

Environment, Development and Transport Committee

Date: **Friday, 17 March 2017**

Time: **10:00**

Venue: **Edwards Room, County Hall,
Martineau Lane, Norwich, Norfolk, NR1 2DH**

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

Membership

Mr M Wilby (Chairman)

Mr R Bird Mr C Foulger

Mr A Boswell Mr B Iles

Ms C Bowes Mr T Jermy

Mr B Bremner Mrs J Leggett

Mr J Childs Mr G Plant

Mr S Clancy Mr J Timewell

Mrs M Dewsbury Mrs C Walker

Mr T East Mr A White

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

Hollie Adams on 01603 223029
or email committees@norfolk.gov.uk

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A g e n d a

1. To receive apologies and details of any substitute members attending

2. Minutes

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To confirm the minutes of the meeting held on the 27 January 2017.

3. Declarations of Interest

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

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

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

4. Any items of business the Chairman decides should be considered as a matter of urgency

5. Public QuestionTime

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 on Tuesday 14th March 2017**. For guidance on submitting public question, please view the Consitution at www.norfolk.gov.uk, or visit:

6. Local Member Issues/ Member 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 Tuesday 14th March 2017**.

7. Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on.

8. Update from Economic Development Sub Committee Page 17

A report by the Executive Director of Community and Environmental Services

9. Highway Parish Partnership Schemes 2017/18 Page 23

A report by the Executive Director of Community and Environmental Services

10. Local Member Highways Budget Proposal Page 39

A report by the Executive Director of Community and Environmental Services

11. Great Yarmouth 3rd River Crossing project – submission of Outline Business Case to DfT Page 43

A report by the Executive Director of Community and Environmental Services

12. Proposal for a market town network improvement strategy Page 96

A report by the Executive Director of Community and Environmental Services

13. Broadband, Mobile Phone and Digital - update from the Member Working Group	Page 100
A report by the Executive Director of Community and Environmental Services	
14. Revised Minerals and Waste Development Scheme	Page 104
A report by the Executive Director of Community and Environmental Services	
15. Consultation on the De-maining of the River Thet	Page 117
A report by the Executive Director of Community and Environmental Services	
16. Eastern RFCC Property Level Protection Grant Scheme	Page 128
A report by the Executive Director of Community and Environmental Services	
17. Norfolk Cycling and Walking Action Plan	Page 134
A report by the Executive Director of Community and Environmental Services	
18. Finance monitoring	Page 247
A report by the Executive Director of Community and Environmental Services	
19. Forward Plan and decisions taken under delegated authority	Page 254
A report by the Executive Director of Community and Environmental Services	

Group Meetings

Conservative	9:00am	Conservative Group Room, Ground Floor
UK Independence Party	9:00am	UKIP Group Room, Ground Floor
Labour	9:00am	Labour Group Room, Ground Floor
Liberal Democrats	9:00am	Liberal democrats Group Room, Ground Floor

Chris Walton
Head of Democratic Services
County Hall
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NR1 2DH

Date Agenda Published: 09 March 2017



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Environment, Development and Transport Committee

Minutes of the Meeting held on Friday, 27 January 2017 at 10:00am in the Edwards Room, County Hall

Present:

Mr M Wilby (Chairman)

Mr R Bird

Mr R Bearman

Ms C Bowes

Mr M Sands

Mr J Childs (Vice-Chairman)

Mr S Clancy

Mrs M Dewsbury

Mr T East

Mr C Foulger

Mr B Spratt

Mr T Jermy

Mrs J Leggett

Mr G Plant

Mr J Timewell

Mr M Castle

Mr A White

1. Apologies and Substitutions

- 1.1 Apologies were received from Mr B Bremner (Mr M Sands substituting), Mrs C Walker, (M Castle substituting), Mr B Iles (B Spratt substituting), Mr A Boswell (Mr R Bearman substituting).

2. Minutes

- 2.1 The minutes of the meeting held on 11 November 2016 were agreed as an accurate record and signed by the Chairman.
- 2.2 Matters arising from the minutes:
- Mr T East highlighted that paragraph 7.3.3 of the minutes had been superseded by road infrastructure projects having been agreed as a priority by the Council at the meeting of the 12 December 2016.

3. Members to Declare any Interests

- 3.1 No interests were declared.

4. Urgent Business

- 4.1 The Chairman spoke of the campaign by Radio Norfolk and the EDP to target the use of mobile phones in cars; he pledged his support as Chairman of the Environment, Development and Transport Committee.
- 4.2.1 The Assistant Director for Highways and Transport confirmed that a £1.48m grant had been received from the Department of Transport from a bid submitted in 2016.

The focus of the bid was walking and cycling, giving support to those needing assistance getting into cycling, promoting use of trails, personalised travel planning and smart ticketing. The scheme would start in April 2017 and last for 3 years. Lessons from the project would be used to inform future travel and improvement schemes.

- 4.2.2 Mr Bird raised that a cycle route between Kings Lynn and Hunstanton had been requested for some time and queried whether this could be actioned.
- 4.2.3 The Chairman and Members endorsed the work of the cycling and walking scheme.
- 4.2.4 A discussion was held over use of cycle lanes; the Assistant Director of Highways and Transport reported that work to develop facilities for cyclists in Norfolk was carried out in engagement with cycling action groups.

5. Public Questions

- 5.1 There were no public questions submitted.

6. Member Questions

- 6.1 One member question was received and circulated, see appendix A.
- 6.2.1 Mr Spratt wished to add supplementary comments to his substantive question: he discussed that the junction was not level, and that some heavy vehicles such as tractors, had been known to turn over when turning such a corner due to clipping the kerb because of the design of the junction.
- 6.2.2 Other Members also raised concerns about the design of the junction, and that large trailers and HGVs had found the road was not wide enough to pass one another without mounting the path. The Chairman **asked** for this issue to be taken to the Community and Environmental Services Area Manager, South.

7. Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on.

- 7.1 Mr T East gave background to the circulated update, attached at Appendix B:
 - Item 4: an independent person was requested to chair meetings of the stakeholder group; the working group had queried whether the Chairman of Environment, Development and Transport Committee would agree to take up this role. The Chairman **agreed** to Chair the proposed Stakeholder Group of the Norwich Western Link (NWL) Member Working Group.
 - Item 6: £475,000 had been allocated from the A47 reserve; the working group had suggested a budget heading was set aside for the NWL project rather than allocating against other budget headings. The Chairman felt that since road infrastructure projects were County priorities, next steps should be agreed after evidence had been received.

8. Appointment of Members to Norfolk Windmills Trust

- 8.1 The Committee considered a replacement for Councillor Hannah who had had indicated his wish to step down as Council Representative on the Norfolk Windmills Trust.
- 8.2 Mr A White volunteered for role, seconded by the Chairman.
- 8.3 The Committee **APPOINTED** Mr A White as Council Representative on the Norfolk Windmills Trust until 30 April 2019.
- 8.4 The Committee thanked Councillor Hannah for his role on the Trust.

9. Update from Economic Development Sub Committee

- 9.1 The Committee **NOTED** the update and actions from the Economic Development Sub Committee meeting on the 24 November 2016.
- 9.2.1 During discussion the following points were raised:
 - 9.2.2 A query was raised about progress towards the Highways England plans for safety improvements to the A47; the Assistant Director Highways and Transport reported that plans and proposals were being consulted on, and would be brought to the Road Casualty Reduction Partnership Board in March 2017.
 - 9.2.3 It was raised that staff “on the ground”, for example at the Thetford apprenticeships hub, were not being made aware of the performance of the service, which saw above average performance, and queried how positive messages such as this could be conveyed to providers. Mr Clancy **agreed** to take this forward.
 - 9.2.4 Mr Spratt gave a brief update on the upcoming visit to farms by the County Farms Advisory board, and that an email would be sent to Members.

10. Finance Monitoring

- 10.1 The Committee received the report providing information on the budget position for the relevant services from the Community and Environmental Services department for 2016-17.
- 10.2 It was queried whether the £475,000 allocated to the Northern Western Link project should be reflected in the budget see paragraph 7.1.
- 10.3 The Committee **NOTED**:
 - a) The forecast out-turn position for the Environment Development and Transport Committee and the current risks to the budget as highlighted in the report.
 - b) The planned use of reserves as set out in section 4 of the report and that proposals for any further use of reserves in 2016-17 would be highlighted to this Committee if the resulting forecast level of reserves falls below the 31

March 2017 balances anticipated at the time the budget was set.

- c) The updates on risk management within section 6 of the report.
- d) The pipeline for significant contracts for EDT committee for the period to the end of 2018 as shown in appendix B of the agenda report.

11. Strategic and Financial Planning 2017-18 to 2019-20 and Revenue Budget 2017-18

- 11.1.1 The Committee received the report setting out proposals to inform the Council's decisions on council tax and contribute towards the County Council setting a legal budget for 2017-18, which saw its total resources of £1.4 billion focused on meeting the needs of residents.
- 11.1.2 The Executive Director of Community and Environmental Services introduced the report to the Committee; it had been necessary to identify a further £4m savings from the budget. To support towards these savings, a target of £100,000 of income revenue generation from Scottow Enterprise Park had been identified to go into the Environment, Development and Transport general fund. In addition, £0.5m from the Better Broadband for Norfolk reserve fund had been identified to be put in to the general fund. He highlighted the investment going into Childrens and Adults Services next year 2017/18, and that the Environment, Development and Transport budget proposals outlined savings which sought to protect frontline services for Environment Development and Transport.
- 11.1.3 In addition to the revenue budget on p34 of the report, there were significant additional capital investments proposed for highways, household waste recycling centres and Scottow Enterprise Park.
- 11.2.1 The Chairman **PROPOSED** that Officers look into the working up of a Local Members' highways budget of £500,000 to be equally distributed among all 84 Councillors, which would be ~£6000 each, to use for highways projects within their division, and for a report with proposals to be brought to the next Committee meeting on the 17 March 2017.
- 11.2.2 Mr White seconded this proposal.
- 11.2.3 Members discussed the proposal, either speaking in favour of the proposal, or in favour of the principle of the Local Members' budget, as it would allow them to work to benefit constituents on issues in their local division. Some members were mindful of the need to see proposals and clear criteria before making a decision.
- 11.2.4 The Executive Director of Community and Environmental Services reported that if a Local Members' fund was to be built into next year's budget, 2017/18, it would need to be written into a budget line, and suggested that that £0.5m could be retained against the Department of Transport challenge fund, subject to the decision of the Committee. If the proposal was agreed he would bring the draft set of proposals to the Spokesperson's meeting prior to the March Committee meeting, and clarified that the fund would have to be used for capital highways work.

- 11.2.5 With 16 votes for, 0 against and 1 abstention the Committee **AGREED** the proposal that Officers look into the working up of a Local Members' highways budget of £500,000 to be equally distributed among all 84 Councillors, which would be ~£6000 each, to use for highways projects within their division, and for a report with proposals to be brought to the next Committee meeting on the 17 March 2017.
- 11.3.1 Concern was raised about the impact of reducing the Economic Development fund.
- 11.3.2 It was queried whether the spend related to capitalisation of recycling centres could be extended to other areas in the future.
- 11.4.1 Mr Plant **proposed** that from the £1m flood mitigation measures fund, £100,000 was put towards mitigating flood risks in coastal areas.
- 11.4.2 This was seconded by Mr Bird.
- 11.4.3 The Executive Director of Community and Environmental Services highlighted that the Council was not a coastal defence authority.
- 11.4.4 Clarification was requested on the £1m flood mitigation measures fund; the Executive Director of Community and Environmental Services reported that this fund was for match funding of grants from environmental agencies and private bodies towards flood mitigation measures. The Head of Planning reported that it was related to highways drainage assessment investment and was targeted at market towns such as Watton, the Downhams, and Thetford, among others, to protect them from flood risk in the future.
- 11.4.5 Mr Plant clarified that his proposal would be for match funding to mitigate risks related to surface water flooding from rainwater seen in coastal areas.
- 11.4.6 With 16 votes for, 0 against and 1 abstention the Committee **AGREED** the proposal that from the £1m flood mitigation measures fund, £100,000 was put towards mitigating flood risks in coastal areas related to surface water flooding from rainwater.
- 11.5 The Committee:
- (1) **CONSIDERED** the Committee's specific budget proposals for 2017-18 to 2019-20 in respect of:
- The budget proposals set out in Appendix A (summary of new proposals) and Appendix B (list of full proposals) of the report;
 - The new and additional savings proposals to contribute to the supplementary target of £4.000m for the Council as identified to Policy and Resources Committee in November 2016; and
 - The scope for a general Council Tax increase of up to 1.99%, within the Council Tax referendum limit of 2% for 2017-18, **NOTING** that the Council's budget planning was based on an increase of 1.8% reflecting the fact that there was no Council Tax Freeze Grant being offered, and that central government's assumption was that Councils would increase Council Tax by CPI every year. The Council also proposes to raise the Adult Social Care Precept by 3% of Council Tax as recommended by the Executive Director of

Finance and Commercial Services. Bringing forward increase in the social Care Precept would mean that the 2% increase planned for 2019-20 would not occur.

(2) **CONSIDERED** the findings of the equality and rural assessment (included at Appendix D of the report) and in doing so, **NOTED** the Council's duty under the Equality Act 2010 to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that was prohibited by or under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who did not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who did not share it.

(3) **CONSIDERED** any mitigating actions proposed in the equality and rural impact assessment at Appendix D of the report;

(4) **AGREED and RECOMMENDED** to Policy and Resources Committee the draft Committee Revenue Budget as set out in Appendix B of the report including all of the savings for 2017-18 to 2019-20 as set out.

For consideration by Policy and Resources Committee on 6 February 2017, to enable Policy and Resources Committee to recommend a sound, whole- Council budget to Full Council on 20 February 2017.

(5) **AGREED and RECOMMENDED** the Capital Programmes and schemes relevant to this Committee as set out in Appendix C of the report to Policy and Resources Committee for consideration on 6 February 2017, to enable Policy and Resources Committee to recommend a Capital Programme to Full Council on 20 February 2017.

12. Flood & Water Management Funding Policy Guidance

12.1.1 The Committee received the report giving information on the flood and water management funding policy guidance developed by Norfolk County Council.

12.1.2 Councillor Marie Strong introduced the report to the Committee; the policy had been developed to provide greater clarity and responsibility over flood and water management. A Flood summit was due to be held on 7 February 2017.

12.2.1 During discussion the following points were raised:

12.2.2 It was felt that the Environment Agency had taken steps to improve and were seen to be cutting costs.

12.2.3 Clarification was requested on paragraph 2.3, "Norfolk County Council would take an administrative role to support proposals for areas (settlements or catchments) where 49 residential properties or less would be moved from one risk banding to another." The Flood and Water Manager clarified that from looking at predicted risk, 10% of properties in Norfolk, equating to 36,000, were at risk of flooding from surface water in a 1 in 100 year rainfall event. The number experiencing flooding per year was lower, equating to 700 reports of actual flooding in Norfolk in 2016. From the identified risk, 64 key settlements were identified as above the banding of 49 properties and would therefore be taken forward under this guidance. To

maximise outcomes and ensure value for money it was important to target the most at risk areas with the highest concentrations of risk to people, property and infrastructure.

- 12.2.4 To ensure new developments were ‘future proof’, the Head of Planning Services clarified that staff had been and were being appointed to deliver advice to planning authorities to ensure that flood risk was included in their decision making.
- 12.2.5 Concerns were raised that the risks highlighted within the report may deter funding bodies; the Flood and Water Manager and Executive Director of Community and Environmental Services highlighted the importance of identifying and recognising risks when seeking third party funding and securing contracts. Individual risks would be dealt with on a contract by contract basis.
- 12.3 With 14 votes for, 1 against and 2 abstentions, the Committee:
- **APPROVED** the prioritisation and approach to managing partnership funded projects as set out in Norfolk County Council Flood & Water Management Funding Guidance.

13. Highway capital programme and Transport Asset Management Plan (TAMP)

- 13.1.1 The Committee received the report summarising government and other funding settlements, and proposed allocations for 2017/18, for Highways and Transport.
- 13.1.2 The Capital Programme Manager reported that the Government had announced a new “National Productivity Investment Fund” in the Autumn Statement; local authorities were made aware of their allocations on 13th January. Norfolk County Council’s share for 2017/18 was £5.1 million, in addition to the £38.833m funding detailed in the report.
- 13.1.3 This funding was for local highway and other local transport improvements, to support local economic growth and improve access to employment and housing, for example, reducing congestion at key locations and upgrading or improving maintenance of local routes.
- 13.1.4 Officers were developing proposals for use of the funding on a broad range of highway improvement and maintenance schemes across Norfolk.
- 13.1.5 To meet the tight timescales for delivery, it was **recommended** that the Committee agreed for detailed proposals to be presented to and agreed with the Director for delivery. This could be undertaken in line with recommendation 3 of the report which granted them delegated authority to manage the two year programme.
- 13.2.1 The Capital Programme Manager clarified that in the 2016/17 budget, £150,000 was allocated to the Costessey to West End traffic calming scheme, and that £60,000 development funding was still available.
- 13.2.2 Mr Bearman suggested that “in consultation with the Chair, Vice Chair and Local Member” was added into the additional recommendation, (see paragraph 13.1.5), to which the Committee **agreed**.

- 13.2.3 It was noted that Repton Avenue was a potential scheme that fitted in with nearby development, however, no funding had yet been allocated. The Assistant Director for Highways and Transport **agreed** to find out if a feasibility study had been completed.
- 13.2.4 Discussion was held over parish partnerships; more and greater value bids had been received than the previous year, with over 30 first-time bids received exceeding the “vital signs” target. These bids were now being assessed and would be reported to the Committee in March 2017.
- 13.3 The Committee **RECOMMENDED** that Full Council approves:
1. Extending the “Parish Partnership” approach to support delivery of larger schemes, based on a 50% funding contribution
 2. The proposed allocations and programme for 2017/18 and 2018/19 (as set out in Appendices A, B and C)
 3. Delegated authority to the Executive Director of Community and Environmental Services, to manage the two year programme, in line with the financial delegation scheme,
 - In line with this, detailed proposals related to utilisation of the “National Productivity Investment Fund” to be presented to and agreed with the Director, Chair, Vice-Chair and Local Member for delivery.
 4. The Transport Asset Management Plan (TAMP) for 2017/18 - 20/21 and that the resilience network be reviewed every two years in line with national practice.

14. Colney Bowthorpe Bridge Link

- 14.1 The Committee received the report setting out the background to the Colney Bowthorpe Bridge Link project.
- 14.2.1 A mistake on map related to the direction of the route was noted; this did not impact on the information related to the bridge construction.
- 14.2.2 Mr East suggested the evidence quoting the number of people working at the Norwich Research Park could be quantified.
- 14.2.3 The Senior Green Infrastructure Officer reported that Section 106 money due to be received from Three Score development had not yet been received, and that the bridge would be compliant with requirements of the Equality Act 2010.
- 14.3 The Committee:
- **AUTHORISED** the making of a CPO pursuant to section 226(1)(b) of the Town and Country Planning Act 1990 and section 13 of the Local Government (Miscellaneous Provisions) Act 1976 to enable a footbridge to be constructed over the River Yare at Colney so as to link two existing public rights of way; *and*
 - **DELEGATED** to the Executive Director of Community and Environmental Services the power to determine the precise boundaries of the land to be included in the CPO and the extent of the rights in the land sought to be acquired.

15. Recommendations of the Greater Norwich Development Partnership (GNDP) Board

- 15.1 The Committee received the report giving an update on the progress on the production of the Greater Norwich Local plan since the re-establishment of the GNDP Board at the EDT Committee meeting on the 8 July 2016.
- 15.2 The Principal Planner reported that the next meeting of the Greater Norwich Development Partnership was due to take place on Monday 30 January at 9.30am.
- 15.3 The Committee **NOTED** progress on the production of the Greater Norwich Local Plan.

16. Forward Plan and decisions taken under delegated authority

- 16.1 The Committee reviewed the forward plan the report outlining delegated decisions taken by officers.

The Committee:

1. **REVIEWED** the Forward Plan and identified the following additions:
 - Committee **AGREED** that Officers look into the working up of a Local Members' highways budget of £500,000 to be equally distributed among all 84 Councillors, which would be ~£6000 each, to use for highways projects within their division, and for a report with proposals to be brought to the next Committee meeting on the 17 March 2017.
2. **NOTED** the delegated decisions set out in section 2.

The meeting closed at 11:22 AM

Chairman



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MEMBER/PUBLIC QUESTIONS TO ENVIRONMENT, TRANSPORT AND DEVELOPMENT COMMITTEE: FRIDAY 27 JANUARY 2017

5. PUBLIC QUESTIONS – No Public Questions received.

6. MEMBER QUESTIONS

6.1 Question from Cllr Bev Spratt

Bunwell, Forncett, Tacolneston and very much Ashwellthorpe have complained to me about the new road access to Wymondham at Silfield. Heavy goods vehicle and school bus drivers complain that at the new road junction it is impossible to get round without going onto the other side of the road. Can this road lay out be changed? I think that officers should look at this matter urgently.

Response by Chairman of EDT Committee

The new road access arrangement is one of a number of highway improvement works required as part of the new housing development between Silfield Road and Rightup Lane in Wymondham to ensure it is safe for all road users. This development is currently under construction and will change the highway environment from a predominantly rural one to a largely urban environment. The recent changes at Silfield Road have included a new give way junction on what was previously a largely straight section of road.

This new junction has been designed and constructed to current highway standards, although only two arms of the three arm junction are currently operational. It is evident on site that in its present form, with no traffic from the housing development, drivers are cutting across the junction to avoid slowing down. This type of issue is relatively commonplace when road layouts change and we are confident that as the new road network is completed over the coming months and the development traffic comes on-stream the junction will operate as designed.

In the meantime, as a result of the concerns relayed by Cllr Spratt, we have asked the developer to increase the size of the 'New Road Layout' signs on the approaches to the junction. In addition, once the construction works are complete, a stage three safety audit of the new junction will be undertaken by officers, which will include a review of how the junction performs in terms of driver's behaviour.

Norwich Western Link Project - Member Working Group update (27 January 2017)

Further to previous meetings of the Norwich Western Link (NWL) Project Member Working Group and the report provided at the 8 July 2016 EDT Committee meeting, the Member Group met again on 25 January. The following provides a brief summary of the meeting:

1. An update on the Local Plan Review process was provided by Phil Morris (Principal Planner -NCC). Steve Scowen from Broadland District Council (BDC) provided an update on the Food Hub proposals and the associated Local Development Order (LDO) that is being progressed by BDC. The LDO consultation is currently ongoing and Steve confirmed he is hoping to take a report to BDC Cabinet in April. It was agreed that Steve and Phil will continue to attend the meetings of the Group to provide ongoing progress updates.
2. The Member Group previously requested further details in relation to the NWL project programme and the need to consider wider implications and project risks. An updated draft project programme showing key activities and milestones was presented and discussed. It showed the potential for start of works in 2023, however this is subject to completion of all necessary business cases, funding provision, detailed design, statutory process and procurement/mobilisation.
3. An update summarising the completed first 6 months of activities and the current 6 month phase of work (as set out in the 8 July 16 Committee report) was provided to the Member Group. A series of meetings have been held with the communities most affected by the project. The feedback received indicated a general consensus from the community representatives around some key issues, which included; rat running; HGV's; local road network; limited cycling and walking infrastructure; Longwater interchange; public transport; Costessey P&R; and a lack of infrastructure to support proposed development.
4. The Member Group previously agreed the terms of reference for the proposed stakeholder group (which will consist of a representative from each of the parish councils). The first meeting of this group, planned for 21 February, was discussed; including options for appointing a chairperson for the group.
5. An update was provided on the latest position that Highways England (HE) have reached in developing the Easton to North Tuddenham A47 dualling project. HE has recently confirmed that they expect their consultation to start in March 2017. The Group also discussed recent letters between NCC and HE regarding the Full Council approval in December 2016, setting out the key transport infrastructure for Norfolk1 which included the NWL. This is to be followed up with a request for a specific meeting to discuss the NWL project, the delivery timescales and wider growth, including the Food Hub LDO (discussed at item 1 above).
6. The Member Group were also keen to explore opportunities for funding the NWL project through the future phases of development work.

For more details, please contact David Allfrey (Major Projects Manager).
Tel 01603 223292

Environment, Development and Transport Committee

Item No.

Report title:	Update from Economic Development Sub Committee
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
Strategic impact <p>The Chair of the Environment, Development and Transport Committee (EDT) requested an update for each meeting on the issues and actions from the Economic Development Sub Committee (EDSC). This report summarises those of the 19 January 2017 EDSC meeting.</p>	

Executive summary

At their November 2016 meeting, the key issues EDSC discussed were:

- Response to January Flooding Issues
- Public Conveniences
- Update from the County Farms Advisory Board
- Update on Scottow Enterprise Park
- Emerging Sectors – the Bioeconomy
- Emerging Sectors – Clean Tech
- Enterprise Zones
- Inward Investment Update
- EU Programmes Update
- Apprenticeships Funding Update
- Finance Monitoring Report
- Forward Plan and Decisions taken under delegated authority

Recommendations:

Members to note the update and actions from the November 2016 Economic Development Sub-Committee

1. Proposal

- 1.1. The topics discussed by Members at the previous Economic Development Sub-Committee are outlined below.

2. Evidence

2.1 Response to January Flooding Issues

Mrs C Walker discussed her observation of the response of emergency services, volunteer services and others during the flooding issues of recent weeks, and congratulated those involved in preparing for the predicted sea surge; she felt that even though the surge did not occur as predicted, Yarmouth and other coastal areas were well protected for the eventuality, meaning local residents were kept safe. The Chairman and the committee supported this view.

2.2 **Public Conveniences**

Mr J Childs spoke of how public toilets were previously funded by Borough Councils but many were now closed. As a key part of Norfolk's tourism, he felt the importance of attracting returning visitors to beaches should be considered and to do this public conveniences invested in. He suggested District and Borough Councils should be approached to revisit the impact of withdrawing public conveniences. Following debate and upon being put to a vote, the motion was duly carried.

The Chairman asked the Acting Assistant Director of Economic Development and Strategy to write to District, Parish and Borough Councils to ask them to look at options regarding provision of toilet facilities and keeping beaches clean.

2.3 **Update on County Farms Advisory Board**

Cllr Beverley Spratt updated the Sub Committee on the recent meeting of the County Farms Advisory Board:

- A tenants meeting had recently been held at Swaffham and a further meeting was due to be held in March 2017;
- The Advisory Board and Officers were due to visit houses on the Eastern end of the estate in February;
- The Advisory Board requested the Economic Development Sub-Committee to look at the potential impact of Brexit on farming;
- The impact of ash dieback appeared to be lower than originally predicted;
- 1900 people were following the County Farms Facebook group;
- Duncan Slade had been welcomed back to the County Farms team;
- County Farms were hoping to make progress with 87 houses to bring profit to Norfolk County Council.

During discussion the following points were noted:

Cllr B Spratt confirmed that through discussions with tenants of the 87 houses and after visits in February, the County Farms team would decide whether to let, keep or restore the houses; they would remain within the County Farms department.

2.4 **Scottow Enterprise Park Update**

The Chairman asked the Managing Director of Hethel Engineering for an update on Scottow Enterprise Park:

- Occupancy was at 72% by units, of 125 units, comprising 505,000 sq ft;
- The primary focus was science, technology, engineering and manufacturing;
- The number of people working at the site was now 236 and growing;
- Superfast broadband was in place at 75Mbps;
- The water project was due to be finished at the end of April 2017;
- They were currently looking at cost cutting initiatives;
 - Overheads had been reduced by £200,000; the target was £300,000;
- Rents of £500,000 were being brought in; the target was £800,000;

Customer enquiries had increased 6 fold, with most demand seen in North Norfolk and Norfolk.

2.5 **Emerging Sectors – The Bioeconomy**

The Sub-Committee received the report providing information on the existing and development of Biotech and bioeconomy in Norfolk and East of England. The Sub-Committee heard a presentation by the Sally Ann Forsyth Chief Executive Officer of the Norwich Research Park and Aaron Hunter, an Innovation Facilitator at Hethel Engineering.

- “Biotech” encompassed sectors such as agriculture, agriculture waste and water management, among others;
- Norfolk contained a complete agritech supply chain;
- One of the 2 centres of excellence for bioinformatics in the UK was in Norfolk the Earlham Institute (formerly the Genome Analysis Centre) at the Norwich Research Park;

The Chairman highlighted the importance of engaging with private sector partners, and was pleased to see engagement with new businesses and sectors.

The Sub-Committee noted the developments of the ‘Bioeconomy’ and the economic opportunities that it provided; and endorsed the work of Hethel Innovation in the delivery of the ‘Innovation New Anglia’ programme and the establishment of ‘Biotech East’ to support and grow the sector.

2.6 **Emerging Sectors - Cleantech**

The Sub-Committee received the report explaining cleantech, and discussing the growth of this sector in Norfolk and Suffolk and heard a presentation by Alice Reeve, an Innovation Facilitator at Hethel Engineering and Mark Aspinall.

The Chairman was pleased to see Norfolk at the forefront of cutting edge work; he highlighted the importance of carrying out research with practical applications and benefits to the local economy, with local companies inputting into what they needed to deliver jobs at a deliverable cost.

The Sub-Committee noted the emerging ‘Cleantech’ sector and the opportunities that it provided, and endorsed the work of Hethel Innovation in the delivery of the ‘Innovation New Anglia’ programme and the establishment of the ‘Cleantech East’ network to support and grow the sector.

2.7 **Enterprise Zones**

The Sub-Committee received the report providing an update on the two Enterprise Zones in Norfolk. The Economic Development Manager gave a brief introduction to the report and invited members to endorse the approach.

Mr Childs and Mrs Walker celebrated the success of the enterprise zones, especially in Gt Yarmouth, referring to the recent announcements at Seajacks who were taking on 75 new staff as part of their expansion linked to the wind energy sector. The Economic Development Manager reported that there would be regular updates regarding the Lowestoft and Yarmouth enterprise zones in bulletins provided in the future.

The Acting Assistant Director of Economic Development and Strategy clarified that Enterprise Zones offered the ability to borrow against future income in order to invest in the sites themselves or in other activity to attract, or enable investment. Decisions on whether to proceed with projects would be based on a number of factors including future projected income for up to 25 years; current performance; and confidence over the longer term development of the site.

The Economic Development Manager reported that lessons had been learned from the first round of enterprise zones in the 1980s where research had found displacement occurred in all areas except for the London Docklands. He reported that the incentives now on offer were more modest and unlikely to cause much, if any displacement from nearby locations.

The Economic Development Manager clarified that a legal agreement would be in place with each Local Authority with an Enterprise Zone site in their area, which

determined the split of funding as outlined in paragraph 1.5 of the report. The Agreement will also determine how funding would be used. He also explained that if issues arose, the agreement could be modified. It was noted that the Government's decision last year to raise the threshold for Small Business Rate relief to £15,000 could impact on how some of the EZ sites operate, but this was being monitored.

The Chairman highlighted the importance of the role of planning authorities to support businesses to grow.

Improvements to the road infrastructure between Norwich and Cambridge / Peterborough were discussed. The Chairman highlighted infrastructure as a high priority, and the duty to hold organisations to account on moving forward in a timely manner for example Highways England.

A discussion was held over plans for complimentary road infrastructure at enterprise zones. He clarified that some site plans included modest road infrastructure improvements, and hoped the plans to improve the A47 would benefit the Nar Ouse Enterprise Zone site and development of the Norwich Distributor Road would benefit Scottow Enterprise Park.

The subcommittee endorsed the approach being taken to support Enterprise Zone Development.

2.8 Inward Investment Update

The Sub-Committee received the report providing an overview of the inward investment function, an update on current performance and proposals for future activity.

The Economic Development Manager pointed out that the "UK offer" to attract inward investment may change in the next few years as a result of the referendum result in June 2016. The number of enquiries from overseas had reduced in recent months and it has highlighted the importance of working even more closely with locally based foreign owned businesses, particularly US owned businesses.

Queries were raised about the "current 2016/17 pipeline", shown in paragraph 2.7 of the report, page 51:

- The Economic Development Manager confirmed that the South Korean Interactive Screen manufacturing company's process could incorporate final assembly of imported components, packaging and storage;
- The Economic Development Manager reported that the enquiry regarding the Japanese Automotive manufacturer came through a tenant at Hethel Engineering Centre. The project had already been logged on the National Pipeline, but Norfolk had been given a chance to present its capabilities as a result of this contact. He was unsure at this stage how much of the manufacturing process would take place in Norfolk if the project was to land here;
- The project described as "expansion of games development company" was in competition with other areas; a good offer had been put in to the company, and the Economic Development Manager would monitor progress;
- The Farm plastics project was not at an advanced project stage; a proposal had been put forward and support had been received from colleagues in the Council's waste team; However, a number of key technical constraints remain to be overcome before the project could hope to establish a facility.
- The "Electric Vehicle Manufacturer" was in the research and

development stage.

The Economic Development Manager confirmed that he had access to data that presented the county's skills base, and included people with experience in automotive engineering.

The Economic Development Manager confirmed he was working with the Chief Executive Officer of the Norwich Research Park to develop a lead generation project to attract start up and other small businesses in the biotech and other science sectors. The initiative would look to link with the Genome 10k event, the largest of its kind in the world, and the first time held in the UK, which is to be held in August 2017 at the John Innes Conference Centre. The aim will be to use the event to showcase Norwich and Norfolk. The Economic Development Manager agreed to circulate the full details to members.

The Sub-Committee commented on current performance and arrangements and supported the efforts of the inward investment team.

2.9 EU Programmes Update following the Referendum

The Sub-Committee received the report providing an update on government announcements made since July which impacted on EU funded programmes managed and delivered by Norfolk County Council.

The Programme Manager for European, national and rural funding programmes updated the Committee that since the report was written, the Prime Minister had indicated the UK may participate in some EU programmes; the level of contribution to the EU budget would however likely be much less than at present.

The Chair asked that the wording of the proposal at section 1.1 be strengthened by inserting the word 'managed' into the ask of central government.

The Sub-Committee supported the government guarantee for funding and the EU project activity that had happened since the referendum; and approved the proposal and principles for any economic based successor schemes to EU funding (post 2020) as the basis for our submission to the Local Government Association Brexit Sounding Board.

2.10 Apprenticeships funding update

The Sub-Committee received the report providing an update on the position of the Apprenticeships Norfolk service in the light of ceasing of existing funding in June 2017, following on from the report presented in November 2016.

The Chairman was keen for the Apprenticeships team to continue to identify further funding to support the programme.

