

Norfolk Local Access Forum

Date: **Wednesday 5 April 2023**

Time: **10am**

Venue: **Council Chamber, 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](#)

We also welcome attendance in person, but public seating is limited, so if you wish to attend please indicate in advance by emailing committees@norfolk.gov.uk

Please stay at home if you are unwell, have tested positive for COVID 19, have symptoms of a respiratory infection or if you are a close contact of a positive COVID 19 case. This will help make the event safe for attendees 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 Chair's Announcements

3 Minutes

To confirm the minutes of the meeting held on 25 January 2023

Page **5**

4 Members to Declare any Interests

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

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

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

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

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

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

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

6 Public Question Time

Fifteen minutes for questions from members of the public of which due notice has been given. Please note that all questions must be received by the Committee Team (committees@norfolk.gov.uk) by **5pm Thursday 30 March 2023**. For guidance on submitting a public question, please visit

<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee>

7 Local Member Issues/Questions

Fifteen minutes for local member to raise issues of concern of which due notice has been given. Please note that all questions must be received by the Committee Team (committees@norfolk.gov.uk) by **5pm on Thursday 30 March 2023.**

8 Feedback from events attended by NLAF members

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Report by the Director of Culture & Heritage

Tom McCabe
Head of Paid Services
County Hall
Martineau Lane
Norwich
NR1 2DH

Date Agenda Published: 28 March 2023



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Norfolk Local Access Forum
Minutes of the Meeting Held on 25 January 2023
at 10am at County Hall, Norwich

Member:

Martin Sullivan - Chair
Chris Allhusen
Paul Baker
Elizabeth Meath-Baker
Ruth Goodall
Kevin Grieve
Ken Hawkins – Vice Chair
Birgit Griem
Rob Lodge

Representing:

Motorised Vehicles / Pathmakers
Land Ownership
Cycling
Rural / Local Business / Economy / Tourism
Access to land at the Water's Edge
Health and Wellbeing
Walking
Walking
Nature Conservation

Officers Present:

Matt Hayward	Lead Project Officer, Community and Environmental Services (CES)
PC Chris Shelley	Norfolk Constabulary
PC Chris Holmes	Norfolk Constabulary
Jason Sparks	Equinor
Nigel Tompkins	Equinor
Nicola Ledain	Committee Services Officer, Democratic Services
Su Waldron	Project Officer (Environment Team)
Katy Owen	Protected Landscapes Manager, CES

1. Apologies for Absence

- 1.1 Apologies had been received from Cllr Penny Carpenter, Cllr Lana Hemsall, Cllr Maxine Webb, Rebecca Durant, Karen Davidson, Anne Killett, Simon Fowler, , Sarah Morgan, Niall Pettitt and Jason Moore.
Apologies were also received from Andrew Walters from the Broads Authority.

2. Chair's Announcements

- 2.1 There were no announcements.

3. Minutes

- 3.1 The minutes of the meeting held on 5 October 2022 were confirmed as a true record and signed by the Chair subject to adding Birgit Griem's apologies.

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 There was one public question received which is at appendix A.

7. Local member Issues / Questions

- 7.1 There were no member questions received.

8. Feedback from Events

- 8.1 KH reported that he was unable to attend the recent Broads LAF and the Suffolk LAF meetings. KH and MS had also attended the Eastern Region LAF meeting where the concern expressed for the East Anglian Green Energy Enablement project was shared. The initial consultation took place last year with an additional consultation later this year. There was an agreement in principle with the other regional LAFs that a co-ordinated response was sent. KH suggested working with Suffolk and Essex LAF and use the knowledge that existed within NLAf to obtain a wider knowledge of the impact. MS echoed the sentiments shared by KH.

9. Meetings Forward Plan

- 9.1 The NLAf received the report which outlined agenda items for the forthcoming meetings.
- 9.2 The Chair urged any member who was interested in joining the sub committees to express an interest to find out more.
- 9.3 The NLAf **NOTED** the Forward plan.

10. Operation Randall

- 10.1 The Forum received a presentation (Appendix B) from PC Chris Shelley and PC Chris Holmes regarding Operation Randall. Operation Randall was set up to target rural crime, which can have a large impact on rural communities. The presentation detailed the wide range of issues encountered, including those that impact on access to the countryside, and how Operation Randall was working to tackle them.
- 10.2 'Community Resolution' was developed several years across the Constabulary as an alternative 'pay back' way of dealing with less serious crime. It was predominantly used for an offender with remorse, who had admitted to the offence. The Community Resolution was relevant to the area of harm and might involve donation to a relevant charity for example.
- 10.3 The online form for reporting rural crime could be found at <https://www.norfolk.police.uk/contact-us/6-report-it>

- 10.4 Fly tipping was primarily dealt with between the District and County Councils, however if a crime was reported in progress there was a greater chance of bringing a prosecution. However, much fly tipping occurred out of view.
- 10.6 The police officers covered many further areas of rural crime including Fenn traps, night-hawking, church thefts, hare coursing, use of police drones.
- 10.7 The Constabulary did not routinely police fox hunts or the protest against fox hunts but any disorder or criminality from either side of that argument would be investigated.
- 10.8 Technology regarding drones had developed quickly and they were now widely used by the police to help tackle rural crime (such as hare coursing, night-hawking etc.). Drones are also used by criminals and can cause harassment if flown inconsiderately. Any concerns should be reported to the police.
- 10.9 Rural churches were often targeted by criminals looking to steal lead from the roof, or church property within. Forum members felt that every attempt should be made to keep churches open rather than locking them, although the police officers' general advice was to lock them at night. The Police Officers urged the Forum members to be the eyes and the ears of the community and to report to any issues that were seen to the police for investigation. The biggest issue with locking churches was the small number of volunteers offering to be a keyholder especially with parishes with a low number of residents. One suggestion could be to install a magnetic timelock.
- 10.10 The Forum **NOTED** the information received and thanked the Constabulary for attending the meeting.

11. Onshore Windfarm Cabling

- 11.1 The Forum received the report and presentation (Appendix C) from Jason Sparkes and Nigel Tomkins which informed the Forum about the onshore cabling operation and the project's Outline Public Rights of Way Strategy, including how disruption and closure to Public Rights of Way would be minimised. The Sheringham Shoal Extension Project (SEP) and Dudgeon Extension Project (DEP) offshore windfarms under development by Equinor will include onshore cabling work which will impact many Rights of Way across Norfolk.
- 11.2 The presentation included the timeline for the project, and a table of Public Rights of Way crossings on the cable corridor (23 footpaths, 2 bridleways, 2 restricted byways, 2 on the Marriott's Way, 1 on a byway and 1 on a cycleway).
- 11.3 Forum members were interested to establish how long the cabling project team would be present at any locality and were informed that the total time could be 12 weeks, but this was not a continuous process, and work would be minimal and episodic over the duration of the 2 year project.
- 11.4 The project team produce a regular newsletter for communities along the cable corridor.
- 11.5 Road closures would be kept to a minimum (typically for up to 2 weeks) and many roads would be drilled under (trenchless solution) rather than dug up.

- 11.6 The Forum **NOTED** the information received and thanked the Sep and Dep Project team for attending the meeting.
- 12. NLAf Subgroups' report (Permissive Access; PROW; NAIP; Vision and Ideas; Joint Communications)**
- 12.1 The NLAf received the reports which set out the latest discussions and recommendations of the sub-groups of the NLAf.
- 12.4 The NLAf **NOTED** the updates.
- 13. Pathmakers Projects**
- 13.1 The NLAf received the annexed report which updated the Forum on the activities of Pathmakers.
- 13.2 MS reported that the walking festival had taken place which was successful and it would be repeated in October 2023. A project manager had also been appointed for 2023 and an administrator had also been recruited. The website was in place and training had been received. Pathmakers were working with UEA for some projects for students.
- 13.3 KH asked if the dates and timelines for contributing to the walking festival could be publicised as early as possible
- 13.3 The NLAf **NOTED** the report.
- 14. Countryside Access Arrangements update**
- 14.1 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.
- 14.2 Some members of the NLAf expressed disappointment that there had not been any progress with the legal challenges regarding longstanding obstructions, giving the wrong impression to future perpetrators.
- 14.3 The NLAf requested clarification on the timescale categories for dealing with issues reported on rights of way network (under 3.5 to 3.8 of the report, and Appendix D (viii) of the Transport Asset Management Plan TAMP), pointing out that PROW defects were unlikely to be dealt with any sooner than 35 days after reporting (out of 28 categories, none were in the rapid response categories, 6 were in category C which was up to 35 days, and all the rest were category D which was dealt with in 35+ days.)
- By way of example, an issue reported 2 years ago had only recently received acknowledgement leading the NLAf to conclude that resourcing was inadequate. Officers acknowledged that two years was unacceptable, and they would work with Highways colleagues (who were not present at the meeting) on a better system.

- 14.4 The NLAF asked about the introduction of beavers at Sculthorpe moor at Fakenham and whether the wetlands created affected footpath access. Officers stressed that they took an approach to balance access requirements with nature conservation and would be thinking strategically to enable the public to view flagship nature restoration schemes.
- 14.5 The NLAF **NOTED** the progress made to date since the Countryside Access Officer posts were introduced and hoped that staffing resource could be increased to meet the additional demand.

15. NCC Member Sustainable Transport update

- 15.1 The Forum received the annexed report which provided a summary of the key walking and cycling projects relevant to the Local Access Forum.
- 15.2 Members suggested hearing more about the Active Travel Fund at a future meeting.
- 15.3 The NLAF **NOTED** the progress of the walking and cycling projects as outlined in the report.

16. Major Infrastructure Projects and Planning

- 16.1 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.
- 16.2 The NLAF **NOTED** the table of major infrastructure projects in Norfolk.

The next meeting is scheduled for Wednesday 5 April 2023 at 10am at County Hall.

The meeting closed at 12.20am

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



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Norfolk Local Access Forum

(Forum member report)

Report title:	Forward Plan (NLAF agenda)
Date of meeting:	5 th April 2023

Summary

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

Recommendation

To agree agenda items from those suggested (or from further suggestions) for the NLAF meetings ahead.

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) Future funding for access (NCC report) (NEW STANDING AGENDA ITEM)
1.2.	<p><u>July 2023 NLAF meeting (next meeting)</u></p> <ul style="list-style-type: none"> Great Chalk Way – potential agenda item
1.3.	<p><u>Other potential ideas (for consideration for July meeting or subsequent meetings)</u></p> <ul style="list-style-type: none"> Water based activities NCC Cycling and Walking Strategy Access for all Data counters and footfall on Norfolk Trails 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 agenda items for future meetings from the above list or from other

	suggestions
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

(Forum member report)

Report title:	Sustrans Rural Travel Review (Norfolk)
Date of meeting:	5 th April 2023

Summary

East of England Sustrans recently completed a review with Norfolk County Council to find out what people want and need from an attractive, accessible and safe rural network that connects people and places.

<https://storymaps.arcgis.com/stories/ebce2248b2da4e7bad988fc8ed2b07f1>

Results from the survey will be presented to the Norfolk Local Access Forum by Sustrans.

1.	Proposal
1.1.	<p>Sustrans have been working with Norfolk County Council to explore what is needed to create a network that will make it easier for people in rural areas of Norfolk to use active travel in their everyday lives.</p> <p>Their recent survey sought the views of different people who live and work in rural Norfolk and regularly use roads and paths in the countryside to find out what people want and need from an attractive, accessible and safe network that connects people and places through walking, wheeling and horse riding.</p>
2.	Recommendations
2.1.	To note the findings from the Sustrans Rural Travel Review (Norfolk).
3.	Evidence
3.1.	

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

NLAF member name : Guest speaker from Sustrans: David Burt

Email address : david.burt@sustrans.org.uk ; eastofengland@sustrans.org.uk

Norfolk Local Access Forum

(Forum member report)

Report title:	Defra Statement regarding claims for unrecorded paths
Date of meeting:	5 th April 2023

Summary

In February 2022, Defra announced that the 2026 deadline to register historic paths not registered on councils' definitive maps (such as the NCC Definitive Map of Public Rights of Way) was to be abolished in England.

However, it has now been revealed that the government has reinstated a deadline, which will now come into effect in 2031 putting additional pressure on councils to verify and register claims for unrecorded paths.

1.	Proposal
1.1.	To discuss and agree a course of action
2.	Recommendations
2.1.	To discuss and agree a course of action
3.	Evidence
3.1.	<p>Full statement from Defra 22 March 2023</p> <p>In February 2022 we announced Ministers had decided to repeal the uncommenced cut-off date provisions in the Countryside and Rights of Way Act 2000 (CROW) and take forward the right to apply provisions only. This was subsequently extended to the full rights of way reform package as agreed by the Stakeholder Working Group.</p> <p>As some of you will know, uncommenced provisions in CROW contain a cut-off date of 1 January 2026 for recording historic (pre-1949) rights of way on the definitive map. The effect of these provisions is that after the cut-off date, any historic rights of way not recorded on the definitive map will, with certain exceptions, be extinguished.</p> <p>The Secretary of State has decided to commence the cut-off date instead of repealing it, and to press ahead with the full package of reforms as planned. In doing so, the Secretary of State is keen to promote responsible access, protect nature and support people who work and live in the countryside.</p> <p>Commencing the cut-off date will maintain the original intention of CROW to bring certainty to all parties. However, in recognising that the reforms have experienced delays due to Covid, the Secretary of State has also decided to use existing powers in CROW to implement a full five-year extension to 1 January 2031, which will allow time for the reforms to take effect.</p>

As a result, we are now preparing for the cut-off date to come into effect in 2031 and to carry on with our work to implement the reforms. This means we will need to formally commence the CROW cut-off date provisions alongside the reforms.

We understand that for some of you this news will be disappointing. However, the Secretary of State remains committed to implementing the rights of way reform package which will see significant improvements for all parties. We will continue to work with the Stakeholder Working Group to agree additional measures to manage the cut-off date transition, and seek to finalise and lay all the necessary statutory instruments to bring in the reforms as swiftly as possible.

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

NLAF member name : Martin Sullivan; Ken Hawkins

Email address : martinsullivan4x4@yahoo.co.uk; ken-hawkins@tiscali.co.uk



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Norfolk Local Access Forum

(Forum member report)

Report title:	NLAF subgroups' report (PRoW; NAIP; Vision and Ideas)
Date of meeting:	5 April 2023

Summary

Meetings of the NLAF's subgroups are reported.

The PRoW subgroup met on 13 March 2023 (minutes attached Appendix 1).

Neither the NAIP subgroup nor the Vision and Ideas subgroup have met since the last full NLAF meeting.

