

Cabinet
11 January 2023
Public & Local Member Questions

	Public Question Time
6.1	<p>Question from James Hawketts</p> <p>A recent FOI request found that buses arrive substantially later or earlier than they're scheduled to roughly 20% of the time in Norwich. Believing the Blue Line through University Division particularly at threat, the request author Alfie Robinson contacted the Students' Union to be told the only improvements to service they were after were through the abolition of capitalistic markets. I then spoke at the city council, where the cabinet member struggled to even admit service was poor. Will the county council be the first body to actually acknowledge the detrimental impacts this disservice is having, and detail what, as the primary transport manager, it's doing to address these issues?</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>Bus performance is monitored by all bus operators and regular discussions are held with the County Council to identify areas of concern and joint actions that need to be taken to address this. The County Council works closely with bus operators to design and deliver highway improvement schemes that improve the reliability of bus journey times, enabling bus services to be more punctual. We have recently delivered a number of bus priority schemes across Norwich through the Transforming Cities Fund programme and are working on the delivery of additional schemes through the Bus Service Improvement Plan. This is a recent government funding award to Norfolk, which will see £50m of investment over the next three years in bus services and infrastructure.</p> <p>In addition, both nationally and locally there has been difficulties with driver shortages and this in turn has affected services for all bus operators. Operators have focused efforts on addressing the driver shortage and the situation is now improving in and around Norwich.</p> <p>Supplementary question from James Hawketts</p> <p>While I welcome national fare caps, I'm still nonplussed there isn't alarm at the service quality, I can't think of any other sector where a 20% fail rate would be acceptable. Handouts from central government are fine, but does the council have plans to utilise its own dormant powers under the Bus Services Act 2017 to better hold commercial operators to account for missed commitments on performance, perhaps by investigating switching to a franchise system?</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>We have the 2022 Bus Service Improvement Plan and Enhanced Partnership (with the bus operators across Norfolk) in place and the Council has no plans to apply to adopt a franchising system. Regulatory powers remain with the Traffic Commissioner.</p>

Cabinet
11 January 2023
Local Member Questions

	Local Member Issues/Questions
7.1	<p>Question from Cllr Alexandra Kemp</p> <p>Cabinet proposes spending 5 million pounds on the Conservatives' controversial, unpopular move of Lynn's historic Carnegie Library into an ugly 70's wreck, while cutting half the funding of Norfolk's Mobile Library Service. This Conservative attack on Norfolk's Mobile Library is a cut to knowledge, to skills, to equal access to books, to a vital lifeline for disabled residents throughout our villages. County also reduced the Carnegie's previous volume of history books on public access shelves. Can Cabinet reverse the 200,000 pound cut to the Mobile Library, restore the timeline of history books in the Carnegie, and keep the Carnegie in County hands?</p> <p>Response from the Cabinet Member for Communities and Partnerships</p> <p>As you know, Full Council will meet in February to consider the proposed budget and, as a Member of the County Council, you are able to make your views known as part of this.</p> <p>In relation to the Carnegie building, as you already know from numerous other pieces of correspondence with you, the Carnegie building will be maintained in public ownership and for the benefit of King's Lynn residents.</p>
7.2	<p>Question from Cllr Rob Colwell</p> <p>Norfolk is a vast rural county with woefully inadequate public transport links. Subsidised fares until the end of March 2023 provides only temporary and partial help to residents. What reassurances can be given to the residents of Norfolk that this Council will start to see public transport as a priority and will prevent any bus route losses in April 2023 when government support in this sector is due to end.</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>Norfolk County Council has always seen public transport as a priority, and we are very pleased that our bid for Bus Service Improvement Plan funding was successful. Norfolk was only one of around 30 authorities who successfully received an allocation from this fund from government and Norfolk received one of the largest allocations at £50m. We are now working closely with the Bus operators to implement enhanced routes and services as well as reviewing infrastructure and fares to encourage passenger growth and improved bus journey reliability. This should enable bus routes to be more sustainable in the long term.</p> <p>Second question from Cllr Rob Colwell</p> <p>Hospitals across Norfolk are in a state of crisis. Staff are under immense pressure battling rising covid rates, flu and Strep A, amidst warnings that people are dying unnecessarily every day due to overcrowding and lack of resources. What new measures and public health campaigns around mask wearing are Norfolk Public Health proposing following the issuing of the UK Health Security Agency's (UKHSA) latest advice?</p>

