless, at an appropriate time if and when Acle Straight makes it onto government's trunk road programme. I do not think that such an exercise would force Highways England's hand since it is a matter for government to decide which schemes are included on the trunk road programme. Norfolk County Council's staff team are pushing the economic and community case for improvements via the A47 Alliance.

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**Local Member Issue from Cllr Barry Stone.**

Following on from the last Infrastructure and Development Select Committee meeting regarding the item relating to the review of highways contractor's performance it has been reported to me that several complaints had been made about Norse.

Specifically:

1. Contractors failing to remove 10 mph warning signs left after surface dressing had been completed, often for months on end;
2. Failure to indicate where 'Road Ahead Closed' signs refer to, often miles ahead leading to uncertainty for motorists as to whether they can partially travel down the road or not. A specific example has been from the roundabout at Ditchingham on the A143 indicating that the road to Norwich is closed ahead. Having travelled up to the Hempnall turnoff with no closure motorists are left wondering where it is actually closed;
3. Continued failure to start programmed repairs on time. The footpath repairs at Ellingham/Broome are a specific example.

It would appear that a more robust weekly review should be undertaken looking at a table of jobs timetabled with projected start and finish dates and reason why these have not been started or completed on time if relevant.

**Response:**

1. Officers are aware of the issue concerning the failure to remove temporary warning signs following "spray injection patching" at some locations. Following site inspections, it was confirmed that removal of the temporary plastic signs at some locations had been missed. This matter has been raised with Norse Highways to ensure that the subcontractors improve their performance. In addition, this matter has been raised with the Highways Area teams who will closely monitor performance..

Tarmac undertake surface dressing work on a much larger scale within the county and also erect temporary warning signs. These are more typically steel signs mounted in frames. Tarmac's performance is monitored throughout the surface dressing season and temporary

warning signs are required to be removed before the site is handed back to the Council 14 days after completion.

2. Diversion signs are erected in accordance with the Traffic Sign Regulations and General Directions (TSRGD). The diversion sign layout usually includes advance warning to drivers indicating where the point of closure is. With regard to the recent road closure relating to the Poringland resurfacing scheme, advance warning signs were positioned at Ditchingham Roundabout A143 (and at other locations) to advise motorists they cannot access Norwich on B1332 through Poringland.
3. Norse Highway's service delivery and performance is monitored and managed at a series of meetings, including weekly operational programme meetings, monthly governance meetings, and quarterly management board meetings.

Typically, over 30,000 routine maintenance works orders are issued each year. In this financial year, Norse have completed 88.6% of general highway repairs on time, against a target of 85%.

Norse are aware of the footpath works at Ellingham and Broome. Cutting work was completed on Ellingham BR5 & Broome BR15 on 11th September 2020. The new steel steps for Ellingham FP3 are currently being manufactured and will be installed as soon as they are delivered. It is acknowledged that this work has been outstanding for quite some time and changes are being made to the weekly meetings to ensure these types of work are monitored more closely in future.



# Highways England – Regional Delivery Partnership

## A47 Corridor Improvements

GallifordTry

highways  
england



one team  
shared outcomes  
delivered together

highways  
england

# Delivery Plan 2020-2025

HE is significantly investing in the East region's strategic road network over the next five years, including a substantial programme to renew the concrete roads.

We are coordinating this renewal work alongside our major projects and in partnership with local authorities, to ensure the region's routes remain resilient.

Alongside significant investment, we've also been asked to make efficiencies. The new programme dates reflect our best approach to that.