1.	Proposal 1 - Norfolk Record Office opening hours
1.1.	The subgroup recommends that NLAF requests Norfolk Records Committee to give consideration to opening on an evening and/or at a weekend to enable the widest possible access to the records held there, even if that means losing a current weekday. (Minute 7)
2.	Recommendations
2.1.	As above
3.	Evidence
3.1.	In years past, the Norfolk Record Office (NRO) was open to the public on weekdays and at weekends and on some evenings. Over time, these hours have been reduced and the NRO is currently open only Tuesday to Friday 10 to 5. We understand that from 1 April, the hours will change to Tuesday to Thursday 9.30 to 5, plus Friday 10 to 4 for advance bookings to view manuscripts only from 1 April. Over the last 3 or 4 years, there has been a steady increase in the number of applications made for Definitive Map Modification Orders, prompted by approach of a 1 January 2026 deadline for submission of many of these applications. Although the government has stated that it no longer intends to enforce that deadline, the impetus generated has continued to give rise to many applications and this impetus shows no sign of decreasing. There are currently around 200 applications to process and the county (like most other counties) processes only a handful each year. Most of the applications include evidence arising from searches made of records held at the NRO and many applicants come from people who cannot necessarily attend there only during on weekdays and during traditional working hours. Limiting opening times to the planned hours is likely to bar a number of people from access to research possible applications.

1.	Proposal 2 - Potter Heigham bridge
1.1.	The subgroup recommends that NLAF requests Norfolk County Council to support proposals to close Potter Heigham bridge permanently to motorised traffic.

2.	Recommendations
2.1.	As above
3.	Evidence
3.1.	Potter Heigham bridge is currently closed to traffic for safety reasons. The closure has given rise to proposals to make the closure permanent, both to provide an improved environment in the immediate locality and to improve safety for pedestrians, wheelers, cyclists and others using non motorised transport. The bridge forms part of the route of the Weavers' Way, which not only crosses the road at this point, but also crosses the river from the north east to the south west. This therefore requires those using the route to cross the traffic flow on this narrow bridge. (This also applies to the many others visiting the riverside area even if not using the Weavers' Way.) Motorised traffic has the alternative of crossing the river by using the nearby A149, which does not provide a friendly alternative for non motorised users. This issue was brought to our attention by the Broads LAF, which supports this request.

1.	Proposal 3 - Somerton Footpath 8
1.1.	The subgroup recommends that NLAF requests Norfolk County Council to support proposals from Somerton Parish Council to establish this (and associated paths) to the Definitive Map.
2.	Recommendations
2.1.	As above
3.	Evidence
3.1.	We have been informed of this proposal from Somerton Parish Council by the Broads LAF, which supports it. The path is close to Horsey Drainage Mill, an area which attracts many visitors, but has few public rights of way to the coast to its east. The path (which was allocated a number when considered as a right of way many years ago) would provide a route to the coast and enable establishment of a circular walk which would require walkers to cross, but not walk along, Horsey Road (an unrestricted road without a footway, along which traffic can often exceed the speed limit) .

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



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Appendix 1

NORFOLK LOCAL ACCESS FORUM : Public Rights of Way Subgroup Minutes

Date: Monday 13 March 2023

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
Paul Baker	Norfolk Local Access Forum
Chris Cane	Norfolk Local Access Forum
Simon Fowler	Norfolk Local Access Forum
Birgit Griem	Norfolk Local Access Forum
Ken Hawkins (chair)	Norfolk Local Access Forum
Ian Mitchell	The Ramblers
In attendance	
Jason Moorse	Highways
Helen Terry	Team Leader - Greenways (Projects)

	action
1 Introductions and apologies for absence Apologies had been received from Benjiman Grapes, Matt Hayward, Adam Hinchliffe, Ann Melhuish, Katy Owen, Martin Sullivan and Su Waldron. All present (some in person, some online) introduced themselves.	
2 Minutes of the meeting on 12 September 2022 The minutes were approved .	
3 NLAf meetings on 5 October 2022 and 25 January 2023 Minutes of the first and draft minutes of the last had been circulated in advance; there were no additional issues referred to the subgroup.	
4 Matters arising from the minutes 4.1 4.3 <u>Statutory obligations</u> and 7.1 <u>Request to increase the staffing responsible for work on Definitive Map Modification Orders (DMMOs)</u> : It was reported that the Infrastructure and Development Select Committee (I&DSC) at its meeting on 16 November 2022 had noted the request for increased resources to be considered for public rights of way maintenance and the processing of DMMO claims. Su Waldron had reported that a member of staff on a temporary contract with the Legal Orders Team had been made permanent. It was also noted that 3 PROW Technicians appointed in September 2021 had had their contracts extended to March 2025. Jason added that the ongoing budget review had frozen all staff appointments and there was a possibility of staff reductions. 4.2 4.4 <u>Reporting system</u> : Paul queried whether the statistics were better in winter with fewer issues reported. Jason noted that additional information had been included in the Countryside Access arrangements report (see 6.1 below) to show the times between issue reporting, decision and implementation.	
5 Partnership and Community Working	

<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 presented the report, drawing attention to the good progress made on renewing bridges and in completing repairs to the boardwalk at Holme (which Ian noted had been very well received). 2 Jason noted that, for all defects reported within the Highways Management System between 4 December 2022 and 3 March 2023, the average of Reported to Inspected Days was 8.02 days and average of Report to Repair Days was 30.8 days. 3 It was noted with disappointment that no further progress has been made regarding the obstruction of a path in Upwell, which remained with NPLaw. <p>6.2 <u>Specific issues</u></p> <ol style="list-style-type: none"> 1 England Coast Path Hunstanton to Sutton Bridge: It was noted that NCC hoped to complete works and open the path by the end of 2023. 2 Criteria for intervention: Jason requested further details of 2 cases where the CAO had indicated that there were no viable options to make paths available. Ian suggested that one approach to the case concerning a field edge path was to add it to the cutting contract, which Jason agreed to consider. In the other case, involving a path split by a ditch, it was noted that there was nothing to prevent use of a path as far as the missing bridge, even if users then had to turn back. 3 Newton by Castle Acre DMMO: Ian noted that the Planning Inspectorate was planning a hearing which would be no earlier than October. 4 England Coast Path at Great Yarmouth: Ian reported that he had been reliably informed that the set of steps Great Yarmouth had now been repaired and opened. <p>6.3 <u>Major Infrastructure Projects and Planning Applications</u></p> <ol style="list-style-type: none"> 1 Norwich Western Link: NCC had indicated that the request to apply for planning permission had been deferred from the March cabinet meeting. It was noted that there were rumours that Government may not award the requested funding for this project. 2 Long Stratton: It was reported that NLAF's comments had not reached the right quarters. When this was discovered, Martin Sullivan (with Su Waldron) had met relevant NCC staff and discussed NLAF's concerns; Martin had reported he was satisfied with the actions now being taken. 3 East Anglian Green Energy Enablement: It was noted that agreement had been reached with Suffolk and Essex LAFs to co-ordinate responses. Local press had very recently reported that the Electricity System Operator had said there would be an independent review, expected to be published in the summer, to consider options including offshore routes. 4 SEP and DEP (Sheringham Shoal Extension Project and Dudgeon Extension Project): Ken reported that NLAF had been invited to take part in hearings coming up, but that he and Martin had not felt this would be useful, a conclusion endorsed by Simon. 	<p>Ken</p>
<p>7 Definitive Map Modification Orders</p> <p>It was noted that the opening hours at Norfolk Record Office were changing from the current Tuesday to Friday 10 to 5, to Tuesday to</p>	

<p>Thursday 9.30 to 5, Friday 10 to 4 for advance bookings to view manuscripts only from 1 April. It was further noted that the current hours were a significant reduction from those a few years ago and considered already difficult for people (especially those working traditional hours) to get to the NRO. After discussion it was agreed to recommend that NLAF request that Norfolk Records Committee give consideration to opening on an evening and/or at a weekend to enable the widest possible access to the records held there, even if that meant losing a current weekday.</p>	<p>Ken</p>
<p>8 Other matters</p> <p>8.1 <u>East Anglia Coast Path</u> (not necessarily the name to be used): Katy Owen had reported that NCC supported this long distance trail from Kings Lynn to Gravesend Ferry through Norfolk, Suffolk and Essex (using the England Coast Path). She had permission and funds to recruit a dedicated National Trail officer to lead on this for Norfolk.</p> <p>8.2 <u>The Great Chalk Way</u>: This proposed long distance path from Lyme Regis to Hunstanton incorporated The Peddars Way in Norfolk. Katy Owen had reported that the Great Chalk Way working group consisted of volunteers with a small amount of input from Officers. Natural England had declined to recognise the route as a National Trail. It would be promoted as a walking, cycling and equestrian route, leading NCC to revisit their former promoted equestrian route.</p> <p>8.3 <u>Greenways update</u>: Helen noted progress with the 5 Jubilee Trails, with launches planned for after the May elections. The MONUMENT project was ending and the learning from it carried forward to other work, especially regarding access for people living with dementia. Plans were proceeding for another Walking Festival in October, to be promoted via a NALC webinar.</p> <p>8.4 <u>Proposed cycling access to public footpaths</u>: Consideration was given to a proposal from Theo Bushnell to increase the use of Norfolk's Public Rights of Way by allowing cyclists access to public footpaths. There was a consensus that the principle was good, but the practicalities and costs of implementing this across the county would be significant and well beyond the currently available resources. It was noted that individual improvements were made where possible and that this would continue. For example, it was noted that the Jubilee Trail in Dereham involved making a public footpath available to cyclists and this had been achieved by agreement with the landowner to provide permissive access to cyclists.</p> <p>8.5 <u>Broads paths lost to the river</u>: Keith said that Broads LAF is seeking information on paths lost to river bank erosion, so as to get a sense of the impact of this, and thus to plan any action possible. The LAF had written to NCC (and Suffolk CC) but not had a formal response. Keith agreed to send the request again directly to Jason, who would take it forward. Ian noted that paths eroded away in this way were indeed lost as there was no mechanism for moving the legal line except by the landowner agreeing to a set-back course (Highways Act 1980 Section 25).</p> <p>8.6 <u>Potter Heigham bridge</u>: Keith reported that the bridge was currently closed to traffic and a proposal had been made to close it permanently to motorised traffic, but open to pedestrians, cyclists and horse riders. Broads LAF supported this as the bridge formed part of the Weavers' Way where people cross both the river and the road. It was agreed to recommend support for this proposal to NLAF.</p> <p>8.7 <u>Somerton 8</u>: Keith reported that the Broads LAF was supporting Somerton Parish in its attempt to get a path added to the Definitive Map; the path had been proposed in the 1950s but had not been recorded at the time. It</p>	<p>Keith Jason</p> <p>Ken</p>

was agreed to recommend that NLAF support this request.	Ken
9 Date of next meetings The next Subgroup meetings are planned for Mondays 12 June, 11 September and 11 December, all from 14:00 to 16:00, as hybrid meetings (in person and online).	all

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

Norfolk Local Access Forum (Forum member report)

Report title:	Pathmakers report
Date of meeting:	5 th April 2023

Summary

Pathmakers recent highlights and successes will be presented to the Norfolk Local Access Forum members, along with a workplan for the year ahead (2023/24).

A PRESENTATION WILL BE GIVEN

1.	Background
1.1.	<p>Pathmakers is a charity which has been established by the Norfolk Local Access Forum.</p> <p>https://register-of-charities.charitycommission.gov.uk/charity-details/?subid=0&regid=1161475</p> <p>Up to five trustees are appointed by the Norfolk Local Access Forum for a term of up to 3 years. Other trustees are appointed directly by Pathmakers.</p> <p>Pathmakers is a Charitable Incorporated Organisation</p> <p>Its mission is to improve access to the Norfolk Countryside for people of all abilities and backgrounds. Pathmakers works with organisations and communities to help run, facilitate or support walking projects - both financially and in other ways - that improve countryside access. www.pathmakers.org.uk</p>
2.	Recommendations
2.1.	To note work ongoing by Pathmakers to improve access to the Norfolk countryside for people of all abilities and backgrounds
3.	Evidence
3.1.	See above.

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

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

Norfolk Local Access Forum

Item No: 14

Report Title: Potential and Future Funding for Access

Date of Meeting: 05 April 2023

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: N/A

Executive Summary / Introduction from Cabinet Member

Overview of funding bids in concept/development stage and update on successful applications. Overview to cover relevant areas of PRow, Norfolk Trails and Highways Teams.

Recommendations:

1. To note potential and current funding opportunities and sources for access related projects.

1. Background and Purpose

- 1.1 To ensure the NLAf is fully briefed on all current and potential future funding opportunities and projects in development.

2. Proposal

Placemaking Team (Norfolk/National Trails)

- 2.1 Funding is available within the Environment Service to appoint a new, additional post of National Trail Leader. This will create a new team with additional resource to focus on the establishment, maintenance, enhancement and promotion of the National Trail. This will include exploring development of

an East of England Trail, establishment of an associated partnership, and drawdown of additional Natural England funding for the region.

- 2.2 Successful application to Natural England for additional National Trail Capital Grant. £286,000 has been awarded. This forms the first wave of funding for replacement of the Norfolk Coast Path boardwalk at Brancaster.
- 2.3 Successful application to the Norfolk Coast AONB access for all funding total value £16,400. This has delivered surface upgrades; rest stops and installation of accessible gates.
- 2.4 Applications to Shared Prosperity Fund held by Borough Council of King's Lynn and West Norfolk (BCKLWN) for funding to further support boardwalk delivery at Brancaster. In collaboration with Green Infrastructure Team
- 2.5 Exploration of offshore wind funding for coast path and local PRow enhancement

3. Impact of the Proposal

- 3.1 Greater awareness of potential and current funding opportunities and successful applications for grants.

4. Evidence and Reasons for Decision

- 4.1 N/A

5. Alternative Options

- 5.1 N/A

6. Financial Implications

- 6.1 Improved resourcing for access-related projects, diversification of funding streams.

7. Resource Implications

- 7.1 **Staff:** Opportunities to increase core funded and fixed-term staff resource, at all levels (Team Leader, Project/Trails Officers, Assistant Officers). Increase

resilience of staff resource and offer increased professional development opportunities for colleagues.

7.2 Property: Increased all abilities, inclusive access to nature and culture through high quality walking, cycling and horse-riding routes.

7.3 IT: Improved all abilities, inclusive access to online resources linked to walking, cycling and horse-riding routes. Improved establishment, monitoring and reporting systems for Officer.

8. Other Implications

8.1 Legal Implications: Improved capacity to meet statutory access obligations.

8.2 Human Rights Implications: Increased equity of access to nature and culture.

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): Increased sustainability of business model for development, maintenance, and improvement of access in Norfolk, identification of 'invest to save' opportunities and added value.

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 potential and current funding opportunities and sources for access related projects

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: Katy Owen

Telephone no.: 01603 222773

Email: katy.owen@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Norfolk Local Access Forum

Item No: 15

Report Title: Countryside Access Arrangements update

Date of Meeting: 5th April 2023

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

Executive Summary / Introduction from Cabinet Member

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 Norfolk Local Access Forum notes the progress made to date since the Countryside Access Officer posts were introduced.