	<p>Response from the Cabinet Member for Adult Social Care, Public Health and Prevention</p> <p>Thank you for your question. As you would expect we are following the current guidance issued by UKSHA and are signposting people and organisations to this. It provides advice on when to consider wearing a face covering or a face mask. It advises that wearing a face covering or face mask can reduce the number of particles containing viruses that are released from the mouth and nose of someone who is infected with COVID-19 and other respiratory infections. Face coverings can also protect the person wearing the face covering from becoming infected by some viruses. It also provides advice on when to wear a face covering</p> <ul style="list-style-type: none"> • when you are coming into close contact with someone at higher risk of becoming seriously unwell from COVID-19 or other respiratory infections • when COVID-19 rates are high and you will be in close contact with other people, such as in crowded and enclosed spaces • when there are a lot of respiratory viruses circulating, such as in winter, and you will be in close contact with other people in crowded and enclosed spaces • If you have symptoms or have a positive COVID-19 test result and you need to leave your home, wearing a well-fitting face covering or a face mask can help reduce the spread of COVID-19 and other respiratory infections. See further advice in the guidance for people with symptoms of a respiratory infection or a positive test result. <p>Those attending education or childcare settings will not normally be expected to wear a face covering. Face coverings for children under the age of 3 are not recommended for safety reasons.”</p> <p>See Living safely with respiratory infections, including COVID-19 - GOV.UK (www.gov.uk) for more information.</p> <p>In terms of public health campaigns our Director of Public Health, Dr Louise Smith did an interview with Radio Norfolk last week, information and advice has been circulated to schools, advice on the council’s website has been updated and we signpost people to the UKHSA website. We are also incorporating the messaging into the existing Warm and Well campaign.</p>
7.3	<p>Question from Cllr Tim Adams</p> <p>Rising costs and inflationary pressures are clearly placing extra pressures on Norfolk County Council’s budgetary position. Is it inevitable that we will see cutbacks in road maintenance across Norfolk as a result of this situation?</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>The Council is currently awaiting confirmation from the Department for Transport of the highway maintenance allocations for the new financial year. The autumn statement in 2022 indicated a ‘flat’ settlement in 2022/23, 23/24 and 24/25 with no allowance for inflation.</p> <p>Inflation in the construction sector has been significantly higher than the general indices at around 30% so far this financial year. This effectively reduces our buying power. As a result, we will continue with our proactive asset management</p>

	<p>approach and maintenance programme, but this is likely to involve more cost-effective treatments. Safety for all highway users will be prioritised.</p>
7.4	<p>Question from Cllr Brian Watkins</p> <p>What reassurance can you give the Norfolk public that the Council is doing everything in its power to work alongside providers in the NHS and Social Care sectors to address the current care emergency in the county?</p> <p>Response from the Cabinet Member for Public Health, Adult Social Care and Prevention</p> <p>Thank you for your question. I can give every assurance. As you are already aware Norfolk's Adult Social Care Winter Plan forms part of the wider Winter Framework of key activity planned across Norfolk. Norfolk County Council, NHS Norfolk and Waveney and wider Integrated Care System partners are all working together. The Council is working flat out to meet the needs of our population, to maintain high quality and safe service provision in a climate of increasing pressure as we continue to recover from the COVID pandemic and work through the increased challenges for the sector that winter and cold weather bring.</p> <p>Like the rest of the country, these challenges are very real and affecting service delivery. All partners and providers are working tirelessly and flexibly to support solutions to best meet the care needs of local residents.</p> <p>The integrated Plan was recently supported by the Integrated Care Partnership and includes capacity to address increased demand over the winter period across health and social care.</p> <p>Specific additional capacity is being delivered by Norfolk County Council, including through:</p> <ul style="list-style-type: none"> • Support to home care providers across the care market, including higher fees, enhanced hourly rates, and increased block commissioned capacity, • Additional resources to support provision of reablement over the winter, • Housing with Care flats to be used as innovative community step down beds to provide short term 24/7 home care support, • NCC supporting deployment of NHS intermediate care beds for hospital discharge. <p>The Council works closely with Norfolk Care Association to support ongoing engagement and to respond to market issues. In December the Council and NorCA representatives met with Norfolk MPs and the Social Care Minister to discuss the challenges for providers and the actions needed.</p> <p>Engagement with providers is ongoing and the Council has built strong relationships that is enabling open dialogue around specific issues for providers. In addition, ongoing projects and initiatives continue to be implemented with the support of partners including Norfolk and Suffolk Care Support Ltd, NorCA and the Integrated Care Board to support a range of actions including recruitment and retention; digital transformation and quality improvement.</p> <p>Second Question from Cllr Brian Watkins</p> <p>When the Transforming Cities Joint Committee finally approved the St. Stephen's Street scheme back in 2021, the estimated cost was £5.9 million. Many people in Norwich had considerable doubts that the scheme represented good value for</p>