The Employment and Skills Manager reported that internal resources had been secured for approximately 50% of the estimated costs of maintaining a level of service from July 2017 and that efforts continued to secure external funding including potentially European social funding. Following a query related to supporting young people aged 18 and above, the Employment and Skills Manager reported that work was underway with colleges in Norfolk and Suffolk to commit to work together to ensure young people move on successfully.

The Chairman raised his intention to share with Councillors details of secondary schools / academies who were not engaging with Apprenticeships Norfolk; he agreed to email this to the Members with non-participating schools in their division.

The Employment and Skills Manager reported that apprenticeship schemes were working with young people in rural areas to help them to access apprenticeships.

The Sub-Committee noted that it had been possible to identify approximately 50% of the required resource that could be used to support the delivery of Apprenticeship promotion work in schools, the community and to employers from July 2017 and that exploring alternative external sources of funding, including European Social Fund Opportunities (ESF) and social mobility funding continued.

2.11 Finance Monitoring Report

The Sub-Committee received the report providing the financial position for the service as at the end of December, Period 8, 2016-17 financial year, covering the revenue budget, capital programme and balance of reserves.

The Financial Business Partner for Communities and Environmental Services reported that there were no financial issues for the upcoming year, 2017/18.

Protecting the Economic Development budget in the upcoming budget reviews was raised.

The Sub-Committee noted the budgets for Economic Development and Strategy for 2016-17.

2.12 Forward Plan and decisions taken under delegated authority

The Sub-Committee received the report setting out the Forward Plan for the Economic Development Sub-Committee.

The Sub-Committee noted the Forward Plan and requested information from high schools who were supporting apprenticeships was suggested as useful for a future meeting; and the County Farms Advisory Board requested the Economic Development Sub-Committee to look at the possible impact of Brexit on farming in Norfolk.

3. Issues, risks and innovation

3.1. None as a result of this report.

4. Background

4.1. This report has been produced at the request of the EDT Chair

Officer Contact

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

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Environment Development and Transport Committee

Item No.

Report title:	Highway Parish Partnership Schemes 2017/18
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
<p>Strategic impact</p> <p>The Highways and Transport Service contributes directly to supporting the following Council priority:</p> <p><i>“Good infrastructure – We will make Norfolk a place where businesses can succeed and grow. We will promote improvements to our transport and technology infrastructure to make Norfolk a great place to do business.”</i></p> <p>The Parish Partnership programme delivers small highway improvements which are considered a priority by local communities and support Local Transport Plan (LTP) objectives. It is also covered by a “vital signs” performance indicator.</p> <p>In March 2016, EDT Committee agreed to continue the programme using £300,000 of the highway improvements budget to fund up to 50% of each bid, with consideration of increased contributions for parish councils with incomes below £2,000.</p>	

Executive summary

This report sets out the proposed parish partnership programme for 2017/18 following analysis and review of the applications submitted.

Recommendations

That members:

- 1. Approve all bids listed in Appendix B for inclusion in the Parish Partnership Programme for 2017/18.**

1. Background

- 1.1. The Parish Partnership Scheme began in September 2011, when Parish and Town Councils were invited to submit bids for local highway improvements, with the County Council initially funding up to 50% of bid costs. Funding is therefore targeted to meet needs identified at a local level and helps us to support and promote our role in enabling communities.
- 1.2. The programme has been well received by Parish/Town Councils and members and feedback has been very positive from communities. Key features are that it:

- Delivers local priorities identified by local people
- Draws in additional funding for small scale highway improvements
- Helps communities have more of “a say”.

1.3. The most popular bids have been for:

- Trods - a simplified, lower cost alternative to footways (often constructed using recycled road surface material)
- Vehicle Activated Signs (VAS) which flash up warnings to drivers. Subsequently owned/maintained by the County Council
- SAM2 (mobile VAS units which flash vehicle speed as a reminder to the driver). Subsequently owned/maintained by the Parish Council

2. Funding

- 2.1. The Parish Partnership Programme was previously renewed on an annual basis. In March 2015 ETD Committee agreed to use £300,000 of the highway improvements budget, from 2015/16 onwards to fund up to 50% of each bid, with consideration of increased contributions for parish councils with incomes below £2,000.
- 2.2. The Norfolk Safety Camera Partnership (SafeCam) has again agreed to contribute £80,000 towards SAM2 bids in 2017/18. This welcome support boosts the total available County Council funding to £380,000 and emphasises the important role that the Parish Partnership Programme can have in casualty reduction initiatives.
- 2.3. In 2016/17 letters inviting bids were sent out in June 2016 with a closing date of 16 December 2016 (Appendix A), to giving bidders good time to develop their proposals.

3. Bids submitted

- 3.1 157 bids were received for 2017/18, with a short deadline extension allowed for 5 bids.
- 3.2 The number of bids received over the past six years by Parish is mapped in Appendix C, showing a reasonable distribution across Norfolk
- 3.3 The number and value of bids submitted over the past six years by District is shown in Appendix D. This indicates a reasonable spread of bids in relation to the size of each District, although the number (18) and value (£102,643) of bids within the Great Yarmouth Borough Council area continues to be comparatively low.
- 3.4 We received 6 bids from Parishes with precepts (identified from District Council data) below £2,000, summarised in the table in 3.6 below. Bid values fall within a narrow range of £3,227 to £5,000. Bidders are seeking NCC support of between 50% and 80%.

3.5

Parish	District	Precept	Scheme type	Comments
Kimberley and Carleton Forehoe Parish Council	South Norfolk	£1,886	Village Gateways	Parish seeking £4,000 (80%) toward a £5,000 bid
Somerton	Great Yarmouth	£1,704	SAM2	Parish seeking £1,640 (50%) toward a £3,280 bid
Felmingham	North Norfolk	£1,500	SAM2	Parish seeking £1,613 (50%) toward a £3,227 bid with parish and Village hall each contributing 25%
Sidestrand	North Norfolk	£1,300	SAM2	Parish seeking £2,700 (59%) toward a £4,600 bid
Little Massingham	King's Lynn and West Norfolk	£750	SAM2	Parish seeking £2,380 (70%) toward a £3,389 bid
Castle Rising	King's Lynn and West Norfolk	£600	Village Gateways	Parish seeking £2,555 (62%) toward a £4,092 bid

3.6 In 2012/13 and 2013/14 the County Council offered 75% support for all bids (50% in subsequent years) which helped stimulate demand. The following approach is therefore proposed to support bidders with annual income below £2,000:

- 75% County Council contribution
- £5,000 maximum bid value
- Offer available only once to any bidder.

3.7 This is considered to be an offer which is both reasonable to low-income bidders whilst still being equitable towards other bidders with moderate incomes. It will help encourage first-time bidders who may, if the scheme continues, subsequently wish to consider the alternative funding sources outlined on the NCC website. The total NCC contribution toward these 6 bids would be £17,691 (compared with £11,794 had our contribution been 50%) which is also considered reasonable, and still allowing us to support all viable bids.

3.8 There are 10 other bidders whose precepts are unidentified, but in all cases their bids are clearly based on a 50% contribution and with no additional support from NCC requested. It has therefore been assumed they have sufficient resources and have consequently been excluded from consideration of additional NCC support.

4. Assessment of Bids

4.1. Bids have been assessed through a combination of the following factors:

- Contribution to LTP objectives
- Outcome for the local community
- Value for money

This resulted in a score which enabled ranking of bids in priority order.

4.2. 157 bids were submitted and assessed, shown in the table below along with the value of these bids considered viable.

4.3.

Scheme Types	No	£ Original bids	£ Assessed bids	£ NCC Contribution	£ Parish Contribution
20mph Wig Wags	6	£41,940	£41,940	£20,970	£20,970
Bus Shelter	12	£80,735	£80,735	£40,367	£40,367
Crossing Point	4	£96,622	£53,000	£23,500	£29,500
Grit Bin	1	£149	£0	£0	£0
Drainage	1	£20,000	£20,000	£10,000	£10,000
Fencing	2	£5,260	£760	£380	£380
Footpath	6	£46,902	£27,189	£13,595	£13,595
Access	1	£6,000	£0	£0	£0
Hardstanding	4	£10,203	£10,203	£5,102	£5,102
Junction Improvement	0	£0	£0	£0	£0
Kerbing	1	£9,476	£9,476	£4,738	£4,738
Street Lighting	1	£26,111	£0	£0	£0
Pedestrian Refuge	0	£0	£0	£0	£0
Posts	2	£6,300	£0	£0	£0
Pond	2	£3,900	£0	£0	£0
SAM 2	56	£210,497	£210,497	£108,677	£101,820
Pedestrian Step Off	1	£2,405	£0	£0	£0
Signs	1	£300	£0	£0	£0
Slabs	1	£6,076	£0	£0	£0
Surfacing	2	£12,520	£3,350	£1,675	£1,675
Traffic Calming	1	£12,335	£0	£0	£0
Trod	26	£194,172	£194,172	£97,086	£97,086
VAS	5	£30,720	£18,798	£9,399	£9,399
Verge Works	0	£0	£0	£0	£0
Village Gateways	21	£65,200	£65,200	£34,873	£30,327
Village Speed Signs	0	£0	£0	£0	£0
	157	£887,823	£735,321	£370,362	£364,959

4.4. Of the 157 bids, 3 were withdrawn, 18 were considered unsuitable and rejected (parishes and associated members being informed), leaving 136 viable bids. The total value of viable bids is £735,321, making the County Council contribution £370,362 which is within the available funding of £380,000. Consequently, all viable bids can be delivered.

4.5. The 136 viable bids, ranked in Member order, are listed in Appendix B. First time bidders are shaded yellow.

4.6. Our aspiration to use “Parish Partnership” funding to support delivery of a

£150,000 roundabout at Brick Kiln Crossroad, Little Plumstead was reported to Committee on 27th January 2017. However, as the Parish council have not yet secured the required CIL funding as their contribution, a bid has not yet been submitted.

- 4.7. We have positively promoted SAM2 bids over VAS. 56 bids for SAM2 were received (40 bids in 2016/17) amounting to £210,497, helping improve road safety. As noted in 2.2 above, the SafeCam partnership has again offered to support the 2017/18 Parish Partnership programme with £80,000 of funding.
- 4.8. 26 bids were for trods, which remains a popular improvement. Over the last four years, the implementation of trods has enabled 23 footway requests to be removed from the County Council's footway database.
- 4.9. 6 bids for "part-time advisory 20mph Speed Limits with flashing school warning lights outside Schools" were submitted (12 in 2016/17) amounting to £41,940, helping promote safety at schools.
- 4.10. No bids for "School Keep Clear carriageway markings outside schools" were submitted, this type of improvement having been included for the first time.
- 4.11. A report on extending Parish Partnerships to "unparished wards" was considered by EDT Committee on 8th July 2016. Committee approved recommendations, which included placing an upper limit on any individual Norfolk County Council contribution of £25,000. Officers engaged with Kings Lynn Borough Council, Norwich City Council, and Great Yarmouth Borough Council all of whom kindly agreed to support Parish Partnerships in principle and practice which includes offering 50% funding.
- 4.12. 2 bids for unparished wards were proposed by local members, neither of which are progressing at this stage. A proposed road crossing in West Lynn was not supported by the Kings Lynn Area Committee. Another road crossing improvement in Norwich proved unaffordable once estimates were produced.

5. Further development

- 5.1. "Parish partnerships" is also one of the Councils "vital signs" indicators, supporting community based working, with the following associated actions;

1. Assess/determine viable bids each January; report to EDT Committee and gain approval, followed by scheme delivery

2. Publicise known additional funding sources to parishes and seek additional funding sources where practicable To help improve our service to Parish/Town Councils, a section on the NCC [website](#) has been created and added to the most recent letter to bidders. This provides supporting information on parish partnerships including:

- How to apply
- Projects covered (ie Information on scheme types)
- Downloads (inc most recent letters to bidders)
- Funding (Information on potential funding sources that bidders could access, to complement or replace their contributions). This to be progressively expanded to

reflect further opportunities as identified by Officers including the corporate bidding team.

3. Number of bids from parishes who have not previously submitted bids with an associated “vital signs” target of “a stepped annual increase of 20 new bids per annum”. We contacted parishes that had not previously submitted bids, and actively encouraged them to do so. It is therefore pleasing to report that this target was exceeded, with 35 first time bids received.

5.2. It is recommended that Members:

- 1. Approve all bids listed in Appendix B for inclusion in the parish partnership programme for 2017/18**

6. Evidence

- 6.1. The prioritisation process leading to the selection (or omission) of schemes for the parish partnership programme is described in Section 4 of this report.

7. Financial Implications

- 7.1. The allocation of funding to the Parish Partnerships programme was approved by members as part of setting the Highways capital programme, the bids from parishes recommended to be taken forward are within the available funding.

8. Issues, risks and innovation

- 8.1. No specific risks arising from the parish partnership programme.

Background Papers
<ol style="list-style-type: none">1. Report on “Highways Capital Programme for 2016/17/18 and Transport Asset Management Plan” to ETD (Page 85 onwards)2. Report on “Highway Parish Partnership Programme- unparished wards” to ETD (Page 77 onwards)

Officer Contact

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

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APPENDIX A: Letter to Parish/Town Councils inviting bids (June 2016)

From the Chairman of the County Council's Environment, Development & Transport Committee

Dear Sir/Madam

Delivering local highway improvements in partnership with Town and Parish Councils

I am delighted to inform you that due to the success of working in partnership with Parish/Town Councils for the last five years the Parish Partnership Scheme Initiative will again be repeated in the financial year 2017/18. Further, supporting information can also now be accessed online (click here: <http://www.norfolk.gov.uk/parishpartnerships>). If you have difficulty accessing the internet, please call 01603 223097 and we can supply copies.

The County Council has again allocated £300,000 on a 50/50 basis to fund schemes put forward by Town and Parish Councils to deliver projects that are priorities for local communities.

To encourage bids from Town and Parish Councils with annual incomes below £2,000, we will again consider providing additional County Council funding (on a scheme by scheme basis). This will depend on the number and value of bids received, and evidence of income. We are also particularly keen to encourage and support first-time bids.

This letter provides more information on the process, invites you to submit bids, and explains how the County Council can support you in developing your ideas. The closing date will be 16 December 2016. If you need any advice in developing your ideas, especially around the practicalities and cost estimates, please consult your local Highway Engineers based at your local Area Office.

Once all bids have been received we will assess them and inform you of our decision in March 2017.

What sort of schemes would be acceptable?

- Small lengths of formal footway
- Trods (a simplified and low cost footway),
- Improved crossing facilities
- Street furniture (eg cycle racks/benches at bus stops)
- Improvements to Public Rights of Way.
- Flashing signs to tackle speeding. We would encourage you to consider Speed Awareness Mobile Signs (SAM2-which flash up the driver's actual speed) rather than fixed signs (VAS- which flash up the speed limit). The number of VAS in Norfolk has grown, and checks show that speed reduction benefits can be minimal. Whilst we will still consider bids for fixed VAS, we will need to be satisfied that they will be effective in reducing speed. We consider that SAM2 mobile signs, which are moved around on an agreed rota, are better at reducing speed ; **SAM2 can be jointly purchased with neighbouring Parishes, and would be owned and maintained by the Parish/Town Council**

- Part-time 20mph signs with flashing warning lights, outside schools. The County Council trialled these in 2008/9, and generally had a favourable community response, with some moderate reductions in average speeds during peak times. Whilst the County Council supports the aspiration to have part-time, 20mph speed limits outside each school in Norfolk, to do this would cost in the region of £3.75 million
- School Keep Clear carriageway markings outside schools. **This type of improvement is being included within the Parish Partnership Initiative for the first time.** Applications will be considered for either new school keep clear carriageway markings (which must be supported by the local school) or making existing school keep clear markings enforceable. However, in both cases and depending on the location, it may not always be practicable for Civil Parking Enforcement (CPE) Officers to undertake enforcement and this may happen only where it is operationally convenient to do so (i.e. when officers are in the area engaged on other enforcement work). To be enforceable, school keep clear markings need to comply with specific regulations and this could mean that existing school keep clear markings may need amending (your Highway Engineer can advise)

Schemes can be on or off the highway provided they are linked to the highway. If they are off highway the future responsibility for the maintenance will fall to the Parish or Town Council.

Schemes should be self-contained and not require other schemes or works to make them effective.

Schemes that support the Local Transport Plan objectives will have a higher priority for funding.

With the County Council's agreement Parishes can employ private contractors to deliver schemes. Any works on the highway would be subject to an agreed programme, inspection on completion, and the contractor having £10m public liability insurance.

What schemes will not be considered?

- Bids for minor traffic management changes such as speed limits or waiting restrictions will not qualify.
- Bids for installation of low-energy LED lighting in streetlights to help cut energy bills and maintenance.
- Last September we wrote to bidders, offering to also allow bids for carrying out additional pothole repairs on minor roads. That option did not prove to be popular and is now withdrawn.

What information should you include in your bid?

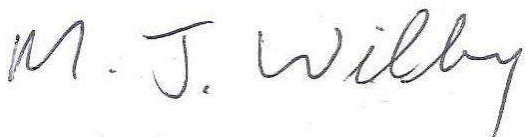
- Details of the scheme, its cost and your contribution.
- Who, and how many people will benefit.
- How it supports the objectives of the Local Transport Plan.
- Local support, particularly from your local Member, frontages and land owners.
- For 'off highway' schemes, your proposals for future maintenance.

Please find a simple bid application form attached to this letter. When assessing your bid we will consider the points above, but also look at:

- The potential for casualty reduction.
- Any ongoing maintenance costs for the County Council.

Your bids should be emailed to the Capital Programme Manager, Paul Donnachie (email: paul.donnachie@norfolk.gov.uk) or posted for his attention to the above address. If you need further information on the bid process please contact Paul, by email or by phoning 01603 223097. For advice on the scheme practicalities and/or likely costs, please contact your local Highway Engineer.

Yours sincerely

A handwritten signature in dark ink, reading "M. J. Wilby". The signature is written in a cursive, slightly slanted style.

Martin Wilby
Chairman of Environment, Development and Transport Committee

APPENDIX B: Individual viable bids, ranked in Member order

	Parish	Member	Scheme Type	Value of Works	Overall Ranking Score (criteria as per letter to Parishes in Appendix A)
1	Felthorpe	Adams, A	Village Gateways	£10,133	2.37
2	Terrington St Clements	Agnew, S	Crossing Point	£3,000	N/A
3	Tilney All Saints	Agnew, S	Village Gateways	£1,348	17.8
4	West Walton	Agnew, S	SAM2	£3,578	22.36
5	Hopton On Sea	Aldred, C	Village Gateways	£5,861	4.09
6	Banham	Askew, S	SAM2	£6,300	12.7
7	Garboldisham	Askew, S	SAM2	£6,334	8.42
8	Kenninghall	Askew, S	SAM2	£4,856	16.47
9	Quidenham	Askew, S	SAM2	£6,688	11.96
10	South Lopham	Askew, S	SAM2	£3,500	22.86
11	Beckham East and West	Baker, M	Village Gateways	£7,380	3.25
12	High Kelling	Baker, M	Village Gateways	£2,956	8.12
13	Burnham Overy	Bird, R	Trod	£2,350	89.36
14	Hunstanton	Bird, R	Bus Shelter	£2,152	51.12
15	Hunstanton	Bird, R	VAS	£6,500	12.31
16	North Creake	Bird, R	SAM2	£3,328	24.04
17	Old Hunstanton	Bird, R	Village Gateways	£2,460	9.76
18	Ringstead	Bird, R	Village Gateways	£2,873	8.35
19	Ringstead	Bird, R	SAM2	£3,050	26.23
20	Lyng	Borrett, B	Trod	£2,350	89.36
21	Mattishall	Borrett, B	SAM2	£3,150	25.4
22	North Elmham	Borrett, B	Trod	£2,683	78.26
23	Swanton Morley	Borrett, B	Kerbing	£9,476	6.96
24	Swanton Morley	Borrett, B	SAM2	£6,200	12.9
25	Carbrooke	Bowes, C	Hardstanding	£500	132

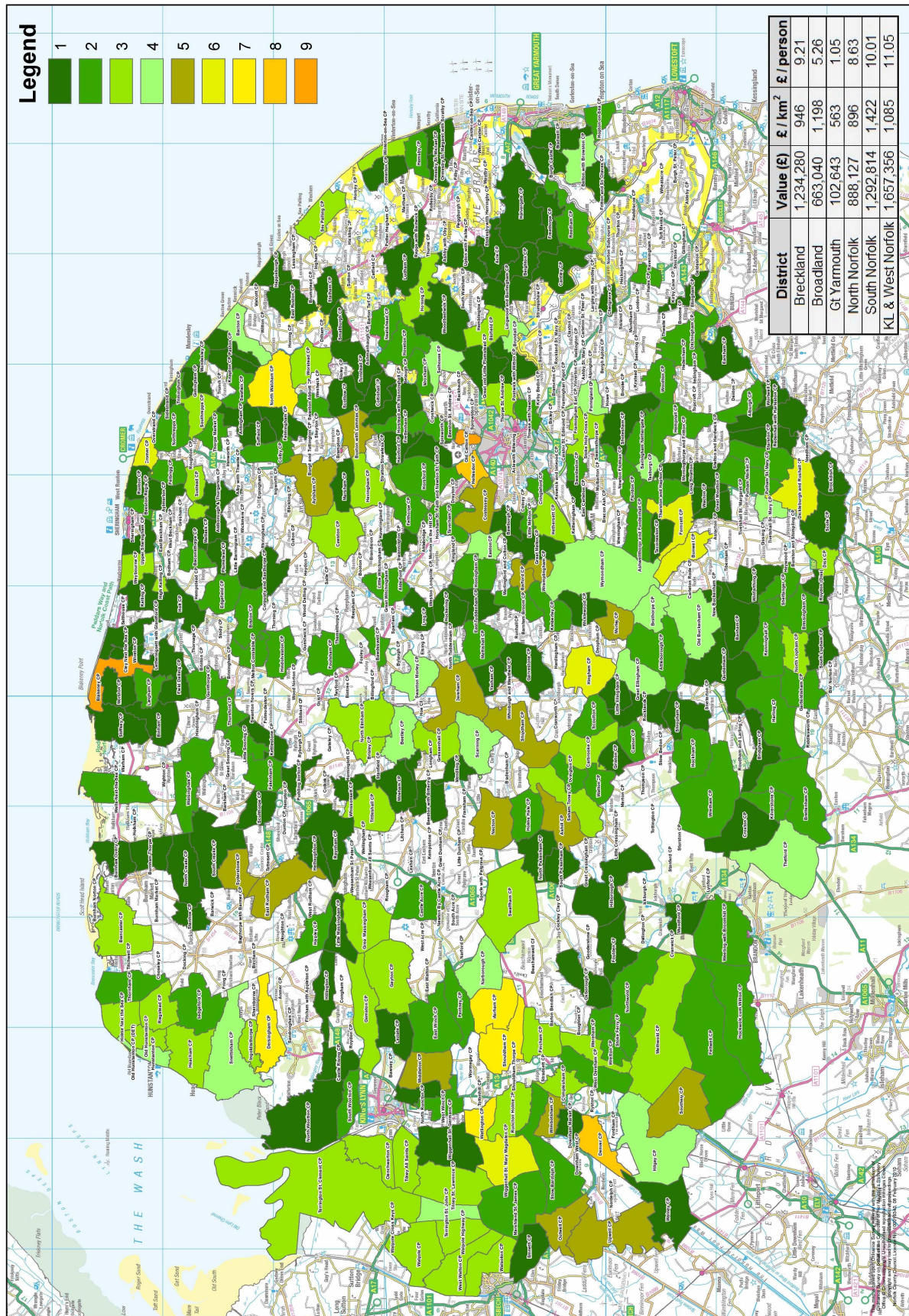
26	Carbrooke	Bowes, C	Bus Shelter	£5,085	21.63
27	Caston	Bowes, C	Village Gateways	£2,786	8.62
28	Griston	Bowes, C	Village Gateways	£5,550	4.32
29	East Ruston	Bradnock, A	Trod	£4,860	43.21
30	Horning	Bradnock, A	Trod	£570	368.42
31	Attleborough	Byrne, A	SAM2	£6,100	13.11
32	Besthorpe	Byrne, A	SAM2	£4,325	18.5
33	Repps with Bastwick	Carttiss, M	Trod	£12,370	16.98
34	East Rudham (for West as well)	Chenery, M	SAM2	£6,945	11.52
35	Heacham	Chenery, M	Hardstanding	£1,239	53.27
36	Stanhoe	Chenery, M	SAM2	£3,378	23.68
37	Syderstone	Chenery, M	Trod	£3,662	57.35
38	Hemsby	Childs, J	20mph Wig Wags	£3,682	21.73
39	Somerton	Childs, J	SAM2	£3,281	16.26
40	Marham	Coke, R	Trod	£13,500	15.56
41	Middleton	Coke, R	SAM2	£3,050	26.23
42	North Runcton	Coke, R	SAM2	£3,556	22.5
43	Shouldham	Coke, R	Trod	£6,200	33.87
44	Thorpe Market	Cox, H	SAM2	£3,328	24.04
45	Thetford Town Council	Crawford, D	Footpath	£10,972	19.14
46	Thetford Town Council	Crawford, D	Footpath	£3,837	54.73
47	Barford/ Wrampingham	Dewsbury, M	Fencing	£760	78.95
48	Barnham Broom	Dewsbury, M	SAM2	£3,360	23.81
49	Easton	Dewsbury, M	SAM2	£3,517	22.75
50	Hingham	Dewsbury, M	Footpath	£9,000	23.33
51	Kimberley and Carleton Forehoe Parish Council	Dewsbury, M	Village Gateways	£5,000	3.2
52	Morley	Dewsbury, M	20mph Wig Wags	£6,304	12.69

53	Smallburgh	Dixon, N	VAS	£6,149	13.01
54	Tunstead	Dixon, N	SAM2	£3,281	24.38
55	Dersingham	Dobson, J	Crossing Point	£50,000	2.2
56	Dersingham	Dobson, J	Hardstanding	£5,964	11.07
57	Gt Massingham	Dobson, J	Village Gateways	£2,802	8.57
58	Ingoldisthorpe	Dobson, J	Village Gateways	£3,260	7.36
59	Ingoldisthorpe	Dobson, J	Trod	£2,611	80.43
60	Little Massingham	Dobson, J	SAM2	£3,389	15.74
61	Snettisham	Dobson, J	Trod	£8,000	26.25
62	Costessey	East, T	20mph Wig Wags	£2,080	38.46
63	Flordon	Foulger, C	SAM2	£3,228	24.78
64	Newton Flotman	Foulger, C	Village Gateways	£600	40
65	Wymondham	Foulger, C	SAM2	£3,300	24.24
66	Upton with Fishley	Garrod, T	SAM2	£3,250	24.62
67	Woodbastwick	Garrod, T	SAM2	£3,700	21.62
68	Bradwell	Grey, A	Trod	£18,473	11.37
69	Buxton with Lamas	Harrison, D	Trod	£3,200	65.63
70	Marsham	Harrison, D	SAM2	£4,290	18.65
71	Welney	Humphrey, H	SAM2	£2,800	28.57
72	Halvergate	Iles, B	SAM2	£3,684	21.72
73	Great Ellingham	Jordan, C	SAM2	£4,073	19.64
74	Great Ellingham	Jordan, C	Trod	£10,000	21
75	Scoulton	Jordan, C	Village Gateways	£2,000	12
76	Cawston	Joyce, J	SAM2	£3,388	23.61
77	Foulsham	Joyce, J	SAM2	£3,500	22.86
78	Swannington	Joyce, J	Hardstanding	£2,500	26.4
79	Clenchwarton	Kemp, A	SAM2	£3,200	25
80	Gressenhall	Kiddle-Morris, M	SAM2	£3,281	24.38
81	Necton	Kiddle-Morris, M	Bus Shelter	£13,589	8.09

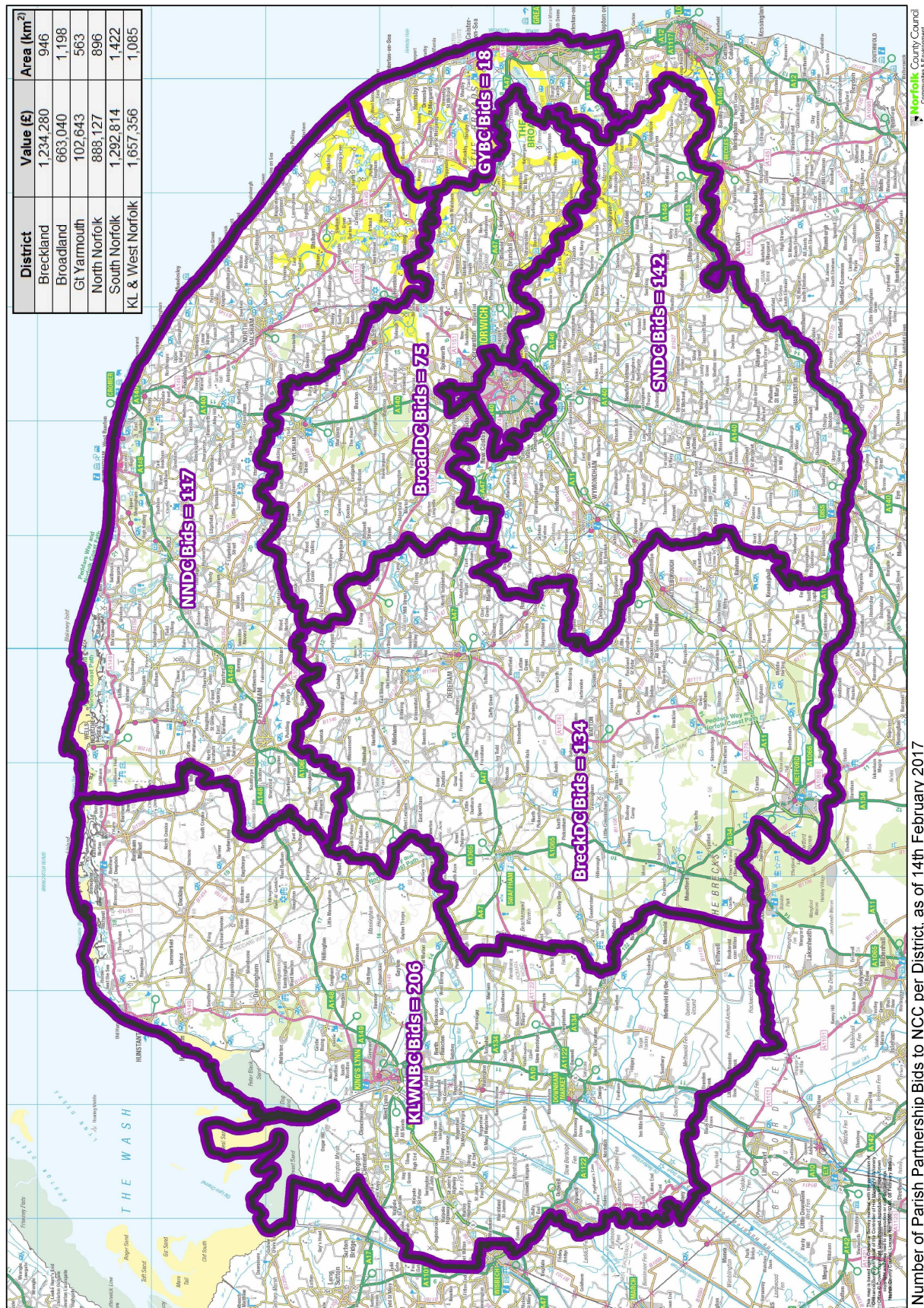
82	Necton	Kiddle-Morris, M	Trod	£20,000	10.5
83	North Wootton	Law , J	20mph Wig Wags	£12,606	6.35
84	South Wootton	Law , J	Bus Shelter	£12,453	8.83
85	Castle Rising	Law, J	Village Gateways	£4,092	3.91
86	Old Catton	Leggett, J	Bus Shelter	£1,555	70.74
87	Old Catton	Leggett, J	Bus Shelter	£3,620	30.39
88	Fincham	Long, B	SAM2	£3,834	20.87
89	Stow Bardolph	Long, B	SAM2	£3,289	24.32
90	Terrington St John	Long, B	Trod	£19,900	10.55
91	Tilney St Lawrence	Long, B	Village Gateways	£2,588	9.27
92	Watlington	Long, B	Trod	£7,500	28
93	Wiggenhall St Mary Magdalen	Long, B	Bus Shelter	£4,300	25.58
94	Wiggenhall St Mary Magdalen	Long, B	Trod	£7,500	28
95	Wimbotsham	Long, B	Trod	£10,800	19.44
96	Wiggenhall St Mary Magdalen	Long, B	20mph Wig Wags	£3,600	22.22
97	Great and Little Plumstead	Mackie, I	SAM2	£3,578	22.36
98	Weeting	Monson, I	Trod	£3,680	57.07
99	Ashill	Monson, I	Trod	£8,037	26.13
100	Hilborough	Monson, I	SAM2	£3,281	24.38
101	Bacton	Northam, W	Drainage	£20,000	0.6
102	Gimingham	Northam, W	SAM2	£3,234	24.74
103	Mundesley	Northam, W	SAM2	£3,100	25.81
104	Paston	Northam, W	Trod	£3,200	65.63
105	Sidestrand	Northam, W	SAM2	£3,817	13.97
106	Brundall	Proctor, A J	Bus Shelter	£12,896	8.53
107	Postwick and Witton	Proctor, A J	SAM2	£3,328	24.04
108	Hindolveston	Ramsbotham, D J	SAM2	£3,917	20.42
109	Thursford	Ramsbotham, D J	Village Gateways	£500	48
110	Dereham	Richmond, W	Trod	£4,000	52.5

111	Scarning	Richmond, W	Bus Shelter	£16,000	6.88
112	Scarning	Richmond, W	Trod	£11,000	19.09
113	Frettenham	Roper, D	SAM2	£3,648	21.93
114	Hevingham	Roper, D	SAM2	£3,281	24.38
115	Trowse	Smith, R	SAM2	£3,300	24.24
116	Narborough	Smyth, P	Bus Shelter	£2,935	37.48
117	Tivetshall	Spratt , B	Bus Shelter	£3,250	33.85
118	Tivetshall	Spratt , B	Surfacing	£3,350	1.19
119	Ellingham	Stone, M	Footpath	£2,530	83
120	Hales & Heckingham	Stone, M	Village Gateways	£2,612	9.19
121	Hedenham	Stone, M	SAM2	£3,289	24.32
122	Hedenham	Stone, M	VAS	£6,149	13.01
123	Wortwell	Stone, M	Bus Shelter	£2,900	37.93
124	Hilgay	Storey, M	SAM2	£3,150	25.4
125	Hilgay	Storey, M	20mph Wig Wags	£13,668	5.85
126	Methwold	Storey, M	Village Gateways	£400	60
127	Methwold	Storey, M	SAM2	£4,060	19.7
128	Southery	Storey, M	Footpath	£850	247.06
129	Blakeney	Strong, Dr M	Trod	£3,500	60
130	Wells Next The Sea	Strong, Dr M	SAM2	£6,070	13.18
131	Hempnall	Thomas, A	SAM2	£3,050	26.23
132	Tharston and Hapton	Thomas, A	SAM2	£3,050	26.23
133	Felmingham	Timewell, J W	SAM2	£3,227	16.53
134	Swanton Abbott	Timewell, J W	SAM2	£3,467	23.07
135	Worstead	Timewell, J W	Trod	£4,226	49.69
136	Bawburgh	Virgo, J	SAM2	£3,339	23.96
				£735,321	

APPENDIX C: Cumulative bids by Parish (February 2017)



APPENDIX D: Cumulative bids and bid value by District (February 2017)



Environment, Development & Transport Committee

Item No.