1. Background and Purpose

- 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. Proposal

- 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 on 3rd March 2023 had 1,193 open issues for Public Rights of Way (a drop from the last quarter figures). The fact that overall numbers remain high 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 original 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 have now been extended to March 2025. The decrease in overall enquiry numbers suggests progress is being made.
- 2.7 The number of unresolved public enquiries through the CRM system is falling slightly from the last quarter. As of the 3rd March 2023, the Norfolk Trails Team had 161 open CRM issues. PROW had 211 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:
- 136 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, 6 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 all through 2022. 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.
 - Smaller scale bridges/ligger crossings remain an Area responsibility and are also subject to continual cyclic replacement. For example, South Area have replaced 23 this year.
 - Small scale capital works across the network are ongoing, for example; Bridges at Grimston, Boardwalk at Hockering, Sets of steps at Aslacton and Brockdish, Surface repairs at Horning, Upwell.
 - A long-standing flooding issue at Dickleburgh Moor is largely resolved through the installation of a culvert but remains under closure until June so that vegetation can recover.
 - 2023 cutting: It is hoped to complete 2 cuts on the selected PROW routes again for 2023, the final year of the current contract period. Trails routes receive 3 cuts.
 - Issues with contractors meant that only one North West Norfolk cut was undertaken in 2022. Some remedial "winter work" has been carried out at selected sites to combat some of the more heavily overgrown paths in readiness for the 2023 season.
 - Fuel price increases are making contracts less viable. Existing contractors have accepted the offer of an inflationary increase.
 - Work on making minor adjustments to the cutting contract specifications is ongoing and the summer of 2023 will be the final year of the current contract. Retendering will take place in the Autumn of 2023 subject to funding.
 - 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. March 2023 update: No further progress has been made. Several longstanding obstruction cases remain ongoing. A number of encroachment cases are under investigation.

- The £15k “Urban paths” allocation has a shortlist of sites considered for funding for the next 2 to 3 years assuming this funding stream remains available. Funds are currently being utilised in a surface improvement adjacent to a new school at Gayton.
- County Councillors have “Member Fund” to allocate to local projects each year, increased to £11k each for 2023/24 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 recently organised and carried out an improvement at Reepham replacing a stile with a kissing gate. We would like to explore similar initiatives, but more regular volunteer work may require support from NCC such as the purchase of material.

2.12 **Placemaking Team (Norfolk/National Trails)**

Honing Lock Circular Walk accessibility improvements to improve the walk including:

Dilham Footpath 7

- Bridge rebuilt with handrail with new pedestrian gate
- Stile replaced with kissing gate in partnership with landowner



Honing Footpath 22

- Bridge at end of boardwalk rebuilt with integrated gate to control livestock



Haddiscoe Circular Walk accessibility improvements and signage

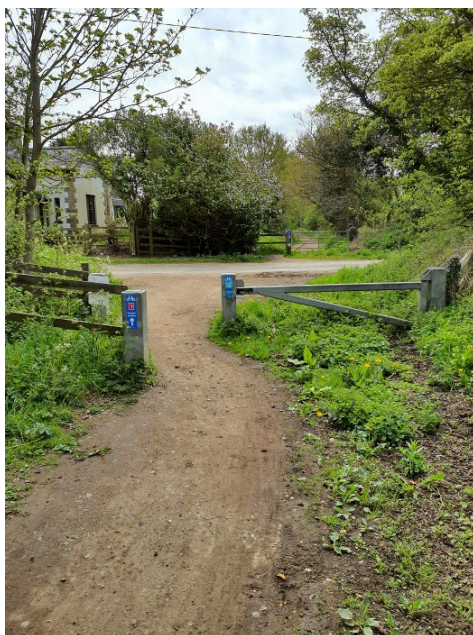
- Signage installed throughout route
- Kissing gates installed in place of field gates and waymarking signage installed across Thorpe Marshes after complaints of people getting lost



Marriott's Way, Great Witchingham - Access Improvements for cyclists and wheelchair users

- Heath Lane crossing made accessible chicane removed and drainage installed surfacing granite, scrape back of original surface
- Lake House access road crossing improvements after complaint by powered wheelchair user about the slope, erosion and chicane restricting access.
- Slope reprofiled to 1:15 to make it accessible by wheelchair and also re-surfaced

Before



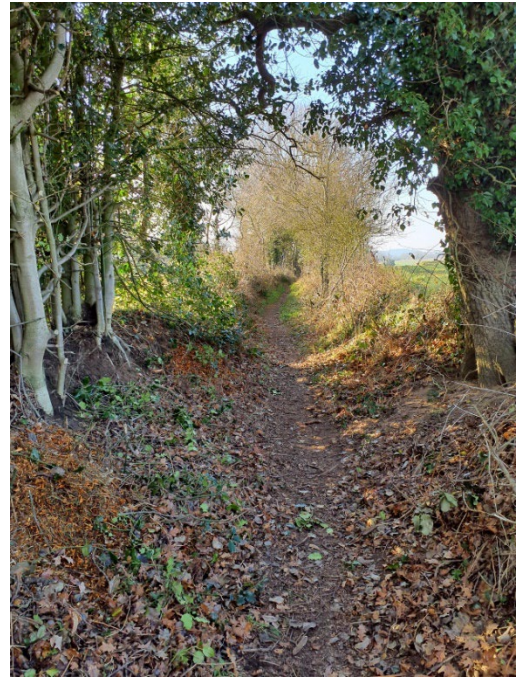
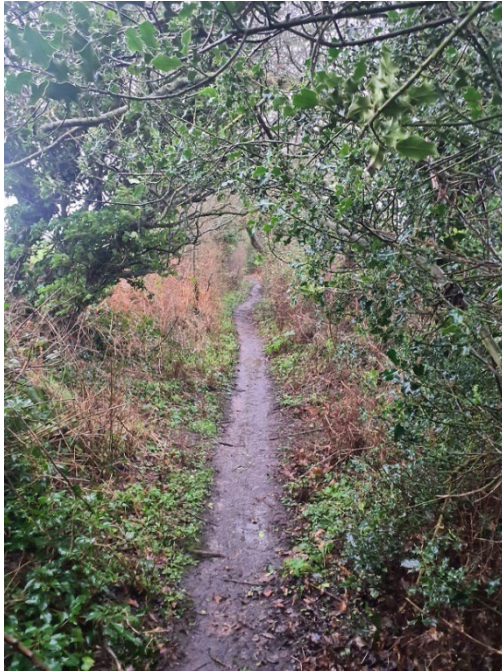
After



Path widening at Craunchings Loke—Trunch RB10 and Trunch footpath 11, Trunch circular walk

In response to a legal change of status from a footpath to restricted byway by modification order applied for by the open spaces society, 2 paths identified in Trunch have been widened to allow use by equestrians and wheelchair users.

The work has been carried out over two seasons which has lessened the impact on habitat loss



Laburnum re-surfacing work—Norfolk Coast Path (England's Coast Path Stretch 1)

Following complaints of an uneven surface and erosion we have resurfaced 160m of England's Coast Path to improve the surface and provide a hard path to walk on and limit further erosion.



Poplar Farm - Waxham

- 250m of siding up to open up the Norfolk Coast Path and make walking more accessible



England Coast Path Stretch 4

- Audits have started and Natural England met on site to discuss establishment. Audit will be completed in March 2023 with an aim to establish and open the route from Hunstanton to Sutton Bridge by the end of 2023.



2.13 Greenways Team (Green Infrastructure delivery) April 2022-March 2023

Holme FP1 Boardwalk

Capital Maintenance Fund. Holme timber boardwalk at end of life. Boardwalk missing and rotting planks, and up to 600mm+ drops posing health and safety risks reported through CRM.

Public also walking off the boardwalk to navigate around the worse sections and into surrounding dune habitat destroying and eroding area adjacent to boardwalk

The old decaying boardwalk had become a valuable habitat for natterjack toads. Natterjack toad surveys conducted, and a European Protected Species (EPS) licence was required to carry out the installation of the new boardwalk.

The new boardwalk was installed over the old boardwalk which was left in place to continue as a habitat for toads.

The new boardwalk had also had new passing places/viewing platforms with integrated benches installed as part of the design. Accessibility for wheelchair users has greatly enhanced.

Ecological supervision was required to monitor excavation work to ensure natterjack toads were handled and relocated appropriately if encountered.

Before: Spring 2022



Post construction – Autumn 2022



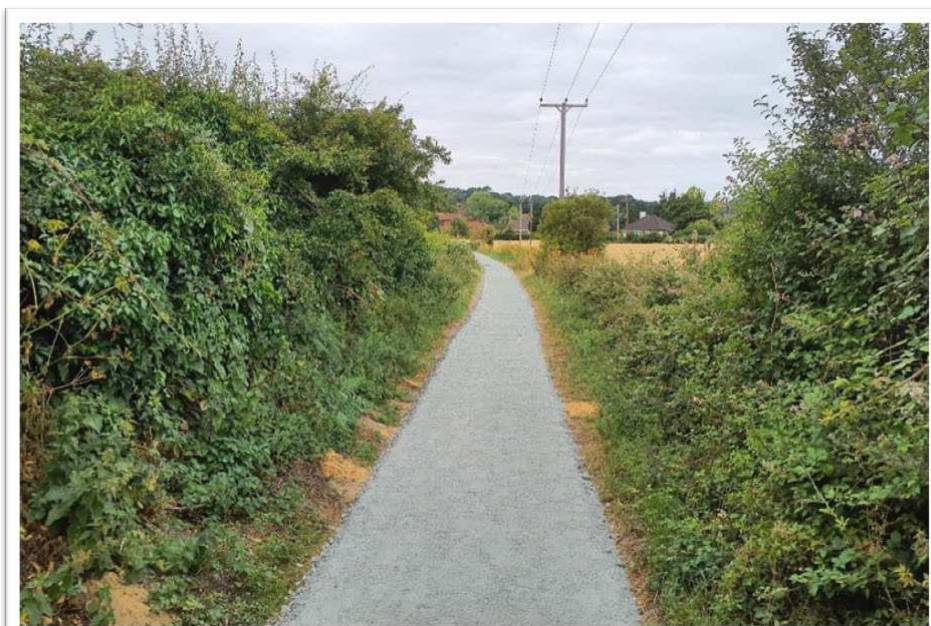


Sheringham FP27 (Butts Lane)

Capital Maintenance Fund. CRM complaints were being received on Sheringham FP27 on an annual basis due to the path getting wet in winter. Scheme resurfaced. 950m x 1.5m wide path with Type 1 granite and granite fines. The resurfacing method here had to be adapted due to the presence of both a Gas mains pipeline and overhead High voltage cables



Before



After

Marriott's Way, Cawston

Capital Maintenance Fund. Scheme resurfaced. 500m x 1.5m wide path with Type 1 granite and granite fines. Step and handrail repair to Aylsham Road stairset



Before



After



Before



After

Dereham FP34 Boardwalk and bridge replacement

Capital Maintenance Fund. Timber boardwalk at end of life. Boardwalk rotting planks and bridge off its footings (displaced from flooding) creating health and safety risks reported through CRM and officer inspection.

The new boardwalk (230m x 1.5m width) with passing places installed over the old boardwalk which was left in place as established habitat. Plastic pilings used instead of timber to increase life and reduce future maintenance as very wet environment. New bridge footings and bridge installed with new kissing gate.



Before



After boardwalk with passing place New bridge



New kissing gate (footprint increased to accommodate build around mature tree)

Wretham Stonebridge, Peddars Way

Capital Maintenance Fund. Resurfacing 680m with Type 1 Granite and granite fines. Installation of aquacells to improve drainage



Before



Drainage installation



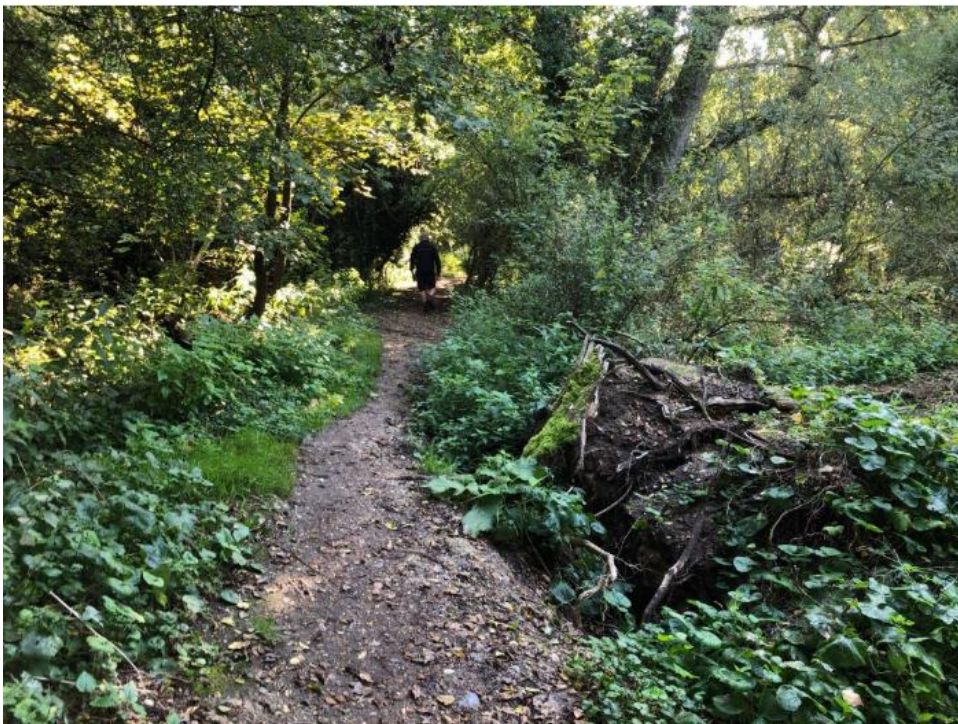
After

Fakenham RB8 Watercourse and access improvements

Capital Maintenance Fund with contributions from Fakenham Town Council, Environment Agency. Internal Drainage Board contracted for works to clear river, extensive tree work to re-establish 890m PROW width, installing culverts to alleviate flooding of footpath and creating overspill ponds. Additional remedial works required Spring 2023 to complete footpath construction and install remaining culvert.



Before



Before



After



After

Jubilee Trail Dereham Greenway

Jubilee Committee Funded. Resurfacing of Public Right of Way footpaths; Dereham FP19 and Dereham FP20 (between Mill Lane and Gressenhall Road) 1,230 metres length at 2800mm width with Breedon Gravel. Installation of large kissing gate to replace pedestrian kissing gate. Currently in construction phase to be completed April 2023. Permissive cycling agreed with landowners. Wildflower seeding along whole length.