	<p>money, and it has subsequently been beset by delays and rising costs. Even now, we are still waiting for new bus shelters to be installed. Can you please confirm the likely final cost of the St. Stephen's Street scheme?</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>Whilst the majority of the scheme is complete, there are still works related to planting and the installation of bus shelters to complete. The final cost of the scheme will not be known until all aspects are fully completed. At the current time, spend is in line with the estimate outlined by Cllr Watkins.</p>
7.5	<p>Question from Cllr David Sayers</p> <p>According to the ONS, UK food price inflation hit a new high of 16.5% in November. This rise in the cost of everyday essentials is likely to hit poorest households hardest, many of which are already struggling with higher energy bills. Many families simply cannot afford to send their children to school with nutritious packed lunches. The "School Food Plan" explains that hunger impairs thinking, and that behavioural, emotional and academic problems are more prevalent among hungry children. Does the Council recognise that food poverty is still affecting families and that it should do more to support those families in Norfolk at risk of food poverty?</p> <p>Response from the Cabinet Member for Children's Services</p> <p>As a council, we recognise the challenges that many families are facing as a result of rising food costs. This is why we have continued to use a large proportion of the household support fund from central government to provide cost of living vouchers for children eligible for free school meals at a cost of £3.6m this winter. This means that 30,000 children are receiving a monthly voucher for £15 and they also received an additional £30 voucher at Christmas. As a result, over the winter, eligible families will receive £120 per child. In 2022/23 Norfolk County Council has invested £7.2m in cost of living support for families eligible for free school meals.</p> <p>As part of the Nourishing Norfolk Initiative, the County Council has invested £500,000 to support 15 Community Food Hubs to open across Norfolk. The 15th opened the week before Christmas and these hubs are supporting over 13,000 residents across the county.</p> <p>If families require additional financial support they can also make an application to our Norfolk Assistance Scheme.</p> <p>As a council, we recognise the important role that schools play in encouraging children to enjoy growing, cooking and eating proper food as part of the school food plan. The Department for Education provides practical guidance on implementing statutory requirements of the School Food Regulations (2014) and produce practical guidance for schools, leaders and governors on implementing school food standards so that children have healthy, balanced diets.</p> <p>Second Question from Cllr David Sayers</p> <p>Councils across the country are recognising the benefits of a default 20mph Speed Limit, not only in reducing deaths, but also from improved public health, through reduced noise / pollution and by encouraging greater use by pedestrians and cyclists. There are cost benefits to the health system from increased public exercise and reduced admissions to A&E. Other counties, such as Oxfordshire and Lancashire, have agreed 20mph for residential areas. As a Campaigner for '20s</p>