The 4 schemes in Norfolk are planned be open for traffic before the end of road period 2

	Start of Works	Open for Traffic
North Tuddenham to Easton Dualling	2022-23 Q4	2024-25
A47/A11 Thickthorn Junction Improvement	2022-23 Q4	2024-25
Blofield to North Burlingham Dualling	2022-23 Q4	2024-25
Great Yarmouth Junction Improvements	2023-24	2024-25



# Delivery Partner

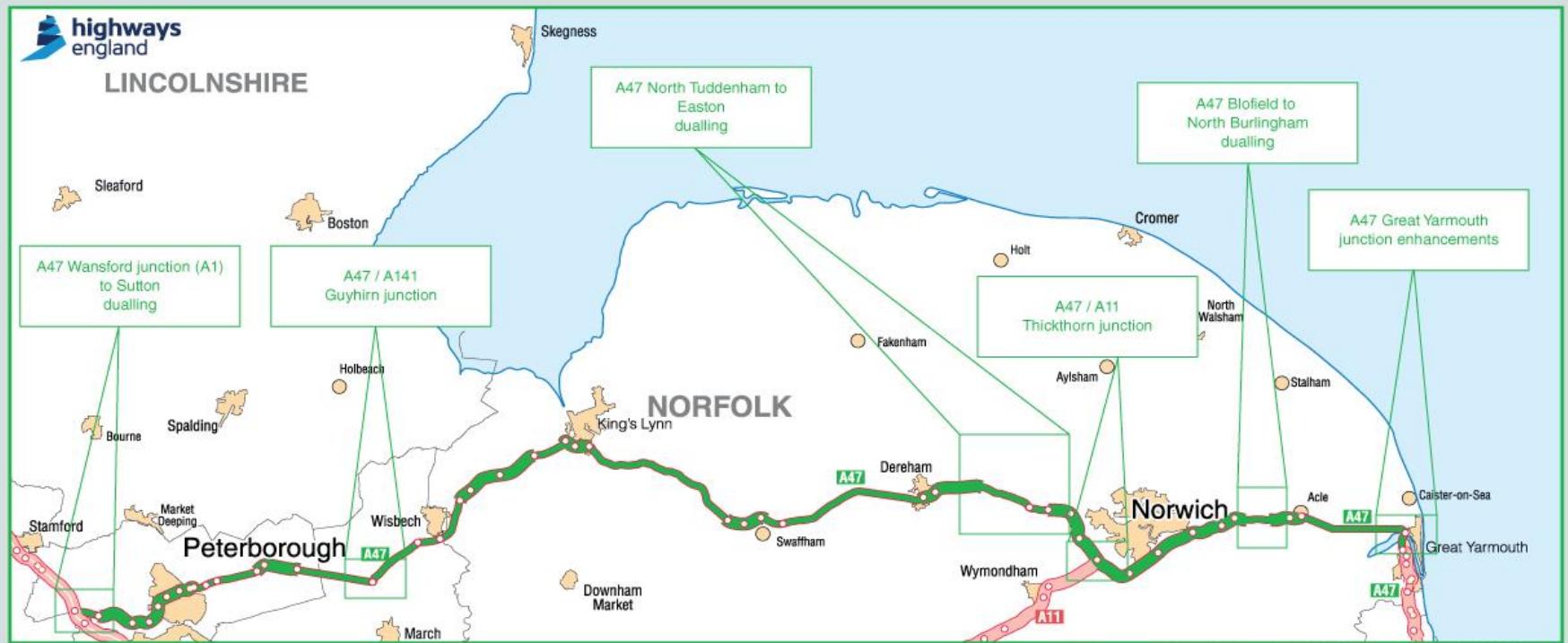


one team  
shared outcomes  
delivered together

- Galliford Try was appointed as the delivery partner in September 2019 for five A47 schemes including the Tuddenham, Thickthorn & Blofield schemes in the Norfolk area.
- Galliford Try have Sweco as their design consultants.
- The advantage of having a single delivery partner for the A47 schemes will enable greater efficiency and better use of public money. By having the contractor and designer working together means that construction activities are taken into account early and throughout the design process.