Report title:	Local Member Highways Budget Proposal
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
<p>Strategic impact</p> <p>The Highways and Transport Service contributes directly to supporting the following Council priority:</p> <p><i>“Good infrastructure – We will make Norfolk a place where businesses can succeed and grow. We will promote improvements to our transport and technology infrastructure to make Norfolk a great place to do business.”</i></p> <p>A Local Member Highways Budget fits in with our locality working approach which champions community engagement and allows the flexibility to make decisions and take actions based upon local needs.</p>	

Executive summary

<p>This report outlines the proposal to provide each local Member with an annual budget of £6000 to be used on highway work within each financial year, offering flexibility to progress small highway projects at their discretion based upon local need.</p> <p>It is recognised that communities across the county may have different local priorities and what may be important to one may not be for another.</p> <p>Recommendations:</p> <p>It is recommended that:</p> <ol style="list-style-type: none"> 1. For 2017/18 a Local Member Highways Budget is provided, re-allocating part of the Challenge Fund budget. 2. In future years, should the initiative be successful, the “Local Member Highways budget” will merge with the Parish Partnership scheme to provide a single highways budget of £6000 for each division to minimise administration costs.

1. Proposal

- 1.1. To provide local members a discretionary budget of £6,000 per division in 2017/18 for local highway work that has not already been identified for delivery.
- 1.2. Members, in consultation with local highway teams, can champion small highway projects considered a priority for the community. Subject to technical and legal compliance, this fund will enable the delivery of approved schemes.

- 1.3. The Local Member Highways Budget allocation could be enhanced by others; for example town/parish council match funding of small projects (in a similar way to the Parish Partnership initiative).
- 1.4. In 17/18, the Local Member highways budget will run in parallel and in addition to the Parish Partnership Scheme. If considered successful, we would seek to merge these initiatives in future years in order to maximise leverage and draw in match funding. We anticipate a need to adjust resource in order for the local teams to manage this workload but this would not add to our costs.
- 1.5. **Implementation and delivery**
 - 1.5.1. County Council elections are in May 2017 and we propose to introduce this new initiative at the induction of Members. This enables schemes to be identified and delivered in the remainder of the financial year.
 - 1.5.2. Once established, proposals will be discussed with Members during autumn for incorporation into the locally delivered schemes programme in the next financial year.
 - 1.5.3. Proposals can be made throughout the financial year but consideration needs to be made to allow for planning and delivery.
 - 1.5.4. These schemes will be delivered by the local works team.
 - 1.5.5. First response will be provided by local highway engineers who will be able to provide advice and assistance, however this resource is finite.
 - 1.5.6. Any proposal would be administered in the area by the local Highway Engineer. The cost of that design work would be set against the scheme.
- 1.6. **Work that can be covered by the Local Member Highways Budget**
 - 1.6.1. All work must align to the agreed priorities of the Council.

Only small projects could be funded with a limited budget.

For example:

- Advisory signs i.e. “Unsuitable for HGV’s and advisory speed limits i.e. 20mph signs outside schools would be possible.
- Small footway extensions and modifications
- More significant work to public rights of way
- Minor drainage work
- New non regulatory signs and replacement of existing signs and road markings. Possibly some new road markings such as “SLOW”.
- Feasibility work or investigations that cannot be resourced by front line staff.
- Very minor traffic management projects – this could include minor amendments to things like waiting restrictions. More significant Traffic Regulation Orders can be more costly and are unlikely be delivered within a 12 month time period, so would only proceed if officers advise that the proposal would be achievable.
- Day rates for gangs to carry out additional maintenance to areas of the highways that a local Member would like improved i.e. PRow or verges.

- Other highway improvements – improved visibility splays, junction improvements, kerbing, work in conservation areas.

We recommend that illuminated signs, street lighting or reflective bollards would not be included in the scope of this initiative. This aligns with NCC energy saving objective of 50% by 2020, based on 2007 baseline.

2. Evidence

2.1. Localism and locality working

Greater emphasis is being placed on localism and more local ways of working in our strategic approach. We recognise that the local priorities in one part of the county can be very different from another. This approach allows for local decision making. A Local Member Highways budget will allow more flexibility in meeting locally identified needs.

2.2. Parish partnership

The Parish Partnership scheme is an example of successful collaboration that has delivered projects based upon local priorities. The scheme has proven popular over the last five years it has been running. In 17/18 there is a full programme to help fund schemes put forward by Town and parish councils.

From 18/19 we propose that the Parish Partnership fund is incorporated into the Local Highways Member budget. This will mean that there is a single budget available to each division and decisions on how to spend the budget (including the potential to match fund) will happen at a local level.

3. Financial Implications

- 3.1. A budget allocation of £504,000 (£6000 for each County Councillor).
- 3.2. £1 million capital allowance had been put together to support bids as part of the DfT Challenge Fund match funding – it is proposed that the £504,000 is re-allocated from this budget in 2017/2018. This is one-off funding.
- 3.3. In 2018/2019 a budget allocation of £504,000 is proposed for the merged initiatives (Local Member Highways budget and Parish Partnership scheme), funded from the highways capital allocation. It is anticipated that this will draw down significant match funding for local sources.
- 3.4. Funds relate to a specific financial year and are not transferable. Any funds not used in any division will be declared surplus. Divisional budgets could be used to fund cross divisional projects but not given away outside the highways area.

4. Issues, risks and innovation

- 4.1. Members will require a good understanding of what is required in terms of their local area and local discussions will inform if a hard engineering solution is required or whether a softer, behavioural method may be more appropriate.
- 4.2. To determine how much the work is likely to cost and how the money is spent – particularly if the decision is between one or more parishes. This would be an additional activity for the local highway engineer. Technical advice will be provided to the member.
- 4.3. It is possible that some more significant schemes could not be delivered within the available budget. Dividing the budget into 84 Member divisions will mean that schemes costing over this amount will not be undertaken. Match funding will be needed to deliver these more expensive schemes.

- 4.4. In 18/19 onwards, if the Parish Partnership initiative is merged with the Local Members Highway Budget, the decision to proceed with projects will be made at a local level. This means that local Members will need to make sure there is good engagement with parishes in their division to understand their needs and opportunities for match funding.
- 4.5. Individual Members may have different areas of expertise and focus for their community. As a result they may require additional guidance on how best to utilise the budget available. We would offer Members training for this new aspect of work. Monitoring would be carried out and local staff could assist Members if they identify work that could be financed by their discretionary budget.
- 4.6. The Head of Highways will ultimately have responsibility for arbitration around any technical matters and hold the delegated financial responsibility for approving the project.
- 4.7. We would need to make sure staff and Members are clear on the approach. In 17/18 both the Local Member Budget and the Parish Partnership will be running but as we look to merge the initiatives in subsequent years any requests for local schemes will be via the local Member.

5. Background

- 5.1. This report was requested after discussion at the Environment, Development and Transport Committee on 27th January 2017. Minutes from this committee can be found on the [Norfolk County Council Website](#).

Officer Contact

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

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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.

Environment Development and Transport Committee

Item No.

Report title:	Great Yarmouth Third River Crossing project – submission of Outline Business Case to DfT
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe, Executive Director Community and Environmental Services

Strategic impact

Good infrastructure is one of Norfolk County Council's priorities. The priority is to "make Norfolk a place where businesses can succeed and grow. We will promote improvements to our transport and technology infrastructure to make Norfolk a great place to do business." A new river crossing at Great Yarmouth will help us meet this priority. It offers a direct route into the town from the south, provides the link between the trunk road network and the expanding port and the South Denes Enterprise Zone sites, and overcomes the problem of limited road access to the peninsula of Great Yarmouth. The Third River Crossing is vital to the economic prosperity of Great Yarmouth. Great Yarmouth is part of a larger economic sub-region with a strong economic heritage including manufacturing, food and drink processing, tourism and leisure industries. Great Yarmouth is highlighted as a key growth location within the New Anglia LEP's Strategic Economic Plan.

Executive summary

Norfolk County Council adopted a preferred scheme for the Great Yarmouth Third River Crossing in 2009, comprising a lifting bridge over the River Yare to connect the trunk road network, at the A12 Harfreys Roundabout, to the southern peninsula near to the port and Enterprise Zone sites.

In the 2016 Budget, government announced a funding stream for the development of major local transport schemes (i.e. non-trunk road). Government invited local enterprise partnerships (LEPs) to bid for this funding, with a deadline of 31 May, for schemes that could be developed through 2016/17.

A bid for scheme development through 2016/17 was successful and has provided the necessary budget from government to take the scheme to programme entry stage. This has also opened the way to securing further funding from government for the later stages of work to obtain planning permission and carry out detailed design, and then for construction.

At programme entry stage, government's funding contribution would be set, subject to the full business case being agreed after the completion of the projects statutory processes. A local contribution of 20% is recommended as it is consistent with a similar project in Suffolk which has already been approved by the Department for Transport (DfT). This should ensure the project is well placed to compete against others in the funding decision making process.

In order to maintain the momentum to the delivery programme and to try to ensure a construction start in late 2020, it is recommended that the project delivery continues after the Outline Business Case has been submitted at the end of March 2017. Any work undertaken during this period would be at risk until a decision is received from DfT – expected by the summer 2017.

Recommendations:

- 1. Committee is asked to note the update on progress since 2009 and approve the submission of an Outline Business Case to the Department for Transport (DfT) in March 2017.**
- 2. Committee notes the requirement to underwrite the local funding contribution of 20% towards the project on the basis of an approximate cost of £120m going forwards from April 2017 (at outturn cost). This funding is likely to come from a range of sources, however these are still to be confirmed. The funding will not be fully required until construction starts in late 2020.**
- 3. That Committee agree to progress development work on the next stage of the project from April 2017, at risk, pending the DfT decision expected during summer 2017. The cost of this is anticipated to be in the region of £200k.**

1. Proposal

- 1.1. In August 2016 Norfolk County Council successfully bid for development funding in the fast track round of the large local major schemes fund and £1.08m was awarded by the Department for Transport (DfT) for the Council to develop an Outline Business Case (OBC) which will be submitted to DfT by 31 March 2017 as part of a competitive funding process. In total, a budget of £1.2m has been allocated to the project in 2016/17 to ensure the delivery of the OBC.
- 1.2. The business case will be structured to satisfy five criteria set by the DfT, which are: Strategic, Economic, Financial, Commercial and Management. These provide sufficient detail to demonstrate whether the scheme is feasible, deliverable, affordable and 'value for money'.
- 1.3. In December 2016, a motion was agreed by the County Council to include the 3rd River Crossing project as part of its key transport infrastructure priorities. Other projects included were the Norwich Western Link and Long Stratton bypass.

2. Evidence

- 2.1. The Outline Business Case will be submitted to DfT towards the end of March 2017. A decision is expected during the summer of 2017. Should DfT grant the project 'programme entry' status, which is effectively an in principle funding allocation, we will move into the next phase of delivery, which is likely to take the form of a Development Consent Order (DCO) similar to that used for the Norwich Northern Distributor Road. A final business case submission will be necessary to release the funding allocation from DfT on successful completion of the statutory processes.
- 2.2. **Project Governance**
- 2.3. An officer project Board has been established to provide overview and scrutiny of the project. This is a requirement of DfT and provides the necessary governance in line with project management principles.
- 2.4. The Project Sponsor and chair of the project board is Tracy Jessop, Assistant Director of Environment and Transport (E&T), Community and Environmental Services (CES). Other members of the project board include senior officers from CES and representatives from Great Yarmouth Borough Council and the New Anglia LEP.
- 2.5. **Option Assessment**
- 2.6. Preparing the OBC has required further development work to identify and refine the preferred option. A detailed Options Assessment Report is being prepared and will be submitted to DfT as part of the business case submission, a summary

of the option process is provided below.

- 2.7. Focusing on the preferred corridor agreed in 2009, a long-list of options was produced, based on different combinations of criteria including the location, form and geometry of the western and eastern connections to the local road network, the bridge height and the type of carriageway (dual, single, etc). This led to an interim long list of 40 options. A sifting process was then undertaken. The initial sift removed those options that did not make significant contributions to meeting the scheme objectives, did not resolve the identified problems, or were not deliverable or feasible. The list of 40 options was therefore reduced to nine.
- 2.8. The nine options were assessed using the DfT's Early Assessment Sifting Tool (EAST). The EAST process identified the high level economic, environmental and social impacts of all nine options. In addition, a more detailed operational assessment was undertaken of the remaining options using modelling to consider the traffic related impacts.
- 2.9. This process resulted in the nine options being reduced to three:
 - Option 32 - Suffolk Road tie-in to the west (four lane high level bridge, with roundabout as west tie in and traffic signals to the east at South Denes Road)
 - Option 33 - Suffolk Road tie-in to the west (three lane high level bridge, with roundabout as west tie in and traffic signals to the east at South Denes Road)
 - Option 37 - Southtown Road tie in to the west (Single Carriageway two lane low level bridge with traffic signal junctions to the west and the east at South Denes Road)
- 2.10. Based on further considerations including safety, environment, resilience and operation, **option 32** has been identified as the preferred option. Option 37 performs less well in traffic operation terms, however as it is less expensive it has been identified as the "low-cost option" for comparison purposes.
- 2.11. **Modelling and Economic Case**

As part of the development of the OBC, it is necessary to construct a transport model to evaluate the benefits of the changes that the project will bring to Great Yarmouth. Essential traffic surveys were completed in November 2016 and these have informed the construction of the updated transport model.
- 2.12. Economic appraisal and traffic modelling using the updated transport model and refined costs is currently underway and the full scheme benefits will not be known until late March. Initial appraisal work using the updated model and costs suggests the scheme will continue to represent high value for money.
- 2.13. **Stakeholder Consultation**

A number of consultation events have been held in Great Yarmouth and Gorleston throughout December 2016 and January 2017. The objective was to seek views on the proposal to build a third bridge across the River Yare as well as the town's wider transport needs.
- 2.14. The consultation has shown that the Third River Crossing is considered by stakeholders to be vital and important infrastructure that will not only help to revitalise Great Yarmouth but will also create jobs, improve quality of life, ease congestion and generate business growth and opportunity.
- 2.15. There was a high level of support politically, within the business community and with the public. There has been constructive dialogue to date with the port operators and key operational issues raised by them will need to be worked through as the project progresses through its next phases.
- 2.16. A Consultation and Stakeholder Engagement Report has been produced and is appended to this report (see Appendix A). This consultation report will form part of the Outline Business Case submission to DfT.

2.17. Programme

The current indicative forward programme and associated costs are (note that previous costs are detailed in paragraph 3.1):

Stage	Timing	Funding	
		Total	Source
DfT consider OBC and decide whether to release further funding	Not certain: expected summer '17	NA	NA
Scheme development at risk until DfT approval (linked to next item)	April 2017 to summer 2017	(£200,000) included in £4m below	Initially from 2017/18 Growth Deal allocation, underwritten by NCC in case DfT refuse OBC
Detailed Design and Statutory Procedures (see details/dates in para 2.18 below)	2017/18-2019/20	Circa £4m	DfT Growth Deal (£2m allocated)
DfT review final business case and decide whether to give final funding approval and release funding for construction	Estimated during 2020	NA	NA
Delivery	Estimated start date late 2020	£116m (outturn prices)	DfT (80%) Local contribution (20%)
Total		£120m	

2.18. Indicative statutory process details and timescales:

- Commence Statutory Consultations Spring 2018
- Development Consent Order Application Early 2019
- Examination in Public Summer 2019
- Start of Construction Winter 2020
- Bridge completed and open Winter 2022

2.19. In view of the scale of the project and the statutory processes that must be completed, the above programme is challenging but deliverable and demonstrates the determination to fast track the delivery of this project. To ensure that the momentum is maintained going forward it is recommended that development work continues at risk from April 2017, following submission of the Outline Business Case until confirmation from the DfT (expected by the summer 2017). Key areas of work that would be progressed in advance of the DfT funding announcement would be:

- Early discussions with the construction sector to explore possible procurement options.
- Preparation of the full Ground Investigation survey specification
- Work to develop the Mechanical & Engineering (M&E) design
- Operational junction modelling and design refinement
- Engagement with stakeholders to discuss agreements for land access

- Preparation of public engagement and consultation plan
- 2.20. The estimated cost of this work over the 3 to 4 month period is £200,000. Norfolk County Council would need to underwrite these costs until the scheme is granted 'programme entry' by the DfT when the costs would be recovered from the 2017/18 Local Growth Deal allocation, which has been provided for the purpose of scheme development. This financial risk would only be realised if the project is not delivered in the future and would need to be reimbursed by revenue budgets.

3. Financial Implications

- 3.1. The forward cost of the project is currently estimated at approximately £120 million (which includes estimated costs for design, construction, supervision, land, risk and inflation). In the years prior to 2016/17, the Council has invested £3.6 million on the development of the Third River Crossing, including £2.8 million to purchase land. £1.2m has been confirmed during 2016/17 (the majority from DfT) and £2 million has also been successfully secured through the Local Growth Fund in 2017/18 and 2018/19 towards the next stages of the project delivery.
- 3.2. As part of the business case submission Norfolk County Council will need to set out the local funding contribution towards the project. As stated above the submission of the OBC will be part of a competitive process. A 'local contribution' of 20% (based on comparisons with a similar scheme in Suffolk already approved by DfT) will be necessary to ensure we have the best chance of a successful outcome. Based on the current estimated cost of the project the local funding contribution would amount to £24m. This would be spread over a number of years, with the main costs not being realised until the 2020/21 financial year, when construction work is expected to start.
- 3.3. The details of the local funding mechanism will be clarified as the scheme is developed. It is likely that the local funding contribution could come from a variety of sources, possibly including, but not limited to, the New Anglia LEP, Local Authorities and the private sector. In view of the uncertainty about the sources of local funding at this stage, Norfolk County Council would be required by DfT to confirm that it will underwrite these costs to provide certainty of funding and deliverability.
- 3.4. Additional funding will also be required to maintain and operate the bridge over the life of the asset. The current estimated costs to operate the bridge, is estimated at up to £100k per annum depending on the operating arrangements which will be agreed as the detailed design is developed. Maintenance costs are likely to average around £150k per annum, however the early year life of the completed scheme should not require significant maintenance funding. The operation and maintenance of the Haven Bridge is under an existing agreement between the County Council and the port authority.

4. Issues, risks and innovation

- 4.1. A key risk at this stage is the continuation of work after the OBC is submitted – with any work being at risk until DfT has confirmed programme entry in the summer (this is discussed in paragraphs 2.19 to 2.20 above).
- 4.2. There is a risk that DfT will not approve the Outline Business Case for the project. The financial risk of that is set out above, however any expenditure will not be abortive as it is reasonable to anticipate further possible funding opportunities and the project would be better placed to bid for these.
- 4.3. Assuming that the scheme progresses, then some of the main risks would be:
- **Planning Process:** not obtaining planning consent; or receiving

unexpected and onerous requirements from the DCO.

- **Construction:** difficulties in securing access for surveys and preliminary construction; the construction schedule of the A12 Harfey's roundabout, or other A12/A47 schemes, conflicting with the bridge works programme; or adverse weather conditions causing delays/damage to construction.
- **Port operations:** the number and type of vessels changing significantly between now and construction, resulting in reduced traffic benefits or greater mitigation requirements; the need to alter the bridge to accommodate port operations; or the bridge affects the river sedimentation regime affecting port operations and maintenance.
- **Design/Scope change:** vessel simulations show a need for a bridge wider than 50m clear span; variations from current geotechnical and topographical assumptions impact on the design; or unexpected statutory services are located, particularly if they are under water/anticipated pier and fender locations.

5. Background

- 5.1. In 2009 Cabinet adopted a preferred route for the scheme by way of a dual carriageway link utilising a 50m span bascule bridge over the river, it authorised purchase of properties the subject of valid Blight Notices served upon the Council and agreed for further study work to be undertaken into funding and procurement options.
- 5.2. Since then (2009), £2.8m has been invested by the county council to acquire properties and land.
- 5.3. At the meeting on 20 May 2016 Committee considered a [report](#) on a possible funding opportunity for the Third River Crossing to develop the Outline Business Case for the project ahead of the previously planned timescales. That report provides more details regarding the background to the project which has not been repeated in this report.
- 5.4. Following the success of that bid to government, work has progressed to ensure the Outline Business Case required by DfT is completed and submitted by their deadline of the end of March 2017.

Officer Contact

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

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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.

**Great Yarmouth Third River Crossing
Consultation & Stakeholder Engagement Report
March 2017**

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Executive Summary

The Third River Crossing is vital to the economic prosperity of Great Yarmouth. Great Yarmouth is part of a larger economic sub-region with a strong economic heritage including manufacturing, food and drink processing, tourism and leisure industries. Great Yarmouth is highlighted as a key growth location within the New Anglia LEP's Strategic Economic Plan.

Great Yarmouth is world-renowned as England's offshore energy sector capital, in line to share in billions of pounds of private investment over coming decades, including in offshore windfarms and gas platform decommissioning. Linking the Port, new deep-water Outer Harbour and Enterprise Zone to the trunk road network will further boost the UK's prospects and prosperity, ensuring we are better placed to capture these jobs and investment for the nation.

A new Third River Crossing will provide linkages across the River Yare to the economic growth hub on the South Denes peninsula. The additional crossing would also support tourism, which is worth £577m per annum to Great Yarmouth and create jobs for 30% of the local workforce.

As part of the Outline Business Case submission for the Department of Transport Norfolk County Council, over a six month period, implemented an in-depth public consultation and engagement strategy that included:

- High level political interaction and engagement with MP Brandon Lewis
- High profile business engagement
- Working closely with our key stakeholder partners
- A series of intensive public stakeholder engagement events and public questionnaire

The engagement strategy presented officers with the opportunity to share emerging preliminary designs, and engage with key stakeholders on the Third River Crossing and the wider infrastructure improvements, investment planned for Great Yarmouth over the coming years and months; as well as enabling us to capture the strong local and political support for the Great Yarmouth Third River Crossing.

Public Consultation

A period of public consultation was officially launched to the public in November 2016 and continued to 31st January 2017. This included a detailed infrastructure questionnaire, supported by a number of stakeholder events held in Great Yarmouth Library, Gorleston Library and Great Yarmouth Town Hall. The questionnaire was widely distributed with a total of 479 responses submitted.

The results from the questionnaire showed that there was a high level of support from the public in support of a new Third River Crossing for Great Yarmouth. With **81%** of respondents to the questionnaire stating that they would either be very likely, or likely to use a new Third River Crossing.

It was clear through analysis of the questionnaire that residents and businesses in Great Yarmouth suffer from congestion, with **71.4%** of respondents seeing this as

either a serious or a very serious issue, with many being delayed for lengthy periods of time.

78.9% of respondents to the public questionnaire either strongly agreed, or agreed that the Third River Crossing would make their journey times shorter and **80%** either strongly agreed or agreed that congestion would be greatly reduced by a new crossing.

The Third River Crossing is considered by respondents to the questionnaire to be an important piece of infrastructure that will not only contribute to the revitalisation of Great Yarmouth but will help create jobs, improve quality of life, ease congestion considerable and generate business.

Stakeholder Support

Throughout the development of the outline business case there was and continues to be a high level of strategic support both politically and within the business community for the development of a Third River Crossing for Great Yarmouth.

MP, Brandon Lewis stated that the Third River Crossing will create a big boost to Great Yarmouth and a huge difference to our infrastructure.

Cllr Wilby Chairman of the environment, development and transport committee reiterated that the Third River Crossing unites councillors of all political parties and would have a huge benefit for Yarmouth, Norfolk and nationally bring prosperity, reduced journey times and easing congestion.

The Leader of Great Yarmouth Borough Council Cllr Graham Plant has also been a strong a vocal advocate of the importance of the Third River Crossing stating that the business case is incredibly strong and there is absolute commitment from the public and private sector to help secure national funding and make the bridges benefits reality.

Chris Starkie Managing Director of New Anglia LEP a key partners and funding contributor has stated it's the LEP's full support of the scheme, saying that it will boost productivity, attract inward investment and retain local talent. A Third River Crossing in Great Yarmouth will help create thousands of jobs, improved links across the town and the region.

The Great Yarmouth Chamber of Commerce have been and continue to be a strong advocate and supporter of the Third River Crossing with the new President of Great Yarmouth Chamber Council Neil Orford stated that the new crossing would provide much needed connections between the strategic road network and the fast growing energy related Enterprise Zone and that any improvements to the transport infrastructure will be of great benefit to businesses, residents and visitors to the Town.

Meetings have been held with Peel Port as a major stakeholder, throughout the consultation process and during the development of the outline business case. In particular with relation to the specific details regarding the operation of the bridge, detailed design of the structure and its potential impact on port activity. These

operational, design and mitigation details will continue to be developed with Peel Ports in the next phase of design and planning.

John Potter, Director, Porters Leisure Ltd a major business in Great Yarmouth employing 600 local residents and 200 staff from outside Great Yarmouth has given us their absolute support for the Third River Crossing. Stating that Great Yarmouth is cut off at every turn by some of the most deprived and suffocating transport links in the Country. They find themselves 'literally, economically and socially gridlocked on a daily basis'.

Jonathan Newman Manager Great Yarmouth Business Improvement District has stated the absolute support of the 180 businesses the BID represent. Stating that the bridge is vital in revitalising town centre businesses.

Summary

The evidence gathered during the Outline Business Case with stakeholders shows that the Third River Crossing continues to be a vital, strategic, piece of infrastructure that is central to the economic growth in the region and UK and is widely supported by residents and businesses.

1.0 Background

The Third River Crossing is vital to the economic prosperity of Great Yarmouth. Great Yarmouth is part of a larger economic sub-region with a strong economic heritage including manufacturing, food and drink processing, tourism and leisure industries. Great Yarmouth is highlighted as a key growth location within the New Anglia LEP's Strategic Economic Plan.

The A47 and A12 provide strategic connectivity to and from the Great Yarmouth area and the government are currently investing in a series of improvements along the A47 and the A12 to help issues of congestion and delay. Furthermore, through the LEP Growth Deal an investment of £9m is planned in Great Yarmouth to help connect employment sites, tackle congestion pinch points and enhance facilities for sustainable modes of travel.

Some of the specific challenges facing Great Yarmouth include:

- High unemployment rates, low participation in higher education, and a seasonal workforce;
- Severance caused by the River Yare between regeneration employment sites and residents in the southern part of the Great Yarmouth built up area;
- Poor connectivity between the South Denes brownfield area which is likely to be developed for port related activities;
- Limited road access to the peninsula of Great Yarmouth and the traffic congestion this causes;
- Accommodating the transport impacts from future commercial and residential developments and the expansion of the port, including heavy goods vehicles; and
- Providing direct access to the centre of Great Yarmouth and the seafront with its leisure activities for car trips from the south and south west.
- Perceptions of remoteness that the Great Yarmouth area suffers

Over the six months developing the Outline Business Case (October 2016 to March 2017) we developed a strong and robust public engagement strategy. The Great Yarmouth Third River Crossing has strong local support, however we wanted to re-engage and update our presumptions on that level of support.

This engagement included:

- Identifying and attending high profile networking and lobbying opportunities
- Working closely with MP Brandon Lewis
- Working closely with Norfolk County Council and Great Yarmouth Borough Council councillors
- Working with the press to ensure the maximum number of people can feel engaged in the consultation

- A series of intensive public stakeholder engagement events in from mid-November to end January 2017
- Working closely with Peel Ports and other port users on operational concerns
- Engaging directly with businesses and attending a number of key events

2.0 Scope

In September 2016 Norfolk County Council Great Yarmouth Third River Crossing Board approved proposals for a co-ordinated programme of targeted engagement.

The aim of this engagement and consultation process for the outline business case ran from September 2016 to February 2017 and sought to increase the understanding of the latest progress of the Great Yarmouth Third River Crossing; to ensure our key audiences would have not only clear and coherent information on the proposals for the bridge, but also how they link to the wider package of improvements earmarked for Great Yarmouth.

We actively sought the views of the political membership, key businesses in and around Great Yarmouth, in particular the port users including Peel Ports.

The main scope at this stage included:

- 1) The level of support for a Great Yarmouth Third River Crossing
- 2) The emerging designs for the Great Yarmouth Third River Crossing

Additional information but outside the scope of main purpose:

- 1) Highways England improvements to key junctions Gapton Roundabout, Vauxhall Roundabout and Harfrey's Roundabout
- 2) £9m sustainable transport improvements
- 3) Great Yarmouth Borough Councils master planning consultation

3.0 Engagement Activity

3.1 Key Stakeholder Audiences and Messages

As with the Outline Business Case stakeholders are crucial to the successful delivery of the Third River Crossing. NCC have built an extensive stakeholder list with politicians, businesses, port users, residents and all other interested parties.

Stakeholders will continue to be involved in the development of the Full Business Case for the scheme, and this will continue throughout the delivery phase. The engagement and consultation will give all stakeholder groups a voice that is heard and any concerns are addressed at an early stage to ensure a successful outcome. All stakeholders are vital to the schemes success, and we have identified the key stakeholder groups as having a very specific interest in the delivery and successful outcome of the Third Crossing project. Communications with each group will be tailored to their specific needs:

Audience 1 - Political

- We must continue to set out a clear case as to why the Third River Crossing is essential to the growth of the area and how we can accelerate financial investment.
- Reassurance to our political members that our processes are inclusive. As well as galvanising the political support we need to ensure successful funding allocations throughout the various rounds of funding bid submissions.
- Engagement with MP's to ensure the TRC is kept at the top of the political agenda for 'Place' and there is an understanding that the TRC is Norfolk's key infrastructure priority.

Audience 2 – Businesses

- Reassurance that the Third River Crossing is sensitive to the needs of local businesses, with economic growth not only bringing new business to the area but working for the benefit of those already there.
- Regular information to key businesses on the progress of the TRC
- Close liaison with the landowners affected by the bridge
- Specially targeted consultation events and 121 meetings with key businesses

Audience 3 - Public

- Reassurance that NCC are working on the Third River Crossing to ensure growth works in the best interests of local people.
- Organise a number of high profile consultation events throughout November to and end of January engaging local residents on the options

Audience 4 – Port Users

- Engagement with land owners directly affected by the bridge in the form of 121 meetings
- Engagement with land owners in-directly affected by the bridge

3.2 Methods of Engagement

The Third River Crossing project delivery board agreed on a strategy to engage using a range of communication methods and tools to reach each of the key audiences. In particular using:

Direct engagement

To garner support for the Third River Crossing among key stakeholders we met and engaged directly with key stakeholders. At appropriate times, we arranged meetings

with relevant officials and politicians. We also organised a number of public engagement events in both Gorleston and Great Yarmouth library to engage with the public.

Website

We utilised the NCC website a single source of credible information about our work on the Third River Crossing www.norfolk.gov.uk This website holds all the relevant documents and evidence reports, as well as explanations as to how the NCC is working to make the Third River Crossing a reality. We used the website as a portal to share information and showcase the progress of NCC on the development of the Third River Crossing.

Social Media

We used Norfolk County Council's social media to engage social media users for the Third River Crossing event promotion and engagement with businesses in particular. To utilise Twitter, Facebook and LinkedIn to promote the bridge. Social media was used to promote the work ongoing on the development of the outline business case, reach a wider audience and monitor public support for the Third River Crossing. Using #GY3RC

Targeted media coverage

Norfolk County Council's media team released a number of press releases updating on progress of the GYTRC, to promote events, to encourage the completion of the questionnaire. The press have been and continue to be very responsive and positive in their media coverage with the Great Yarmouth Mercury and the EDP picking up on each press release and running it as a key story. The Third River Crossing made front page news.

3.3 Stakeholder Activity timeline

Summary of consultation activity undertaken by the Third River Crossing delivery team September 2016 – February 2017:

Date	Activity
21st September 2016	Third River Crossing Inception Meeting with Department of Transport Senior Officers met with Department of Transport to agree the scope of the outline business case.
7 October 2016	Department of Transport Exhibition Exhibition display for officials from Department of Transport who had visited Norfolk to see the NDR
18th October 2016	Meeting with Peel Port Director and Maritime Expert Update meeting with Peel Port Director on the maritime work and level of consultation with Peel Ports required to ensure a robust

	case. Peel Port are very helpful and willing to provide information as required.
20 October 2016	<p>Update to all Norfolk MPs</p> <p>An update was sent to all Norfolk MP's on the Third River Crossing. Henry Bellingham MP was in particular supportive and recognised the wider benefits of the Third River Crossing to the wider economy.</p>
14th November 2016	<p>Meeting with Great Yarmouth Chamber of Commerce Great Yarmouth Area Board.</p> <p>Officers met with the chamber to update the board. The Chamber were clear in their support.</p>
17th November 2016	<p>Meeting with Cllr Cliff Jordan Leader of Norfolk County Council and Cllr Alison Thompson Deputy Leader Norfolk County Council</p> <p>A meeting to update our leader and deputy leader on the project and secure continued support of the Third River Crossing.</p>
21st November 2016	<p>Update to Great Yarmouth Borough Council Economic Committee</p> <p>Officers updated the local members on the scheme.</p>
25th November 2016	<p>Meeting with Peel Port Strategic directors</p> <p>A high level meeting to update Peel Ports on the scheme and secure their ongoing high level support for the scheme.</p>
8th December 2016 – 31st January 2017	<p>Public Consultation Exhibitions</p> <p>Public exhibitions start in Great Yarmouth Town Hall, as well as Great Yarmouth Library and Gorleston Library. Met with a high level of interest. In particular the exhibitions in libraries.</p>
8th December 2016	<p>Look East Interview at Great Yarmouth Town Hall about the Third River Crossing</p> <p>An extremely positive showpiece from BBC Look East on the Third River Crossing, the LEP and the increase in funding available for Norfolk schemes.</p>
19th January 2017	<p>Sponsored Chamber of Commerce Business Breakfast</p> <p>Officers arranged to sponsor a business breakfast on the Third River Crossing and the wider work ongoing in Great Yarmouth on infrastructure.</p>

	Over 80 businesses attended and officers received a high level of support for the scheme.
19th January 2017	Meeting with Town Centre BID Manager Officers met with the Town Centre Business Improvement District Manager Jonathan Newman who voiced strong support for the benefits the TRC would bring to 180 retail businesses he represents.
20th January 2017	Meeting with Brandon Lewis MP Brandon Lewis MP met with officers from Norfolk County Council, Cllr Martin Wilby Chairman of Environment, Development and Transport Committee and Cllr Graham Plant Leader of Great Yarmouth Borough Council to discuss the Third River crossing and Brandon expressed his ongoing support.
3rd February 2017	Norfolk chamber of Commerce MP Event Over 150 businesses attended and hear Brandon Lewis MP, Henry Bellingham MP, George Freeman MP and Richard Bacon MP talk about the importance of better infrastructure in Norfolk for the wider economy. In particular Brandon Lewis MP made crystal clear his 100% support for the Great Yarmouth Third River Crossing. Officers engaged directly with businesses who all voiced a complete support and vital necessity of the Third River Crossing.
7th February 2017	Peel Port Meeting A meeting with Peel Port and their strategic directors to discuss the Third River Crossing scheme development.
10th February 2017	Facilitated Port Users Stakeholder Breakfast A key breakfast with the port users to discuss the technical detail of the scheme and engage them fully in the process. Outlining the next stages of work.