	<p>Plenty' in my division of Gaywood North & Central, I would ask if the Council might adopt 20 mph across the county where people live, work and play?</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>During 2022 Norfolk County Council revised its Speed Management Strategy. The draft strategy was reviewed by Infrastructure and Development Committee on 16 November 2022 with a report being taken to Cabinet later this month.</p> <p>The draft strategy outlines the that a 20mph speed limit is appropriate in areas of high concentration of vulnerable road users, such as in busy shopping areas or some larger village centres or residential areas and heavily used tourist locations. 20mph speed limits and zones are also an integral part of all new housing estate layouts. Furthermore, it is an ambition of the County Council for all schools to located within a 20mph speed limit, although all of the above is subject to identifying the necessary funding for implementation. Several school part time 20mph speed limits have been taken forward as Local Member funded schemes, where it has been appropriate to do so.</p>
7.6	<p>Question from Cllr Sharon Blundell</p> <p>The capped fare scheme for bus travel has started this month. If this scheme persuades more residents to use the bus service, reduces car usage, and is more affordable, will you try and encourage the bus companies to continue this scheme beyond March?</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>We will be closely monitoring the success of the government's capped fare scheme, which only has funding until the end of March. It goes without saying that we support appropriate measures which lead to increased use of public transport.</p> <p>This is why we were so pleased that the Council's work on improving public transport was recently recognised and rewarded by the successful award of £50m Bus Service Improvement Plan funding from government. As part of this we are considering fare improvements, including offers for passengers up to the age of 25, flat fares, multi operator schemes and fare capping.</p>
7.7	<p>Question from Cllr Maxine Webb</p> <p>Can the Cabinet Member for Children's Services confirm when were the Bands of Support Needs indicative budgets for Short Breaks for children with disabilities last reviewed?</p> <p>Response from the Cabinet Member for Children's Services</p> <p>The Resource Allocation System that determines the Bands of Support Needs for children accessing Short Breaks and their associated budgets was last reviewed in 2018.</p> <p>We are currently working with families to review our Short Break strategy for 2023-26 to ensure that we are offering the right level of support and types of services to families that need to use the service.</p>

7.8	<p>Question from Cllr Julie Brociek-Coulton The maintenance backlog for Norfolk roads could be virtually eliminated if the amount the county council intends to spend on the Norwich Western Link was instead of spent on upgrading the existing network. Does the Cabinet Member for Highways, Infrastructure and Transport agree that it is time for a rethink?</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport It is important that the Council has a balance of maintaining the existing network as well as investing in important new infrastructure. The Norwich Western Link is identified as part of the essential infrastructure to support future growth and resolve existing traffic issues that are having detrimental impacts on communities west of Norwich. It is being delivered alongside other key infrastructure projects which also includes wider sustainable transport investments such as the Transforming Cities Fund and Bus Service Improvement Plan. All of these projects are important with much of the funding provided through bids to Government, therefore providing a good investment for the future of Norfolk.</p>
7.9	<p>Question from Cllr Alison Birmingham Please can the Cabinet Member for Adult Social Care, Public Health and Prevention confirm how many care home beds were lost in 2022?</p> <p>Response from the Cabinet Member for Adult Social Care, Public Health and Prevention Thank you for your question. In the period 1 January 2022 – 1 December 2022, which is the latest period that figures are available, there was a net increase of 40 beds across residential and nursing provision in Norfolk.</p>
7.10	<p>Question from Cllr Brenda Jones Social care is on its knees and must be improved to help resolve the NHS crisis. What emergency plans and long-term proposals has the Cabinet Member for Adult Social Care, Public Health and Prevention put to government?</p> <p>Response from the Cabinet Member for Adult Social Care, Public Health and Prevention Thank you for your question. Norfolk's Adult Social Care Winter Plan forms part of a wider Winter Framework of key activity planned across Adult Social Care, NHS Norfolk and Waveney and wider Integrated Care System partners. The Council is an active partner to ensure resilience over the coming months to meet the needs of our population, to maintain high quality and safe service provision in a climate of increasing pressure as we continue to recover from the COVID pandemic and work through the increased challenges for the sector that winter and cold weather bring. Like the rest of the country, these challenges are very real and affecting service delivery. All partners and providers are working tirelessly and flexibly to support solutions to best meet the care needs of local residents.</p>