Before



After

Jubilee Trail Dersingham to Ingoldisthorpe Greenway

Jubilee Committee Funded. Resurfacing of Public Right of Way Dersingham Footpath 16 and Ingoldisthorpe Footpath 7 along the line of the dismantled railway (between Station Road, Dersingham and The Drift, Ingoldisthorpe). Resurface 1,817metres length at 2800mm width
Installation of heritage railway gates, fencing and chicanes. Currently in construction phase to be completed April 2023. Permissive cycling access. Replanting and ecological enhancements programmed post construction phase.



Before



After

Bure Valley Path circular walks

Five new Bure Valley Path circular walks at Brampton/Oxnead, Buxton, Coltishall, Little Hautbois– funded by CIL – audited & signed – to be launched Summer 2023



Bure Valley Path resurfacing and infrastructure improvements (Nov21-Mar23)

EU Interreg funded as part of the EXPERIENCE project. New (Breedon gravel surface) along 1/3 of the 9 mile route along sections at Aylsham, Buxton, Coltishall and Wroxham. Infrastructure upgrades along the whole route including gateway sculptures, heritage railway gates and fencing, station signs, mile markers, cycle racks and benches. Wheelchair accessible ramp at Coltishall.



Station sign and gateway sculpture



Breedon gravel surface, Aylsham



Heritage railway gate and fencing



Coltishall Station



Mile markers

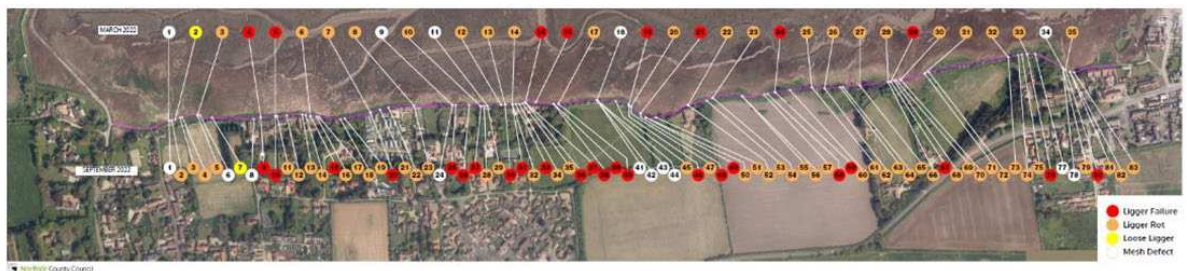
Brancaster FP5 Boardwalk replacement (Autumn/Summer 2023)

We are undertaking an options appraisal to look at replacement of the Brancaster 1.8km boardwalk which has reached the end of its life and falling into a state of degradation over the last year. A repair on the significant failed sections was completed February 2021. However, subsequent Trail Officer inspections have reported multiply structural failure along the length of the boardwalk. The boardwalk has now been closed to the public for health and safety. The boardwalk will remain closed until it is made safe for public use.

The boardwalk is part of the Norfolk Coast Path and is a popular well used section of the coast path enjoyed by locals and visitors to the area and therefore we are prioritising design to complete constructions as soon as possible.

- Access, storage location compounds have already been agreed with landowners and ecological advice sought as the boardwalk runs through several special site designations, such as RAMSAR, SSSI and a Scheduled Monument site (Branodunum Roman Fort)
- The scale of the scheme will also require planning permission and relevant consent and licences will need to be applied for, in order to carry out works within the protected landscape.
- There is opportunity to improve access by widening the current width of the boardwalk to 1.5m, adding viewing platforms, passing points and benches
- We are investigating alternative innovative materials to timber, suitable for marine environments and appropriate to site.
- We are looking into Glass Reinforced Plastic (GRP) boardwalk which has life expectancy in excess of 80yrs: built in grip, very low maintenance and available in a variety of colours
- GRP materials will reduce future costs for maintenance and further full replacements of a timber boardwalk
- The boardwalk will incorporate dementia friendly design and will also be wheelchair accessible

Boardwalk failures at Brancaster (overview map and photos)



Example of GRP (Glass Reinforced Plastic) boardwalk



3. Clarification of Timescales re issue reporting

- 3.1 The NLAF requested clarification of the issue reporting process which is presented below:
- 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 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):
- 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:
- 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.

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>

The risk register helps officers determine the priority. The timescales of which are below.

- (i) 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.
- (ii) 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.

4. Evidence and Reasons for Decision

4.1 N/A

5. Alternative Options

5.1 N/A

6. Financial Implications

- 6.1 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.

7. Resource Implications

7.1 Staff:
Please see paragraph 6.1

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. That the Norfolk Local Access Forum notes the progress made to date since the Countryside Access Officer posts were introduced.
- 2.
- 3.

12. Background Papers

12.1 none other than the Appendices

12.2

Officer Contact

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

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PROW and Trail Defect Report

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

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

Volume of PROW/Trail defects by type

DescriptionOfFault	C	N	S	W	Total	
PROW - Damaged or missing sign			37	46	13	96
PROW - Obstruction -e.g. building works, fences, ditches, locked gate			28	8	8	44
PROW - Surface condition			19	12	3	34
Trail - Surface condition	3	11	13	1		28
PROW - Overgrown hedge/tree			14	8	5	27
PROW - Crops/ploughing affecting footpath			8	15	1	24
PROW - Gate/Barrier			9	8	3	20
Trail - Damaged or missing sign			12	3		15
PROW - Bridge			1	13		14
PROW - Misleading sign			8	6		14
PROW - Overgrown surface -e.g. grass/weeds			9	4		13
PROW - Tree dangerous/fallen			8	5		13
Trail - Illegal / Vehicle Use			6	6	1	13
Trail- Obstruction -e.g. building works, fences, ditches, locked gate			4	5	1	10
PROW - Stile damaged/too/high/other			3	5	1	9
Trail - Tree dangerous/fallen			5	3		8
PROW - Illegal / Vehicle Use			2	1	3	6
Trail - Bridge	1	3	1	1		6
Trail - Gate/Barrier				5		5
Trail - Misleading sign	1		2		1	4
Trail - Overgrown hedge/tree	2			2		4
Trail - Steps damaged/other			4			4
PROW - Animal(s)			1	1	1	3
PROW - Flooded Path			3			3
PROW - Steps damaged/other			1	2		3
Trail - Overgrown surface -e.g. grass/weeds				2		2
Trail - Crops/ploughing affecting footpath			1			1
Trail - Flooded Path				1		1
Total	1	6	199	175	43	424

Report Date Range

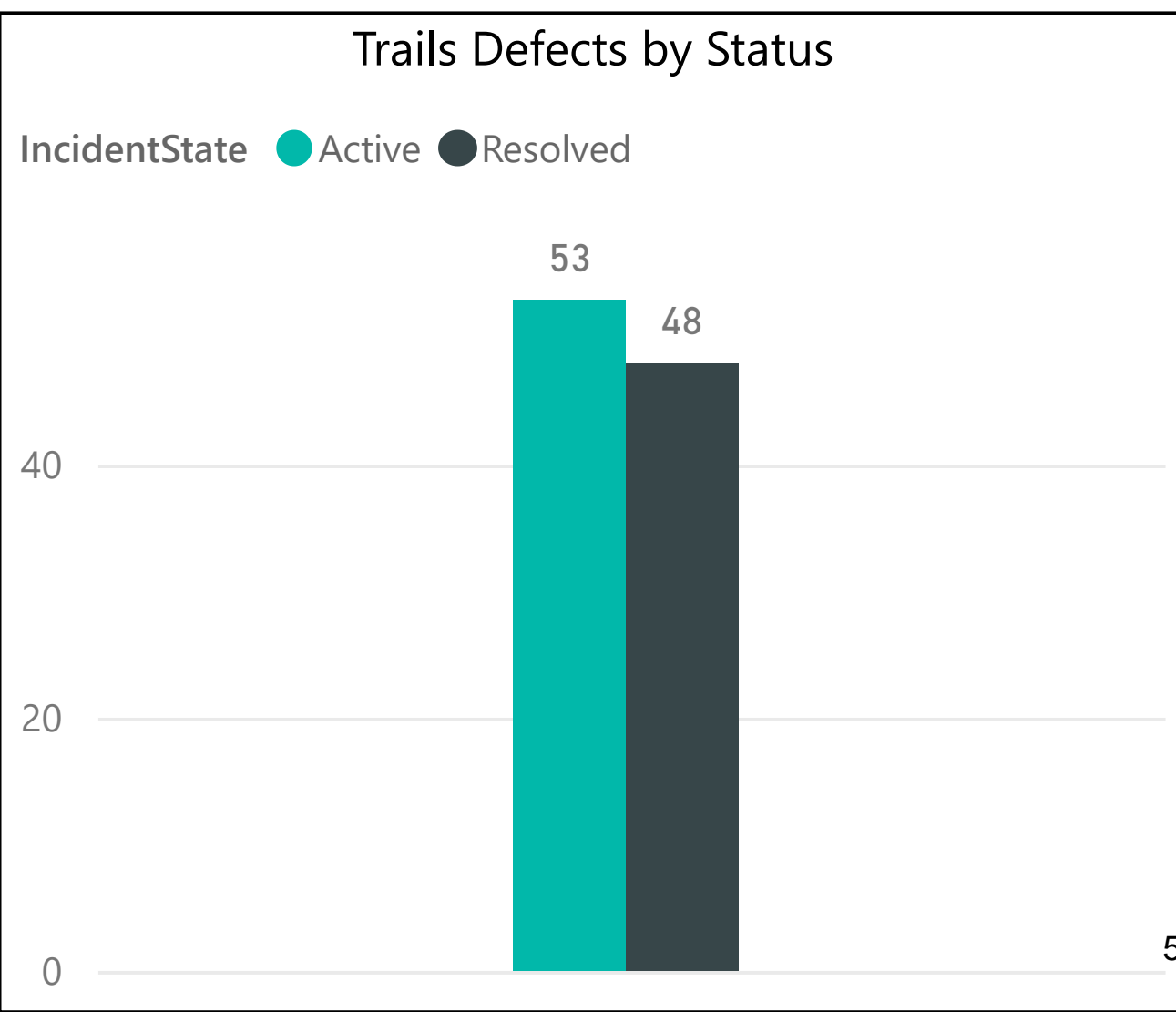
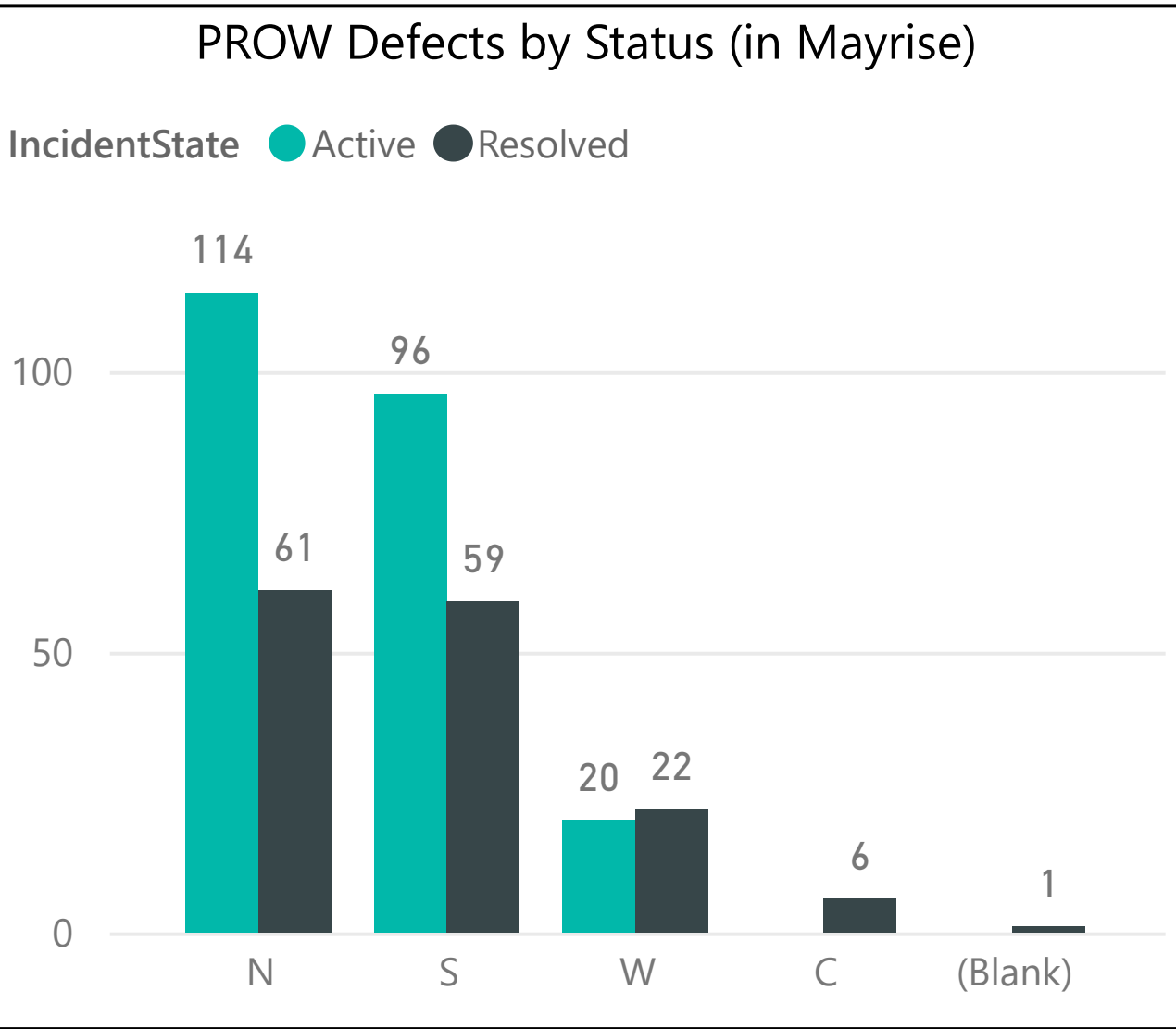
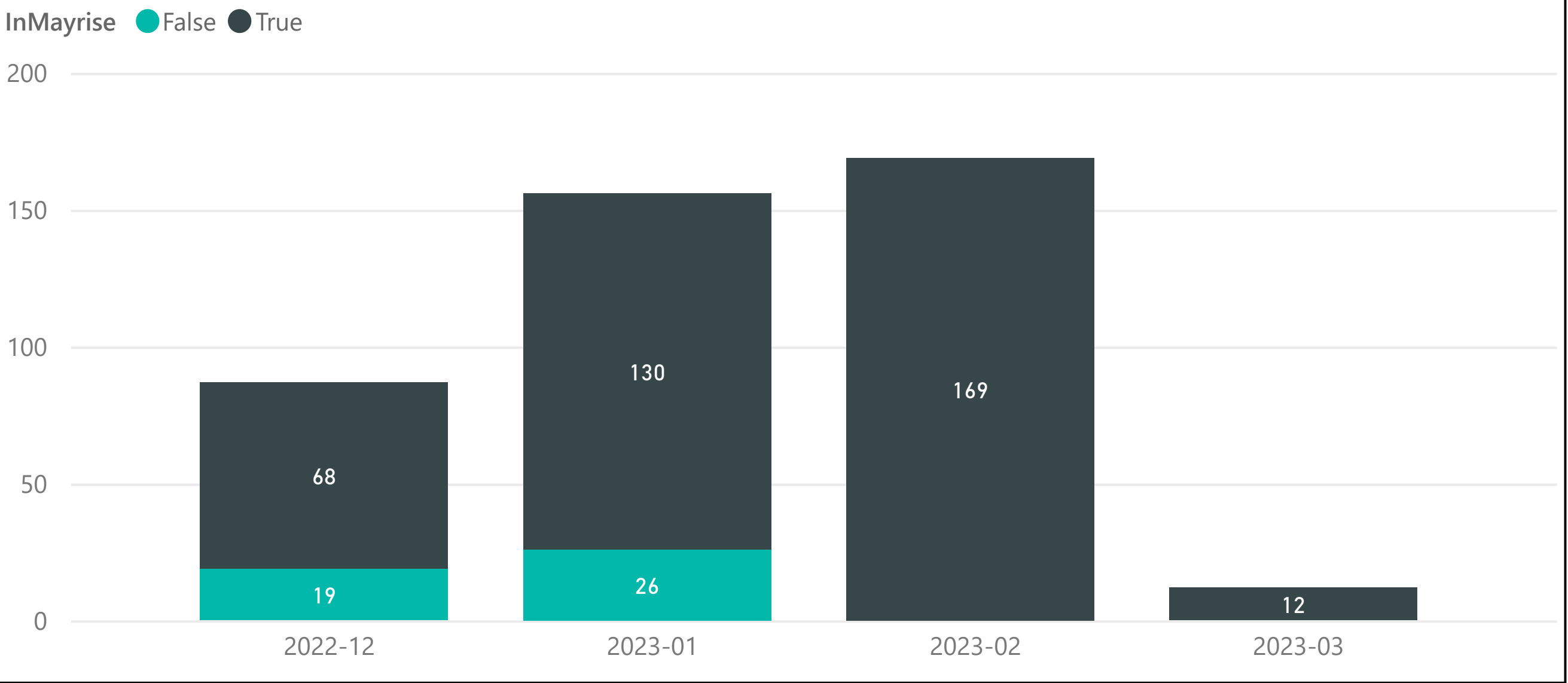
Last