3.4 Press Activity

Summary of press activity on the Third River Crossing:

Date	Article Title	Summary of Key Points
27th May 2016	Third River Crossing Funding Local Transport Today:	Norfolk County Council bid for Third River Crossing funding.

	https://www.transportextra.com/publications/local-transport-today/news/49076/norfolk-bids-for-great-yarmouth-bridge-cash	
6th August 2016	Funding boost for Great Yarmouth Third River crossing EDP 24: http://www.edp24.co.uk/motoring/funding-boost-of-1m-for-third-river-crossing-in-great-yarmouth-1-4647101	The Department for Transport (DfT) has agreed to put £1,080,000 towards building a business case for the bridge project.
8th August 2016	Funding boost of £1million for Third River Crossing very welcome Norfolk Chamber of Commerce News Desk: http://norfolkchamber.co.uk/news/policy-news/funding-boost-1m-great-yarmouth-third-river-crossing	More than £1million of government funding has been agreed to help move forward the third river crossing project in Great Yarmouth. The Department for Transport (DfT) has agreed to put £1,080,000 towards building a business case for
8th August 2016	Funding boost of £1m for third river crossing in Great Yarmouth Great Yarmouth Mercury: http://www.greatyarmouthmercury.co.uk/news/funding-boost-of-1m-for-third-river-crossing-in-great-yarmouth-1-4647101	MP for Great Yarmouth Brandon Lewis said it was great for the town on a day when Yarmouth's Regent Street had been hit by a devastating fire. "It's a big boost when we could do with some good news," he said, adding: "It will make a huge difference to our infrastructure." Mr Lewis said that developing the business case itself would be a huge piece of work. He stressed that although people talk about dualling the Acle Straight as a priority, this scheme would do a lot to alleviate traffic issues in the town. He added: "We have secured £10m for safety improvements on the Acle Straight and £30m to improve the Vauxhall

		roundabout. With the third river crossing, this would do a lot to tackle the traffic problems in the town. That will give us the position to then argue for dualling.”
10th August 2016	Third River Crossing gets Funding Heart Radio: http://www.heart.co.uk/eastanglia/news/local/third-river-crossing-gets-1-million-of-funding/#KX6CLpciYiZzx0Bh.99	After last week's devastating fire in Great Yarmouth, the town can now welcome some promising news.
14th October 2016	Opportunities for Great Yarmouth including Third River Crossing Lovewell-Blake: http://www.lovewell-blake.co.uk/news/Great-Yarmouth-Mercury:-An-opportunity-for-Yarmouth-to-address-infrastructure-issues	The business community in Great Yarmouth will welcome this new government commitment to focusing on the kind of infrastructure issues which have for too long stood in the way of growth and prosperity for the town.
1st November 2016	Chamber of Commerce calls for infrastructure Chamber of Commerce: https://norfolkchamber.co.uk/news/policy/chamber-calls-infrastructure-projects-great-yarmouth	It has been great to see our town bustling with tourists visiting our beaches and leisure activities recently – mostly in the sunshine, for once! Although this is a boost for retail and tourism businesses in our area, it highlights the accessibility problems with our area for both visitors and businesses.
9th November 2016	Press Release from News Desk on Vital Traffic Surveys Norfolk County Council News Desk: https://www.norfolk.gov.uk/news/2016/11/traffic-surveys-to-help-inform-future-transport-investment-in-great-yarmouth	Traffic surveys to help inform future transport investment in Great Yarmouth

9th November 2016	Traffic surveys to help inform future transport investment in Great Yarmouth Norfolk Chamber of Commerce News Desk: https://norfolkchamber.co.uk/news/policy/traffic-surveys-help-inform-future-transport-investment-great-yarmouth	Traffic surveys designed to gather information to determine future transport provision in Great Yarmouth are set to be carried out in the town in the next two weeks
9th November 2016	Beach Radio Interview	Senior Officers were interviewed by local radio on the importance of the Third River Crossing to Great Yarmouth.
9th November 2016	Norfolk Radio Interview	Senior Officers were interviewed by local radio on the importance of the Third River Crossing to Great Yarmouth.
9th November 2016	Chamber calls for infrastructure projects in Great Yarmouth Norfolk Chamber of Commerce News Desk: https://norfolkchamber.co.uk/news/policy/chamber-calls-infrastructure-projects-great-yarmouth	It has been great to see our town bustling with tourists visiting our beaches and leisure activities recently – mostly in the sunshine, for once! Although this is a boost for retail and tourism businesses in our area, it highlights the accessibility problems with our area for both visitors and businesses.
21st November 2016	Article Published in Great Yarmouth Council Magazine Norfolk County Council News Desk: www.norfolk.gov.uk	A key article highlighting the scheme and the up and coming consultation events
29th November 2016	Public's views sought on Great Yarmouth third river crossing Great Yarmouth Mercury: http://www.greatyarmouthmercury.co.uk/news/public-s-views-sought-on-great-yarmouth-third-river-crossing-1-4797947	Norfolk County Council has launched the exercise to find out about transport issues in the borough and how the new bridge might affect people living, working and visiting the area.

<p>30th November 2016</p>	<p>Press Release from News Desk Seeking Views on the Third River Crossing</p> <p>Norfolk County Council News Desk:</p> <p>https://www.norfolk.gov.uk/news/2016/11/11/news-sought-on-potential-third-river-crossing-for-great-yarmouth</p>	<p>Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.</p>
<p>23rd November 2016</p>	<p>Watch Now – Bite Size presentation to Chamber from Norfolk County Council on the Third River Crossing</p> <p>Norfolk Chamber of Commerce News Desk:</p> <p>http://norfolkchamber.co.uk/news/policy-news/watch-now-bite-size-norfolk-progress-third-river-crossing</p>	<p>Presenter: David Allfrey, Infrastructure and Economic Growth Manager, Norfolk County Council, Tig Armstrong and Claire Sullivan Norfolk County Council.</p> <p>Chamber members can join us live for these 'Bite-size Norfolk' presentations and ask their questions live.</p>
<p>8th December 2017</p>	<p>Great Yarmouth Third River Crossing have your say.</p> <p>East Coast Plans:</p> <p>http://eastcoastplans.co.uk/planning-in-great-yarmouth-and-gorleston/great-yarmouth-third-river-crossing</p>	<p>Norfolk County Council has launched a public consultation to find out about transport and how a third river crossing for Great Yarmouth might affect the area in preparation for a bid for funding due to be submitted to government in March 2017.</p>
<p>12th December 2016</p>	<p>Warning that Norfolk will 'die on its feet' without more money for roads</p> <p>EDP24:</p> <p>http://www.edp24.co.uk/news/politics/warning-that-norfolk-will-die-on-its-feet-without-more-money-for-roads-1-4813445</p>	<p>Norfolk County Council today agreed to name three projects as its transport infrastructure priorities including the Third River Crossing for Great Yarmouth.</p> <p>Colleen Walker, Labour councillor, said it was vital that the third river crossing in Great Yarmouth happened.</p> <p>She said: "Norfolk is coming to a standstill. If we do not do something quickly, this place will die on its feet."</p>

<p>1st December 2016</p>	<p>Come to the Great Yarmouth Business Breakfast sponsored by Norfolk County Council on the Third River Crossing</p> <p>Norfolk Chamber of Commerce News Desk:</p> <p>http://norfolkchamber.co.uk/events/chamber-event/great-yarmouth-business-breakfast-0</p>	<p>Tig Armstrong, Infrastructure and Economic Growth Manager, and David Allfrey, Major Projects Manager, Norfolk County Council, will discuss the recent ongoings with the Third River Crossing, covering:</p> <ul style="list-style-type: none"> • The Borough's master planning work • Highways England junction improvement • Dualling the A47 • Sustainable transport improvements in the town • The impact of the Third River Crossing to traffic and businesses in the area • Timescales of the project
<p>2nd December 2016</p>	<p>Share your views on the Third River Crossing</p> <p>Norfolk Chamber of Commerce News Desk:</p> <p>http://norfolkchamber.co.uk/news/policy-news/share-your-views-great-yarmouth-third-river-crossing</p>	<p>Views on a proposal for a third river crossing in Great Yarmouth are being sought as part of a public consultation.</p>
<p>13th January 2017</p>	<p>Third River Crossing would benefit Great Yarmouth</p> <p>Norfolk Chamber of Commerce News Desk:</p> <p>http://norfolkchamber.co.uk/news/policy-news/chamber-third-river-crossing-would-benefit-great-yarmouth</p>	<p>The current lack of connectivity severely inhibits movement in Great Yarmouth resulting in congestion and ultimately limiting the economic potential of the town. Particular areas that could be affected include: the Great Yarmouth Enterprise Zone, the Energy Park, the South Denes Business Park and the deep water outer harbour. Norfolk County Council previously carried out a public consultation on a third river crossing in 2009, in which 92% of people supported a new crossing. The government have now given them the opportunity</p>

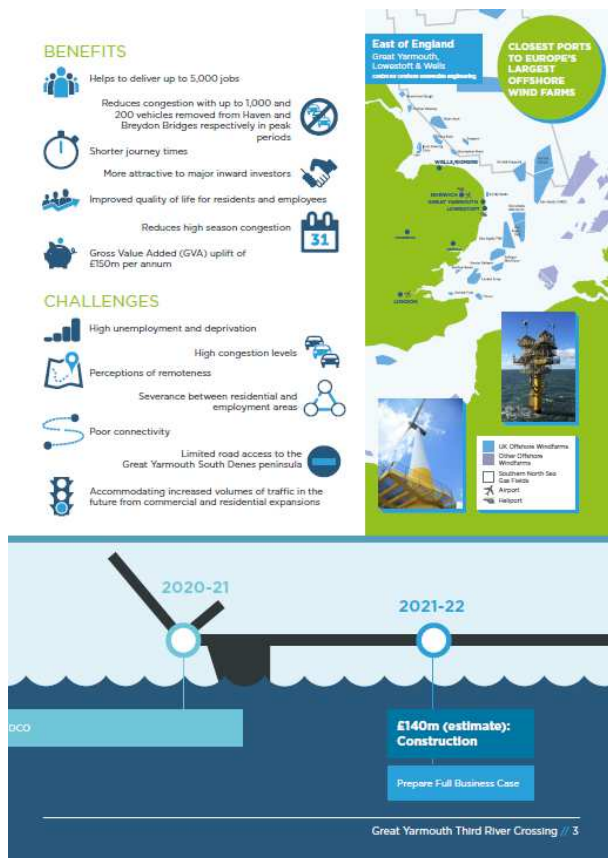
		to bid for funding to move the bridge into the planning and detailed design phase.
18th January 2017	<p>Press Release from News Desk – Still time to give your views on the Third River Crossing</p> <p>Norfolk County Council News Desk:</p> <p>https://www.norfolk.gov.uk/news/2017/01/still-time-to-give-your-views-on-potential-third-river-crossing</p> <p>Diss Mercury:</p> <p>http://www.dissmercury.co.uk/news/still_time_to_have_your_say_in_great_yarmouth_third_river_crossing_consultation_14854509</p>	Since Norfolk County Council launched the consultation at the end of November 2016, more than 250 people have given their views, both online and at a series of consultation events that have taken place in Great Yarmouth and Gorleston.
20th January 2017	<p>Chamber Third River Crossing Business Chamber breakfast</p> <p>Norfolk Chamber of Commerce News Desk:</p> <p>https://norfolkchamber.co.uk/news/general/infrastructure-updates-and-ample-networking</p>	On Thursday 19th January, over 70 members joined us for a Business Breakfast at the Great Yarmouth Town Hall. The Assembly Room provided a grand and spacious setting where delegates could network over coffee upon arrival.
27th January 2017	<p>Chamber urges business to support Great Yarmouth Third River Crossing</p> <p>Norfolk Chamber of Commerce News Desk:</p> <p>https://norfolkchamber.co.uk/news/policy/chamber-urges-business-support-great-yarmouth-third-river-crossing</p>	Norfolk Chamber is urging businesses to submit letters of support, which will be sent to Chris Grayling, Secretary of State for Transport, for the proposed Great Yarmouth Third River Crossing
6th February 2017	<p>Chamber meets MPs with infrastructure high on the agenda</p> <p>Norfolk Chamber of Commerce News Desk:</p>	As the event resumed, members had the chance to hear from Brandon Lewis – MP for Great Yarmouth, in a pre-recorded video message. Brandon highlighted key growth in his constituency with the Great Yarmouth River Crossing

	https://norfolkchamber.co.uk/news/policy/chamber-members-question-region%E2%80%99s-mps	development, and spoke of how Brexit must now become an opportunity for the UK.
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3.5 Consultation Leaflet

A consultation leaflet was produced that could be used for all our key stakeholder audiences:





PUBLIC CONSULTATION

Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.

Anyone can respond to the consultation by answering a series of questions online which should take around 10 minutes to complete. Visit: www.norfolk.gov.uk/TRC

In addition, a number of consultation events are being held throughout December and January in the town where people can drop in to talk to representatives from the County Council about its proposal to build a third bridge across the River Yare, as well as the town's wider transport needs.

PUBLIC CONSULTATION DATES

- Thursday 8th December • 10am - 4pm • Great Yarmouth Town Hall
- Saturday 10th December • 10am - 2pm • Great Yarmouth Library
- Thursday 15th December • 10am - 4pm • Great Yarmouth Town Hall
- Friday 13th January • 10am - 4pm • Great Yarmouth Town Hall
- Thursday 26th January • 10am - 4pm • Great Yarmouth Town Hall
- Saturday 28th January • 10am - 3pm • Great Yarmouth Library

For more information, please contact:
Claire Sullivan, Infrastructure and Economic Growth
T: 01603 223095
E: claire.sullivan@norfolk.gov.uk
W: www.norfolk.gov.uk/TRC
@NorfolkCC #GY3RC

"Investment in improved transport infrastructure is an essential step to unlocking Great Yarmouth's true potential. The ability to attract opportunities will not only benefit existing businesses but also the communities we serve today and the future prosperity we can deliver tomorrow."
Richard Goffin, Port Director, Peel Ports Great Yarmouth

"Boosting connectivity is key to boosting our productivity, attracting inward investment and retaining local talent. A Third River Crossing in Great Yarmouth would support all three; helping to create thousands of new jobs, improving links across the town and the rest of the region as well as reducing congestion which costs our local business time, money and customers."
Chris Starkie, Managing Director of New Anglia Local Enterprise Partnership

Norfolk County Council **GREAT YARMOUTH BOROUGH COUNCIL** **NEWANGLIA**
Local Enterprise Partnership for Norfolk and Suffolk

3.6 Consultation Exhibition Material

We used a series of pull up display systems for all the exhibitions and at all the events we attended:

Great Yarmouth Third River Crossing



Support

"This is an issue that unites councillors of all political parties as the Third River Crossing would be a huge benefit for Yarmouth and Norfolk bringing prosperity, reducing journey times and congestion in the town."

Councillor Martin Wilby
Chairman of the
Environment, Development
and Transport Committee,
Norfolk County Council

"Great Yarmouth is world-renowned as England's offshore energy sector capital, in line to share in billions of pounds of private investment over the coming decades, including in offshore windfarms and gas platform decommissioning. Linking the port, new deep-water outlet harbour and enterprises zone to the trunk road network will further boost the UK's prospects and prosperity."


Councillor Graham Plant
Leader of
Great Yarmouth
Borough Council

Benefits

- Helps to deliver up to 5,000 jobs
- Reduces congestion with up to 1,000 and 200 vehicles removed from Haven and Breydon Bridges respectively in peak periods
- Shorter journey times
- More attractive to major inward investors
- Improved quality of life for residents and employees
- Reduces high season congestion
- Gross Value Added (GVA) uplift of £150m per annum

   **Norfolk County Council**

Have your say on the Third River Crossing



Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.

Anyone can respond to the consultation by answering a series of questions online via www.norfolk.gov.uk/TBC, which should take around 10 minutes to complete.

The Great Yarmouth Third River Crossing is a vital part of the economic growth strategy for the Great Yarmouth area.



The new crossing will provide much needed connections between the strategic road network and the fast growing energy-related Enterprise Zone. This proposal is crucial in providing linkages across the River Yare to the economic growth hubs in the South Dunes peninsula. The current lack of connectivity severely inhibits movements in Great Yarmouth resulting in congestion and ultimately limiting the economic potential of the Great Yarmouth Enterprise Zone, Great Yarmouth Energy Park, the South Dunes Business Park and the deep water outer harbour, operated by Peel Ports Great Yarmouth.

Norfolk County Council has invested close to £4m towards the scheme to date:

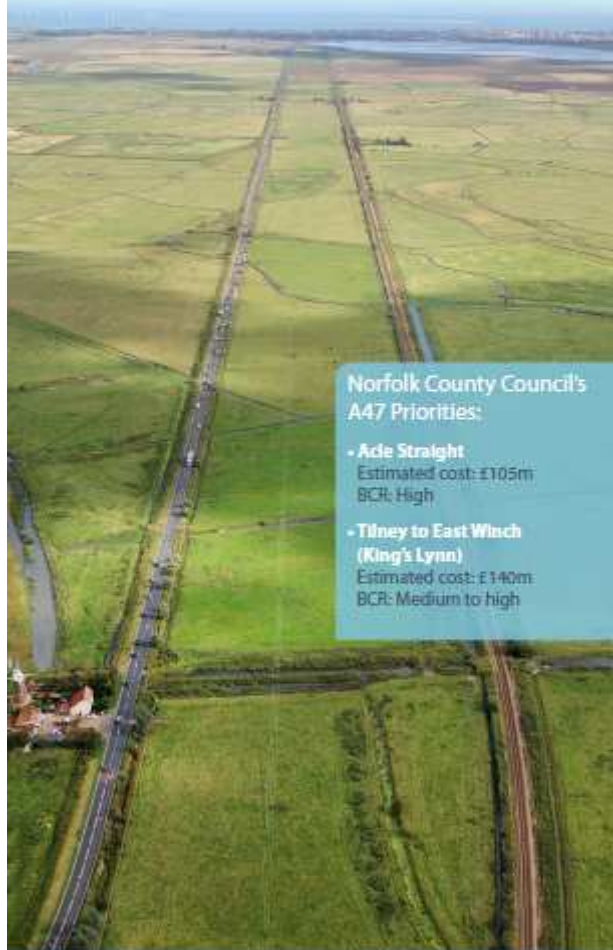
- 2003 – 2009: Invested £1.3m to identify the preferred crossing type and route
- 2009 – 2015: £2.8m to acquire properties and land to safeguard the route
- 2015 – 2016: £2m funding secured via the New Anglia Local Enterprise Partnership
- 2016: £1.08m secured through the Department of Transport to fund the Outline Business Case

A new crossing would support the town's role as part of the East of England Energy Zone, as a Centre for Offshore Renewable Engineering and provide the capacity for regeneration economic growth and act as a catalyst for investment.

The crossing would also support tourism in East Anglia; tourism is worth £577million per annum locally to the borough of Great Yarmouth and creates jobs for 30% of the local workforce; and the borough of Great Yarmouth hosts more than a third of all tourists staying in Norfolk and a quarter of all tourists staying in Norfolk and Suffolk.

   **Norfolk County Council**

A47 – Gateway to growth



Norfolk County Council's A47 Priorities:

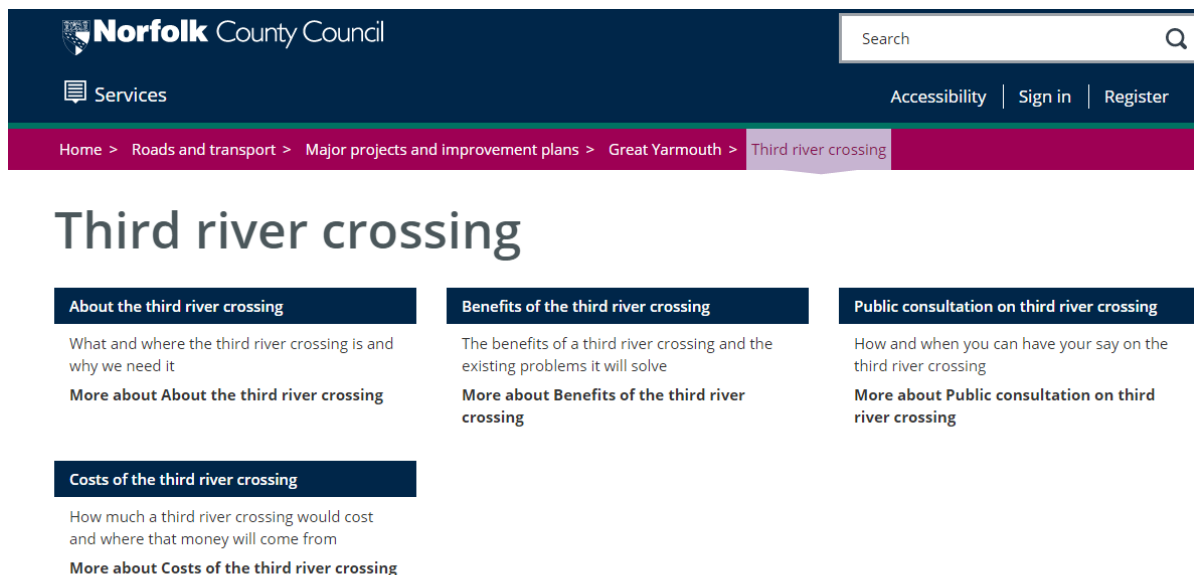
- **Acle Straight**
Estimated cost: £105m
BCR: High
- **Tilney to East Winch
(King's Lynn)**
Estimated cost: £140m
BCR: Medium to high



 **Norfolk** County Council

3.7 Website

Norfolk County Council updated their website to start to follow the same style as the Northern Distributor Road:



The website was the main portal on which to reach the consultation questionnaire:

Public consultation on third river crossing

Norfolk County Council has launched a public consultation to find out about transport issues in Great Yarmouth and how its proposal for a third river crossing might affect people living, working and visiting the area.

[Have your say on the third river crossing](#)

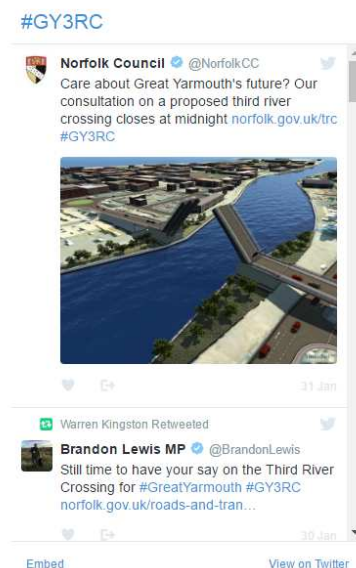
You can also give us your views on Twitter, just use the hashtag #GY3RC.

In addition, a number of consultation events are being held throughout December and January in the town where people can drop in to talk to representatives from the County Council and Great Yarmouth Borough Council about its proposal to build a third bridge across the River Yare, as well as the town's wider transport needs.

The full list of consultation events is as follows:

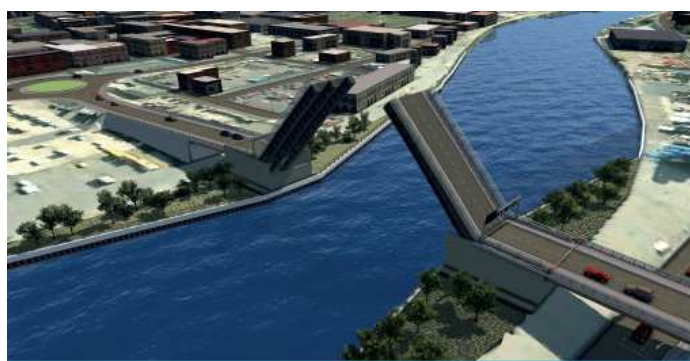
- Thursday 8 December, 10am – 4pm, Great Yarmouth Town Hall
- Saturday 10 December, 10am – 2pm, Great Yarmouth Library
- Monday 12 December, 10am – 4pm, Gorleston Library
- Thursday 15 December, 10am – 4pm, Great Yarmouth Town Hall
- Tuesday 10 January, 10am – 4pm, Gorleston Library
- Friday 13 January, 10am – 4pm, Great Yarmouth Town Hall
- Saturday 21 January, 10am – 2pm, Gorleston Library
- Thursday 26 January, 10am – 4pm, Great Yarmouth Town Hall
- Saturday 28 January, 10am – 3pm, Great Yarmouth Library

We previously carried out a public consultation on a third river crossing in 2009, in which 92% of people supported a new crossing. The government have now given us the opportunity to bid for funding to move



3.8 Consultation Questionnaire

A questionnaire was designed with advice from Norfolk County Council's stakeholder engagement team. It was made available to access online via the Norfolk County Council website using Smart Survey. There were also paper copies with a freepost envelope available at all the exhibition events and in key locations in and around Great Yarmouth:



WE WANT YOUR VIEWS ON TRANSPORT IN GREAT YARMOUTH

We want to find out more about your transport issues and how our proposal for a third river crossing in Great Yarmouth might affect you.

We will use this information to help us understand the issues people travelling around Great Yarmouth experience and to help support our case for more investment in infrastructure across this area. If you would like further information on the Third River crossing in Great Yarmouth or the Great Yarmouth Transport Strategy you can visit www.norfolk.gov.uk/TRC

Norfolk County Council will keep your answers safely and in line with the Data Protection Act. Thank you for taking the time to answer our survey. Please respond by 31st January 2017.

2 GREAT YARMOUTH TRANSPORT QUESTIONNAIRE

1. In the last 12 months how frequently have you travelled around Great Yarmouth and Gorleston using the following types of transport? Please select one answer on each row:

	Every day	Three or more times a week	Once or twice a week	Once or twice a month	More than twice a year	Once or twice a year	Less than that or never
Private car as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private car as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking (for 20 minutes or more without stopping)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Here is a list of transport issues. Please tell us how you feel about each issue by selecting one answer on each row:

	This is a very serious issue	This is a serious issue	This is a minor issue	This is not an issue	Don't know
Congestion in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion on approaching the town	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Breydon Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Haven Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of bus services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of train service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of walking and cycling provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other - please write in below:

3. Looking in more detail at congestion, how often in the past 12 months, if at all, have you personally been affected by traffic congestion in and around Great Yarmouth and Gorleston? Please select one only:

- ☐ Every day ☐ Once or twice a week ☐ Three or more times a week
☐ Once or twice a month ☐ Less than that but more than twice a year ☐ Once or twice a year
☐ Less than that or never



4. Thinking about the last time you were delayed by traffic congestion, roughly how long was your journey delayed for? Please select one only:

- ☐ Less than 5 minutes ☐ 5 to 10 minutes ☐ 11 to 20 minutes ☐ 21 to 30 minutes
☐ 31 to 40 minutes ☐ more than 40 minutes ☐ I have not been delayed by traffic congestion

5. Which of the following modes of transport do you think is most in need of investment in the Great Yarmouth and Gorleston area? Please rank in order with 1 being the most in need and 5 being the least in need:

___ Cycling ___ Walking ___ Car ___ Bus ___ Train

6. How likely or unlikely would you be to use a Third River Crossing? Please select one only:

- ☐ Very likely ☐ Likely ☐ Neither likely or unlikely ☐ Unlikely ☐ Very unlikely

7. If you think you would use a Third River Crossing how often do you think you would use it? Please select one only:

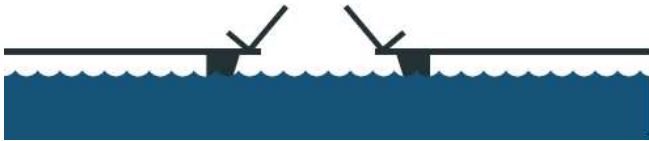
- ☐ Every day ☐ Once or twice a week ☐ Three or more times a week
☐ Once or twice a month ☐ Less than that but more than twice a year ☐ Once or twice a year
☐ Less than that or never

8. What types of journeys would you use a third river crossing for? Please select all that apply:

- ☐ Shopping ☐ Visiting friends / relatives ☐ Other personal business ☐ Freight/transport
☐ Commuting ☐ Holidays and day trips ☐ Business travel ☐ Port user

9. Here is a list of the benefits that we think a Third River Crossing could provide to Great Yarmouth and the surrounding area. How far do you agree or disagree that the proposed Crossing will help to deliver these? Please select one answer on each row:

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
Help to create more jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make journey times shorter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage businesses to invest in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage more visitors to the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve access to the port / industrial areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



10. If you can think of other improvements that having a Third River Crossing could bring to Great Yarmouth, please write them in below:

11. If you have any other comments on proposals to build the Third River Crossing or on transport issues affecting Great Yarmouth and Gorleston please write them in below:

12. Please tick all that apply:

- ☐ I live in the Great Yarmouth Area ☐ I work in the Great Yarmouth Area
☐ I own a business in the Great Yarmouth Area ☐ I am a visitor to the Great Yarmouth Area

13. What is your postcode? Please write in below: (Please note - We will only use this information to help us understand the transport issues affecting people living in different areas.)

Thank you very much for taking the time to complete this survey. Your feedback is invaluable in helping us plan future infrastructure provision for Great Yarmouth and Gorleston.



3.9 Stakeholder Engagement Events

The Great Yarmouth Third River Crossing delivery team launched the consultation and engagement programme with a number of consultation events held throughout December and January in the town inviting residents, businesses and all stakeholders to engage directly with officers working on the scheme.

These events also provided an opportunity for officers to engage with the town on its wider transport needs.

The full list of consultation events is as follows:

Day	Date	Time	Venue
Thursday	8 December	10am – 4pm	Great Yarmouth Town Hall
Saturday	10 December	10am – 2pm	Great Yarmouth Library
Monday	12 December	10am - 4pm	Gorleston Library
Thursday	15 December	10am - 4pm	Great Yarmouth Town Hall
Tuesday	10 January	10am - 4pm	Gorleston Library
Friday	13 January	10am – 4pm	Great Yarmouth Town Hall
Saturday	21 January	10am - 2pm	Gorleston Library
Thursday	26 January	10am – 4pm	Great Yarmouth Town Hall
Saturday	28 January	10am – 3pm	Great Yarmouth Library

In total officers spent a total of 49 hours meeting and talking with members of the public. All the events were very well attended with a high level of interest by everyone who attended.

We estimate that we spoke directly to approximately 250-300 stakeholders at the consultation events.

3.10 Social Media

The use of social media was vital in engaging with the wider public. The team utilised social media from Norfolk County Council and Great Yarmouth Borough Council to promote activities, events and engage with stakeholders.

Facebook - A high level of engagement was reached in particular via the Great Yarmouth Mercury Facebook page.

Twitter – Using **#GY3RC** was used to engage with online users with a particular interest in the Great Yarmouth Third River Crossing.

LinkedIn – Conversations were initiated via the Chamber of Commerce via LinkedIn.

A snap shots of social media interaction:



4.0 Questionnaire Analysis

As part of the engagement process we wanted to give stakeholders the opportunity using a formal questionnaire to give us their views on the Third River Crossing and the wider transport issues within and around Great Yarmouth and Gorleston. This questionnaire can be viewed as a follow up to the 2009 public consultation where we explicitly asked people if they supported a Third River Crossing for Great Yarmouth. The analysis at that time showed that **92%** of people supported a new crossing at that time.

This questionnaire was a good opportunity to delve deeper into how often they might use the bridge and what benefits or otherwise they would see the bridge having. We saw this as an opportunity to build upon the initial high level of support and understand the day to day impact the TRC would have.

The time period for the questionnaire was from November 2016 to 31st January 2017.

In total **479** responses were received via Smart Survey Online survey on www.norfolk.gov.uk/TRC

Of the respondents 82% live in Great Yarmouth or Gorleston, 54% work in Great Yarmouth or Gorleston, 14% own a business and 12% were visiting Great Yarmouth.








4.1 Question 1: Modes of Transport




Question 1 focused on looking to understand the modes of transport used in and around Great Yarmouth and Gorleston and how often different modes of transport are used.