	<p>The integrated Plan was recently supported by the Integrated Care Partnership and includes capacity to address increased demand over the winter period across health and social care.</p> <p>Specific additional capacity is being delivered by Norfolk County Council, including through:</p> <ul style="list-style-type: none"> • Support to home care providers across the care market, including higher fees, enhanced hourly rates, and increased block commissioned capacity, • Additional resources to support provision of reablement over the winter, • Housing with Care flats to be used as innovative community step down beds to provide short term 24/7 home care support, • NCC supporting deployment of NHS intermediate care beds for hospital discharge. <p>The Council works closely with Norfolk Care Association to support ongoing engagement and to respond to market issues. In December the Council and NorCA representatives met with Norfolk MPs and the Social Care Minister to discuss the challenges for providers and the actions needed.</p> <p>Engagement with providers is ongoing and the Council has built strong relationships that is enabling open dialogue around specific issues for providers. In addition, ongoing projects and initiatives continue to be implemented with the support of partners including Norfolk and Suffolk Care Support Ltd, NorCA and the Integrated Care Board to support a range of actions including recruitment and retention; digital transformation and quality improvement.</p>
7.11	<p>Question from Cllr Emma Corlett</p> <p>The devolution ambition included in the delivery plan for Together for Norfolk included Adult Social Care. Why did the Leader agree to dropping the most significant issue facing the county without consulting council?</p> <p>Response from the Leader and Cabinet Member for Strategy and Governance</p> <p>The devolution framework published in February 2022, in the then Levelling Up White paper, did not include a provision for any health and social care powers to be devolved from central government. In our subsequent discussions, and with the policy drive being to implement and embed the Integrated Care Boards and Partnerships, government was not in a position to commit to devolution in this space at this time. This position is not unique to us, and along with those other areas with a deal or on the pathway to one, we remain firm in our ambition to explore how the lever of devolution can enable us to achieve more. I can assure Council that we have not dropped this issue in the least and continue to engage with government on this and other critical issues. The current Deal is the foundation on which we will build</p>
7.12	<p>Question from Cllr Steve Morpew</p> <p>Although any revised governance arrangements have to be agreed by Council it seems the Leader doesn't intend to give full Council a vote on the substantive devolution deal. Will he agree Council should change our constitution to give Norfolk's elected councillors the right to vote on the full devolution deal rather than just the Cabinet he personally appointed?</p>

	<p>Response from the Leader and Cabinet Member for Strategy and Governance</p> <p>Thank you for your question. Cllr Morphew is well aware of the roles and responsibilities of a Strong Leader and Cabinet Model and the process of proceeding with a County Deal. In line with all other areas going through this process the decision lies with the Executive and is subject to Scrutiny processes. This is in no way incorrect or unusual. I hope that all members have had a chance to read the published Deal proposal and agree that this is a fantastic opportunity for Norfolk to get the powers and funding it deserves to grow our economy and invest for the people of Norfolk.</p> <p>I look forward to a positive debate on 17 January where all 84 members will get the opportunity to give their opinion on the Deal.</p> <p>I hope Cllr Morphew and his Group will join Keir Starmer in committing to supporting Devolution and levelling up pioneered by successive Conservative Governments.</p>
7.13	<p>Question from Cllr Mike Sands</p> <p>Will the Leader commit that we will use any new house building powers through a future devolution deal to build at least 50% of homes for social rent?</p> <p>Response from the Leader and Cabinet Member for Strategy and Governance</p> <p>It is premature to speculate or make bold statements about future deals at this point in time. We are committed to enabling the delivery of affordable housing in Norfolk, and will work with our district partners and Homes England to develop a pipeline of housing projects, using the powers that the current deal affords the council.</p>
7.14	<p>Question from Cllr Jamie Osborn</p> <p>The new Cabinet Member for highways inherits the enormous burden of the stalling Norwich Western Link. He has to admit that the future of the NWL is in considerable doubt, as it is hundreds of millions over budget, Government funding isn't exactly forthcoming, and it faces legal challenges. Does Cllr Plant agree with the Cabinet Member for Finance who has said that the project may need to be reconsidered if it doesn't get Government funding?</p> <p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>The NWL project is a major investment and the majority of the funding (85%) will be provided by Government as part of its national Large Local Majors programme of projects. Clearly if that funding is not provided, there would need to be a review of the delivery of the project. However, as agreed by the Council in July last year, the Outline Business Case has been updated and submitted to the Department for Transport and we are confident that a decision from them regarding the funding for the project will be provided soon.</p> <p>Supplementary question from Cllr Jamie Osborn</p> <p>Is the new Cabinet Member for Highways prepared to put his political reputation on the line and guarantee that the NWL can be delivered without even more cost increases?</p>