3

Months

04/12/2022 - 03/03/2023

PROW and Trail defects received by month



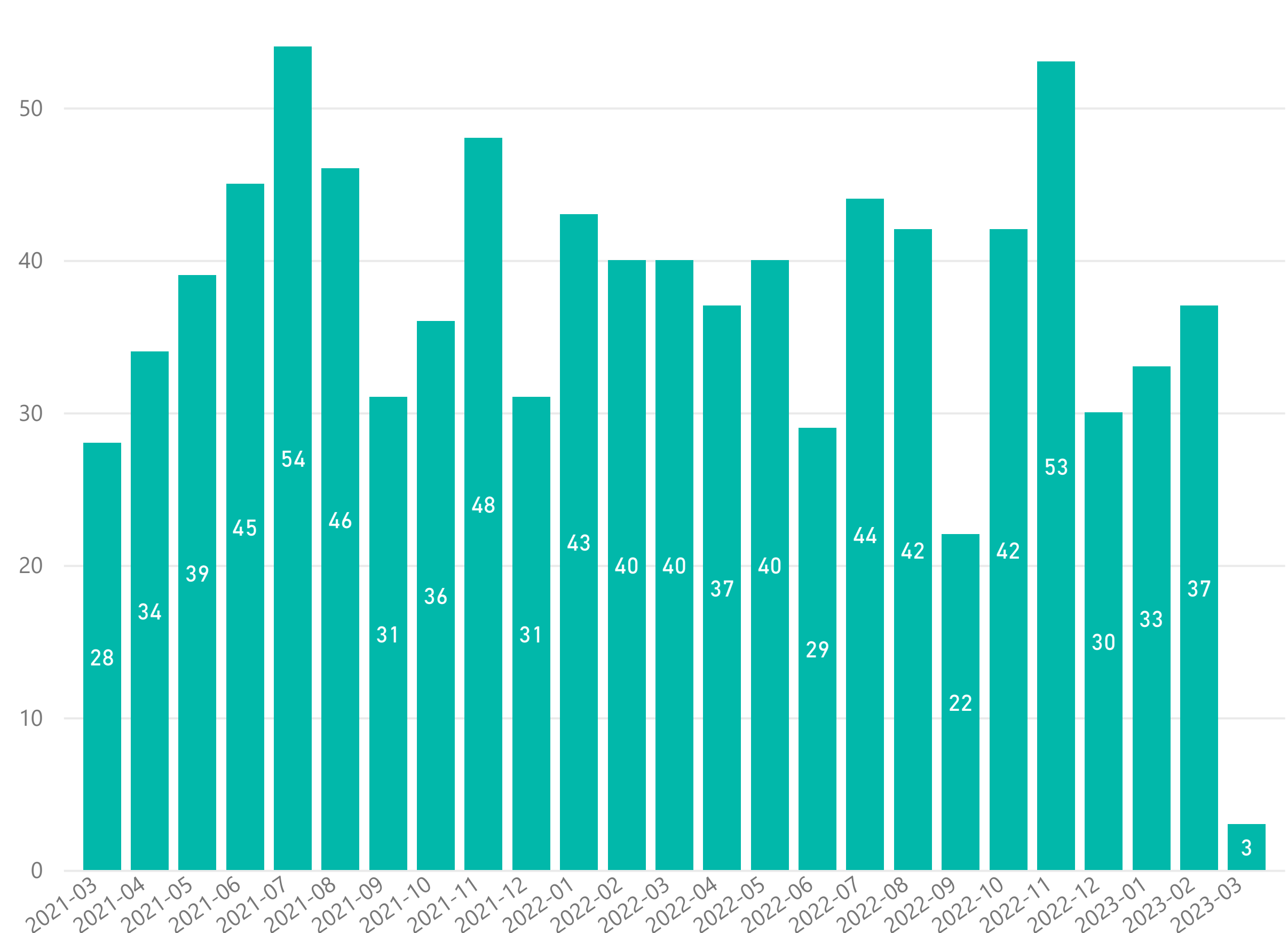
Public Right of Way and Trail FAQ Report

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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

2

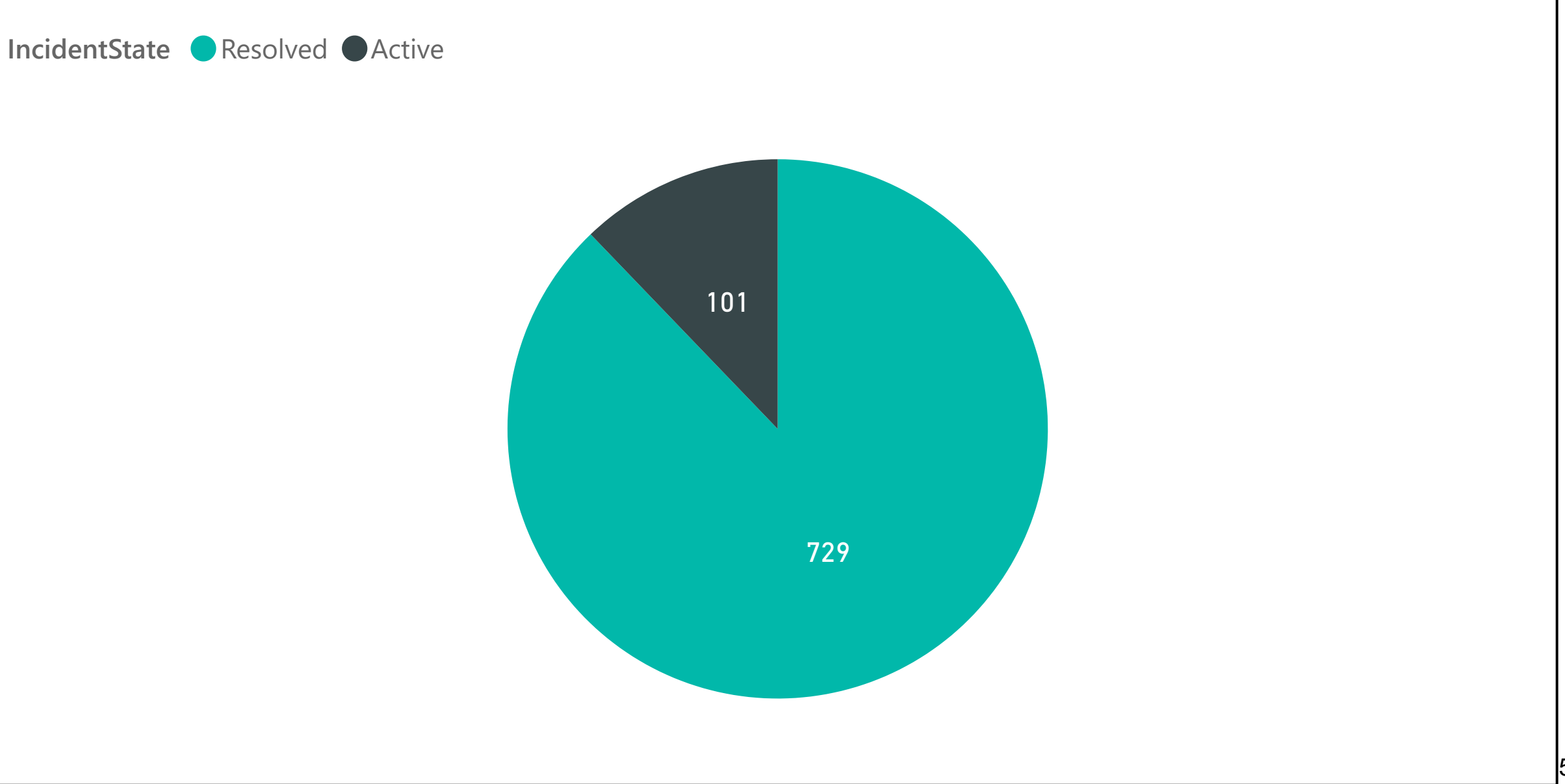
Years

04/03/2021 - 03/03/2023

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	3
I've seen unauthorised cycling, driving or riding on a Public Right of Way or Trail. What can be done?	17
I would like information about a Norfolk Trail	31
I have an enquiry about the definitive map	35
	38
I have an enquiry about PROW ot Trail grass cutting	38
I have an enquiry concerning common land	49
Total	927

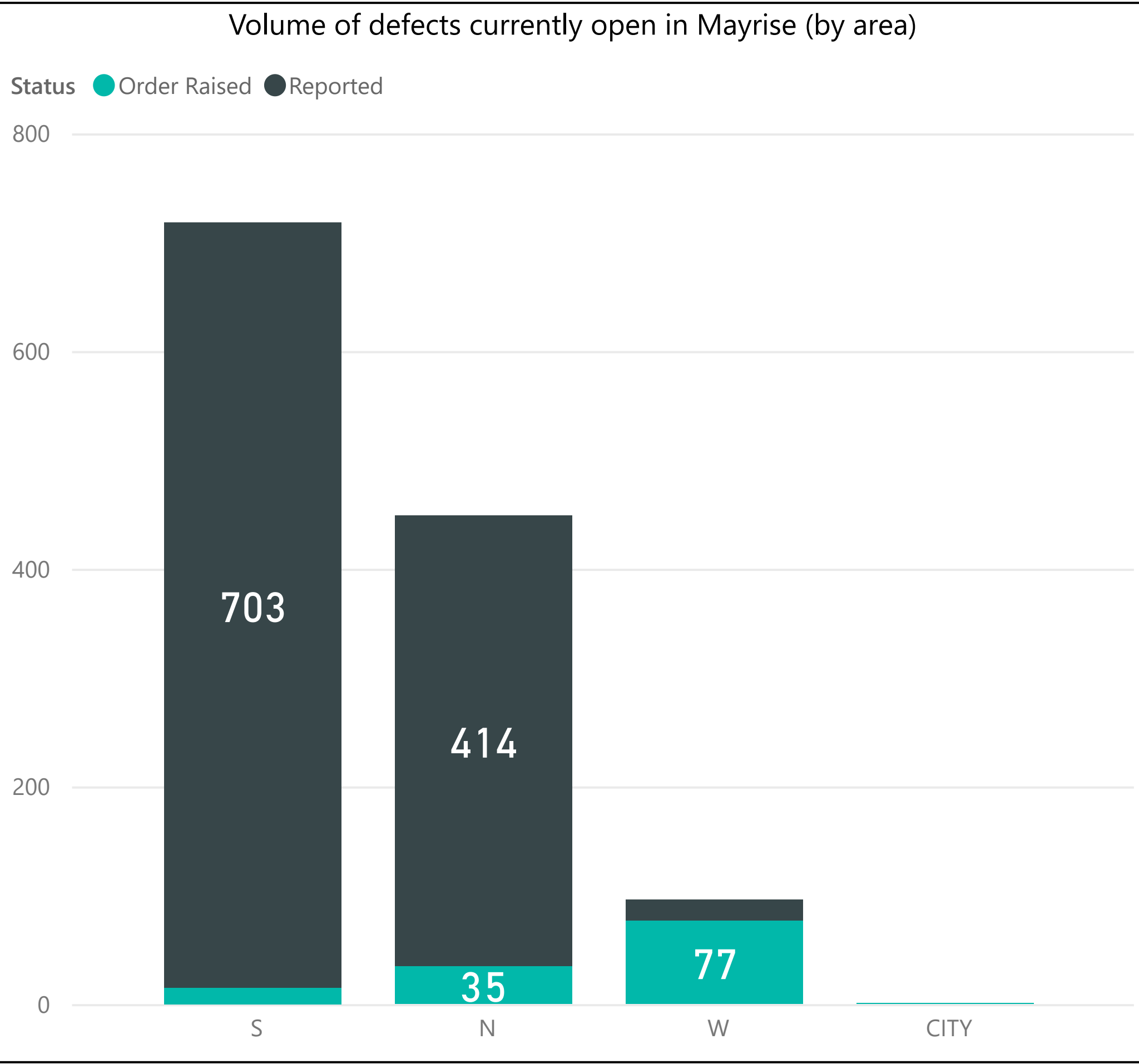
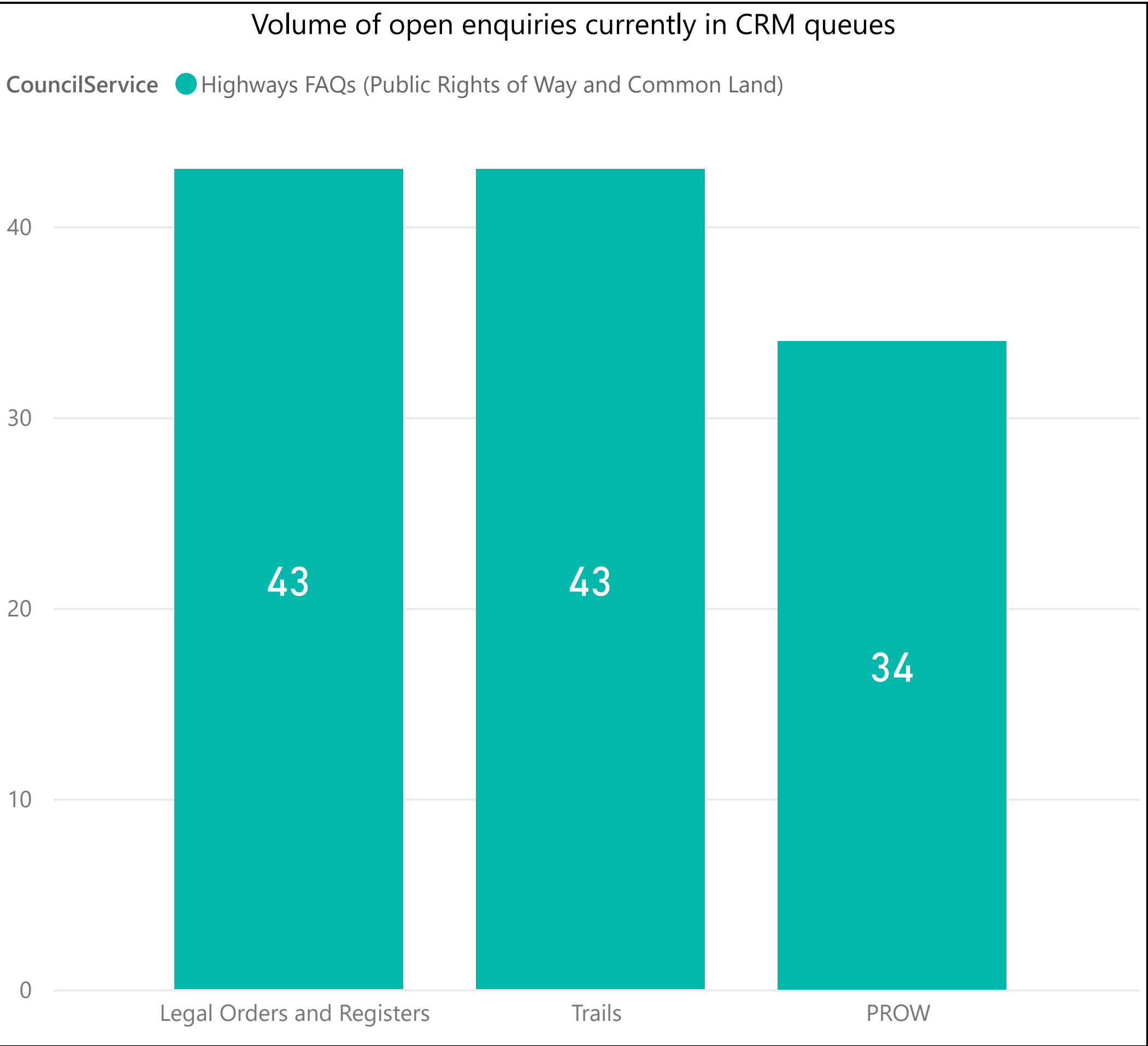
PROW/Trail FAQs received by Status