# Location



© Crown copyright and database rights 2017 Ordnance Survey 100030649  
Highways England, creative s160643

# A47 North Tuddenham to Easton

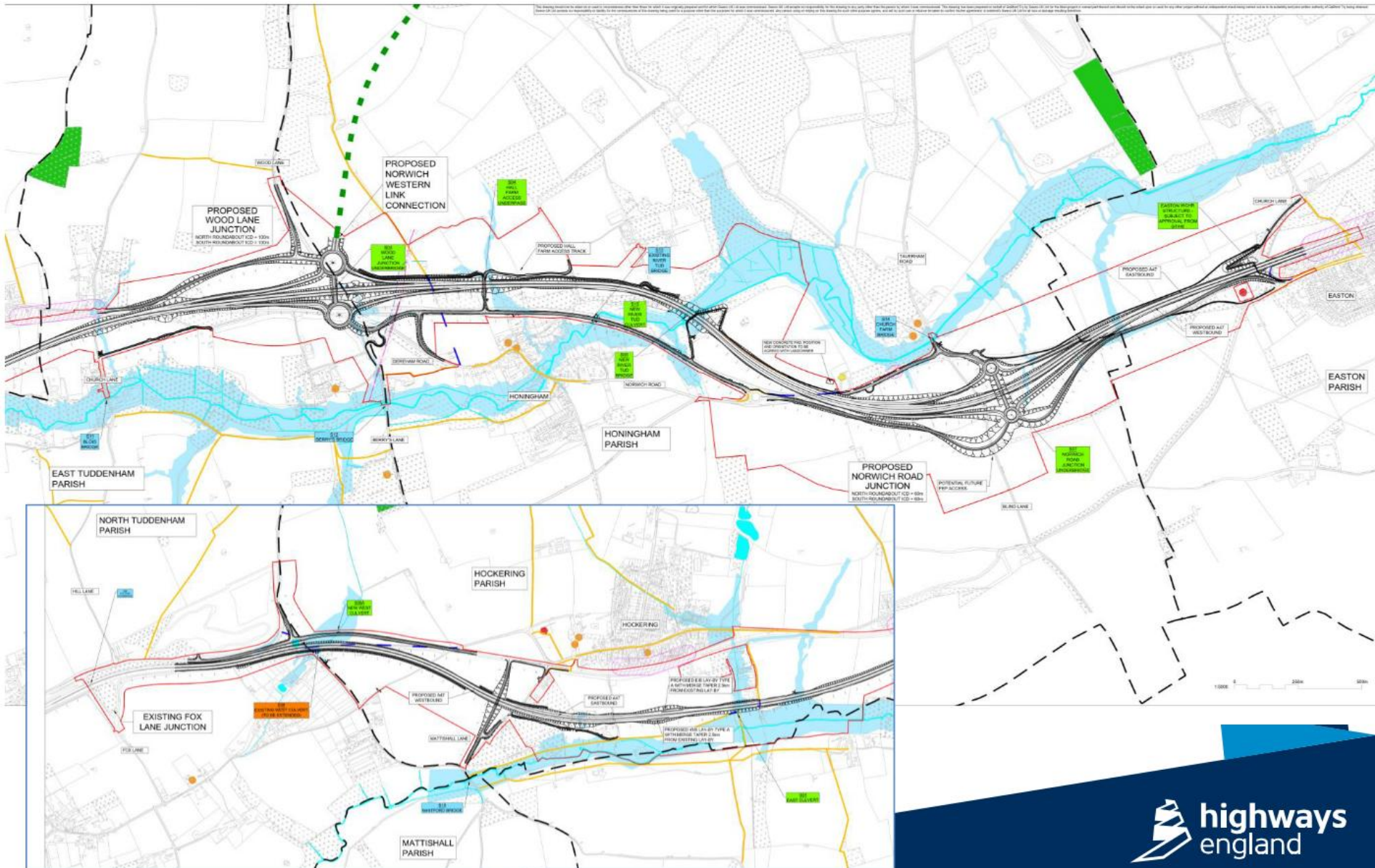


## **RIS Commitment**

*Dualing of the single carriageway section of the A47 between Norwich and Dereham, linking together two existing sections of dual carriageway*



# A47 North Tuddenham to Easton



**Proposed Road Improvements:**

- Proposed 40mph speed limit on the B1172 from Thickthorn junction to Hethersett
- Proposed new traffic lights
- Proposed 4th lane
- Proposed new junction
- Proposed Cantley Lane link road
- Proposed bridges over free-flow link and existing A11
- Proposed detention basin
- Proposed extension of existing underpass
- Proposed stream realignment
- Proposed culvert
- Proposed new junction
- Proposed segregated left hand turn
- Proposed footbridge
- Proposed detention basin