1. In the last 12 months how frequently have you travelled around Great Yarmouth and Gorleston using the following types of transport? Please select one answer on each row:

	Every day	Three or more times a week	Once or twice a week	Once or twice a month	More than twice a year	Once or twice a year	Less than that or never
Private car as a driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private car as a passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking (for 20 minutes or more without stopping)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Every day	Three or more times a week	Once or twice a week	Once or twice a month	Less than that but more than twice a year	Once or twice a year	Less than that or never
Private car - as a driver	48.3% (196)	23.2% (94)	15.0% (61)	3.2% (13)	3.7% (15)	1.2% (5)	5.4% (22)
Private car - as a passenger	7.4% (23)	17.1% (53)	22.9% (71)	19.7% (61)	10.0% (31)	8.4% (26)	14.5% (45)
Taxi	0.7% (2)	0.0% (0)	3.4% (10)	13.8% (40)	14.1% (41)	21.0% (61)	46.9% (136)
Bus	2.6% (8)	7.1% (22)	6.5% (20)	10.6% (33)	11.9% (37)	10.3% (32)	51.0% (158)
Train	0.4% (1)	0.0% (0)	1.1% (3)	6.3% (18)	18.2% (52)	17.9% (51)	56.1% (160)
Cycle	3.1% (9)	5.5% (16)	3.1% (9)	7.2% (21)	7.5% (22)	5.5% (16)	68.2% (199)
Walking (For twenty minutes or more without stopping)	12.5% (40)	14.7% (47)	13.4% (43)	21.3% (68)	9.7% (31)	5.0% (16)	23.4% (75)

1.1. Private car - as a driver			Response Percent
1	Every day		48.2%
2	Three or more times a week		23.4%
3	Once or twice a week		14.8%
4	Once or twice a month		3.2%
5	Less than that but more than twice a year		3.9%
6	Once or twice a year		1.2%
7	Less than that or never		5.4%

1.7. Walking (For twenty minutes or more without stopping)			Response Percent
1	Every day		12.4%
2	Three or more times a week		14.6%
3	Once or twice a week		13.3%
4	Once or twice a month		21.4%
5	Less than that but more than twice a year		9.9%
6	Once or twice a year		5.0%
7	Less than that or never		23.5%

Key highlights:

- Private car usage is highest with **48.2%** of stakeholders using their cars daily
- Walking is reasonably well distributed with **40.3%** of respondents walking at least once or twice a week for a period of longer than 20 minutes.
- As part of the TRC design it will be important to ensure walking facilities are taking into account.

4.2 Question 2: transport issues






Question 2 follows on by asking stakeholders what they feel are the transport issues within Great Yarmouth and Gorleston. In particular what is the reality of daily journeys crossing the peninsular and if the two existing bridges have an impact on journeys?





2. Here is a list of transport issues. Please tell us how you feel about each issue by selecting one answer on each row:






	This is a very serious issue	This is a serious issue	This is a minor issue	This is not an issue	Don't know
Congestion in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion on approaching the town	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Breydon Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic queues caused by Haven Bridge opening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of bus services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of train service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of walking and cycling provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other - please write in below:

	This is a very serious issue	This is a serious issue	This is a minor issue	This is not an issue	Don't know
Congestion in the town centre	34.8% (141)	36.5% (148)	22.7% (92)	4.0% (16)	2.0% (8)
Congestion on approaching the town	67.7% (281)	24.6% (102)	7.2% (30)	0.5% (2)	0.0% (0)
Traffic queues caused by Breydon Bridge opening	41.6% (171)	28.0% (115)	23.8% (98)	4.6% (19)	1.9% (8)
Traffic queues caused by Haven Bridge opening	42.4% (174)	27.8% (114)	23.7% (97)	3.9% (16)	2.2% (9)
Lack of bus services	8.4% (33)	19.0% (75)	24.1% (95)	22.3% (88)	26.1% (103)
Lack of train service	11.0% (43)	17.4% (68)	23.6% (92)	22.3% (87)	25.6% (100)
Lack of walking and cycling provision	10.7% (42)	14.2% (56)	31.6% (124)	25.7% (101)	17.8% (70)

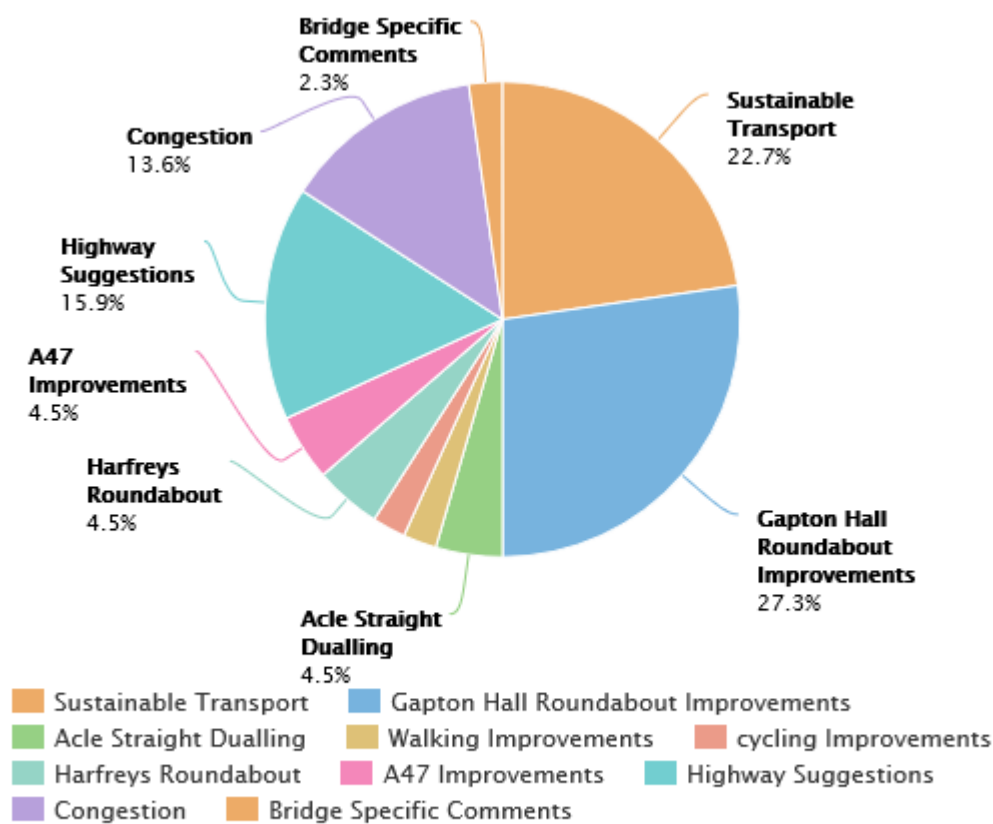
2.1. Congestion in the town centre			Response Percent
1	This is a very serious issue		34.7%
2	This is a serious issue		36.7%
3	This is a minor issue		22.7%
4	This is not an issue		3.9%
5	Don't know		2.0%

2.2. Congestion on approaching the town			Response Percent
1	This is a very serious issue		67.5%
2	This is a serious issue		24.8%
3	This is a minor issue		7.2%
4	This is not an issue		0.5%
5	Don't know		0.0%

2.3. Traffic queues caused by Breydon Bridge opening			Response Percent
1	This is a very serious issue		41.5%
2	This is a serious issue		28.2%
3	This is a minor issue		23.8%
4	This is not an issue		4.6%
5	Don't know		1.9%

Key highlights:

Question 2 had the option to give other views if respondents felt there were other transport issues in the town.



Other key issues included:

- Improvements to Capton Hall Roundabout
- Improvements to Harfreys Roundabout
- Improvements to the wider highway network
- Sustainable transport improvements

4.3 Question 3: Congestion

This question delves into the question around congestion and how often respondents are affected by it over an average year.

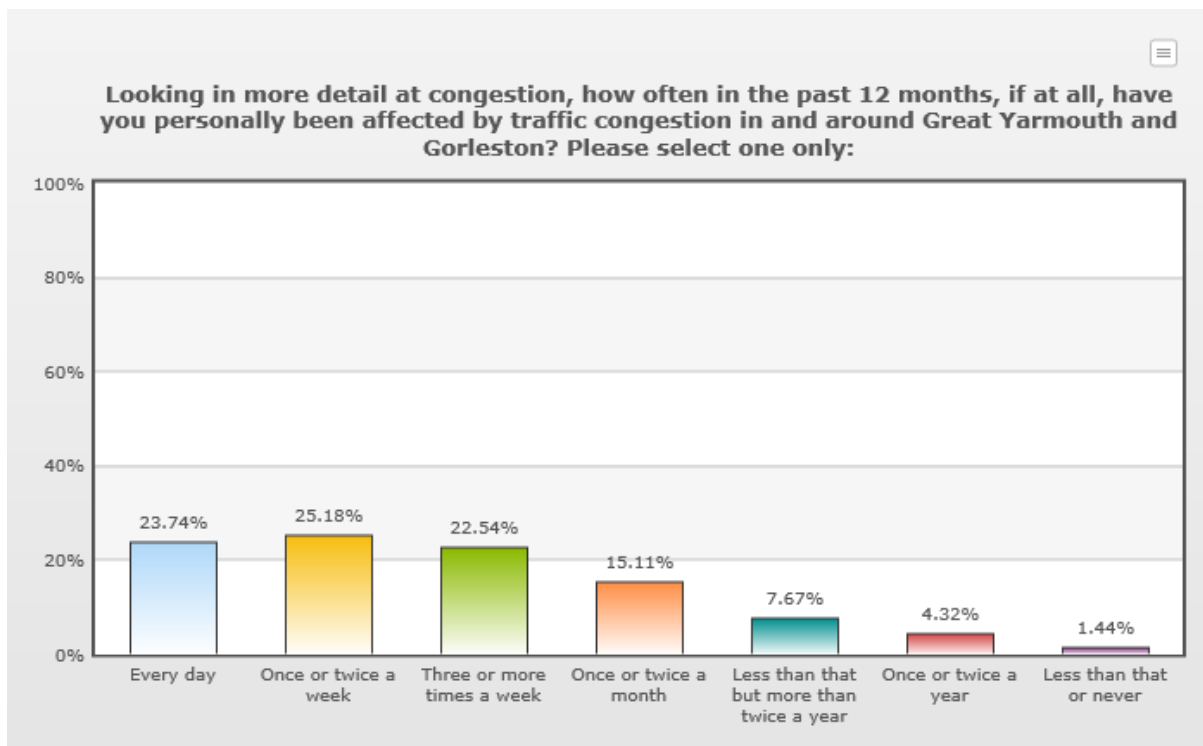
3. Looking in more detail at congestion, how often in the past 12 months, if at all, have you personally been affected by traffic congestion in and around Great Yarmouth and Gorleston? Please select one only:

- ☐ Every day
 ☐ Once or twice a week
 ☐ Three or more times a week
☐ Once or twice a month
 ☐ Less than that but more than twice a year
 ☐ Once or twice a year
☐ Less than that or never

3. Looking in more detail at congestion, how often in the past 12 months, if at all, have you personally been affected by traffic congestion in and around Great Yarmouth and Gorleston? Please select one only:



		Response Percent
1	Every day	23.74%
2	Once or twice a week	25.18%
3	Three or more times a week	22.54%
4	Once or twice a month	15.11%
5	Less than that but more than twice a year	7.67%
6	Once or twice a year	4.32%
7	Less than that or never	1.44%



Key highlights:

- A total combined **71.4%** of respondents have been affected by congestion in and around Great Yarmouth and Gorleston either on a daily basis, once or twice a week or three or more times a week.
- **23.7%** are affected on a daily basis
- **25.1%** are affected once or twice a week

4.4 Question 4: Average journey delays

Following on from question 3 we wanted to gain a further insight into people's perceptions of how long they are delayed on an average journey into Great Yarmouth or Gorleston.

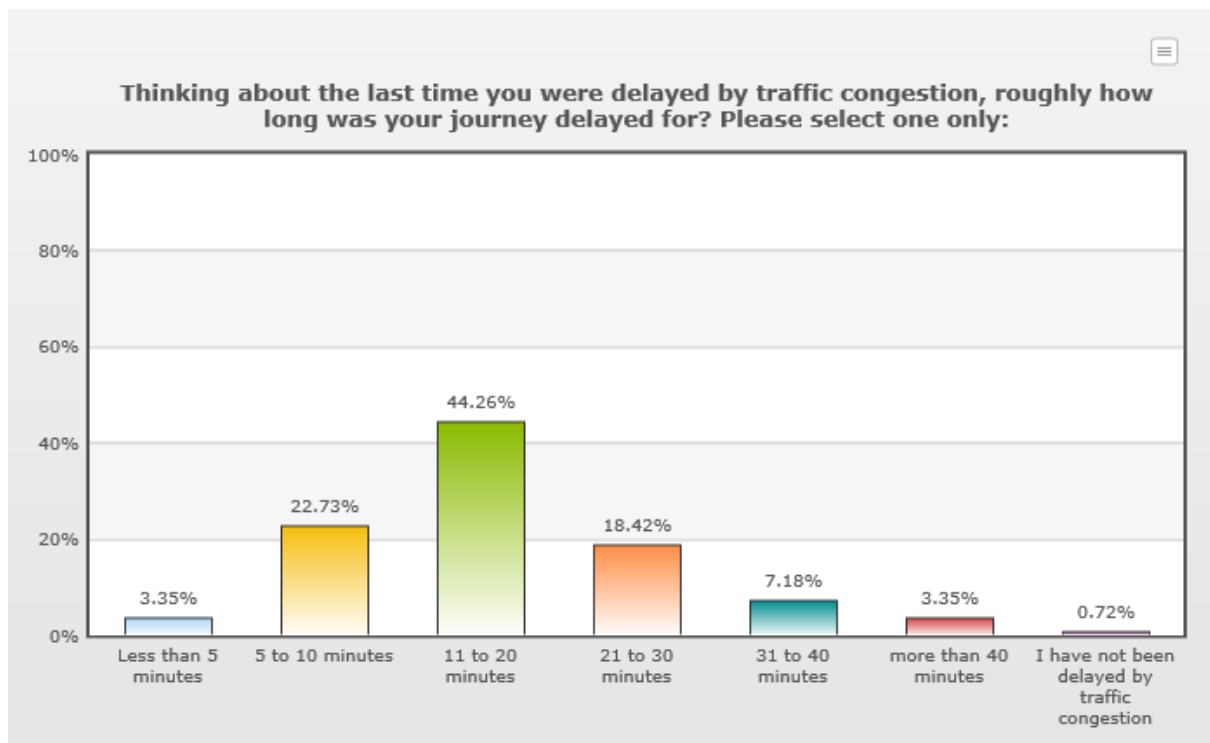
4. Thinking about the last time you were delayed by traffic congestion, roughly how long was your journey delayed for? Please select one only:

- ☐ Less than 5 minutes ☐ 5 to 10 minutes ☐ 11 to 20 minutes ☐ 21 to 30 minutes
☐ 31 to 40 minutes ☐ more than 40 minutes ☐ I have not been delayed by traffic congestion

Analysis:

4. Thinking about the last time you were delayed by traffic congestion, roughly how long was your journey delayed for? Please select one only:

		Response Percent
1	Less than 5 minutes	3.35%
2	5 to 10 minutes	22.73%
3	11 to 20 minutes	44.26%
4	21 to 30 minutes	18.42%
5	31 to 40 minutes	7.18%
6	more than 40 minutes	3.35%
7	I have not been delayed by traffic congestion	0.72%



Key highlights:

- **44.2%** suffer delays between 11 and 20 minutes on an average journey

- **95.9%** of respondents have suffered some degree of delay in their journeys lasting between 5 minutes and 40 minutes
- **73.2%** of respondents have experienced delays between 11 minutes and 40+ minutes
- **28.9%** of respondents have experienced delays between 21 minutes and 40+ minutes
- Only **0.72%** responded to say they have not been delayed on a typical journey

4.5 Question 5: Investment in modes of transport

This question wanted to delve further into the modes of transport respondents feel need further investment in Great Yarmouth and Gorleston. We asked people to rank their responses in order of importance.

5. Which of the following modes of transport do you think is most in need of investment in the Great Yarmouth and Gorleston area? Please rank in order with 1 being the most in need and 5 being the least in need:

___ Cycling ___ Walking ___ Car ___ Bus ___ Train

5. Which of the following modes of transport do you think is most in need of investment in the Great Yarmouth and Gorleston area? Please rank in order with 1 being the most in need and 5 being the least in need:		
Item	Total Score 1	Overall Rank
Car	1869	1
Bus	1359	2
Cycling	1171	3
Train	960	4
Walking	866	5

Key highlights:

- The majority of respondents have ranked investment in infrastructure to improve car journeys as most important
- Bus improvements was ranked second
- Cycling was ranked third
- Train improvements was ranked fourth
- Ranked as least important was investment in walking facilities

4.6 Question 6: How likely are you to use a Third River Crossing

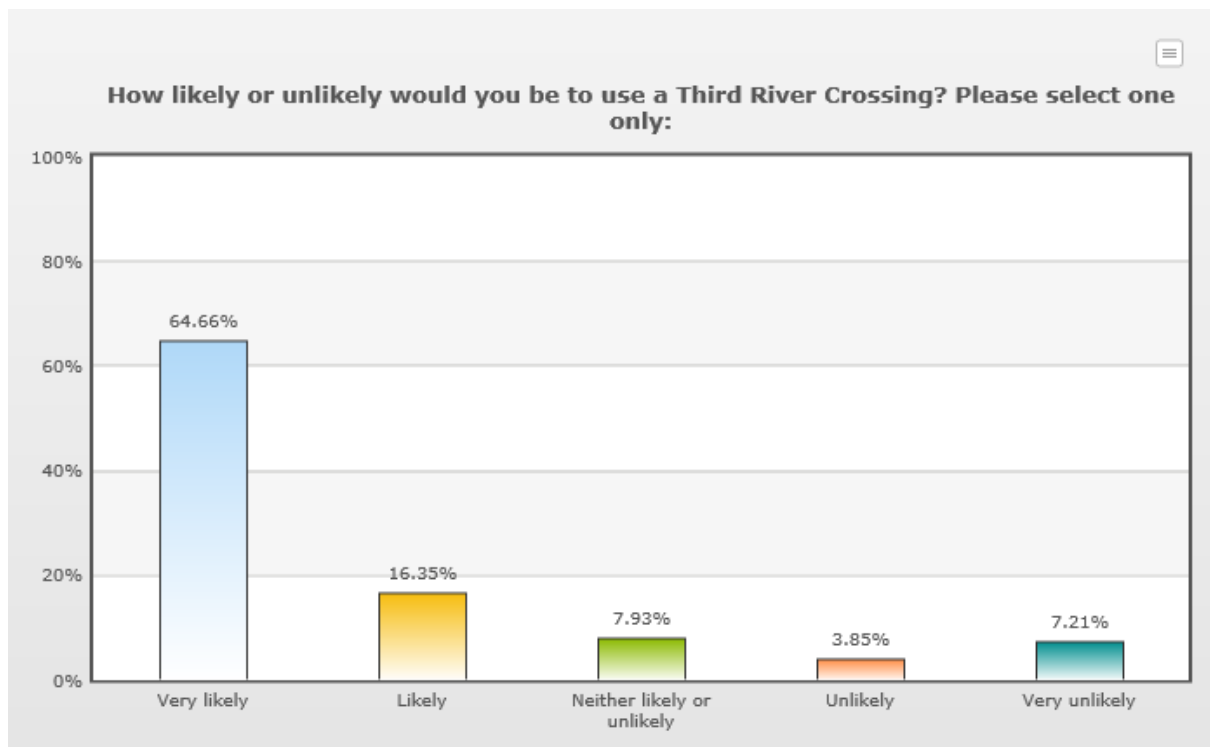
In 2009 the vast majority of respondents (92%) responded stating they would support the concept of a Third River Crossing in Great Yarmouth. Question 6 takes that statement further in asked people how likely they would be to using a Third River Crossing.

6. How likely or unlikely would you be to use a Third River Crossing? Please select one only:

☐ Very likely ☐ Likely ☐ Neither likely or unlikely ☐ Unlikely ☐ Very unlikely

6. How likely or unlikely would you be to use a Third River Crossing? Please select one only:

			Response Percent
1	Very likely	<div style="width: 64.66%;"></div>	64.66%
2	Likely	<div style="width: 16.35%;"></div>	16.35%
3	Neither likely or unlikely	<div style="width: 7.93%;"></div>	7.93%
4	Unlikely	<div style="width: 3.85%;"></div>	3.85%
5	Very unlikely	<div style="width: 7.21%;"></div>	7.21%



Key highlights:








- **81%** of respondents would either be very likely or likely to use a Third River Crossing
- **64.6%** of respondents stated that they would be very likely to use a Third River Crossing in Great Yarmouth
- **16.3%** of respondents stated that they would be likely to use a Third River Crossing in Great Yarmouth

4.7 Question 7: How often would you use a Third River Crossing

For the respondents who stated they would use a Third River Crossing we asked stakeholders how often they felt they would use it. Daily, weekly, monthly or not very often.

7. If you think you would use a Third River Crossing how often do you think you would use it? Please select one only:

- ☐ Every day ☐ Once or twice a week ☐ Three or more times a week
☐ Once or twice a month ☐ Less than that but more than twice a year ☐ Once or twice a year
☐ Less than that or never

7. If you think you would use a Third River Crossing how often do you think you would use it? Please select one only:			Response Percent
1	Every day		21.01%
2	Three or more times a week		28.99%
3	Once or twice a week		22.22%
4	Once or twice a month		11.11%
5	Less than that but more than twice a year		5.80%
6	Once or twice a year		5.31%
7	Less than that or never		5.56%

Key highlights:

- **72.2%** of respondents have stated they would use the bridge on a weekly basis, either daily, or a few times a week (*combination of every day, three or more times a week and once or twice a week percentages*)
- **11.11%** stated that they would use the bridge monthly

The analysis shows that the provision of a Third River Crossing in Great Yarmouth would become an integral to a large number of residents and businesses daily lives.

4.8 Question 8: Journey type

We wanted to analysis they types of journeys people would use the bridge to make. The revitalisation of the Great Yarmouth economy is the overarching aim of the bridge and with a number of economy sectors likely to benefit significantly from this investment, from tourism, to retail, to the nationally important port.

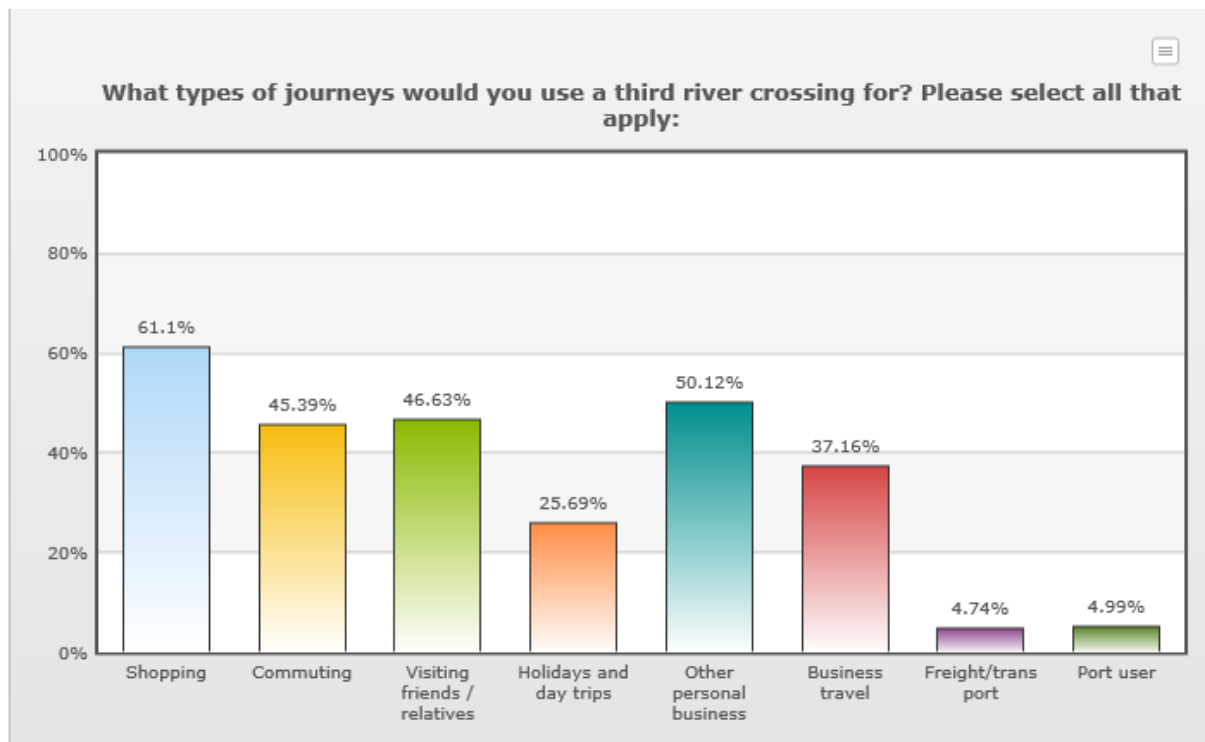
8. What types of journeys would you use a third river crossing for? Please select all that apply:

- ☐ Shopping ☐ Visiting friends / relatives ☐ Other personal business ☐ Freight/transport
☐ Commuting ☐ Holidays and day trips ☐ Business travel ☐ Port user

8. What types of journeys would you use a third river crossing for? Please select all that apply:



		Response Percent
1	Shopping	61.10%
2	Commuting	45.39%
3	Visiting friends / relatives	46.63%
4	Holidays and day trips	25.69%
5	Other personal business	50.12%
6	Business travel	37.16%
7	Freight/transport	4.74%
8	Port user	4.99%



Key highlights:

- **61.1%** of respondents would use a new Third River Crossing to access shopping facilities
- **45.3%** would use the bridge to improve their commute to work
- **46.6%** would use the bridge to visit friends and family
- **25.6%** would use it to go on holidays or day trips
- **37.1%** would use it for business travel

The analysis shows that the Third River crossing would support a number of different uses and help towards revitalising the town centre with a potential increase in shopping trips.

4.9 Question 9: Benefits of a Third River Crossing







Having established that a Third River Crossing is an essential part of the Great Yarmouth infrastructure we asked people to tell us more about the benefits a Third River Crossing would bring to Great Yarmouth and Gorleston.







9. Here is a list of the benefits that we think a Third River Crossing could provide to Great Yarmouth and the surrounding area. How far do you agree or disagree that the proposed Crossing will help to deliver these? Please select one answer on each row:







	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
Help to create more jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the quality of life	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make journey times shorter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage businesses to invest in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourage more visitors to the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve access to the port / industrial areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>







9. Here is a list of the benefits that we think a Third River Crossing could provide to Great Yarmouth and the surrounding area. How far do you agree or disagree that the proposed Crossing will help to deliver these? Please select one answer on each row:







	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree	Don't know
Help to create more jobs	38.4% (160)	32.4% (135)	16.3% (68)	7.7% (32)	3.4% (14)	1.9% (8)
Improve the quality of life	40.8% (171)	34.8% (146)	12.4% (52)	6.0% (25)	4.5% (19)	1.4% (6)
Reduce congestion	60.8% (253)	19.2% (80)	6.5% (27)	7.0% (29)	5.5% (23)	1.0% (4)
Make journey times shorter	57.5% (239)	21.4% (89)	8.2% (34)	6.5% (27)	5.5% (23)	1.0% (4)
Encourage businesses to invest in the area	44.5% (186)	30.1% (126)	13.2% (55)	6.7% (28)	3.8% (16)	1.7% (7)
Encourage more visitors to the area	29.2% (122)	31.1% (130)	22.5% (94)	9.6% (40)	6.0% (25)	1.7% (7)
Improve access to the port / industrial areas	61.4% (256)	27.8% (116)	4.3% (18)	2.9% (12)	2.4% (10)	1.2% (5)







9.7. Improve access to the port / industrial areas			Response Percent
1	Strongly agree		61.4%
2	Agree		27.8%
3	Neither agree or disagree		4.3%
4	Disagree		2.9%
5	Strongly disagree		2.4%
6	Don't know		1.2%







9.4. Make journey times shorter			Response Percent
1	Strongly agree		57.5%
2	Agree		21.4%
3	Neither agree or disagree		8.2%
4	Disagree		6.5%
5	Strongly disagree		5.5%
6	Don't know		1.0%

9.3. Reduce congestion			Response Percent
1	Strongly agree		60.8%
2	Agree		19.2%
3	Neither agree or disagree		6.5%
4	Disagree		7.0%
5	Strongly disagree		5.5%
6	Don't know		1.0%

9.5. Encourage businesses to invest in the area			Response Percent
1	Strongly agree		44.5%
2	Agree		30.1%
3	Neither agree or disagree		13.2%
4	Disagree		6.7%
5	Strongly disagree		3.8%
6	Don't know		1.7%

9.1. Help to create more jobs			Response Percent
1	Strongly agree		38.4%
2	Agree		32.4%
3	Neither agree or disagree		16.3%
4	Disagree		7.7%
5	Strongly disagree		3.4%
6	Don't know		1.9%

9.2. Improve the quality of life			Response Percent
1	Strongly agree		40.8%
2	Agree		34.8%
3	Neither agree or disagree		12.4%
4	Disagree		6.0%
5	Strongly disagree		4.5%
6	Don't know		1.4%

9.6. Encourage more visitors to the area			Response Percent
1	Strongly agree		29.2%
2	Agree		31.1%
3	Neither agree or disagree		22.5%
4	Disagree		9.6%
5	Strongly disagree		6.0%
6	Don't know		1.7%

Key highlights:

- **89.2%** of respondents either strongly agree or agree that access to the port would be improved by a Third River Crossing
- **78.9%** would either strongly agree or agree that a new crossing would make journey times shorter
- **80%** would either strongly agree or agree congestion would be reduced
- **74.6%** of respondents would either strongly agree or agree that a new Third River crossing would encourage businesses to invest in the area
- **70.8%** would either strongly agree or agree that the bridge would help create new jobs in the area
- **75.6%** would either strongly agree or agree that the bridge would improve their quality of life
- **60.3%** would also either strongly agree or agree that the bridge would encourage visitors into Great Yarmouth

4.10 Question 10: Open question on Third River Crossing

We asked people to then give us their own views on other improvements they think a new Third River Crossing would bring to Great Yarmouth and Gorleston.

10. If you can think of other improvements that having a Third River Crossing could bring to Great Yarmouth, please write them in below:



4.11 Question 11: Open question on infrastructure

The final question was left open for people to leave any comments they wished to make about the Third River Crossing or the wider infrastructure improvements in Great Yarmouth or Gorleston.

11. If you have any other comments on proposals to build the Third River Crossing or on transport issues affecting Great Yarmouth and Gorleston please write them in below:

would do a lot to tackle the traffic problems in the town. That will give us the position to then argue for dualling.”

Chris Starkie, Managing Director of New Anglia LEP:

A key partner and funding contributor to the Great Yarmouth Third river Crossing the New Anglia Local Enterprise Partnership has stated full support of the scheme, saying that the bridge “Boosting connectivity is key to boosting our productivity, attracting inward investment and retaining local talent. A third river crossing in Great Yarmouth would support all three; helping to create thousands of new jobs, improving links across the town and the rest of the region as well as reducing congestion which costs our local business time, money and customers.”. The LEP are more than just stakeholders; the LEP is responsible for the Strategic Economic Plan of which the Great Yarmouth Third River Crossing is an important component. Regular reports have been made via the project board that has a LEP representative present.

Cllr Martin Wilby Chairman of the environment, development and transport committee at Norfolk County Council

Cllr Wilby has stated that the Third River Crossing unites councillors of all political parties as the Third River Crossing would be a huge benefit for Yarmouth, Norfolk and nationally bringing prosperity and reducing journey times and congestion in the town.

“I want us to be in the strongest possible position to demonstrate what and where investment is needed to ease congestion in Great Yarmouth and Gorleston. We hope we can use the information gathered through the consultation to help us secure funding to make it easier to get to and around the Yarmouth area. This is obviously good for people living and working there, but it should also pay dividends for Great Yarmouth’s future prosperity.”

Cllr Wilby has encouraged residents and businesses to get involved in the consultation process saying “This is your chance to get your thoughts and frustrations about transport in the town off your chest, and we hope it will help us secure funding to make getting around Great Yarmouth easier.

“This is obviously good for people living and working there, but it should also pay dividends for Great Yarmouth’s future prosperity.”

Cllr Graham Plant, the leader of Great Yarmouth Borough Council.

Cllr Plant as Leader of Great Yarmouth Borough Council has been a strong advocate of the importance of the Third River Crossing stating that “The business case for Great Yarmouth’s Third River Crossing is incredibly strong and there is absolute commitment from public and private sector partners to help secure the necessary national funding to make it and its benefits a reality.’

“This strategic infrastructure, so central to economic growth in the region and UK, will significantly improve traffic connections, create thousands of jobs and unlock further business, regeneration and investment opportunities.

Cllr Plant recognises and urges government to recognise that “Great Yarmouth is world-renowned as England’s offshore energy sector capital, in line to share in billions of pounds of private investment over coming decades, including in offshore windfarms and gas platform decommissioning. Linking the Port, new deep-water Outer Harbour and Enterprise Zone to the trunk road network will further boost the UK’s prospects and prosperity, ensuring we are better placed to capture these jobs and investment for the nation.”

5.1 Businesses

Throughout the development of the outline business case we have been actively working with the Chamber of Commerce to engage businesses within and around Great Yarmouth.

To summarise some of the key points made by businesses:

Neil Orford, President of Great Yarmouth Chamber Council.

“The new crossing would provide much needed connections between the strategic road network and the fast growing energy related Enterprise Zone. It provides linkages across the River Yare to the economic growth hub on the South Denes peninsula. The additional crossing would also support tourism, which is worth £577m per annum to Great Yarmouth and create jobs for 30% of the local workforce.”

Mr Orford was also very pleased to see vital traffic surveys being carried out in Great Yarmouth to support the Outline Business Case submission, saying I am pleased to see a survey being carried out in Great Yarmouth to support future transport investment in the Town. Any improvements to the transport infrastructure will be of great benefit to businesses, residents and visitors to the Town.”

As the new president of the Chamber in Great Yarmouth he stated that they were delighted to hear the Great Yarmouth Third River crossing had received this vote of support from Whitehall.

The Chamber Council received an informative presentation about the scheme earlier in the year and have pledged our support to help Norfolk County Council drive this forward. It will significantly benefit the growing business area in Yarmouth.”

It is proposed that the bridge, which could cost between £100m to £120m, will run from the Harfrey’s roundabout on the A12 and cross the River Yare to South Denes. If the scheme is approved, an estimated start date for the project is 2021. It is thought around 9,000 jobs could be created through its construction and afterwards, and it would make the town much more attractive to investors.

Andy Penman previous president of Great Yarmouth Chamber Council

Mr Penman while President of the Chamber in Great Yarmouth recognised the need for the Third River Crossing saying, "Pressure needs to be stepped up over the third river crossing for Great Yarmouth. Norfolk Chamber will also call on our local MPs to lobby for the necessary funding to deliver the river crossing for Great Yarmouth. A crossing at this point would relieve traffic congestion, improve connectivity to the South Denes employment area and open up more regeneration opportunities, which are vital for the improvement of Great Yarmouth."

Richard Goffin, Port Director, Peel Ports Great Yarmouth

Peel port as a major stakeholder in the consultation process and development of the outline business case has said that "Investment in improved transport infrastructure is an essential step to unlocking Great Yarmouth's true potential. The ability to attract opportunities will not only benefit existing businesses but also the communities we serve today and the future prosperity we can deliver tomorrow."