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.



This page looks at the average number of days from when a defect is reported to inspected and reported to repaired.

This data is for all defects within the Highways Management System (it does not include general enquiries)

This is the average length of time between report and inspection (in days) for defects created in the specified time scale.



Select time period

CREATEDATE

Last

▼

3

Months

▼

📅 04/12/2022 - 03/03/2023

Average of Reported to Inspected Days

LEVEL2	Average of NCC_PI_Days_Reported-Inspected	
PROW	7.91	
TRLS	8.49	
Total	8.02	

This is the average length of time between report and repair (in days) for defects created in the specified time scale. This looks at all defects that have been completed.



Average of report to Repair Days

LEVEL2	Average of NCCReportRepairDays
PROW	32.08
TRLS	20.60
Total	30.80

PROW and Trail Defect Report

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

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

Volume of PROW/Trail defects by type

DescriptionOfFault	C	N	S	W	Total	
PROW - Damaged or missing sign		364	465	91	920	
PROW - Overgrown surface -e.g. grass/weeds	7	460	312	124	903	
PROW - Overgrown hedge/tree	10	242	219	94	565	
PROW - Crops/ploughing affecting footpath		226	208	47	481	
PROW - Obstruction -e.g. building works, fences, ditches, locked gate		174	197	87	458	
PROW - Surface condition		157	103	48	308	
PROW - Tree dangerous/fallen	2	109	104	36	251	
Trail - Overgrown surface -e.g. grass/weeds	10	135	80	26	251	
PROW - Bridge		46	145	26	217	
Trail - Overgrown hedge/tree	26	90	66	31	213	
Trail - Surface condition	1	8	100	70	198	
PROW - Gate/Barrier		54	74	40	168	
Trail - Damaged or missing sign		77	77	12	166	
PROW - Stile damaged/too/high/other		56	59	4	119	
PROW - Misleading sign		49	53	13	115	
Trail - Tree dangerous/fallen	12	66	24	4	106	
Trail- Obstruction -e.g. building works, fences, ditches, locked gate	1	45	38	8	92	
PROW - Illegal / Vehicle Use	1	29	23	17	70	
Trail - Illegal / Vehicle Use	2	27	22	5	56	
PROW - Animal(s)	2	19	22	12	55	
Trail - Gate/Barrier	5	23	19	8	55	
PROW - Flooded Path		24	21	8	53	
Trail - Bridge	5	14	20	5	44	
PROW - Steps damaged/other		19	14	4	37	
Trail - Misleading sign	1	15	11	8	35	
Trail - Crops/ploughing affecting footpath	1	12	20		33	
Trail - Steps damaged/other	1	2	19	5	29	
Trail - Flooded Path	1	9	10	1	21	
Trail - Animal(s)	1	9	7	3	20	
Trail- Stile damaaed/too/high/other		5	2		7	
Total	3	96	2674	2490	783	6046

Report Date Range

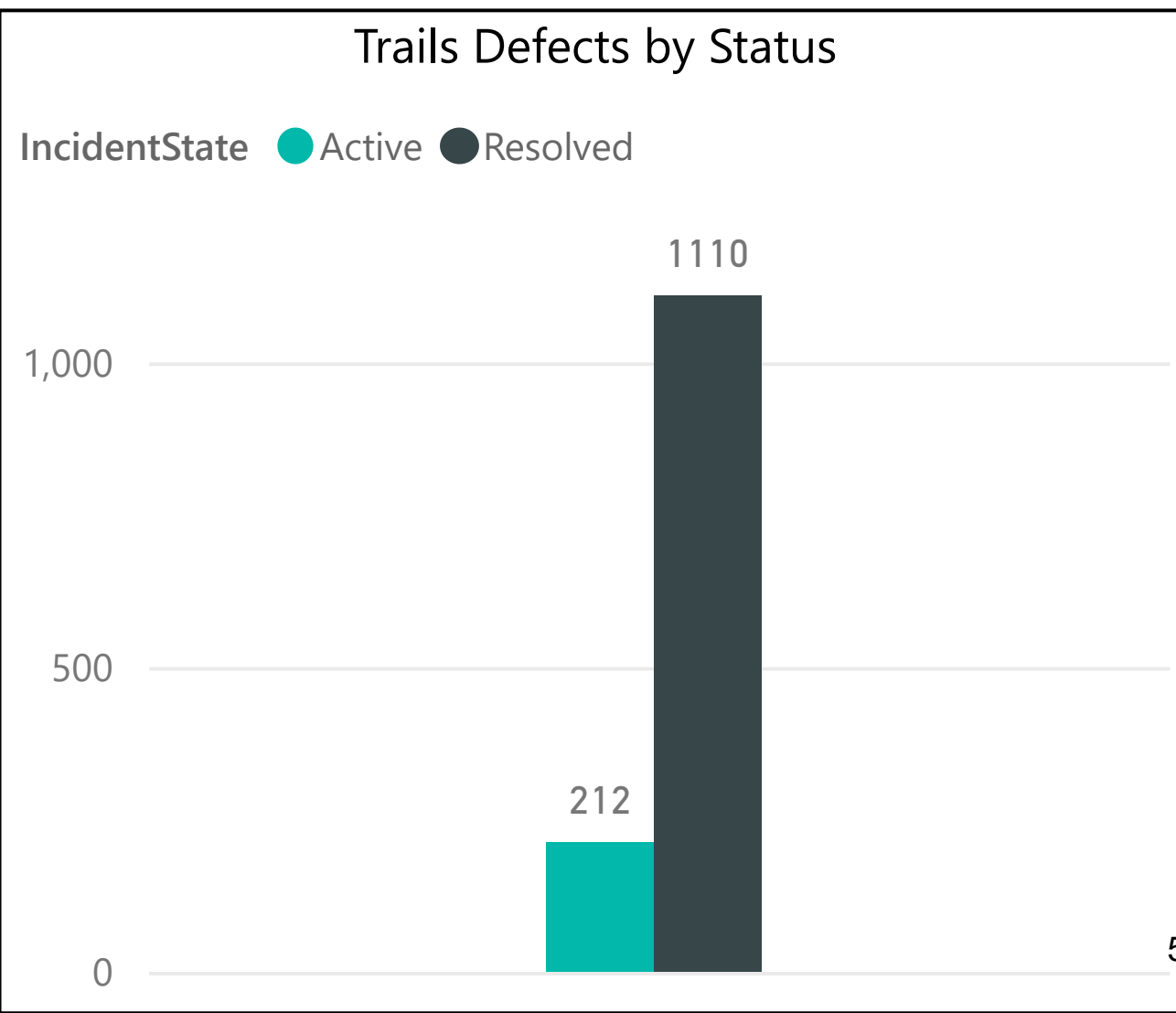
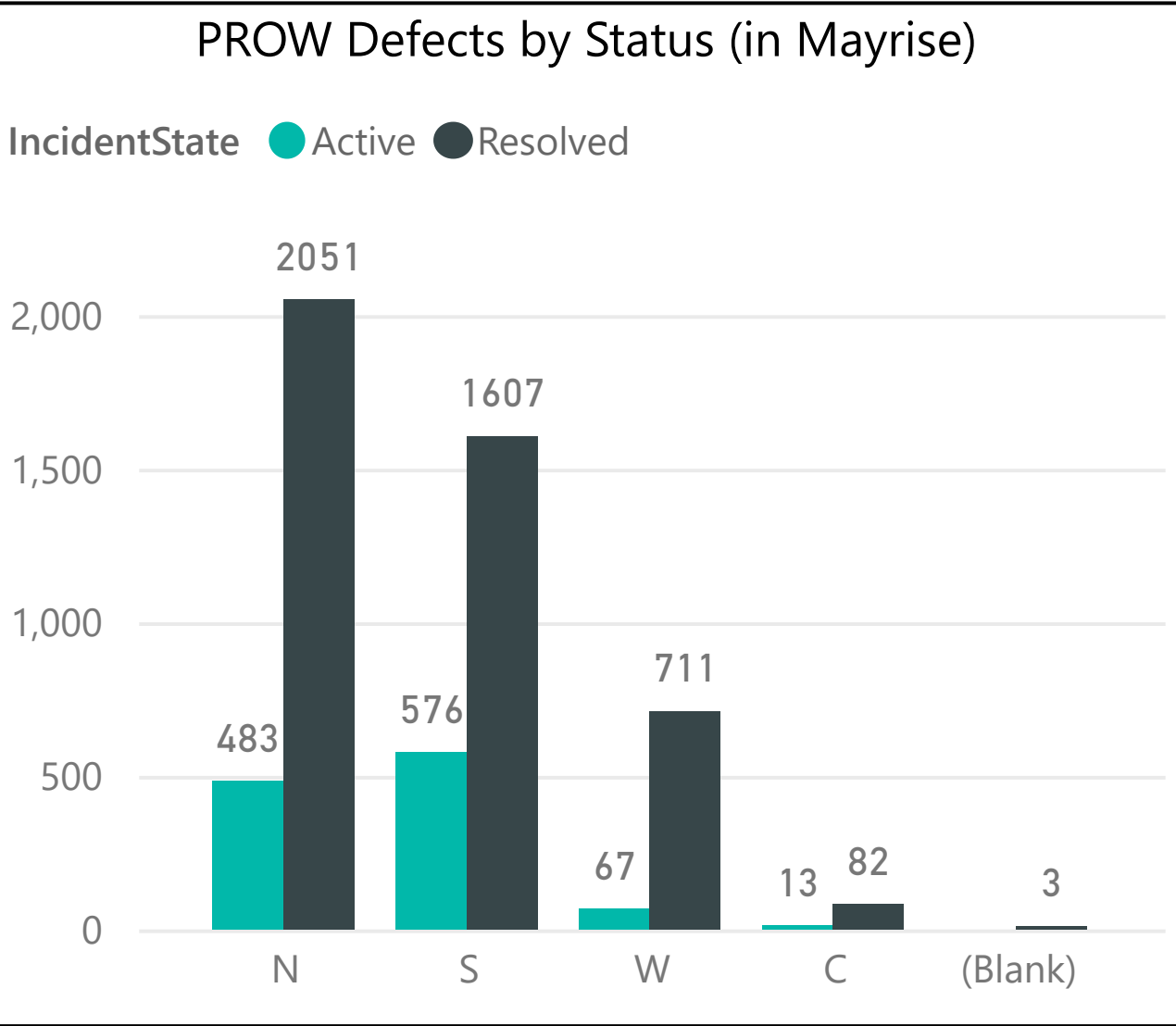
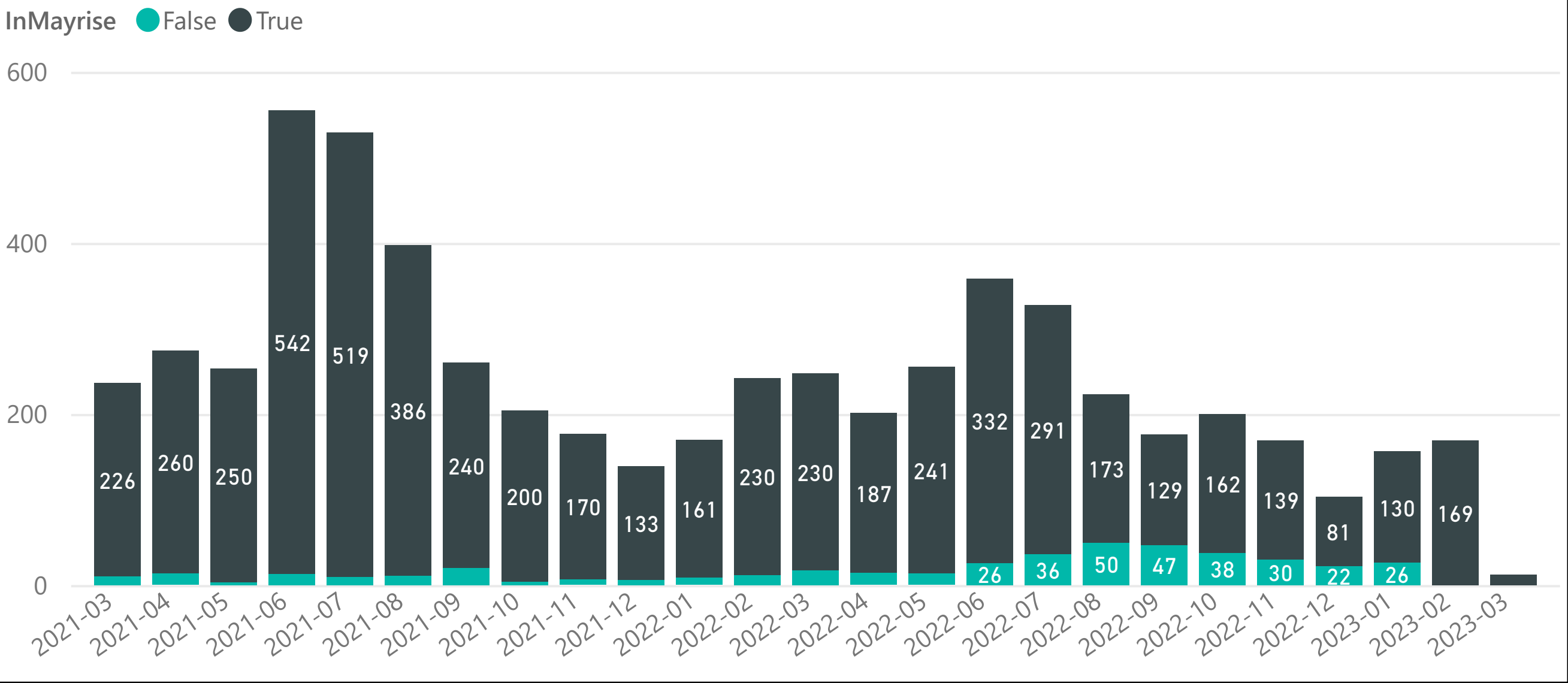
Last