	<p>Response from the Cabinet Member for Highways, Infrastructure and Transport</p> <p>There are no guarantees regarding the costs of major infrastructure projects, particularly in light of the current inflationary implications driven by worldwide events. The key is to ensure there is good governance associated to their delivery. Impacts to project costs for the NWL will be brought before Cabinet, and Full Council if necessary, and if budget decisions are required.</p>
7.15	<p>Question from Cllr Paul Neale</p> <p>Some Conservatives tell us that we should be grateful for the £20m funding allocated to Norfolk County Council under the county deal. Yet this amounts to less than 10% of the £220m cut from the council's budget by the Government under austerity. And this year alone the council will have to cut a further £60m, three times more than is being offered under the county deal. Can the Cabinet Member honestly say that what is on the table is good enough?</p> <p>Response from the Leader and Cabinet Member for Strategy and Governance</p> <p>The investment fund is not a replacement for local government funding and there is no such thing as a perfect deal. This is funding that government is entrusting to Norfolk County Council to drive economic growth and regeneration, housing and transport and start to tackle the skills deficit we face as a county, with our partners across all sectors. The current deal represents a stepping-stone on the way to further powers and gets us a seat at the table to be able to have stronger conversations with Government. And that is how it is seen in other areas with a Deal, as in Suffolk, Cornwall and the East Midlands. We continue to press Government for a better and more sustainable model for local government funding and greater investment in the social care and health system.</p> <p>Second Question from Cllr Paul Neale</p> <p>Is the Cabinet Member ashamed of the way that the Conservative Government has overseen the NHS being pushed to breaking point, with queues of nearly 40 ambulances waiting outside the Norfolk and Norwich Hospital and handovers taking 18 hours? Will he write to the Government to support the demands of ambulance drivers and NHS staff to help resolve the crisis?</p> <p>Response from the Cabinet Member for Adult Social Care, Public Health and Prevention</p> <p>Thank you for your question. As you are already aware the causes of the current crisis are the consequences of the Covid pandemic which has led to dramatically increased demand in the Health and Social Care system. It is a matter of record from the independent Kings Fund, whose recent analysis show that Department of Health and Social Care Spending has increased in both real and absolute terms year on year since 2008/9. Striking is only going to make the situation worse. The NHS budget and how it has changed The King's Fund (kingsfund.org.uk)</p>
7.16	<p>Question from Cllr Ben Price</p> <p>A mass of independent research and recent House of Commons reports have all found that hydrogen is unviable for home heating. Norfolk-based Cornwall Insight found that hydrogen would be "uneconomical" now and in the future, and that plans to use hydrogen for heating could mean nearly doubling fuel bills for decades to come. So it is very concerning to hear claims that Bacton could be used to produce hydrogen to heat homes across the south-east. Will the Environment Cabinet</p>

Member write to Government and relevant partners to call for only green hydrogen to be produced at Bacton and for this to be used for industry and transport, not home heating?

Response from the Cabinet Member for Environment and Waste

Whilst acknowledging the seriousness of this matter, it is a complex subject which ultimately sits with Government in terms of policy relating to energy security and use, both now and into the future.

We will keep this matter under review.

Second Question from Cllr Ben Price

Recently a high court judge found it arguable that the environmental impacts of cumulative carbon emissions from the three National Highways A47 schemes around Norwich, and the Norwich Western Link (NWL), had not been legitimately assessed, and ordered a full Judicial Review of the three A47 DCO consents. What steps are being taken to review the Environmental Impact Assessment Scoping Report for the NWL to ensure its legitimacy if the NWL comes forward to planning?

Response from the Cabinet Member for Highways, Infrastructure and Transport

The three National Highways A47 schemes do have confirmed DCOs, including the North Tuddenham to Easton scheme into which the Norwich Western Link is due to tie in. The NWL project team will continue to monitor this challenge to the National Highways' schemes and await the outcome of the judicial review. It's too early to say if there will be any implications for the Norwich Western Link.

The scope of the planning application for the NWL will be compliant with the appropriate legislation and guidance when it is submitted.