Throughout the outline business case development and the past work in Great Yarmouth we have developed positive close working relationships with the new Peel Port directorship. Technical detail meetings have been held throughout the consultation process and during the development of the outline business case. In particular with relation to the specific details of the operation, detailed design of the structure and its potential impact on the port activity. These operational, design and mitigation details will continue to be developed with Peel Ports in the next phase of design and planning.

John Potter, Director, Porters Leisure Ltd

A major business in Great Yarmouth employing 600 local residents and 200 staff from outside Great Yarmouth has given us their absolute support for the Third River Crossing.

Mr Potter's Great Grandfather started the business in 1920. John Potter has stated emphatically that he cannot express the literal relief the Third River Crossing would bring to his business in Great Yarmouth.

Stating that Great Yarmouth is cut off at every turn by some of the most deprived and suffocating transport links in the Country. They find themselves 'literally, economically and socially gridlocked on a daily basis'. Mr Potter Sr could never have imagined how the area would be so blighted with transport issues.

A number of key issues are highlighted by Mr Potter including the negative impact to the supply chain, the inability to attract and retain highly skilled staff and the congestion suffered by visitors. Mr Potter states that they are equally hampered going north and south and that there is no escaping the delays. Like all businesses Potters Leisure need to attract a skilled workforce. They have 580 staff at one resort and we often require specialised skills. They attract staff from the surrounding areas including Norwich and negotiating the Acle Straight adds to the problem. There is also the problem of Garton Roundabout (often called Garton Halt) and Harfreys Roundabout, adding to the delays.

Potters also run a local restaurant, beauty salon, hairdressers, ten pin bowling and health club with 1500 members many who suffer congestion on approach. They host many high profile televised events and have lost contracts stating that the accessibility and infrastructure issues have been a deciding factor in these decisions. The poor road and rail links contribute to an invisible loss of regeneration to Great Yarmouth.

Mr Potter also talks about the development of a software business that supplies the passenger cruise industry which operates 150 small, medium and very large cruise ships across the globe. However they were forced to move from their base in Great Yarmouth to better served locations.

He urges the government to bring Great Yarmouth back to its former glory and support the infrastructure improvements in Great Yarmouth.

Jonathan Newman Manager Great Yarmouth Business Improvement District

The Great Yarmouth BID represents 180 retail businesses within the centre. The bridge if successful will have a positive impact on the future development of the town centre businesses. By connecting the truck road network to the centre of Great Yarmouth it will reduce congestion, help regenerate the town centre and help the town businesses prosper.

The current lack of connectivity severely inhibits movement in and around Great Yarmouth resulting in congestion and ultimately limits the economic potential of the town.

The BID are also keen to ensure that the Great Yarmouth Third River Crossing continues to be seen as a high priority both locally and in Westminster and we wanted to show you the level of support the scheme has and the importance of the bridge to the people and businesses within Great Yarmouth.

Huw and Wendy Sayer Directors

Wendy and Huw, Directors of a well-known business have urged the government to support a Third River Crossing in Great Yarmouth. They recognise that the town has demonstrated great potential as a centre for servicing the offshore energy sector in the North Sea, and that a Third River Crossing is essential in supporting its economic growth, creating jobs and raising living standards in the borough and surrounding areas.

Wendy and Huw are keenly aware through conversations with local business leaders of the need for better infrastructure to link the regions business zones. The Third River Crossing is particularly important as it would link the A road network with the port of Great Yarmouth and the South Denes regeneration zone.

They are aware that the local MP Brandon Lewis has shown strong support for the bridge and that the Norfolk Chamber of Commerce also backs the development. They all recognise the important and how vital it is to the regeneration of Great Yarmouth.

The new crossing would reduce congestion in the town and shorten journeys from the A12 to the service port. This would encourage more energy and engineering companies to base operations in the area, which would boost Norfolk's wider economy. It would also boost tourism, which is worth over £500m a year to the local economy and employs (directly and indirectly) some 30% of the workforce.

Regional growth is essential if we are to rebalance the UK economy and put it on a more sustainable footing. Our expertise in offshore energy and advanced engineering are two of our great export services. This is something that Westminster needs to encourage post Brexit.

Huw and Wendy are among many businesses who urge the Secretary of State and the Government to make the Great Yarmouth Third River Crossing a high priority project to boost the local economy and help us compete internationally.

They recognise that the project has the overwhelming support of the local community. We look forward to hearing your commitment to this project when Norfolk County Council submits the outline business case in March 2017.

Environment, Development and Transport Committee

Item No. xx

Report title:	Proposal for a Market Town Network Improvement Strategy
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
Strategic impact This proposal will support the Good Infrastructure objective in that it will facilitate Norfolk's market towns and larger villages' sustainable development through addressing the transport pressures of planned housing and employment growth by improving access to public transport and reducing congestion.	

Executive summary

Many of Norfolk's market towns and larger villages have a considerable amount of planned housing and employment growth identified through the relevant Local Plans. Addressing the transport pressures this growth will bring is vital to facilitate the economic prosperity of these towns and villages and as such planning this ahead of growth allows the County Council to respond accordingly.

This proposal is for an overarching strategy to support the delivery of a suite of market town transport studies. These will identify the most effective transport improvements to support future planned growth and help address transport issues such as congestion, enhancements to safety and access to public transport. It is intended that the studies will support the economy of the area by helping to prioritise proposed schemes, assist with growth assumptions and influence potential funding opportunities in the future and ultimately facilitate planned housing and employment growth in these towns and villages.

Recommendations:

Members agree a programme of broad transport studies (3-4 per year) looking at the transport impacts of growth in market towns and large villages in Norfolk.

1. Proposal

- 1.1. Many of Norfolk's market towns and larger villages have a considerable amount of planned housing and employment growth identified through the relevant Local Plans.
- 1.2. This proposal is for a programme of broad transport based studies (3-4 per year) looking at each of these locations in turn so that the County Council can consider the impact of growth and develop a plan of network improvements as necessary.
- 1.3. Strategies will be developed in collaboration with stakeholders and will incorporate potential measures to help address existing network constraints and enhance public transport infrastructure, together with an element of scenario-based planning assumptions around future growth pressures over the coming years. It is intended that the studies will support the economy of the area by helping to prioritise proposed schemes, assist with growth assumptions and

influence potential funding opportunities. They are also intended to help address current transport issues such as congestion, enhancements to safety, network resilience and access to public transport.

2. Evidence

2.1. A market town is defined historically as a mid-sized town that regularly holds a market. Norfolk's market towns include:

- Attleborough;
- Aylsham;
- Cromer;
- Dereham;
- Diss;
- Downham Market;
- Fakenham;
- Harleston;
- Holt;
- Hunstanton;
- Loddon;
- North Walsham;
- Sheringham;
- Stalham;
- Swaffham;
- Thetford;
- Watton;
- Wells-Next-The-Sea; and
- Wymondham.

At the last Census (2011) 186,886 people lived in Norfolk's market towns (22% all Norfolk residents).

2.2. The County Council produces a biannual 'Market Towns Report'. The 2015 report is attached as Appendix A (the 2017 report is currently in production). The report contains a range of economic health indicators and/or changes in Norfolk's market towns as well as Long Stratton, Wroxham and Hoveton. Data is gathered via desktop research and surveys carried out in each market town.

The 2017 report will be used as part of the evidence base for the proposed market towns transport studies.

2.3. There are also a number of other villages that are taking a significant level of new housing and employment growth:

- Acle;
- Blofield;
- Brundall;
- Horsford;
- Long Stratton;
- Reepham; and
- Spixworth.

2.4. In discussion with Norfolk's Local Planning Authorities, other settlements where further growth is likely to be focused will be included in this proposal.

3. Growth in Market Towns

3.1. Since 2001 and to the end of the relevant adopted and emerging Local Plans, growth of almost 30,000 new homes will be built in Norfolk's market towns. This housing growth will be supported by considerable allocations of employment land aiming to provide opportunities for residents to live and work in the same location.

3.2. It is important that this growth is planned for in a pro-active way to help the County Council develop a strategic and effective programme of infrastructure improvements to support growth.

3.3. The County Council will require a range of additional infrastructure provision to support growth in market towns (e.g. for schools, libraries, green infrastructure and provisions for the fire service), however this proposal only covers transport network improvements. It is considered that the infrastructure elements most

relevant to market towns would include:

- Changes to existing roads, junctions and streets to meet movement, access and place-making functions;
- Routes for walking and cycling, including facilities for people with visual and mobility impairments;
- Intelligent Transport Systems to optimise the performance of the public transport services and the roads network, and to provide data for inclusion in information systems;
- Parking and kerbside provision (e.g. on-street parking and deliveries, bus stops, electric charging, cycle lanes and associated street furniture, signs and markings);
- Driver information systems to help manage off-street parking provision and planned or predictable events); and
- Network resilience, particularly focusing on flood risk;
- New roads.

This list is not exhaustive and is not in any particular order as specific requirements for each market town will be different.

- 3.4. In planning over the longer term the County Council can aim to develop transport networks in market towns that are 'future fit' and help to deliver housing and jobs growth; enabling, rather than being a barrier to development.
- 3.5. A strategic view of growth in market towns will allow for smart investment choices that support incremental growth in a timely manner. The aim of the market town studies is to develop potential measures to help address existing network constraints, enhance public transport infrastructure and consider intermodal transport options. It is intended that the studies will support the economy of the area by helping to prioritise proposed schemes, assist with growth assumptions and influence potential funding opportunities in the future. They are also intended to help address current transport issues such as congestion, enhancements to safety and access to public transport.
- 3.6. Continuing to work closely with the Local Planning Authorities and Parish/Town Councils, some of which have or are developing Neighbourhood Plans, the County Council can help shape growth in market towns and help identify effective transport network solutions for growth. These solutions will be fed into the pipeline of infrastructure projects for future funding prioritisation.
- 3.7. Developing a set of market town studies will help the County Council respond pro-actively and strategically to Local Plan consultations in a transport capacity. In developing a suite of market town strategies the County Council can fulfil its ambition to help shape places and create communities, building upon the existing approaches set out in key documents including:
 - Local Transport Plan;
 - Transport Asset Management Plan;
 - Operational Network Management Plan;
 - Route Hierarchy and Street-lighting Policies;
 - Speed Management Strategy for Norfolk;
 - Norfolk Parking Principles;
 - Surface Water Management Plans; and
 - Flood Investigation Reports.

These approaches are currently being further informed by a developing locality-working approach and an increasing use of the 'Safe System' approach to reducing road casualties, under the governance of the Norfolk Road Casualty Reduction Partnership.

- 3.8. The importance of stakeholder and community engagement is critical. This proposal will be supported by a robust Communications Strategy in order to gain stakeholder and community engagement. This will aim to support the integration between infrastructure delivery, over time, and much broader decision-making by others, and may refer to the dependence of the strategy on resources and programmes of activities which are outside the control of the County Council.

4. Financial Implications

- 4.1. A budget of £20,000 will be required per market town study. This will be used to develop a programme of broad transport based studies as described above.

5. Background

- 5.1. Appendix A: [Norfolk's Market Town Report September 2015](#)
Appendix B: [Norfolk Compendium of Local Plans 2016](#)

Officer Contact

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Environment, Development and Transport Committee

Item No.

Report title:	Broadband, Mobile Phone and Digital – update from the Member Working Group
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe - Executive Director, Community and Environmental Services
Strategic impact The provision of reliable mobile phone coverage is a key factor to economic development in Norfolk. The following report provides an update from the Broadband, Mobile Phone and Digital Members Working Group on plans by operators and government to improve mobile phone coverage across the county.	

Executive summary

This report provides an update on the information gathered by the Broadband, Mobile Phone and Digital Members Working Group in relation to mobile phone coverage in Norfolk.

Norfolk County Council has no direct involvement in the provision of mobile phone coverage in Norfolk and so the work of the group has been focussed on gaining an insight into the current situation and understanding the actions being taken by operators and central government to help increase coverage. As agreed with the committee the action to contact the Minister to ask what intervention can be expected from central government to increase mobile coverage in Norfolk has been completed and we await a response.

This is the final report to Committee prior to the County Council elections at which point all Working Groups will cease to exist.

Recommendations:

- 1. To review the information provided.**
- 2. Acknowledge that the Working Group has been concluded ahead of the upcoming elections.**

1. Proposal

- 1.1. To review the latest information on the current progress of mobile coverage in Norfolk.

2. Evidence

- 2.1. There are four main mobile operators in the UK; EE, O2, Three and Vodafone. The working group has met with representatives from all of these providers. Although the providers remain commercially independent we have learnt that they have been working to share some mast sites. However, coverage in some locations remains poor with differing signal strength from different providers.
- 2.2. Mobile operators have an agreement with government to achieve 90% geographic voice coverage across the country by the end of 2017. We understand that operators are on track to meet this target and coverage is increasing. This is

based upon a £2.5 billion commercial investment and technical developments like the recently available 800 MHz frequency which allows signals to travel further and cover a wider area. However, it should be noted that the locations of the 90% geographic coverage is determined by operators.

- 2.3. It is expected that the Emergency Service Network (ESN), to be delivered by EE, will also expand mobile coverage. The ESN is the new communications system that will be used by the Police, Fire & Rescue, the Ambulance Service and other public safety users. This contract aims to improve connectivity for the emergency services, specifically providing better mobile connectivity focused around the road network.
- 2.4. Mobile coverage is measured in two ways, Indoor and Outdoor, with indoor coverage often weaker than outdoor. Where a property has access to a good fixed connection, most operators offer a booster which uses the fixed connection broadband to provide a strong mobile indoor signal.

2.5. Government Intervention

- 2.5.1. Unlike fixed connectivity, European State Aid rules mean that only very limited public subsidy can be used to invest in mobile infrastructure. Only locations that are classified as complete 'Not Spots', with no emergency phone signal available from any of the main four operators can attract public subsidy. This means that the provision of mobile infrastructure is largely dependent on commercial investment programmes.
- 2.5.2. The Government is reforming the Electronic Communications Code (ECC). The reformed ECC will make major reforms to the rights that communications providers have to access land. This will ensure property owners will be fairly compensated for use of their land. It also explicitly acknowledges the economic value for all of society created from investment in digital infrastructure. In this respect, it will put digital communications infrastructure on a similar regime to utilities like electricity and water. Ensuring the scope of these changes includes all infrastructure providers large or small and as quickly as possible is key.
- 2.5.3. New rights to upgrade and share infrastructure will allow future generations of technology to be quickly rolled out as it becomes commercially viable. This is particularly relevant for mobile infrastructure.
- 2.5.4. There will also be administrative changes to court processes to allow for improved dispute resolution, ensuring that disagreements between communications providers and landowners do not hold up investment and create uncertainty
- 2.5.5. During 2016, the Government consulted on reforms to the planning regime to support the mobile industry in the rapid rollout of 4G technology. The proposed reforms include:
 - Taller new ground based masts, increasing from 15 metres to 25 metres in non-protected areas
 - New masts of up to 20 metres in protected areas. This will involve local consultation
 - The ability to increase the height of existing masts to 20 – 25 metres in non-protected areas and 20 metres in protected areas
 - Lifting restrictions on the number of antennae allowed on structures over 30 metres
 - Lifting a variety of restrictions on smaller structures

- 2.5.6. It is recognised that local councils should work with local landowners to support the implementation of any changes made to the ECC and planning regime.
- 2.5.7. Of the £1 billion of digital investment announced in the Autumn Statement 2016, £600 million is to support trials of 5G mobile communications. The Government's Broadband Delivery UK Team advised the Better Broadband for Norfolk Programme Director that an announcement is expected on the budget defining the scope of the 5G trials.
- 2.6. The Member Working Group has shared the information which the four network operators are able to publically provide within the constraints of commercial confidentiality. Operators advise that customers should use a coverage checker to determine the best network for the places where they will be using their mobile phone. Most mobile phone operators have a coverage checker available on their own website but there is also a coverage checker available on the OFCOM website. <https://checker.ofcom.org.uk/mobile-coverage>
- 2.7. With the agreement of the Chair and Members of the EDT Committee the Chair of the Working Group has written to the Minister whose responsibilities include mobile phone provision enquiring as to when Norfolk can expect 100% mobile phone coverage. We currently await a response.

3. Background

- 3.1. The Government Response to the Review of the Electronic Communications Framework can be seen here: <https://www.gov.uk/government/publications/response-to-review-of-the-electronic-communications-regulatory-framework>
- 3.2. More information about Mobile UK, the voice of the United Kingdom's mobile network operators, can be seen on their website: <http://www.mobileuk.org/about-mobile-uk.html>
- 3.3. Terms of Reference - Broadband, Mobile phone and Digital Member Working Group

Membership of Working Group:

Cllr Dr Marie Strong (Chair)	Leader of the Liberal Democrat Group
Cllr Dr Andrew Boswell	Green Group
Cllr Bert Bremner	Labour Group
Cllr Judy Leggett	Conservative Group
Cllr Richard Bird	UKIP and Independent Group

Officers Supporting the Working Group

Miss Karen O'Kane	Programme Director – Better Broadband for Norfolk
Miss Maria Thurlow	Business Development Officer
Other Officers, as needed	

Purpose and Objectives:

To develop a more in-depth knowledge of Broadband, Mobile Phone and Digital issues across Norfolk to inform and make recommendations to the EDT Committee.

The Working group will aim to:

1. Scrutinise the current situation in Norfolk and continually review how current plans are progressing.
2. Identify how to achieve the best possible Broadband, Mobile Phone and DAB coverage for Norfolk

The work of the group will include liaison with and gathering information from relevant stakeholders and interested parties including government bodies, MPs, service providers, Norfolk residents and businesses etc.

Officer Contact

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Environment, Development and Transport Committee

Item No.

Report title:	Revised Minerals and Waste Development Scheme
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
Strategic impact <p>Norfolk County Council has a statutory duty to produce and maintain an up-to-date minerals and waste local plan which forms the basis for determining any minerals and waste matters that are lodged with the Authority. Section 16 of the Planning and Compulsory Purchase Act requires every County Council to prepare and maintain a Minerals and Waste Development Scheme (MWDS). The scheme must specify the development plan documents (DPDs) that the County Council will produce, their subject matter, geographical area and the timetable for the preparation and revision of the DPDs. The Act requires the scheme to be kept up to date.</p>	

Executive summary

A review of the Minerals and Waste Development Scheme (MWDS) has identified that the stages from Submission onwards in the Silica Sand Review of the Minerals Site Specific Allocations DPD will not be in accordance with the adopted timetable. A formal revision to the MWDS is therefore necessary and is attached as Appendix 1.

The date included in the revised MWDS for the adoption of the Silica Sand Review assumes that the Planning Inspector will not require any Main Modifications to the Silica Sand Review prior to adoption. If Main Modifications are required, they would be subject to a six week representations period, which would mean that the planned adoption date of July 2017 would not be met and adoption would be planned for October 2017 instead. A verbal update will be provided at the EDT Committee meeting, following the examination hearing sessions on 14 and 15 March 2017, when the Inspector will have verbally advised whether any Main Modifications to the Silica Sand Review are required.

No changes are proposed to the adopted timetable for the review of all three adopted DPDs into a consolidated Minerals and Waste Local Plan.

Recommendations:

- 1. To resolve that the revised Minerals and Waste Development Scheme, updated verbally at EDT Committee if necessary, shall have effect from 24 March 2017.**

1. Proposal

- 1.1. The Minerals and Waste Development Scheme (MWDS) has been updated, and EDT Committee is recommended to bring the Scheme into effect on 24 March 2017. The Scheme sets out a timetable for producing minerals and waste planning policy documents including the remaining stages of the Single Issue Silica Sand Review of the Minerals Site Specific Allocations DPD and the Review of the Minerals and Waste Local Plan. The revised MWDS is attached as Appendix 1.

- 1.2. The changes to the MWDS only relate to the timetable for the Single Issue Silica Sand Review.
- 1.3. Appropriate adjustments have been made to the Scheme to ensure a realistic future timetable for the Silica Sand Review and EDT Committee are recommended to approve the revised Scheme (attached as Appendix 1 to this report), updated verbally at EDT Committee if necessary.
- 1.4. No changes are proposed to the adopted timetable for the review of all three adopted DPDs into a consolidated Minerals and Waste Local Plan.

2. Evidence

- 2.1. The Silica Sand Review was submitted to the Secretary of State for examination in December 2016. Following submission, the timetable for the examination, hearing and Inspector's Report are determined by the Planning Inspectorate and detailed in The Planning Inspectorate's document 'Examining Local Plans Procedural Practice'. The hearing sessions will take place on 14 and 15 March 2017 and the Planning Inspector's report is expected to be received by the end of April 2017. Once the Council has received the Inspector's report and implemented any modifications required to the plan, the Council will then make the decision whether to adopt the plan or not. The first full Council meeting at which the Silica Sand Review could be adopted is July 2017.
- 2.2. The date included in the revised MWDS for the adoption of the Silica Sand Review assumes that the Planning Inspector will not require any Main Modifications to the Silica Sand Review prior to adoption. If Main Modifications are required, they would be subject to a six week representations period, which would mean that the planned adoption date of July 2017 would not be met, and adoption would be planned for October 2017 instead. A verbal update will be provided at the EDT Committee meeting, following the examination hearing sessions on 14 and 15 March 2017, when the Inspector will have verbally advised whether any Main Modifications to the Silica Sand Review are required.

3. Financial Implications

- 3.1. The review of the MWDS has identified that the Submission of Silica Sand Review and subsequent stages (Hearing Commencement and Adoption), will not be in accordance with the existing MWDS timetable. There are no additional costs associated with the revised timetable. However, due to the examination hearings and adoption of the Silica Sand Review taking place later than originally planned, the costs of these examination and adoption of the Silica Sand Review will now arise in 2017/18 instead of in 2016/17 as originally planned. Appropriate resources have been reallocated to 2017/18 financial year to enable the revised timetable to be met. These costs will be managed by the Planning Services service.

4. Issues, risks and innovation

- 4.1. There is a legal duty under Section 16 of the Planning and Compulsory Purchase Act 2004 to prepare and maintain a Minerals and Waste Development Scheme. The scheme must specify the development plan documents (DPDs) that the County Council will produce, their subject matter, geographical area and the timetable for the preparation and revision of the DPDs. The Act requires the scheme to be kept up to date.
- 4.2. The Minerals and Waste Development Scheme will be published on Norfolk County Council's website, as required by the relevant legislation.
- 4.3. As part of the current examination of the Silica Sand Review, the Planning

Inspector will assess the legal compliance of the Silica Sand Review, including its compliance with the adopted Minerals and Waste Development Scheme. Therefore a revised MWDS needs to be brought into effect to enable the Silica Sand Review to be legally compliant.

5. Background

- 5.1. The current MWDS came into effect on 1 June 2016 and contains the timetable for the Silica Sand Review and the Minerals and Waste Local Plan Review.
- 5.2. The MWDS planned for the Pre-Submission representations period of the Silica Sand Review to take place over a six week period during May and June 2016, followed by Submission to the Secretary of State in September 2016. The Pre-Submission representations stage was undertaken in accordance with the Scheme. However, due to issues raised in the representations received during the Pre-Submission stage, the decision was made to publish the 'Pre-Submission Addendum: Modifications' for a six week representations period during September and October 2016. Therefore the Submission of the Silica Sand Review was delayed by three months and did not take place until December 2016. The additional time added into the process by carrying out a representations period on the 'Pre-Submission Addendum: Modifications' meant that all the following stages of the Silica Sand Review process (Submission, Hearing Commencement and Adoption) did not /will not take place in accordance with the timescales in the current adopted MWDS.

5.3. Background Papers

Norfolk Minerals and Waste Development Scheme (June 2016)

<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/policies-and-strategies/minerals-and-waste-planning-policies/minerals-and-waste-development-scheme>

The Town and Country Planning (Local Planning) (England) Regulations 2012 <http://www.legislation.gov.uk/ukxi/2012/767/regulation/10/made>

Localism Act (2011)

<http://www.legislation.gov.uk/ukpga/2011/20/contents>

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Norfolk County Council

Norfolk Minerals and Waste Local Plan

Minerals and Waste Development Scheme

March 2017

www.norfolk.gov.uk



Norfolk County Council

Norfolk Minerals and Waste Local Plan

Minerals and Waste Development Scheme

March 2017

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1. Introduction

- 1.1 Norfolk County Council is the planning authority for minerals and waste matters within the county. Under the Planning & Compulsory Purchase Act 2004 as amended, all local planning authorities must prepare a Local Development Scheme. Similarly, a Minerals and Waste Development Scheme is prepared by a Minerals and Waste Planning Authority, and sets out the programme for preparing planning documents.
- 1.2 The County Council has prepared this Minerals and Waste Development Scheme (MWDS) in accordance with the Act.
- 1.3 The National Planning Policy Framework requires all Local Planning Authorities to produce a Local Plan for their area. Norfolk County Council has produced the following development plan documents (DPDs) to meet this requirement: Core Strategy and Minerals and Waste Development Management Policies, Minerals Site Specific Allocations and Waste Site Specific Allocations. All of these documents have been adopted by Norfolk County Council along with a Policies Map. The adopted Local Plan (consisting of DPDs) is the statutory development plan and the basis on which all minerals and waste planning decisions will be made in Norfolk.
- 1.4 The Council has also produced a Statement of Community Involvement, this Minerals and Waste Development Scheme and Monitoring Reports.
- 1.5 The Minerals and Waste Development Scheme is primarily a programme for the preparation of Development Plan Documents. The Scheme sets out which Development Plan Documents will be produced, in what order and when.

2. Existing Norfolk Minerals and Waste Development Framework

- 2.1 The statutory plans for minerals and waste planning in Norfolk are contained in the Norfolk Minerals and Waste Development Framework. This framework consists of four planning policy documents which together form the Minerals and Waste Local Plan for Norfolk:
- 2.2 **Core Strategy and Minerals and Waste Development Management Policies DPD (the 'Core Strategy')** contains policies for use in making decisions on planning applications for mineral extraction and associated development and waste management development, and in the selection of site allocations in Norfolk. The DPD contains measurable objectives to enable successful monitoring. This document was adopted in September 2011.
- 2.3 **Waste Site Specific Allocations DPD** – allocated specific sites which are available and acceptable in principle for waste management facilities, to meet the requirements of Core Strategy Policy CS4, until the end of 2026. This document was adopted in October 2013.
- 2.4 **Minerals Site Specific Allocations DPD** - allocates specific sites which are available and acceptable in principle for mineral extraction and associated development, to meet the requirements of Core Strategy Policy CS1 until the end of 2026. This document was adopted in October 2013.
- 2.5 **Policies Map**
The Policies Map accompanies the Minerals and Waste Local Plan (Core Strategy, Minerals SSA and Waste SSA DPDs). The Policies Map illustrates on an Ordnance Survey base map all of the policies contained in the adopted plans. The Policies Map will be revised and adopted successively each time a DPD that includes a policy requiring spatial expression is adopted. An interactive version of the policies map is available on Norfolk County Council's website: www.norfolk.gov.uk/nmwdp. The interactive map is considered to be the most up to date version of the map available.
- 2.6 The Norfolk Minerals and Waste Development Framework also includes the following documents produced by Norfolk County Council:
- 2.7 **The Statement of Community Involvement (SCI)** sets out standards and the approach to involving the wider community in Norfolk in the preparation of all of the minerals and waste DPDs (and planning applications determined by the County Council). The document is considered fundamental to all future production of development plans and enables locally based requirements and community expectations to be addressed at an early stage within plan preparation. The most recent version of the (SCI) document was published, in April 2012 and was adopted in September 2012.
- 2.8 **This Minerals and Waste Development Scheme (MWDS)** which sets out what documents are being produced as part of the Local Plan and the

timetable for their production, including consultation stages. The previous MWDS came into force in May 2013.

Authority's Monitoring Reports

- 2.9 The County Council is required to prepare monitoring reports to assess the implementation of the Minerals and Waste Development Scheme and the extent to which policies in the development plan documents are being achieved. In accordance with Part 8 of the 'Town and Country Planning (Local Planning) (England) Regulations 2012' the County Council must make available any information collected as soon as possible after the information becomes available.
- 2.10 The County Council assesses:
- progress made in the preparation of the authority's local plans and whether progress made is in accordance with the timetable contained in the development scheme;
 - what action has been taken in accordance with the duty to co-operate with other local planning authorities during the monitoring period;
 - whether it is meeting, or is on track to meet, the targets set out in the development plan documents and, if not, the reasons why;
 - whether any policies need to be replaced to meet sustainable development objectives; and
 - what action needs to be taken if policies need to be replaced.
- 2.11 **Local Aggregate Assessment and Silica Sand Assessment** which is produced annually and includes information on the rolling average of 10 years' sales data, the landbank of permitted reserves and other relevant local information, taking into account the advice of the East of England Aggregates Working Party.

3. Minerals Site Specific Allocations DPD – Single Issue Silica Sand Review

Overview

Role and Subject	To identify site specific allocations and/or areas of search for silica sand working up to 2026
Coverage	The administrative area of Norfolk
Status	Development plan document

The Norfolk Minerals Site Specific Allocations DPD was adopted by Norfolk County Council in October 2013. Norfolk County Council agreed to an early review of the Minerals Site Specific Allocations DPD in recognition of an under allocation of silica sand. The timetable below is for the Single Issue Silica Sand Review of the Minerals Site Specific Allocations DPD. The Regulation 18, 19 and 22 stages have already taken place. The Hearing Sessions (regulation 24) are scheduled for 14 and 15 March 2017.

Timetable

Stage	Dates
Preparation of Local Plan consultation (Regulation 18)	Initial Consultation: March to April 2015 Preferred Options: November to December 2015
Pre-Submission representations period (Regulation 19)	May to June 2016 Addendum of Modifications: September to October 2016
Submission (Regulation 22)	December 2016
Hearing (Regulation 24)	March 2017
Inspector's Report	April 2017
Adoption (Regulation 26)	July 2017

4. Review of the Norfolk Minerals and Waste Local Plan

Overview

Role and Subject	To provide the core strategy and development management policies for minerals and waste planning in Norfolk until 2036. To allocate specific sites, preferred areas and/or areas of search for mineral extraction in Norfolk until 2036. To allocate sites for waste management facilities in Norfolk until 2036.
Coverage	The administrative area of Norfolk
Status	Development plan document

Timetable for Review

The Core Strategy and Minerals and Waste Development Management Policies DPD was adopted in September 2011. The Minerals Site Specific Allocations DPD and the Waste Site Specific Allocations DPD were both adopted in October 2013.

The National Planning Policy Framework (paragraph 153) states that “Each local planning authority should produce a Local Plan for its area. This can be revised in whole or in part to respond to changing circumstances. Any additional development plan documents should only be used where clearly justified.”

The national Planning Practice Guidance (paragraph ref: 12-008-20140306) states that “To be effective plans need to be kept up-to-date. Policies will age at different rates depending on local circumstances. Most Local Plans are likely to require updating in whole or in part at least every five years. Reviews should be proportionate to the issues in hand.”

Therefore, a joint review of all three of the adopted DPDs will be carried out to ensure that the policies within them remain up-to-date, to extend the plan period to 2036 and to consolidate the three existing DPDs into one Norfolk Minerals and Waste Local Plan, in accordance with national planning policy.

Stage	Dates
Preparation of Local Plan consultation (Regulation 18)	Initial Consultation: June to August 2017 Preferred Options: February to March 2018
Pre-Submission representations period (Regulation 19)	November to December 2018
Submission (Regulation 22)	March 2019
Hearing (Regulation 24)	May 2019
Inspector's Report	August 2019
Adoption (Regulation 26)	October 2019

5. Glossary

Monitoring Report - records progress in implementing the Development Scheme and the performance of policies against targets in Development Plan Documents. Indicates what action an authority needs to take if it is not on track or policies need to be revised/ replaced.

Core strategy (for Minerals and Waste) - This planning policy document contains the vision, objectives and strategic planning policies for minerals and waste development in Norfolk until 2026. The Minerals and Waste Core Strategy also includes Development Management policies which are used in the determination of planning applications to ensure that minerals extraction and associated development and waste management facilities can happen in a sustainable way.

Development plan documents – A term brought in by the Planning and Compulsory Purchase Act 2004. These are the spatial planning documents that form part of the Local Plan. These set out spatial planning policies and proposals for an area or topic. They include the core strategy, development management policies, specific site allocations of land and area action plans (where needed).

Local Plan - The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004 (as amended). Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.

Minerals and Waste Development Scheme – describes the local development documents which the authority intends to prepare and the timetable for their preparation.

Policies map – accompanies the adopted plans and illustrates on a base map all of the policies contained in the adopted plans.

Site allocations – allocations of land for specific or mixed uses of development contained in development plan documents, where landowners are supportive of the development and the proposal is likely to be acceptable in planning terms.

Statement of Community Involvement - A document that sets out the Local Planning Authority's consultation strategy for involving local communities in the preparation of local development documents and the determination of planning applications. This is a requirement brought in by the Planning and Compulsory Purchase Act 2004.

Minerals and Waste Development Scheme Timetable 2016 - 2019

Milestone Plan	2016												2017											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
																		1						
Norfolk Minerals and Waste Local Plan Review																								
Minerals Site Specific Allocations DPD - Single Issue Silica Sand Review					2				2			3			4	5		6						

Milestone Plan	2018												2019											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
		1									2				3		4			5		6		
Norfolk Minerals and Waste Local Plan Review																								

Key Milestones Plan
1. Preparation of the Local Plan - Regulation 18
2. Pre-Submission representations period - Regulation 19
3. Submission - Regulation 22
4. Independent Examination Hearings - Regulation 24
5. Inspector's report
6. Adoption - Regulation 26

Environment, Development & Transport Committee

Item No.

Report title:	Consultation on the De-maining of the River Thet
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services

Strategic impact

There are 8,429 km of watercourses in Norfolk. The Environment Agency regulates 1,174 km of these watercourses that are designated as Main Rivers. Main Rivers are designated where the watercourse is considered to have an impact on strategic flood risk.

The Environment Agency are reviewing the Main River network to identify watercourses that may be better re-classified as Ordinary Watercourses – which is termed de-maining. The reclassification of stretches of Main Rivers as Ordinary Watercourses will not affect the overall level of flood risk, however it would increase the number of properties at local flood risk, as properties currently at risk of flooding from the stretches of river concerned (strategic flood risk) will be transferred to local flood risk register.

Executive summary

The Environment Agency has identified initial ‘front-runner’ locations, across the country, where de-maining may be a suitable option and there are Internal Drainage Boards (IDBs) or Local Authorities willing to take on the watercourse.

The Environment Agency are proposing to de-main 11.6km of the River Thet. This will mean that three properties previously at strategic flood risk would be transferred to local flood risk.

The Environment Agency are working with East Harling IDB to look at the option of de-maining the River Thet from the A11 south of Attleborough, to the A1066 Melford Road Bridge in Thetford.