2

Years

📅 04/03/2021 - 03/03/2023

PROW and Trail defects received by month



Public Right of Way and Trail FAQ Report

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Volume of PROW/Trail FAQs received by month



Report Date Range

Last

2

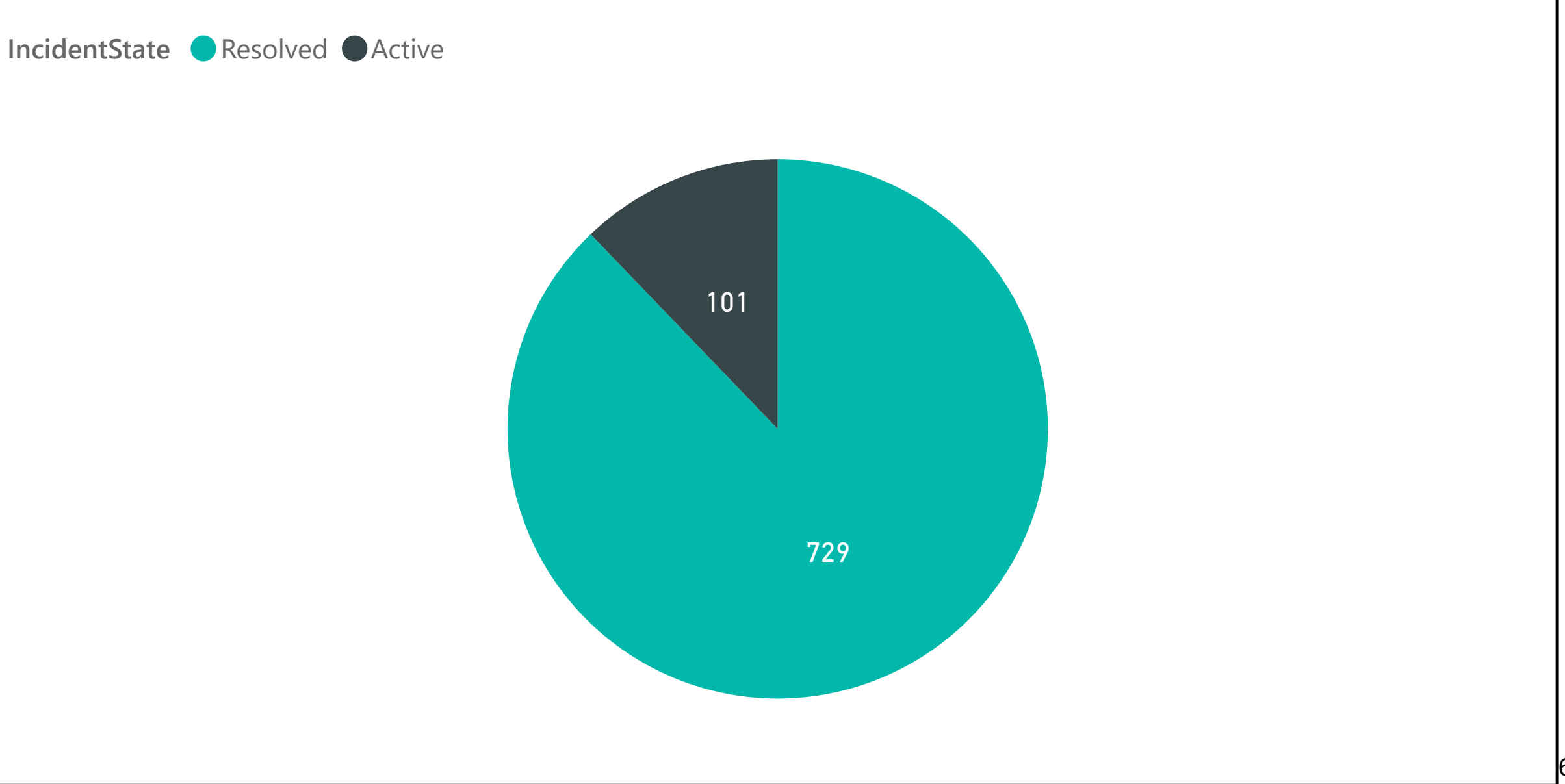
Years

04/03/2021 - 03/03/2023

Volume of PROW/Trail FAQs by question

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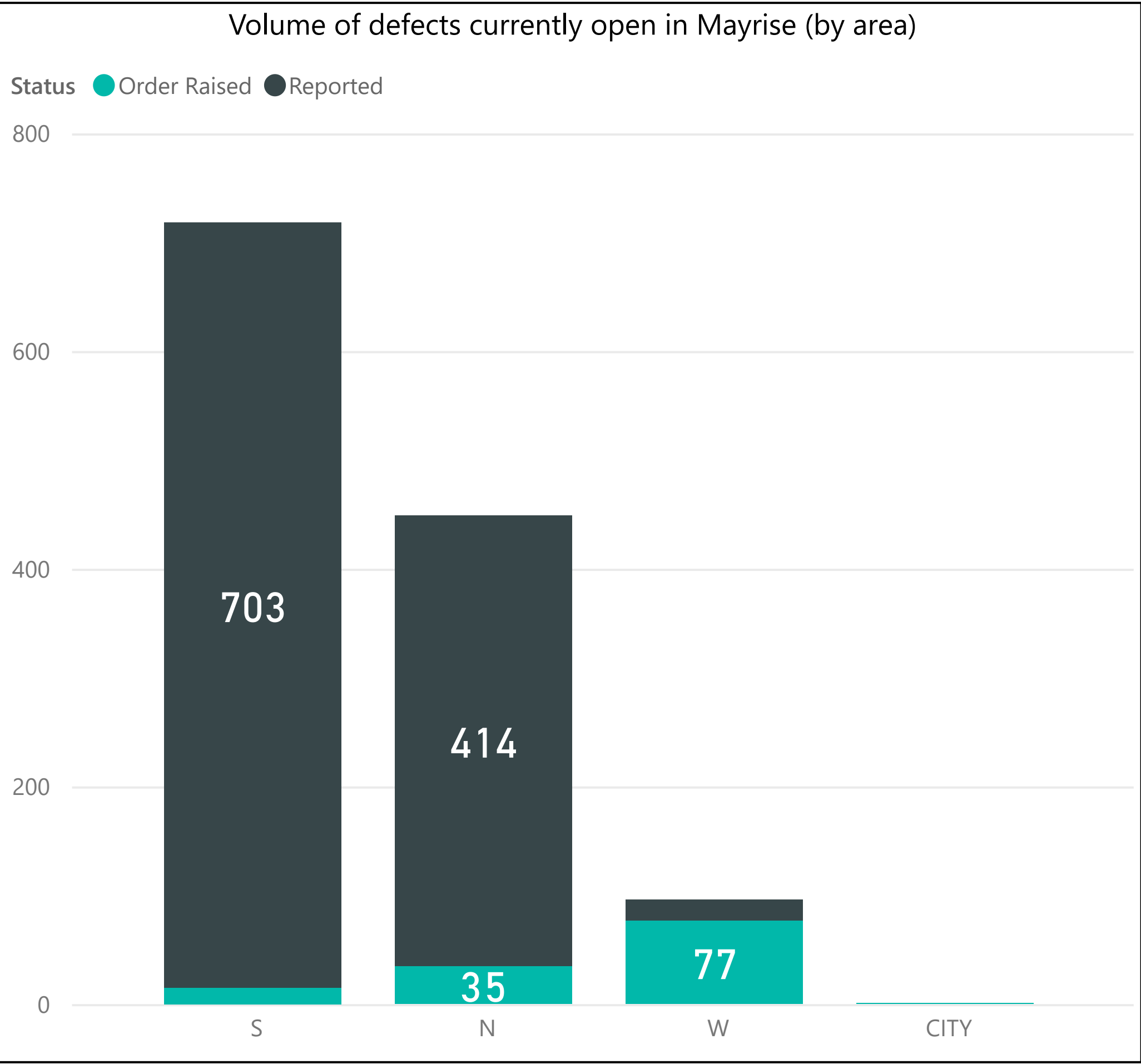
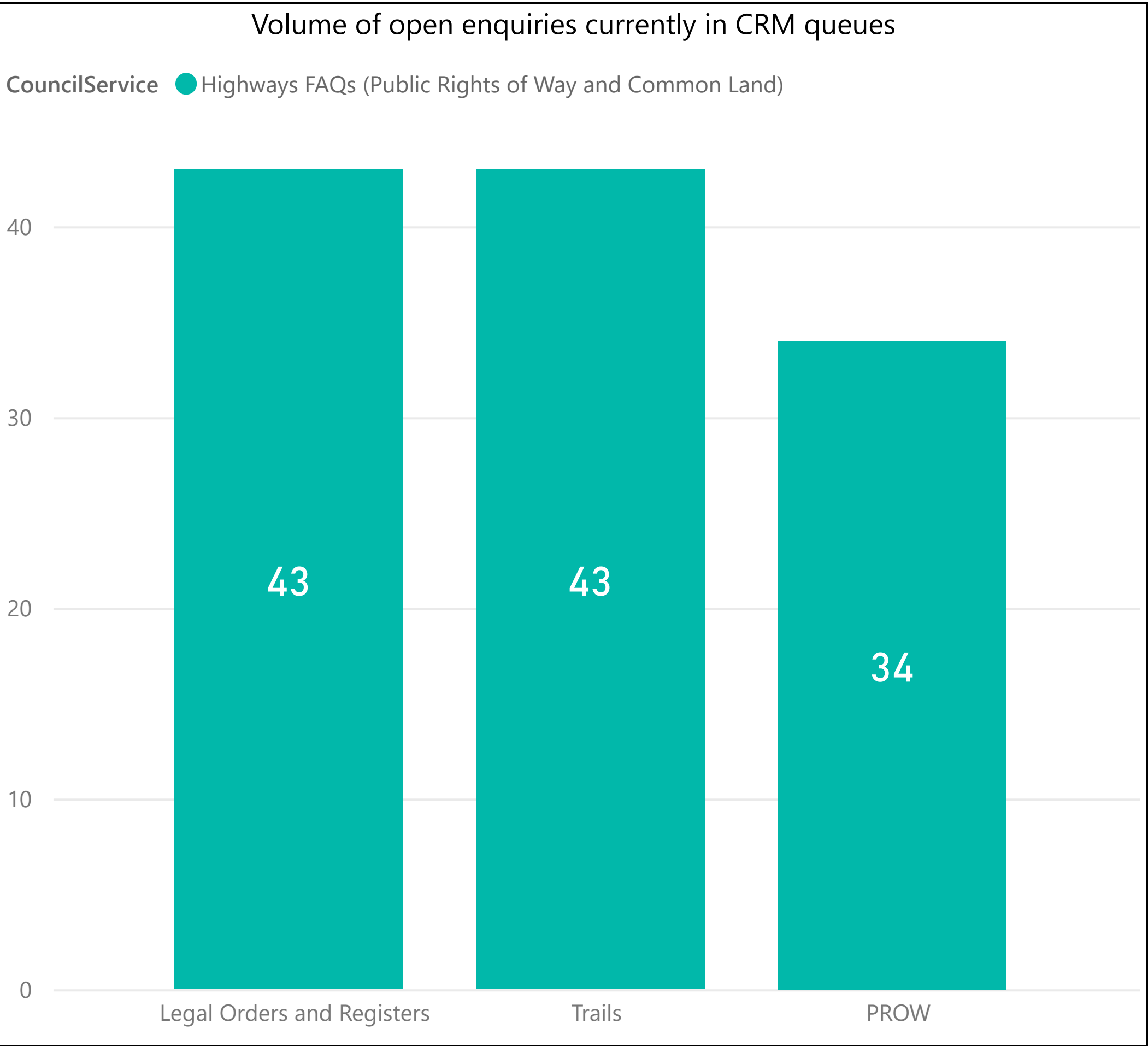
PROW/Trail FAQs received by Status



Active Enquiries

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Select time period

CREATEDATE

Last

3

Months

04/12/2022 - 03/03/2023

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Average of report to Repair Days

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TRLS	20.60
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Norfolk Local Access Forum

Item No: 16

Report Title: NCC Member for Sustainable Travel update April 2023

Date of Meeting: 5th April 2023

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 2023

2.2 Jubilee Trails update –

The aim of the Platinum Jubilee Trails was to create trails which were within reach from all over Norfolk, where possible, with improved accessibility for all and linked

into the existing rights of way network. The trails will be a combination of existing, and in places, improved rights of way, together with new trails which will open parts of Norfolk which previously had no public access. The trails encompass all aspects of wonderful Norfolk from coastal scenery, woodlands, arable, historic, urban and more. The trail routes have been developed by the Platinum Jubilee Norfolk Committee, supported by advice from Norfolk County Council (NCC) and the Westacre Estate. There are five trails across Norfolk:

1. Heacham to King's Lynn (The Elizabeth Way)
2. Gayton to West Acre (The West Acre Way) (including new permissive paths along the Westacre Estate)
3. Dereham to Gressenhall (The Wendling Way)
4. Loddon/Chedgrave circular (The Chet River Circular)
5. Great Yarmouth to Lowestoft (cycling route) (The Eastern Maritime Way)

As reported to the NLAF in the last report, resurfacing of a section of disused railway line between Dersingham and Ingoldisthorpe, and a section of the Wendling Way are due to be completed by 31 March 2023 – signage and interpretation will be installed mid-April and the aim is to launch the trails early May, after the local elections.