**Environmental and Land Use Features:**

- Thickthorn park and ride
- Two mature trees to be removed
- Proposed Cringleford residential extension development
- Proposed shared green space as part of above development
- Scheduled monument
- Contaminated land
- Environment Agency Flood Zone 3
- Overflow zone
- Area of historic gravel pit

**Infrastructure and Landmarks:**

- Thickthorn interchange
- Old Newmarket Road
- Newmarket Road
- CRINGLEFORD
- Overhead Cables
- Cantley Stream
- Broken railway line (reference to EVI)
- Hethersett Footpath (FP6)
- Cringleford Footpath (FP1)

**Legend:**

- Proposed new road
- Existing road
- Proposed new access

**Map Labels:**

- A47
- A11
- B1172
- Thickthorn
- Cantley Lane
- Overhead Cables
- Cantley Stream
- Broken railway line (reference to EVI)
- Hethersett Footpath (FP6)
- Cringleford Footpath (FP1)

**Diagrammatic**

**Creative MCR20\_0102**

*improvement of the interchange between A47 and A11,  
improving access into  
Norwich.*

# A47/A11 Thickthorn Junction Construction methodology possible solutions



## A11 Underpass Top down solution:

- 2 + 2 contraflow with narrow lanes in place for 14 months (July 2023 to Sep 2024)
- Temporary widening required
- 40 mph temporary limit
- Overnight and/or weekend carriageway closures for TM and temporary works installation (inc. sheet piles)

## A11 Underpass Box slide solution:

- 1 No full closure in Feb 2024
- Weekend closure envisaged, based on best case and mid range estimates
- Worst case estimate is 90 hrs

(Friday 21:00 to Monday 05:00 = 56 hours)