This process would need to take place in two phases:

- Phase 1 - de-mainment and subsequent adoption of the section of watercourse within the IDB's area.
- Phase 2 - de-mainment and adoption of the watercourse downstream of East Harling weir subject to the extension of the IDB's boundary.

Appendix B has a map showing the two phases for de-mainment.

This proposal is for phase 1 of the project only.

The Environment Agency must consult on these changes and requires the support of the County Council as Lead Local Flood Authority, before commencing consultation.

This project has been considered by the Flood & Coastal Management Member Working Group chaired by Cllr Strong. The working group agreed to recommend that the Committee support Phase 1 de-mainment proposal.

Recommendations:**Members are requested to:**

- a) consider the proposal for phase 1 of the project and formally notify the Environment Agency of the County Council's support for Phase 1 in its role as Lead Local Flood Authority.

1. Proposal

- 1.1. Members are asked to consider the proposal for phase 1 of the project and decide whether they wish to support the proposal as set out in Appendix A – River Thet demaining paper. This paper, outlining the project and progress, was submitted to the Anglian (Central) Regional Flood and Coastal Committee on 19 January 2017.

2. Evidence

- 2.1. Within the proposed de-mainment area there are 3 properties shown to be within the Environment Agency's flood zones, indicating they are at risk of flooding from the River Thet. One of these is a Youth Club, one a commercial property, and one residential
- 2.2. There are no Environment Agency flood risk assets associated with the stretch of watercourse where de-mainment is proposed. The only asset on this stretch of watercourse is a flow gauge, which would remain with the Environment Agency, along with the responsibility for ongoing maintenance.
- 2.3. The Environment Agency consider East Harling Internal Drainage Board to be a willing and competent Risk Management Authority who are keen to adopt this stretch of watercourse.
- 2.4. The IDB are already carrying out maintenance works on the tributaries of the Thet, and work on the current Main River through a Public Sector Co-operation Agreement with the Environment Agency.
- 2.5. As the stretch of the Thet covered by this proposal is located entirely within the existing Internal Drainage District, if the IDB were to adopt it, maintenance work could be reprioritised across all watercourses within the drainage district. No specific maintenance actions are detailed in the proposal and no increase in funding requirements are identified. These decisions would ultimately be for the Internal Drainage board.
- 2.6. Natural England are supportive of the project and are working with the IDB to ensure sensitive maintenance is carried out and there is no detrimental impact on the neighbouring Swangey Fen.
- 2.7. The Anglian Central Regional Flood and Coastal Committee are supportive of the project. Informal consultation with local stakeholders has not raised any significant objections to the project.

3. Financial Implications

- 3.1. There are no direct financial impacts for the County Council as a result of phase 1 of the project. This and future de-maining projects will increase the number of properties considered at risk from local flood sources. Norfolk County Council, as Lead Local Flood Authority, is responsible for the co-ordination of local flood risk management. Members would be consulted on any future de-maining projects.

- 3.2. The Internal Drainage Board is funded from a number sources. A “Highland Water Charge” (currently £25k) is paid to the IDB by the Environment Agency, a Special Levy (currently £30k) is paid by Breckland District Council and drainage rates (currently amounting to £16k) are paid by major land owners within the IDB’s Internal Drainage District. The highland water charge will remain unchanged, changes to the special levy and drainage rate are solely matters for the Internal Drainage Board themselves and may be increased or decreased in line with the future level of maintenance activity proposed.

4. Issues, risks and innovation

- 4.1. The Lead Local Flood Authority has a strategic overview role on Ordinary Watercourses and therefore the implications if de-mainment occurs are:
- The LLFA would need to update their local Flood Risk Management Strategy to reflect these additional watercourses and associated flood risk.
 - The LLFA are required to hold an asset register of all assets in their area and would therefore need to be made aware of any additional assets.

5. Background

- 5.1. The Environment Agency consider the stretch of the Thet subject to this proposal to be of low flood risk consequence (3 properties at risk) and therefore cannot justify carrying out maintenance works on this stretch of the river.
- 5.2. The Environment Agency are working with East Harling Internal Drainage Board (IDB) to look at the option of de-maining the River Thet from the start of main river, south of Attleborough, to the downstream extend of the East Harling Drainage District, at East Harling Weir.
- 5.3. This would mean that under the Land Drainage Act the IDB would have ‘permissive powers’ to carry out maintenance. The IDB would have general supervision in the Internal Drainage District and a duty to maintain flow. Following de-mainment the Environment Agency would no longer have any ‘powers’ to carry out maintenance work on the watercourse.
- 5.4. Informal consultation has been carried out with key stakeholders, including local the Internal Drainage Board. Parish Councils within whose area the river passes have also been informed and two drop in events, open to the public were held in November 2016. No major objections have been raised at these meetings.
- 5.5. Breckland District Council are currently involved in the project, and formal consultation will not be progressed until the Environment Agency have their support for the project as well.
- 5.6. Formal public consultation is planned for summer 2017. For this consultation to take place we require formal written support for the project from the LLFA.

Officer Contact

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

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ENVIRONMENT AGENCY EAST ANGLIA AREA		Item No: 11	Report No: CRFCC17/25
Meeting:	ANGLIAN (CENTRAL) REGIONAL FLOOD AND COASTAL COMMITTEE (RFCC)	Subject:	RIVER THET DE-MAINMENT PROJECT
Date:	19 January 2017	Officer Responsible:	Liz Taylor Flood Risk Advisor

RECOMMENDATION

The RFCC Committee are asked to:

- A. Note the approach being taken and progress made by phase 1 of the project.
- B. Give their support to the commencement of formal consultation for phase 1.
- C. Highlight any issues of concern addressed as part of consultation material.

1. Introduction

- 1.1 We are working with East Harling Internal Drainage Board (IDB) to look at the option of de-maining the River Thet from the A11 south of Attleborough, to the A1066 Melford Road Bridge in Thetford. This process would need to take place in two phases, with the de-maintenance, and subsequent adoption of the section within the IDB's Board Area happening initially (phase 1). The de-maintenance and adoption of the watercourse downstream of East Harling weir would only be able to take place following an extension of the Board's boundary (phase 2). Appendix A has a map showing the two phases for de-maintenance.
- 1.2 Phase 1 of the project is planned to be completed by spring 2018. Phase 2 of the project will take longer, with an ambitious target being spring 2019, but with scope to change, based on a number of factors. The details of phase 2 will be presented to the Committee in future meetings, as and when the process moves forward.

2. Background

- 2.1 The Environment Agency are reviewing the Main River network to identify watercourses that may be better re-classified as ordinary watercourses – which we term de-maintenance. This will allow greater empowerment of local partners such as IDBs and Local Authorities (LAs) to regulate and carry out work on rivers. This will also help ensure that the right people are managing the right watercourses and assets in the right places.
- 2.2 The Environment Agency has identified initial 'front-runner' locations, across the country, where de-maintenance may be a suitable option and there are IDBs or LAs willing to take on the watercourse.
- 2.3 The River Thet was identified locally as fitting in to this category and is now part of the national 'front-runner' programme. East Harling IDB have been interested in the adoption of the River Thet for a number of years. There are 38 properties at risk of flooding along the 28.1 km stretch of the river and there are no Environment Agency flood risk assets associated with the watercourse.

3. Engagement to date

- 3.1 Our internal consultation process took place in July 2016. Environment Agency staff were consulted on their views of the proposals and there were no major objections to the project.
- 3.2 We met with East Harling IDB in August 2016. Following these initial meetings we have been working with the Floods and Water Team at Norfolk County Council and our local Natural England Office to discuss the proposals. We have also started our discussions with Breckland Council on these proposals.
- 3.3 A presentation was given to the EA & IDB Strategic Group on 13 October 2016. The Group voted to support the project moving forward.
- 3.4 We held two local community drop in sessions at the end of November 2016, which gave people the opportunity to find out more about the project. Members of the public as well as key local interest groups were invited to attend. The events were attended by 18 people. There were no major objections to the project raised.
- 3.5 Our next steps will include starting work with the Norfolk County Council members working group, to prepare for the Environment, Development and Transport Committee at the end of January 2017. We require formal written approval from the Lead Local Flood Authority (LLFA) before moving forward with formal consultation. We will also meet with Breckland Council to discuss the proposals. We do not need Breckland Councils written approval to move forward with consultation, although we would expect to have their support in principle before moving forward.
- 3.6 Formal public consultation is planned for spring 2017. This officially needs to be 4 weeks long, but Breckland Council has requested that we extend this to 6 weeks. This would need to take place before pre-election period, so likely to need to have commenced by mid-February 2017. If this date is not met, formal consultation will take place in June 2017.

4. Details of watercourse and structures (see Appendix A for map for details)

Watercourse	Location	Grid reference from	Grid reference to	Length of river
River Thet within IDB boundary	A11 south of Attleborough to fixed weir in East Harling	TM0246292822	TL9878586593	11.6km
River Thet currently outside IDB boundary	Fixed weir in East Harling to A1066 in Thetford	TL9878586593	TL8800383030	16.5km

Structure	Location	Grid reference	Structure type	Owner
Redbridge gauging station Site ID: 033046	Redbridge	TL9962092295	Hydrometric gauging station	Environment Agency Hydrometry and telemetry
Bridgham gauging station	Bridgham	TL9568285484	Hydrometric gauging station	Environment Agency Hydrometry and telemetry
East Harling weir	East Harling	TL9889886749	Fixed weir	Riparian
Brettenham weir	Brettenham	TL9328983241	Fixed weir	Riparian

5. Operational details of proposed de-mainment for Phase 1

- 5.1 We would de-main the length of the River Thet from A11 south of Attleborough to the extent of the East Harling Internal Drainage District (IDD) at East Harling Weir. East Harling IDB would then adopt this stretch of watercourse. (Please see Appendix A).
- 5.2 The Redbridge Hydrometric Gauging Station will remain an Environment Agency asset and will be maintained by the Environment Agency as it is an important Hydrometry and telemetry asset. The IDB will not be required to undertake any maintenance on this structure. Our Operations teams currently carry out weed-cutting around the structure on a bi-monthly basis, and the proposal does not change this. We would still require access to this asset to carry out maintenance (and collect data). We have an agreement in place with the landowners to allow access at the Redbridge Gauge.
- 5.3 East Harling Weir would remain a third party asset and the IDB would not be required to undertake any maintenance on this structure.

6. Current operational and maintenance activities

- 6.1 The River Thet is of a rural nature and is within a 'low consequence' asset management system. A minimal amount of maintenance is currently undertaken.

7. Finances

Current financial situation

- 7.1 The Environment Agency paid East Harling IDB £15,976 in Highland Water Contributions in 2015/16.
- 7.2 East Harling IDB paid the Environment Agency £5,062 in Precept in 2015/16.
- 7.3 The Environment Agency paid East Harling IDB £5,000 as part of a Public Sector Co-operation Agreement to carry out maintenance work on its behalf in 2015/16.
- 7.4 A similar level is anticipated for 2016/17.

As part of phase 1 (adoption of upstream section within the IDD)

- 7.5 The Environment Agency would continue to evaluate and pay claims from East Harling Internal Drainage Board Highland Water Contributions, based on evidence of money spent. This claim could be higher in the future.
- 7.6 Through the local choices process the IDB would continue to pay precept to the Environment Agency. This could be used, for example, to carry out work on Coffee Mills Sluice in Thetford and high consequence sections of watercourse downstream of the sluice to allow water to discharge effectively out of the IDD.
- 7.7 The Environment Agency would no longer pay East Harling IDB money as part of the Public Sector Cooperation Agreement (PSCA) for the de-maind section of the River Thet. The agreement could be adjusted to include delivery of other activities on Main River.
- 7.8 Landowners within the IDD would continue to pay Drainage Rates to the IDB in the same way they do now.
- 7.9 Special Levies would continue to be paid in the same way they are now.
- 7.10 Landowners outside of the IDD would continue to pay General Drainage Charge (GDC) in the same way they do now.

8 Maintenance and capital refurbishment work

- 8.1 Under the Land Drainage Act (Section 14), if the IDB adopt the River Thet, they would have 'permissive powers' to carry out maintenance on this river, which would become an ordinary watercourse. The IDB would have general power of supervision in the IDD, and a duty to maintain flow. The Environment Agency would no longer have, following de-mainment, any 'powers' to carry out maintenance work on the watercourse.
- 8.2 Maintenance needs to be carried out in a way as to not cause geomorphological harm (which can lead to prosecution). We would work closely with the IDB to share current maintenance practise and look at how future maintenance could be delivered. We have also been working closely with Natural England who have set out some criteria within which work on the watercourse can be carried out. These are set out below in paragraph 10.6.
- 8.3 For those assets that are controlled by the Environment Agency, we will retain responsibility for their maintenance. Potential funding for capital works on these structures will be approached in the normal manner.

9. Telemetry and flood warning

- 9.1 The Environment Agency would retain responsibility for operating and maintaining telemetry.
- 9.2 Redbridge Gauging Station is used to trigger the flood alert for The Little Ouse and River Thet. (The flood warning for this area is triggered from Abbey Heath.) The maintenance for this gauge is done by our Hydrometry and Telemetry team and will remain unchanged. The Flood Alert will remain unchanged at this stage.

10. Water Framework Directive (WFD), River Basin Management Plans and biodiversity

- 10.1 As a Risk Management Authority the IDB must comply with WFD legislation. IDBs must have regard for the River Basin Management Plan and, therefore, WFD actions. If the environment deteriorated as a result of an IDB action and the UK is found by the European court to be in breach of the WFD, the costs can then be passed on to the IDB under the Localism Act. It is therefore in the IDB's best interests to ensure compliance with WFD.
- 10.2 The stretch of the River Thet that is looking to be de-mained is classed as heavily modified, and designated for land drainage and flood defence. Techniques of management that involve wholesale removal of bed material and vegetation are nearly always unacceptable means of managing, and 'hydromorphological harm' is an offence that can lead to prosecution. In this water body, all WFD Elements, with the exception of phosphate, are at 'good' or 'high' status, which means the IDB would have a responsibility to prevent deterioration of these elements.
- 10.3 The IDB are very aware of their role around WFD. They have experience of delivering environmentally sensitive maintenance, and would be keen to work with us to ensure the most suitable maintenance options are delivered for the different stretches of the River Thet that were de-mained. They will also look to re-train any contractors where they have any concerns that maintenance is not being carried out as it should be.
- 10.4 East Harling IDB, Natural England and Norfolk County Council attended a joint walkover in November 2016. They discussed shared outputs including ecological sensitivities, non-native species mapping, mitigation measures and other relevant information. This information will help form the basis of a handover document and help inform discussions around appropriate maintenance. The walkover included the stretch of river currently outside of the IDD, and will help inform any future de-mainment once a boundary extension has taken place. Feedback from the walkover was very positive from all parties and the

IDB are now looking at taking their Board members on a site visit to the River Nar to look at and learn from the river restoration work that has been delivered there.

- 10.5 The IDB will need to work closely with the Environment Agency in any areas where there are proposed Water Level Management Plans, in particular at Swangey Fen.
- 10.6 The management principles for the water course, set out by Natural England should be:
- Maintaining/reinstating appropriate groundwater supply is key to preserving the designated communities
 - Not to divert groundwater seepages away from the site via the ditch network
 - Retain ground water levels at or just below the surface throughout the year – this will necessitate river levels being sufficient to prevent shallow groundwater drawdown
 - Avoid prolonged inundation with floodwaters from the River Thet or ditch network which are likely to contain high levels of nutrients, sediment or agrochemicals
 - Reduce/halt summer maintenance to retain high levels
 - Carry out winter blockage maintenance to encourage main channel conveyance and lower winter levels reducing inundation/flooding onto the site and encourage winter drainage.
- 10.7 Natural England will work closely with the IDB to explain the application process, for Habitats Regulations for all works on the River Thet, including Assent for all works and maintenance. A meeting is being planned between the IDB and Natural England to discuss the de-mainment.

11. Low flows and permit abstraction

- 11.1 Any abstraction applications will be dealt with as now, through the Environment Agency. Flow gauges will continue to control abstraction for licence holders.

12. Regulatory processes

- 12.1 If the River Thet was demained, the Environment Agency would no longer be a regulator for the river. If the IDB adopt the watercourse they will take on these responsibilities. Under the Land Drainage Act, 1991 the IDB would take on the responsibility for permitting on the watercourse, and the IDB's Byelaws, made under the same legislation, also apply to the watercourse.
- 12.2 The Environment Agency has not issued any permits for the River Thet in the last year. In the two years previous it issued two consents per year.
- 12.3 The Board was formally constituted in August 1937 and is governed by the Boards Bylaws. Current East Harling IDB Bylaws can be found at: <http://ehidb.org.uk/byelaws-and-financial-regulations/>

13. Planning

- 13.1 The Environment Agency is a statutory consultee for the relevant local planning authority for any development proposed within the bed of, or within 20 metres of the top bank of, a main river.
- 13.2 If the River Thet is de-mained to and adopted by the IDB, the Environment Agency will no longer be a statutory consultee under this remit. However the IDB will be able to comment on any proposals that may impact on their watercourses or require their approval under their byelaws. The IDB actively check the weekly planning lists from the Local Planning Authority.

13.3 The proposed de-maining would not affect the Environment Agency's other status as a statutory planning consultee in relation to local plans, Environmental Impact Assessments or nationally significant infrastructure projects. Nor would they alter the current requirement to consult the Environment Agency on applications for relevant developments:

- In an area within flood zone 2 or flood zone 3 (under paragraph (ze) (i) of Schedule 5 to the Development Management Procedure Order)
- In an area within flood zone 1 identified as having critical drainage problems (under paragraph (ze) (ii) of Schedule 5 to the Development Management Procedure Order). There are currently no critical drainage areas defined within the River Thet catchment.

13.4 De-mainment of the River Thet will also not affect the LLFAs statutory planning role.

14. Role of the Lead Local Flood Authority (LLFA)

14.1 The Environment Agency will require agreement in writing from the LLFA prior to undertaking formal consultation for the following reasons:

- The LLFA has a strategic overview role on ordinary watercourses and therefore there are implications for them when we de-main.
- These implications on the River Thet are:
 - They would need to update their local Flood Risk Management strategy to reflect these additional watercourses.
 - They have to undertake Section 19 investigations – investigations to find the source of the flood, and de-maining may have an impact on these.
 - They are required to hold the asset register of all assets in their area and therefore they need to be made aware of any new assets.
 - The LLFA have a statutory planning consultee role for developments that impact on ordinary watercourses so de-maining will increase this work area for them.

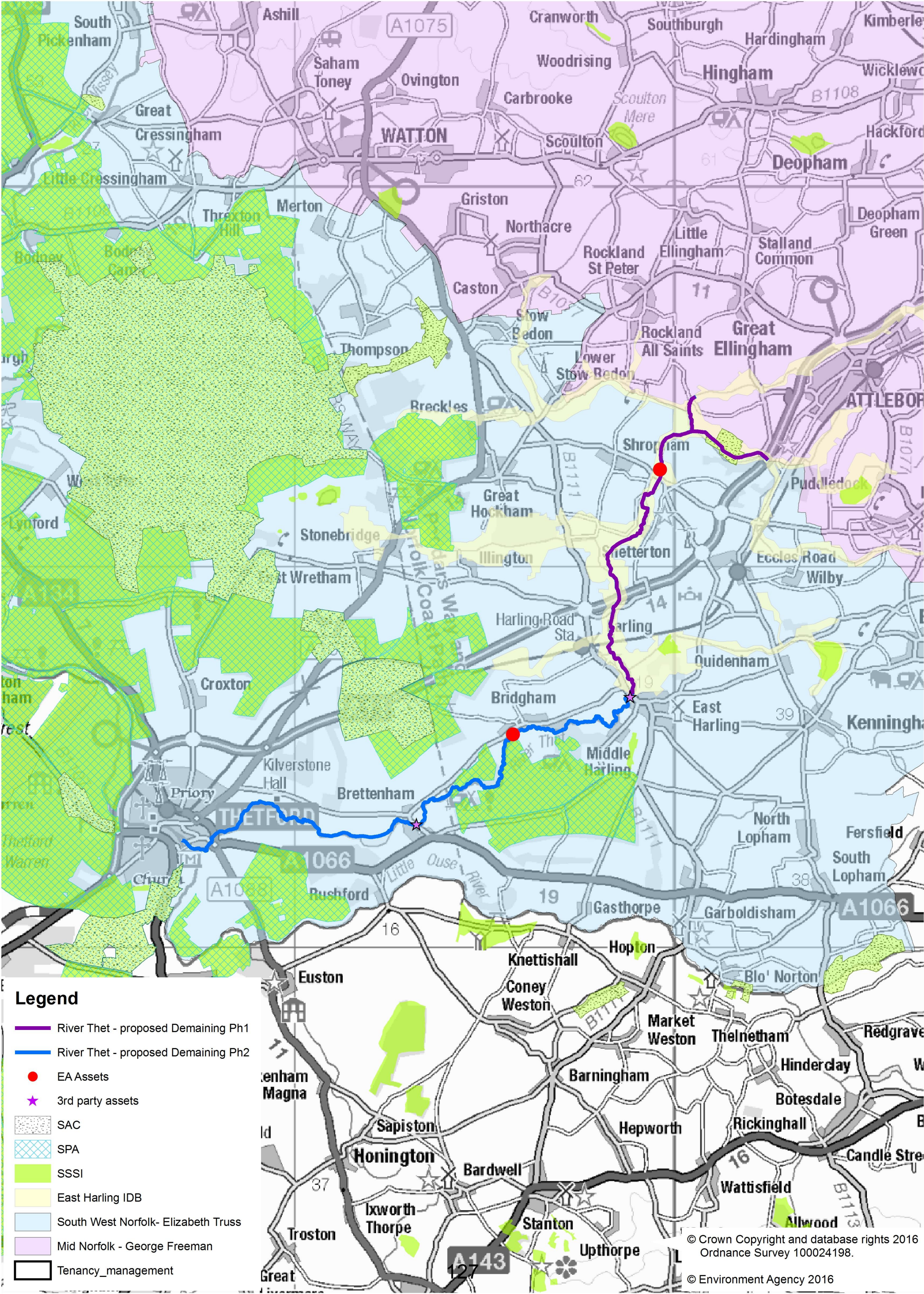
14.2 We plan to attend the Members Working Group on 10 January 2017 and hope to get sign off at the Committee on 27 January 2017.

15. Next steps

15.1 Following the Anglian Central RFCC meeting, we will be working with Norfolk County Council and Breckland Council to get their support, before moving forward to the formal consultation phase.

LIZ TAYLOR
FLOOD RISK ADVISOR

Appendix A : River Thet



Environment, Development and Transport Committee

Item No.

Report title:	Eastern RFCC Property Level Protection Grant Scheme
Date of meeting:	Friday 17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
Strategic impact Norfolk is the 10 th area most at risk of flooding out of 152 authority areas in England. This high ranking reflects the 37,991 properties at risk of surface water flooding and the 46,121 properties at risk of flooding from rivers and the sea. This proposed grant scheme has the potential to help install measures at up to 25 eligible properties within the Eastern Regional Flood & Coastal Committee boundaries, flooded since 2014, which would significantly lower their risk of internal flooding.	

Executive summary

Norfolk County Council successfully bid for a second year of £50,000 funding from the Eastern Regional Flood and Coastal Committee (RFCC) to assist communities that were affected by the surface water flooding in 2014 and following the evidence determined from our subsequent flood investigations. As part of the funding agreement we are able to offer grants of up to £3,500 to affected residents through the Norfolk Community Foundation, for measures to protect properties from future flooding.

On 10 July 2015 the EDT Committee agreed a process whereby the Inland Flood Group would meet to recommend the awarding of grants and present a summary of its recommendations back to the committee for formal approval.

Recommendations:

EDT Committee is asked to approve the allocation of 2017 grants following Inland Flood Group assessment.

1. Proposal

- 1.1. To accept the recommendations of the Inland Flooding Group for the distribution of grants and approval of a reserve list, subject to eligibility checks and approval conditions.

In the event of approval conditions not being met and / or surplus funding becoming available, to allow Officers to contact eligible applicants and if necessary those rejected on technical grounds to resubmit proposals for consideration and discretionary approval by the Inland Flooding Group.

2. Evidence

- 2.1. 38 applications were received requesting assistance towards £157,103 worth of property protection measures following invitations to apply for funding from

owners of all properties on record as having internally flooded across the Eastern RFCC boundary since 1 January 2014. To satisfy funding conditions, proposals have to lower the risk of flooding in accordance with Environment Agency flood risk significance bandings.

In addition it was agreed to prioritise applicants who are over 70, or have children under the age of 5, or have physical or mental health difficulties, or are in receipt of job seekers allowance, low income or disability benefits.

The Flood & Water Management Team Flood Risk Officer provided in-house corroboration as to the protective effectiveness of the proposed solutions at each property.

The summary of the award decisions will be circulated as a late appendices item to committee members following the Inland Flood Group meeting on March 6th.

Out of the 38 applicants, 17 have been recommended to receive grants totalling £52,210 with 6 applicants on the reserve list. The prioritisation of the allocation of grants by the Inland Flood Group is set out in *Appendix 1 PLP Scheme Applications Provisional Recommendations*.

3. Financial Implications

- 3.1. The total scheme cost is £50,000 fully funded from RFCC Local Levy funding to include administrative costs along with £5,484 surplus funding from the 2016 allocation, 20% of which includes a gratefully received anonymous donation via the Norfolk Community Foundation. Grants will only be provided where a complete package of Property Level Protection can be installed and will not be available for partial protection. £52,985 is currently available for distribution.

Additional RFCC Local Levy funding is being sought which if approved will then be allocated to the reserve list as selected by the panel.

4. Issues, risks and innovation

- 4.1. The Flood & Water Management Team continues to be grateful to an anonymous citizen who generously donated £10,000 towards this scheme last year. It should be noted that this individual has and will continue to enable a number of vulnerable people to have their flood risk significantly reduced and give them considerable peace of mind.

This donation was facilitated by the Norfolk Community Foundation as part of a dedicated and efficient partnership role in the delivery of this innovative scheme for which gratitude is also expressed.

Whilst the total available funding will subsidise 17 households to lower their risk of internal flooding (subject to eligibility checks & conditions), there are many more across the region that would benefit from such property protection measures being put into place.

5. Background

- 5.1. Norfolk County Council has published Flood Investigation Reports covering the flood events of 2014, which saw over 120 properties flooded internally from

Norwich to Great Yarmouth, many suffering multiple times. The reports outline the causes, responses to the flooding and list a series of recommendations for organisations and individuals to help reduce the frequency and impact of future rainfall events. One of the recommendations was for the property owners to protect their buildings through flood protection measures where appropriate.

In 2014 the Eastern Area Regional Flood and Coastal Committee made available £50,000 of Local Levy for Norfolk County Council to support small scale projects that helped local communities who had flooded or were at risk of flooding. This has been repeated again for this financial year.

Officer Contact

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Appendix 1 PLP Scheme Applications Provisional Recommendations

Resident or Landlord	Local Authority Area	Recommended measures	Project cost	Applied for	Amount of funding awarded, or application placed on reserve list
Resident	Hellesdon	To supply and fit a single flood door and side panel to the front and rear of the property.	£3,720.00	£3,500.00	£3,500
Resident	Saham Toney	To help fund the cost of replacing and removing flood damaged doors with flood resistant doors.	£6,480.00	£3,500.00	£3,500
Resident	Long Stratton	To supply and fit flood defences that include fence line, concrete-work, sump pump, and shiplap panels.	£8,844.00	£3,500.00	£3,500
Resident	Hellesdon	To supply and install a BSI flood door with side panelling and glazed top light as well as the supply and installation of 2 smart airbricks.	£4,950.00	£3,500.00	£3,500
Resident	Sidestrand	To fund a flood door and a non return valve.	£2,730.00	£2,730.00	£2,730

Appendix 1 PLP Scheme Applications Provisional Recommendations

Resident	Cringleford	To supply and fit flood prevention measures, including doors and home improvements.	£5,538.00	£3,500.00	£3,500
Resident	Toftwood	To fund the supply and fitting of flood defences including doors, a non return valve and water proofing.	£4,538.40	£3,500.00	£3,500
Resident	Dereham	To supply and fit two flood doors to the main entrance and rear door.	£3,840.00	£3,500.00	£3,500
Resident	Norwich	To help fund flood air bricks.	£630.00	£630.00	£630
Resident	South Green	To help fund three flood doors.	£8,948.00	£3,500.00	£2,750
Resident	South Green	To help fund flood two flood doors.	£5,214.00	£3,500.00	£2,750
Resident	South Green	To help fund two flood doors.	£3,928.00	£3,500.00	£2,750
Resident	Norwich	To fund flood prevention measures which include a rear flood door.	£2,100.00	£2,100.00	£2,100
Resident	Sidestrand	To help fund a flood door and sealing cable and pipe entry points.	£4,160.00	£3,500.00	£3,500
Resident	Norwich	To help fund flood prevention measures including a flood door and a non-return valve.	£4,370.00	£3,500.00	£3,500
Resident	South Green	To help fund the supply and installation of flood doors.	£5,460.00	£3,500.00	£3,500
Resident	Cringleford	To help fund the supply and fit of two flood doors.	£3,840.00	£3,500.00	£3,500
Total Spent					£52,210
Total available					£52,985

Appendix 1 PLP Scheme Applications Provisional Recommendations

Reserve List					
Resident	North Walsham	To help fund flood prevention measures which include doors, a vent and a non-return valve.	£4,002.00	£3,500.00	Reserve List
Resident	Burston	To help fund flood prevention measures.	£3,180.00	£3,180.00	Reserve List
Resident	Sidestrand	To fund the supply and installation of flood defences including two flood doors.	£3,840.00	£3,500.00	Reserve List
Resident	Sidestrand	To help fund the supply and installation of two flood doors.	£3,840.00	£3,500.00	Reserve List
Landlord	Wapping	To supply and flood doors to both the front and rear of the property as well as dispose of the old ones.	£3,360.00	£3,360.00	Reserve List
Landlord	Ormesby	To fund flood prevention measures including a flood door.	£2,880.00	£2,880.00	Reserve List

Environment, Development and Transport Committee

Item No.

Report title:	Norfolk Cycling & Walking Action Plan
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services

Strategic impact

This report asks members to approve the Norfolk Cycling and Walking Action Plan (Appendix A). This will further the Council's ambition to promote health and wellbeing through good infrastructure. This Council aims to ensure people have access to sustainable transport choices and recognises that walking and cycling plays a key role in meeting these overall transport objectives. Possessing a strategic vision and an action plan for increasing the number of people cycling and walking regularly has contributed to the Council's recent success in gaining sustainable transport funding totalling £1.9m from the Department for Transport. Notably this was the first time that the County has been successful in attaining this type of funding; this Council was also one of the few in the East of England to be granted this funding.

Executive summary

NCC, working with partner district councils, has been successful in bidding for funding to deliver both capital for cycling and walking infrastructure and more recently revenue funding, to promote both the use of new infrastructure and the benefits of cycling and walking for health and wellbeing. More bids are likely in the future and it is important that the Council moves forward with its plans.

This Committee appointed a member and officer working group back in March 2015 to oversee this important area of work. The Cycling and Walking Working Group has been successful in delivering the Norfolk Cycling and Walking Action Plan and latterly in securing sustainable transport revenue funding both via the Department for Transport's Sustainable Transport Transition Year Fund (£396,000) and latterly the Access Fund (£1.5m). An extensive network of walking and cycling links are incorporated into the design and build of the Norwich Northern Distributor Road and full consideration will be given to walking and cycling opportunities in market towns and development of future schemes such as a Great Yarmouth Third river crossing.

Recommendations:

- 1. To approve the Norfolk Cycling and Walking Action Plan (Appendix A).**

1. Proposal

- 1.1. NCC has had significant recent success in bidding for funding for cycling and walking improvements and promotion. Most recently the Council has bid for and secured sustainable transport revenue funding through the Department for Transport's Access Fund. Further funding opportunities require that we take our

cycling and walking plans forward, further develop these and monitor their implementation. To continue with this success it is recommended that we consolidate our plans through formally adopting the Norfolk Cycling and Walking Action Plan as an essential element of our future planning and development.

- 1.2. This Council's success in securing sustainable transport funding has been underpinned by pulling resources together from a wide variety of services and overseeing the process through the appointment of a member and officer working group chaired by the Cycling and Walking Champion. Again, to continue and further this success it is recommended that the EDT Committee consider maintaining the working group and reappointing both the working group and the Cycling and Walking Champion after the council elections in May. This will enable us to ensure people have access to sustainable transport choices and live healthier lifestyles.

2. Evidence

- 2.1. Significant Department for Transport resources have been secured through pursuing a strategy for increasing the number of people cycling and walking. These resources facilitate both the delivery of infrastructure and promotional activities, and in addition the ability to evaluate the success of these measures in meeting the key aims as outlined in the action plan. This evaluation is key to taking an evidence based approach to the implementation of cycling and walking measures. We are working with UEA's Norwich Medical School to develop and refine our approach to cycling and walking evidence.
- 2.2. A strong and well academically supported approach to evaluation is also key to the success of future funding bids, not only potentially to the Department for Transport but to other streams such as Public Health England, the New Anglia LEP, our local clinical commissioning groups and Sport England.

3. Financial Implications

- 3.1. As shown there is significant potential resource to be bid for from the Department of Transport; the recommendations itemised in this report will help secure the County Council's successful position in the longer-term. To date the only resource that has been drawn on to secure the £1.9m from the Department for Transport has been member and officer time and £12,000 for consultancy.
- 3.2. There are no additional costs identified. The recommended work identified in this report will again require officer and member time to further develop the Norfolk Cycling and Walking Action Plan and monitor its implementation.
- 3.3. The Council is actively engaged in the delivery of residential travel plans through the 'AtoBetter' programme, which is externally funded by housing developers, and this is enabling residents on new development sites to have access to sustainable transport choices. We will closely monitor what funding opportunities are available and the Cycling and Walking Action Plan enables the strongest possible case for funding to be presented.

4. Issues, risks and innovation

- 4.1. A lesson that we can draw on through comparing our recent experience with that of other regional highway authorities is that we must keep a baseline of expertise in this area up to date at both officer and member level. A strong evidence base and using that foundation to apply for central government funding is key to future funding success.

5. Background

- 5.1. Relevant background to this report has been provided with the Norfolk Cycling and Walking Action Plan (Appendix A), the Pushing Ahead bid document (Appendix B) and the terms of reference for the Norfolk Cycling and Walking

Working Group.