2.3 Active Travel England – Local Authority Self-Assessment

In September 2022, highways authorities were asked to submit evidence for a self-assessment process of their delivery of active travel. NCC submitted an assessment along with the accompanying evidence to Active Travel England (ATE). This score was then moderated by ATE against all others in England. Ratings were out of 4 and based on three areas; local leadership on active travel, progress on the Local Cycling and Walking Infrastructure Plan (LCWIP) and delivery of active travel schemes. NCC received a moderated score of 2, which has since led to the largest active travel revenue bid NCC has received. Nationally, no Local Authority scored a 4, whereas five Local Authorities scored a 3. The ratings will be reviewed by ATE annually and NCC will look to improve further in the next assessment due summer 2023.

2.4 Active Travel England - Capability and Ambition Fund

Following self-assessment, NCC has been successful in securing £657,388 revenue funding from Active Travel England to support the improvement of active travel options across the County. The money comes from the Active Travel Capability Fund of £32.9 million which expects to see millions shake up the way they travel. The investment is to help local authorities in England design, develop and consult on high-quality active travel schemes.

The funding received is the full amount that NCC requested in a bid submitted in September.

Around 60% of the funding is allocated to capability raising activities which will look raise NCC's future assessment scores from ATE. These capability raising work packages include:

- Specific active travel training for staff, and Healthy Streets training for staff and councillors,
- Collecting more evidence, data and engagement to inform schemes and projects,
- Starting to update already published LCWIPs as schemes are delivered and to ensure these documents are the best that they can be,
- Ensuring we have more active travel schemes that are designed and ready for future capital funding opportunities.

The remaining 40% of the funding is allocated to active travel projects that enable more people to walk, wheel and cycle. These travel behaviour change projects include:

- Engaging with schools and workplaces to make walking and cycling the first choice for more people,
- Community cycle clubs which aim to enable and motivate people to change the way they travel,
- Grants for e-bikes and e-cargo bikes to encourage more uptake of sustainable travel options.

2.5 Active Travel Fund 4

On the 6 February 2023, ATE confirmed the scope of funding and invited all authorities to bid for Active Travel Fund 4, a capital funding opportunity to support uptake of active travel for everyday trips.

ATE have stated the majority of this funding is for construction of new schemes to progress existing walking, wheeling, and cycling networks (for example missing crossings or links). ATE were willing to consider schemes that may have been developed in previous years or have been unsuccessful in previous funding rounds.

Based on our self-assessment; ATE set an indicative capital allocation for Norfolk of £3,185,513, with encouragement to bid for more where high-quality schemes are ready for construction. The bid is wholly ATE funded. No match funding from the NCC is being put forward. The proposed NCC bid is in excess of the indicative allocation. This is to demonstrate to the ATE the scale of our ambition for active travel, and also the need for investment in sustainable measures

The schemes have been selected on the basis that they provide the highest probability of attracting ATE funding for Norfolk, whilst also balancing rural and urban schemes, and enabling a geographical spread of schemes across the county. The

schemes have also been selected based on LCWIP recommendations and buildability within the challenging timescales required by this fund.

The funding is headlined for the 2022-23 year; however, the grant award is expected at the end of March 2023 and spend is required by the end of March 2024 or 2025 depending upon whether it is an early stage/complex scheme.

2.6 Defra Air Quality Grant – E-cargo Bikes for Business

The Department for Environment, Food & Rural Affairs (Defra) Air Quality Grant helps councils develop and implement measures to benefit schools, businesses and communities and reduce the impact of air pollution on people's health. NCC has been successful with a funding bid to Defra for £171,545 from the annual Air Quality Grant. The money will be used to create an e-cargo bike library for use by businesses in the Norwich air quality management area, helping these businesses to cut operating costs whilst lowering their emissions.

2.7 Countywide Local Cycling & Walking Infrastructure Plan Engagement

A period of public engagement on the Countywide Local Cycling and Walking Infrastructure Plan (LCWIP) is planned to commence in May 2023 for 6 weeks. A summary is as follows:

NCC are working in partnership with local authorities to create a LCWIP for Norfolk. The purpose of the Countywide LCWIP is to help identify and prioritise unfunded short, medium and long-term active travel infrastructure schemes which will enable increased levels of cycling, walking and wheeling in the county.

LCWIP's support the Government's ambition for 50% of all journeys in towns and cities to be walked or cycled by 2030 and include a network of wider connectivity routes. Creation of a Countywide LCWIP is also key component of the NCC Local Transport Plan 4 Implementation Plan.

The Countywide LCWIP builds on plans already created for King's Lynn, Greater Norwich and Great Yarmouth and NCC and district councils have been working together to identify potential active travel network improvements which will enable enhance levels of active travel within 20 towns and market towns across the county.

The infrastructure plan also includes schemes which could increase connectivity between towns and rural communities, giving people access to green space and linking people in rural communities with central services, places of education and employment. Examples of proposals include improving existing countywide cycling routes and walking trails and well a feasibility studies to create new cycling and walking routes.

The next step in the development of the Countywide LCWIP is to conduct a period of public engagement to help refine and prioritise the plan in preparation for future funding opportunities. The plan is to conduct a six week period of public engagement from the 14 May. The engagement will include an online survey which will help prioritise the proposals and will be supported by a limited number of engagement

drop in events to be held in seven locations across Norfolk. Councillors, Town Councils and Parish Councils will also be briefed.

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 Jubilee Trails is funding by Capital Funding from Norfolk County Council
 - The Active Travel Capability Funding is funded by Active Travel England after a successful bid
 - The Air Quality Grant e-cargo bikes for business is funded by Defra after a successful bid
 - The LCWIP development is funded by Department for Transport and Active Travel England after successful bids

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: 17

Report Title: Major Infrastructure Projects and Planning

Date of Meeting: 5th April 2023

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

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Appendix 1

Summary of Nationally Significant Infrastructure Projects (NSIPs) and other Major Strategic Projects- April 2023

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> <p>Onshore Archaeological works commenced along with other on-site survey work along the cable route</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> <p>Planning Performance Agreement (PPA) –signed on 7 February 2023.</p>
1.3	<p>Norfolk 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> <p>Planning Performance Agreement (PPA) –signed on 7 February 2023.</p>
1.4	<p>Extension to Sheringham Shoal and Dudgeon Wind Farms (Single NSIP)</p>	<p>Timetable:</p> <p>The notification of Preliminary Meeting (Rule 6 letter) has been sent</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</p> <p>Sheringham and Dudgeon Extension Projects National Infrastructure Planning (planninginspectorate.gov.uk)</p>	<p>The letter also includes the draft Examination Timetable and Initial Assessment of Principal Issues.</p> <p>The Examining Authority has made minor revisions in the Rule 6 letter and accompanying annexes to reflect the changes in the list of ‘Other Persons’ invited to the Preliminary Meeting and to clarify the deadline for the receipt of additional application documents from the Applicant.</p> <p>The Examining Authority has issued letters to Mulbarton Parish Council (and Non-Statutory Stakeholders</p> <p>Examination – commenced 20/1/23/ and will run for 6 months</p> <p>Officers attending as appropriate the various Hearing sessions covering Highway; LLFA; and economic development matters</p>
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	(B) Onshore Projects	
	(a) Highway Projects Trunk Roads (National Highways)	
2.1.1	<p>(a) A47 Blofield to North Burlingham Dualling Scheme</p> <ul style="list-style-type: none"> • Start date January – March 2022-23; • End date 2024-25; • Cost £50-£100 Million <p>For further information:</p>	<p>Planning consent has been granted to proceed with the works to the A47 between Blofield and North Burlingham.</p> <p>21 December 2022-Update from National Highways on the A47 legal challenge</p> <p>Decision being considered in High Court May2023. A legal challenge has been made to the Secretary of State (SoS) for Transport's decision to grant</p>

	<p>A47 Blofield to North Burlingham - National Highways</p> <p>A47 Blofield to North Burlingham National Infrastructure Planning (planninginspectorate.gov.uk)</p> <p>2.6 KM of dual carriageway</p>	<p>Development Consent Order (DCO) for our three A47 schemes:</p> <ul style="list-style-type: none"> • A47 Blofield to North Burlingham • A47 North Tuddenham to Easton • A47/A11 Thickthorn junction <p>The challenge mainly focuses on the way cumulative carbon assessments were carried out, along with local carbon plans, bat licences and the completeness of the briefings given to the Ministers prior to the decisions.</p> <p>On 14 December the High Court held an oral hearing for the claimant to put their arguments to a judge as to why the challenges should proceed to a judicial review. At this hearing the judge granted permission for a substantive hearing, mainly on the grounds of how cumulative carbon is assessed by government at a national level, so the case will now progress to a full judicial review.</p> <p>A judicial review is the process of challenging the lawfulness of decisions made by public authorities, including central government, so this will now decide whether the SoS acted lawfully. The challenge to the A47 schemes is not on the schemes themselves, but to the process of approving the DCOs.</p> <p>Delay to our schemes</p> <p>This means we cannot start work as soon as we had originally planned on the three A47 schemes and have had to delay the improvements our customers have asked us for.</p> <p>Our continued commitment</p> <p>We stand by our plans and remain committed to investing almost half a billion pounds on a series of improvements to the A47 the people and businesses of East Anglia have told us they want. These will make the road safer, connect local communities and deliver a huge economic boost to the region.</p> <p>Over the last three months we have held a series of public information events, attended by over 800</p>
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		<p>people, and the feedback from our stakeholders was positive towards our A47 schemes.</p> <p>We will now work with the Department for Transport, ahead of the case being heard in full.</p>
2.2.1	<p>(b) A47 / A11 Thickthorn Junction Improvement</p> <ul style="list-style-type: none"> • Start of works Jan - March 2023; • Open to Traffic 2024/2025. • Cost- £50-£100 million <p>For further information:</p> <p>A47 Thickthorn junction - National Highways</p>	<p>A decision on the application for a Development Consent Order for A47 – A11 Thickthorn Junction was taken on 14 October 2022 and has now been issued.</p> <p>The project will help relieve congestion at Thickthorn junction by providing two new free-flowing slip roads that will connect the A47 with the A11. The new slip roads will re-route traffic away from the junction and flow it under new underpasses.</p> <p>We'll also remove the existing footbridge over the A47 and provide a new footbridge for walkers, cyclists and horse riders.</p> <p>Start of works June 2023 - delayed;</p> <p>Open to Traffic 2024/2025.</p> <p>Timetable subject to legal challenge</p> <p>(See above A47 Update from National Highways on the legal challenge)</p>
2.3.1	<p>(c) A47 North Tuddenham to Easton Dualling Scheme</p> <ul style="list-style-type: none"> • Start of works Jan-March 22-23 • End Date 2024 / 2025 • Cost £100 - £250 million <p>For further information:</p> <p>A47 North Tuddenham to Easton improvement - National Highways</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>Start of works Jan-March 2023 – involving vegetation removal; End Date 2024 / 2025 Cost £100 - £250 million Timetable subject to legal challenge</p> <p>(See above A47 Update from National Highways on the legal challenge)</p>
2.4	<p>(d) A47 Vauxhall Junction (not currently a NSIP)</p> <ul style="list-style-type: none"> • Start Date 2023-24 • End Date 2024-25 • Cost £25- £50 million <p>For further information: A47 Great Yarmouth junctions improvements - National Highways</p>	<p>The Great Yarmouth Third River Crossing, linking the A47 at Harfrey's Roundabout to the port is currently under construction, and will help reduce congestion and improve access to the A47. However, increased traffic in the future is still likely to constrain long-term economic growth in Great Yarmouth.</p> <p>Traffic studies show that improving A47 Great Yarmouth junctions at the Vauxhall Roundabout and the Harfrey's Roundabout would make journeys quicker, safer and more reliable, allow for increased future traffic and help grow the local economy.</p> <p>Latest Update July 2022</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 refine our design and ensure we reduce our impact on the surrounding environment.</p> <p>This summer, we're 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 roundabout.</p> <p>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. Traffic lights may sometimes be used overnight (8pm to 6am) while we carry out this work, but we will try our best to keep this to a minimum.</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. • Application was received by the Planning Inspectorate on Thursday 7 July 2022 and accepted for examination • Details of the Preliminary Meeting TBC • Targeted start construction 2024; and complete by 2026. <p>Examination Opened on 21 February 2023 with two Open Floor Hearings (OFH) on Wednesday 22 February and Thursday 23 February.</p>
2.6	<p>Norwich to Bramford (East Anglia Green)</p> <p>www.nationalgrid.com/uk/electricity-transmission/eastangliagreen</p> <p>East Anglia Green Energy Enablement (GREEN) Project National Infrastructure Planning (planninginspectorate.gov.uk)</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; • 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) – April-June 2023; • Statutory Consultation Submission DCO – Dec -2024; • Examination and Decision 2025-2026 • Construction starts 2027

		<ul style="list-style-type: none"> 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 has been submitted to the Planning Inspectorate February 2023.</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 in summer 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>Not an NSIP</p> <p>About the Norwich Western Link - Norfolk County Council</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><u>Latest update</u></p> <p>We're currently considering the responses we've received as part of the work we need to do to finalise our proposals ahead of submitting the planning application in 2023. We intend to bring a report/update Norfolk County Council's Cabinet in spring/first quarter 2023 before the planning application is submitted and this will contain a summary of the results of this consultation.</p>