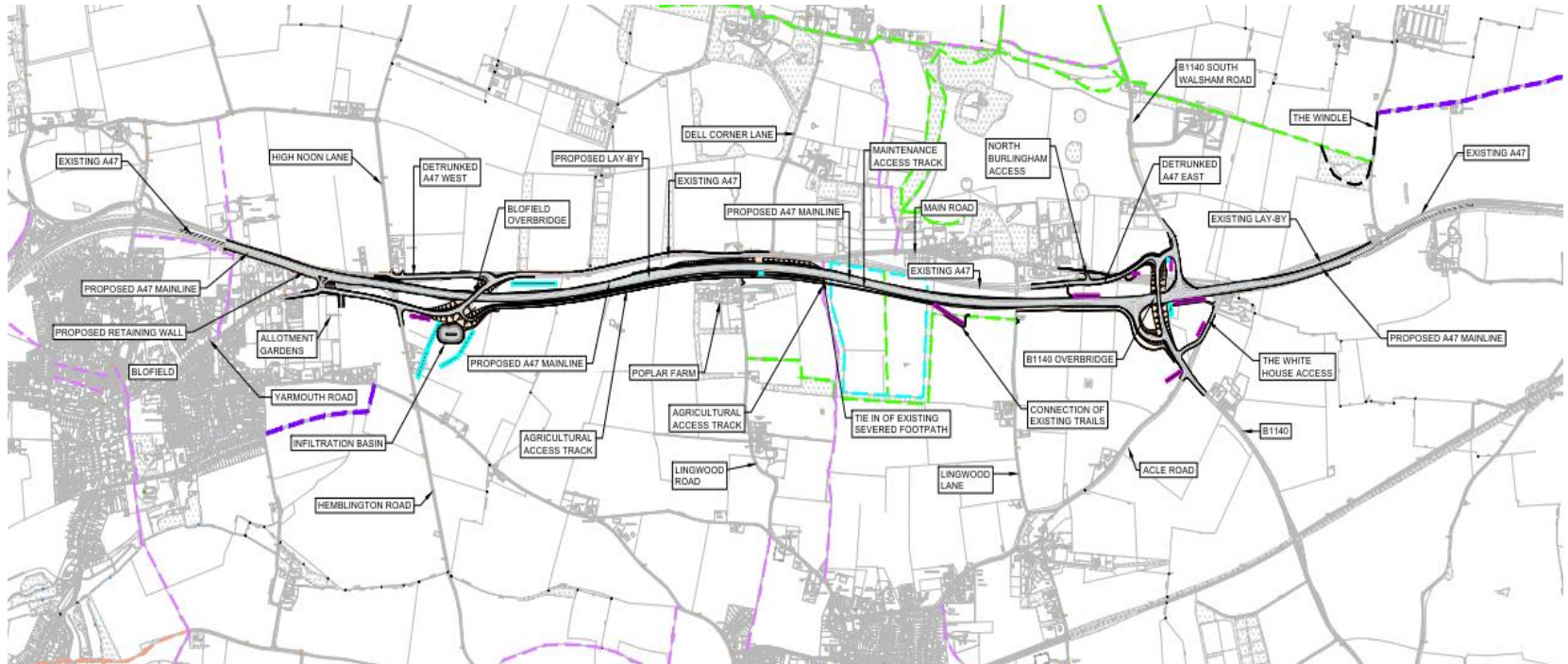
## A47 Blofield to North Burlingham



### ***RIS Commitment***

*Dualling of the single carriageway section of the A47 between Norwich and Acle, linking together two existing sections of dual carriageway*

# A47 Blofield to North Burlingham

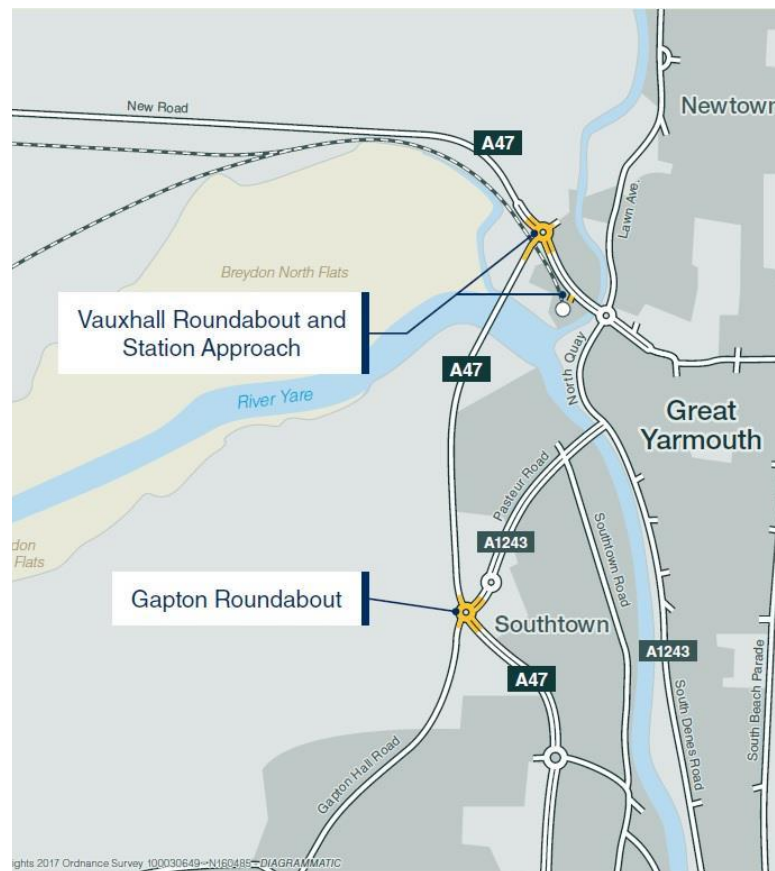


# A47 Great Yarmouth Junction Enhancements

## Original Scope

The original scope comprised of improvements to Vauxhall, and Gapton roundabouts. However as a result of the third river crossing, traffic movements will be different so these improvements need to be reviewed and reassessed.

HE has recently started working with NCC on looking at the option development. Potentially the work with NCC will be progressed further with scheme development work.



## RIS Statement

*“Improvements to junctions throughout Great Yarmouth, including reconstruction of the Vauxhall roundabout”*