6. Terms of Reference for Norfolk Cycling and Walking Working Group

6.1 Introduction

- 6.1.1 Cycling and walking are embedded in a number of the Council's adopted policies; this helps to ensure that people have access to sustainable transport choices and live healthier lifestyles. Central government is making significant investment in capital infrastructure and revenue related to cycling and walking. With a number of different departments involved in the development and implementation of cycling and walking, there is a role for this group to oversee the development and adoption of an implementation plan.

6.2 Group structure and key roles

6.2.1 Cycling and Walking Champion:

The role of the Champion is to provide political leadership, focus and a point of contact for cycling and walking measures within Norfolk County Council.

The focus of this appointment internally is to lead on the development and subsequent delivery of Norfolk's Cycling and Walking Implementation Plan – giving a high-level member focus to cycling and walking initiatives. Externally the Champion will be the political respondent to organisations interested in NCC's cycling and walking plans.

The Champion will encourage a range of people to play a fuller role in developing and encouraging more cycling and walking.

In addition, the Cycling and Walking Champion will:

- a. Work with officers and others in raising the profile of cycling and walking.
- b. Work collaboratively with the relevant Committees and Members.
- c. Work with other Members and Member Champions, as appropriate.
- d. Attend relevant training, learning and development opportunities.
- e. Keep apprised of developments and issues relevant to cycling and walking.
- f. Promote good practice.
- g. Keep a watching brief on the Council's levels of performance regarding cycling and walking.
- h. Keep members informed of relevant issues and raise awareness of cycling and walking.
- i. Agree funding bids with the Chair and Vice Chair of EDT.

It is envisaged that the group will be supported by a range of officers.

6.2.2 Members representing key council committees:

The focus of these appointments internally are to assist with development and subsequent delivery of Norfolk's Cycling and Walking Delivery and Implementation Plan – giving a cross-committee member focus to cycling and walking initiatives. Externally the Working Group members will be the political respondents to organisations interested in NCC's cycling and walking plans.

Group members will encourage a range of people to play a fuller role in developing and encouraging more cycling and walking.

In addition, the group members will:

- a. Work with officers and others in raising the profile of cycling and walking.
- b. Work collaboratively with a range of other committees on cycling and walking improvement measures and initiatives.
- c. Work with other members as appropriate.
- d. Attend relevant training, learning and development opportunities.
- e. Keep apprised of developments and issues relevant to cycling and walking.
- f. Promote good practice.
- g. Keep a watching brief on the Council's levels of performance with regard to cycling and walking.
- h. Keep other members informed of relevant issues and raise awareness with regard to cycling and walking
- i. Assist with funding bids.

6.2.3 Public health officer representative:

Will provide relevant input from their area of expertise and represent current and emerging policies from public health relevant to cycling and walking.

6.2.4 Economic Development and Strategy representative:

Will provide the planning, regulatory and development context for cycling and walking related matters and additionally advise on the relevant governance of agreed actions and activities through the planning system.

6.2.5 Environmental Department representative:

Will provide relevant environmental legal, planning and regulatory expertise and provide advice on Green Infrastructure and environment related planning governance measures relevant to cycling and walking.

6.2.6 Highways and major project representative:

Will provide advice on the highways related aspects of cycling and walking, including the local transport strategies, infrastructure design advice, safety and monitoring advice and will coordinate infrastructure design for cycling and walking infrastructure projects.

6.2.7 Representatives from other departments/groups:

Officers from other sections of the County Council, and partner District and City Councils may be co-opted onto the Cycling and Walking Working Group as need arises for their relevant expertise and advice. In particular, officers from Active Norfolk and Children's Services will be asked to provide advice and participate in the development of the Cycling and Walking Implementation Plan.

6.3 Norfolk Cycling and Walking Group Arrangements

6.3.1 Role of the Group

The role of the group is to:

- Set a clear and specific vision for Norfolk which outlines how cycling and walking will be increased and supported;
- Develop a local walking and cycling delivery plan, supported by local partners – such as the third sector;
- Develop the approach to working with partners;
- Demonstrate a commitment to door-to-door journeys, and to creating safe cycling and walking provision through cycle proofing and pedestrian proofing new transport infrastructure and, where relevant, a planned and

funded cycling and walking investment programme;

- Demonstrate that our walking and cycling plans include steps to meet the needs of people from hard to reach groups – including disabled people, older people, and others – where those needs are different from the needs of other people;
- Agree the group terms of reference;
- Receive/report progress updates on bids, projects and development;
- Identify further funding opportunities.

6.3.2 Membership and Chairperson

- The Norfolk Cycling and Walking Group will be made up of members and officers as defined. The Group may also invite others to attend specific meetings, including specialists, for specific agenda items.
- The Chairperson is to be the Political Cycling and Walking Champion.

6.3.3 Meetings and papers

- Group meetings will be held as necessary as directed by the Chair to oversee the development of this work.
- An agenda and papers will distributed approximately one week in advance of each meeting. Agenda items for future meetings will be agreed by the Group at the previous meeting where possible. It may be necessary for the Chair of the group to add items on the agenda, for example when urgent issues arise or to ensure the timetable can be achieved.

6.4 Resource

- 6.4.1 Resources from across the services will be utilised to ensure the implementation plan can be formulated.
- 6.4.2 Specific monitoring of resources and reporting will be carried out along with a regular review of progress.

Officer Contact

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

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Tel No. : 01603 222767

Email address : andrew.hutcheson@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 Cycling and Walking Action Plan





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Foreword 1

Investing in cycling and walking

Norfolk County Council and partners are committed to encouraging people to walk and cycle more.¹

We recognise the significant range of benefits from this and have been working with partners to improve the county-wide walking and cycling networks in Norfolk and to encourage people to use them. We will continue to pursue this and see partnership working with government as a means to accelerate achieving our vision, which we share with government.

We have a strong record of partnership and extensive experience of developing cycle networks.

- In Norwich, a City Deal has been agreed between government and the partner authorities (Norfolk County Council, Norwich City, South Norfolk and Broadland Councils). We are working together to develop the Norwich cycle network using the funds that were allocated to the City Council as part of the Department for Transport's (DfT) cycle ambition programme. The Greater Norwich Development Area has qualified as a partner of DfT in relation to the area covered by the Norwich cycle network as part of the application process for the second round of cycle ambition funding that was announced on 2 March 2015. The closeness of the working relationship between the councils therefore means

that effectively the county council and neighbouring districts are also working in partnership with DfT in relation to the Greater Norwich area.

- Successfully secured *Cycling Ambition in National Parks* funding with our partners including the Broads Authority to deliver work on the Three Rivers Way route into the Broads National Park from the gateway at Wroxham.
- Successfully worked with Sustrans and the Ramblers to deliver well-focused and high quality cycling and walking outcomes, including delivering a joined up cycling and walking network.
- Our larger towns, like King's Lynn and Great Yarmouth, have good cycle networks and good levels of cycling. Thetford was re-designed as a cycling and walking-friendly town in the 1960s during a major period of housing growth. A key aim is for these facilities to be further updated and developed with residential areas linked to key employment, leisure, and education facilities.

“ Various studies have shown cycling and walking schemes return benefits averaging 13:1, and investing in cycling outweighs risks by 20:1. ”

¹ Aims and objectives expressed in this document may be delivered by Norfolk Council and/or its partners. This is reflected in the use of 'we' throughout.



Norfolk is a very popular tourist destination with a visitor economy worth £2.96bn per annum², 3.5% of the total for England supporting 59,671 jobs. Countryside and outdoor pursuits are the major reason for many visits to the county. It is a great county in which to both walk and cycle.

The walking facilities available in Norfolk include two National Trails: Peddar's Way and the Norfolk Coast Path, and a further nine long-distance paths managed to the same standard (see map).

Parts of this network are also available for off-road leisure cycling. Our coastal path is being extended through the Coastal Access programme sponsored by Natural England over the next 5 years and will, by 2020, encompass the whole of the Norfolk coast. Within the public rights of way network some 200 circular walks are promoted, with a total of 2,400 public rights of way available for walkers and in some cases, cyclists and horse-riders.



Promoted walking routes in Norfolk www.norfolk.gov.uk/t

² Norfolk Economic Impact of Tourism Report Results 2014, Destination Research report 2015





The health benefits of cycling and walking are well documented³. In Norfolk we have already begun to collect data for the Norwich area which will enable us to monitor and evaluate the health and other benefits of increasing active travel – through the publication of the Active Travel Account – and we will be seeking opportunities to expand this work to cover other areas of the county.

Norfolk boasts an array of both walking and cycling initiatives, notably a county-wide programme of volunteer-led health walks funded by Norfolk County Council (NCC) Public Health department and organised by Active Norfolk, called Fit Together. A number of cycling initiatives can be accessed across the county such as British Cycling's 'Sky-ride Local' programme which is being delivered as part of a 3-year partnership between British Cycling and Norwich City Council.

Travel planning is promoted by NCC with an emphasis on incorporating cycling and walking into all journeys. Encouraging cycling and or walking to school and work is a key aim.

A Cycling and Walking Delivery Partnership with government will accelerate our work. We will use Norwich as a model for further developing urban cycle networks and will look to extend these networks to the surrounding towns, villages and growth areas. We will further develop networks in market towns, again linking these to surrounding facilities, unlocking a range of

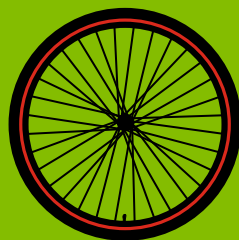
cross cutting economic and social benefits that enable growth. Our extensive rural networks of quiet lanes, trails and other public rights of way can be utilised more effectively, not only to encourage people to use them for leisure activities such as access to the Broads National Park, but to utilise them as networks for day-to-day journeys, joining up infrastructure to connect people to places.

Sustainable and active transport is also a shared aim with New Anglia, the Local Enterprise Partnership and with Suffolk County Council, which recently published its own Cycling Strategy for the county. Norfolk will continue to work with both, as well as with district-level government, to achieve the best combined outcomes. Resources within the Local Enterprise Partnership's growth fund are currently being directed towards sustainable and active transport in areas where this funding is appropriate.

We will also maximise funding opportunities, pooling resources where appropriate, and make cycling and walking key elements of our planning.

³ Claiming the Health Dividend, Dr Adrian Davies, Department for Transport, November 2014





2 Our vision for cycling and walking

Our vision is that by 2020 :

- More people walk and cycle to get to places of work and education, and for leisure;
- Walking and cycling are normal activities for most people, most of the time, and routes are direct, convenient and pleasant.
- Norfolk provides high quality facilities for active travellers, who will be welcomed as valuable customers for business, and as positive contributors to the community;
- Barriers to walking and cycling (such as concerns about safety and security) will have been addressed to ensure that residents and visitors are not put off from active travel;
- Norfolk delivers safe and attractive opportunities for cycling and walking for all types of user, including the elderly, those with chronic health conditions including physical and mental disabilities, people with visual impairment and young families;
- People can transfer between active travel modes to other public transport services easily due to well-designed interchanges and facilities.



2.1 Our strategy

To realise our vision we will:

- Engage with businesses and communities throughout Norfolk to share information about what positive actions are happening and what further barriers exist.
- Monitor the levels and patterns of active travel and disseminating this in support of actions and communications.
- Set challenging and realistic targets for changes in travel behaviour based on known trends and planned interventions.
- Co-ordinate programmes of investment and maintenance to support the other elements in the strategy.
- Evaluate the effects of changes in travel behaviour on our health and well-being, economy and businesses, and on the environment.
- Work with user groups to ensure we take account of the physical and social needs of different types of user, including those with physical or mental impairments.

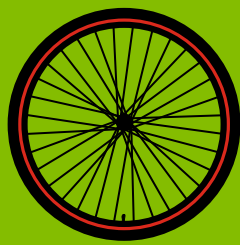
How will we do this?

We will do this by delivering projects on the ground that create an attractive environment for cycling and walking, and that encourage children and new cyclists through appropriate training and engagement programmes that boost confidence.

We will inspire a new generation of sports participants by offering entry-level rides on traffic-free routes, mass participation events and elite events and through support for local cycling, walking and running clubs.

In addition, we will ensure that we have the right policies in place to incorporate cycling and walking into new roads and developments including provision for those with physical access needs.





2.2 Evidencing success

Success of the strategy will be evidenced as follows:

- Walking and cycling will become the natural choices for shorter journeys.
- Levels of cycling will double by 2025*. ✓
- The percentage of children who usually walk or cycle to school will increase to 55% by 2025 in our urban areas in line with the government's target*. ✓
- Cycling levels will double by 2025* in Great Yarmouth and King's Lynn.
- Cycling levels will double in Norwich between 2013 and 2023 as pledged in the cycle ambition applications.
- The mode share of cycling and walking will increase to 10% of all journeys by 2025 and to 25% by 2050*. In particular we will promote more cycling and walking to work, to school and to college and minimise cycling and walking road accidents.
- The needs of users with special access requirements will be audited and met wherever possible, for example through the provision of better surfacing, access ramps, signage and interpretation.
- We will pool and co-ordinate cycle and walking spend to make best use of funding.

*Since we do not have a unified baseline dataset across Norfolk, the starting dates vary depending on data availability

- Over £10 per capita per year will be spent on the Norwich cycle network until 2019 and we aim to sustain this into the following decade.
- Look to develop our progress and methods for measuring cycling and walking with government assistance.

Norfolk's unique attributes for active visitors will be further communicated:

- By 2025 Norfolk will be a top cycling and walking destination for leisure and tourism.*

Building on successes like the establishment of Cromer and Aylsham as "Walkers are Welcome" towns.



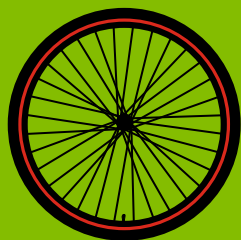
In line with government targets





What we could try

‘Cycling and Walking for Fun’ conference to engage with local authorities, Sustrans, Ramblers, outdoor retailers, bike companies, tourist industry etc. to discuss the challenges of increasing leisure (not sport) cycling and walking in rural areas and communities.



3 Leadership and partnership

“ There is a need to work across organisational boundaries to promote personal and public health and reduce the costs of physical inactivity, particularly among older people and women. ”

Department for Transport 2014

The All Party Parliamentary Cycling Group's report "Get Britain Cycling" identified senior political and executive commitment as essential to achieving growth in cycling. This is reiterated in the government's Cycling Delivery Plan which highlights leadership as one of the pre-requisites for entering into a partnership with government.

Each of the Norfolk districts will appoint a senior officer or member as a cycle and walking champion to ensure that the Cycling and Walking Action Plan is properly funded and taken forward. A steering group is established to monitor progress and coordinate activities. This will take full account of other economic, health and outdoor strategies set out earlier in this report.

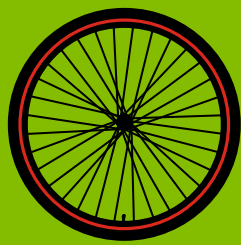
We will review and update any policies and design standards which relate to cycling and walking, particularly those which can influence the design and location of new housing, employment sites, schools and

hospitals. We will provide appropriate training for relevant design and planning staff and work with our consultancy teams to achieve the highest design standards.

We will ensure that strong local partnerships continue with relevant organisations through a process of consultation, regular communication, and where practicable, joint decision making and project delivery. Once this action plan is approved for publication, all key stakeholders will be consulted, seeking their commitment to a shared vision for cycling. Local Partnerships will provide training and work experience.



Councillor Hilary Cox, NCC Cycling and Walking Champion.



4 Benefits

4.1 Benefits from active travel

There are many expected benefits arising from creating the conditions for a shift to active travel choices:

- Productivity increases through healthier workers, extended labour markets and reduced traffic congestion.
- Residents will benefit from improved air quality, safer streets, and faster, more reliable journey times.
- The tourism sector will benefit from an attractive, cyclist friendly offer for families and visitors.
- Children and families will benefit from safer routes to school, healthier lifestyles and better opportunities to play and share quality time together.
- Everyone will benefit from safer streets, and in the longer term, active travellers can expect to live longer, healthier lives.

Using data which has been collected over recent months, a number of baseline levels will be established for use in the evaluation and development of our strategy. This information is important to have for making bids for funding as well as to steer our own resources.

Where there are gaps in our data we will involve others to help fill these and we will seek cost-effective ways to provide information about the strategy.

Suitable targets will be set as required for specific aims and objectives, which may be related to local community goals or the requirements of programme and project funding mechanisms.



4.2 Benefits for the local economy and tourism

- Employers can save money on car parking provision through providing for and encouraging cycling (e.g. GlaxoSmithKline save £9900 per year per cyclist).
- Retail sales increase with more walking and cycling, particularly in urban places.⁴
- Norfolk possesses good infrastructure for outdoor activity:
 - ◆ Two National Trails (Peddar's Way and the Norfolk / England Coast Path);
 - ◆ a further nine long-distance trails – Norfolk Trails;
 - ◆ 200 promoted circular walks;
 - ◆ 2,400 miles of public rights of way;
 - ◆ Sustrans long distance cycle routes;

- ◆ off-road cycle routes;
- ◆ quiet country roads—Norfolk has more small country lanes than anywhere else in the country besides Cornwall.

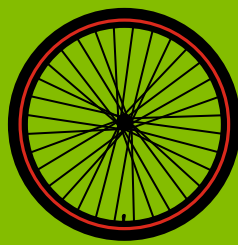
Visitor expectations are growing and the competition from other parts of the country and parts of Europe is intensifying. If we want to grow the tourist economy, good infrastructure is a foundation for attracting visitors and ensuring that they enjoy their time here.

People appreciate the proximity of cycle tracks or bike hire facilities to their homes, and it helps make some areas more attractive to live in (as reflected in rent and property values).

Cyclists and walkers spend money locally rather than going to out of town supermarkets.

⁴ Living Streets, *The Pedestrian Pound: the business case for better streets and places*





4.3 Benefits for physical and mental health

Physical inactivity is the fourth largest cause of disease and disability in the UK—nationally, over one in four women and one in five men do less than 30 minutes of physical activity a week, so are classified as ‘inactive’ (*Everybody Active, Everyday 2014*). The UK recommended levels of physical activity are 150 minutes of moderate, intensity physical activity per week (*Start Active, Stay Active, 2011*).

This regular, moderate-intensity physical activity, such as brisk walking, cycling, or participating in sports, has significant benefits for health. In particular, for adults, doing 150 minutes of activity a week helps to prevent and manage over 20 chronic conditions, including coronary heart disease, stroke, type 2 diabetes, cancer, obesity, mental health problems and musculoskeletal conditions. There are also numerous social, individual and emotional benefits to increased activity as well as increasing evidence that demonstrates positive correlations with educational attainment and workplace productivity.

Cycling and walking are two of the most accessible and cost-effective ways of incorporating physical activity into everyday lives, for example for the journey to work, local shopping trips, visiting family and friends, or the school run.

Cycling and walking have enormous potential to improve physical and mental

health and reduce health inequalities interlinked with the wider benefits as detailed in this strategy. This promotion of walking and cycling delivers a great return on investment. Studies on the economic benefits of walking and cycling interventions revealed an average return of £13 on every £1 invested (*Active Cities Report, Active Living Research, 2015*)

A “whole system” approach is needed to promote and sustain increased cycle and walking activity to benefit health. This will be done by ensuring that the joint strategic needs assessment, the joint health and wellbeing strategy and other local needs assessments and strategies take into account opportunities to increase walking and cycling.

Cycling and walking will also be considered alongside other interventions, when working to achieve specific health outcomes in relation to Norfolk’s population (such as a reduction in the risk of cardiovascular disease, cancer, obesity and diabetes, or the promotion of mental health and wellbeing).

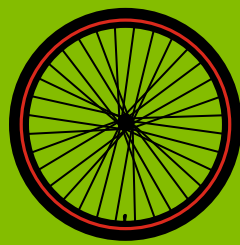
4.4 Access for all

Appropriate upgrades to facilities for walking and cycling in Norfolk will bring benefits for user groups which include: disabled, visually impaired, young families and those with mental disabilities or illnesses such as dementia, depression and learning difficulties. The Cycling and Walking Action Plan will integrate with recommendations made in the Norfolk Rights of Way Improvement Plan (ROWIP), helping to turn pledges to identify and develop accessible routes, into action, wherever appropriate. Recommendations made in the ROWIP Include:

- Auditing of routes for easy access and identification where improvements can be made;
- Installation of easy access gates and ramps;
- Consultation with user groups and health and community professionals;
- Signs and information tailored to need.

We will also ensure that provision for any new cycling and walking routes take account of the needs of restricted mobility user groups.





4.5 Safety and casualty reduction

Norfolk will advocate itself as a safer place to cycle and walk. Safeguarding our vulnerable road users whilst promoting increased physical activity will be considered as a main priority for this action plan.

The important thing to consider is that walking and cycling is a relatively safe activity: according to the National Transport survey, one cyclist is killed on Britain's roads for every 27 million miles travelled by cycle—the equivalent to over 1,000 times around the world. However, any injury or death to any road user is preventable and this action plan and the work of the Casualty Reduction Partnership will look to challenge behaviour of all road users to make the roads as safe as possible.

In Norfolk, between January 2006 and December 2015, 16 pedal cycle riders were killed and 336 were seriously injured on Norfolk's roads. Last year (2015), one rider was killed and 47 were seriously injured, whereas in 2006, 5 riders were killed and 28 were seriously injured. During the same 10 year period, 75 pedestrians were killed and 506 were seriously injured as a result of road traffic collisions in Norfolk. In 2015, 8 pedestrians were killed and 54 were seriously injured, whereas in 2006, 16 were killed and 65 were seriously injured.

The Norfolk Road Casualty Reduction Partnership continues to maintain a target of

a 33% reduction in the number of vulnerable road user KSI (Killed or Seriously Injured) casualties by 2020, with a target combined total of 63 annual vulnerable road user casualties.

All actions as a part of this plan will be cross referenced and in collaboration with the Road Casualty Reduction Partnership board and its subsequent sub-group on reducing the risk to vulnerable road users. There are a number of campaigns and other innovative intentions and ideas that will contribute to the promotion of activity whilst increasing safety and perception of risk. This includes challenging behaviours and promoting a 'respect' for all road users campaign.

Plans for walking and cycling will take into account safety of users which includes: education, attitudes towards other users, infrastructure and enforcement.

“ In order to improve uptake, we need to improve safety. The relative risks associated with journeys by active travel methods are unacceptably high and must be reduced. ”

4.6 Benefits for the environment

Each person switching from driving to cycling for a 4 mile each-way commute, saves half a tonne of CO² per year – or 6% of their personal carbon footprint.

Pleasant environments strengthen local economies (urban and rural), property values, workforce health and productivity and social community.

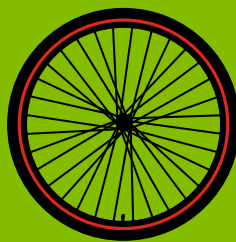
The average costs to society of every km cycled is 6.5 times lower than for every km driven.

**THIS ONE
RUNS ON FAT
AND SAVES YOU MONEY**



**THIS ONE
RUNS ON MONEY
AND MAKES YOU FAT**





5 Norfolk's cycling and walking network

Norfolk's cycling network is comprised of:

- Formal, built schemes which can be off-road, on-road or shared use. These have developed mainly in market towns, and more extensively in Norwich through the *Push the Pedalways* programme.
- Informal routes along existing, quieter roads.

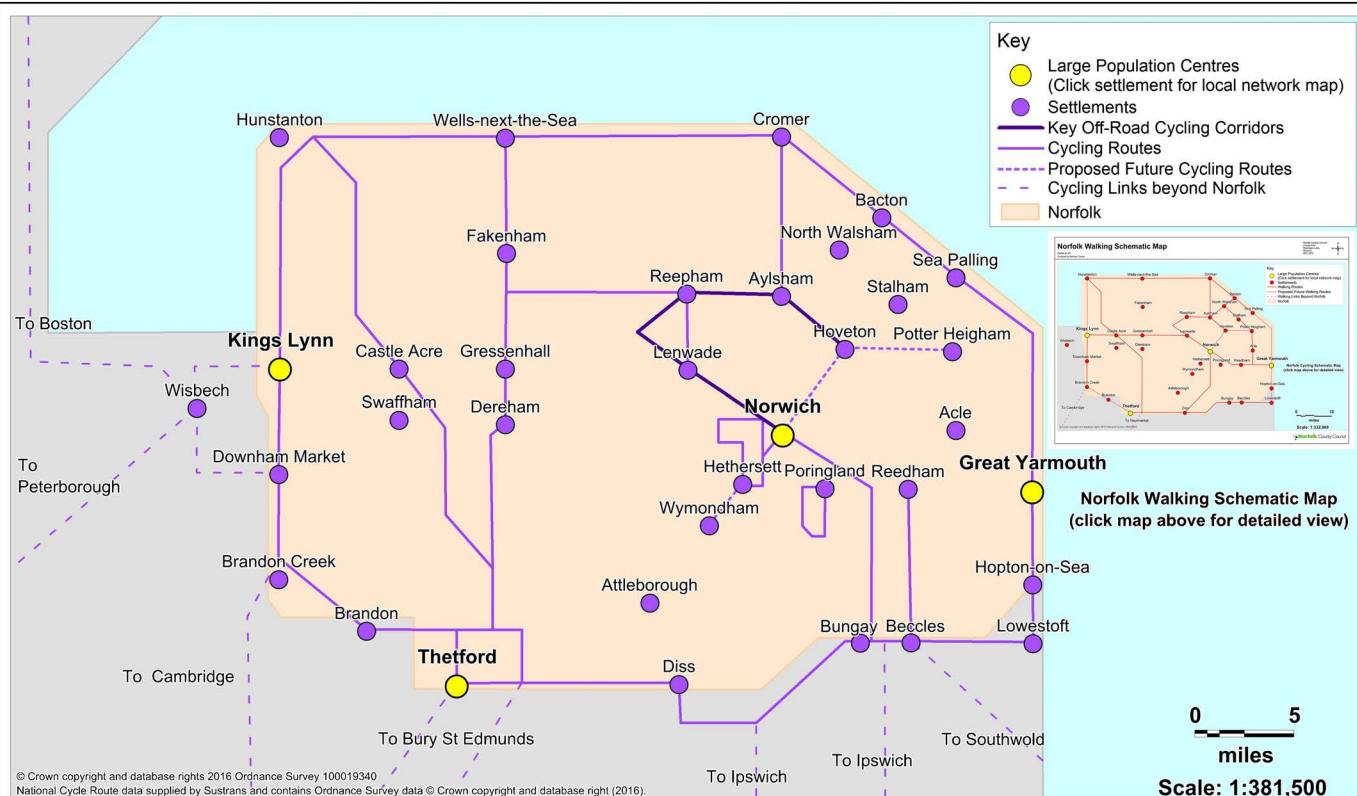
Their main purpose has been to link residential and commercial areas, schools, and provide (to a lesser extent) leisure routes connected with tourism. Their existence has been promoted through various maps made available through websites, council offices and tourist centres, and school travel plans.

A countywide network will enable schemes to be prioritised and matched to relevant funding streams. It will demonstrate our

Norfolk Cycling Schematic Map

Scale at A3
Compiled by Matthew Thorne

Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG



ambition to develop and promote cycling and walking.

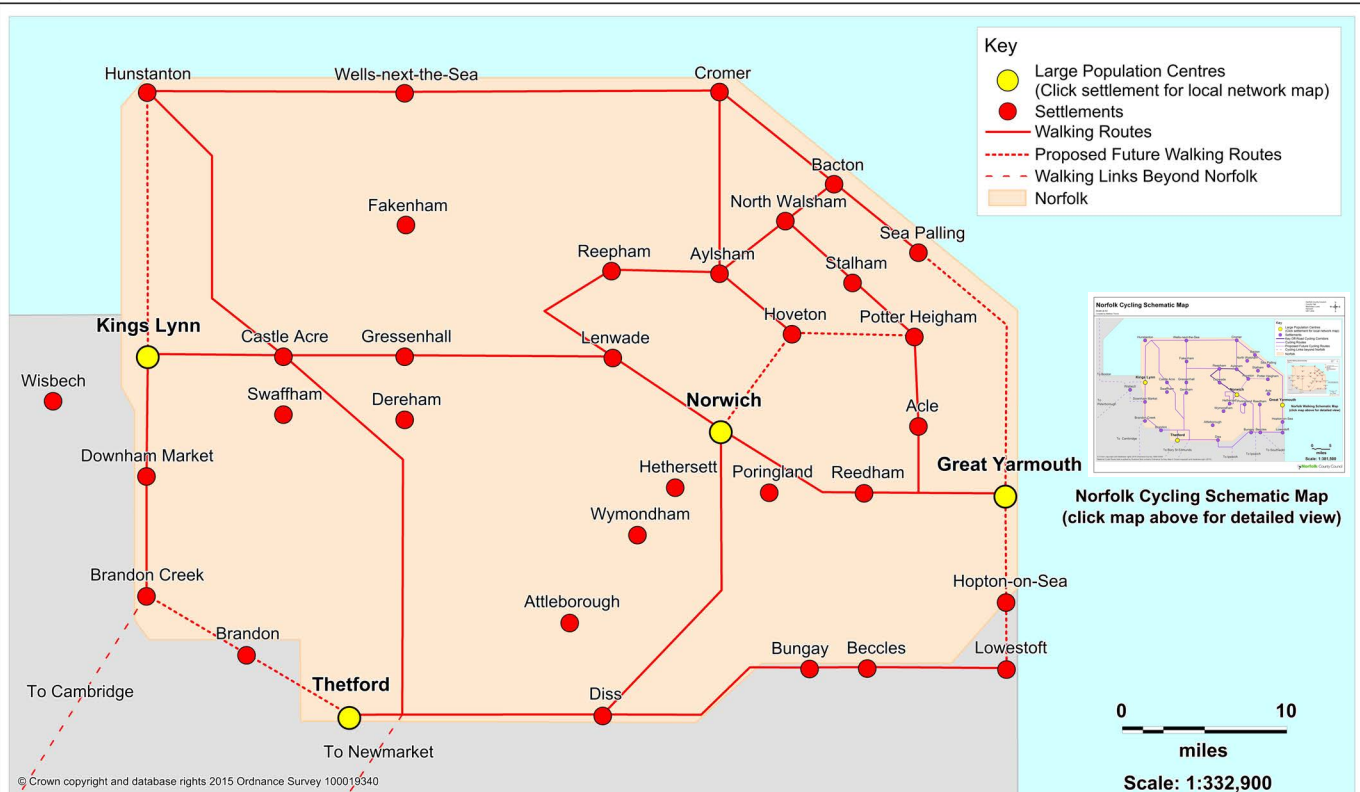
The schematic network maps for cycling and walking (below) show the arterial routes which are likely to maximise usage, by linking residential, employment and service centres, schools, public transport interchanges and popular cycling destinations. Links are also required with neighbouring urban centres and long distance cycle routes. More detailed local

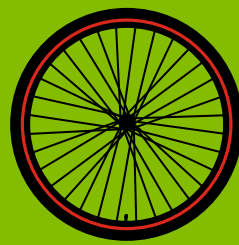
network maps are available for Norwich, King's Lynn, Great Yarmouth and Thetford. These are accessible through clicking on their location on the schematic maps (also available in Section 11).

Norfolk Walking Schematic Map

Scale at A3
Compiled by Matthew Thorne

Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG





6 Improvements to infrastructure

6.1 Improvements to cycle routes

In urban areas, we aim to use the experience we are gaining in the roll-out of *Push the Pedalways* in Norwich. Here, we have identified a cycle network connecting the main locations such as the city centre, employment locations and education establishments. This network features strategic routes called pedalways. We are systematically upgrading the quality of the pedalways so that they can be used confidently by people of all ages and abilities.

We aim to use this model in our other main urban areas and market towns. We will identify a cycle network and use full segregation on the main cycle routes on busy traffic routes in urban areas, and where this is not possible we will introduce wider cycle lanes clearly separated from traffic. More priority for cyclists will be introduced at major junctions where practicable.

We will create 20mph zones in residential areas where appropriate to create a network of neighbourhood routes including safe routes to schools. The impact of changes on all road users will be considered as schemes are developed.

We will also identify a cycle network in rural areas. There is a huge opportunity to enhance the existing networks to make them better for cycling. This includes learning lessons from our earlier roll-out of

Quiet Lanes, and examining the use of existing facilities. These existing facilities include the extensive network of rural public rights of way, Norfolk Trails, bridleways or other links, whether having a statutory or permissive right across them. Old railway paths provide an opportunity to develop longer distance, traffic-free routes. Lower speed limits will be reviewed along rural roads which are popular leisure routes or which form important links in the network.

6.2 Review of cycle parking

We will review cycle parking needs in the main urban centres and work closely with our partners to improve facilities at important trip destinations such as rail stations, universities/colleges, schools and employment, on estates and in other areas of high housing density where secure communal storage or other customised solutions may be needed.



Photo © Cambridge bicycle racks by Christian Mercat
licensed under GFDL via Commons CC-BY-SA

https://commons.wikimedia.org/wiki/File:Cambridge_CMS_Bicycle_Racks.jpg#/media/File:Cambridge_CMS_Bicycle_Racks.jpg

6.3 Public Spaces

City and town centres, vehicle-restricted areas and new developments will need to accommodate through cycle journeys where possible. High standards of urban design, cycle parking and signage will ensure that public spaces are attractive and offer a welcome to responsible cyclists whilst protecting pedestrian amenity.

6.4 Signage

Main cycleways will be clearly signed showing clear information about journey distance. Cycling and walking counters, visible to cyclists and drivers, can provide a strong marketing message along busy corridors and cycle routes.

6.5 Integration with public transport

The cycle network will aim to provide safe and direct access to all key rail and bus interchanges. We will aim to provide adequate, secure, covered cycle parking, prioritising the busiest, most well-used interchanges. We will work with partners and public transport operators to investigate opportunities for bike carriage as new vehicle fleets are purchased. We will work with the rail industry to improve access to trains and platforms.

6.6 Cycle hire

We will investigate opportunities with private sector providers to deliver cycle hire schemes where possible. There is also

scope to work with charities and social interest companies to provide not-for-profit cycle hire. Scope also exists for re-examining the cycle hire models used at public transport hubs to see if mixed retail, maintenance and sales models may be effective in some locations. Funding streams are being explored to research and experiment with different models.

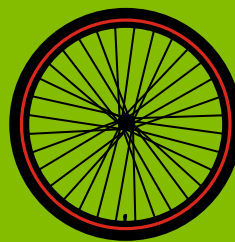
6.7 Road design and route maintenance

We will liaise with Highways England on the government's proposals to 'cycle-proof' the Strategic Road Network. Highway maintenance programmes will review opportunities to improve facilities for cyclists. Maintenance of the strategic cycle network will be planned into future capital programmes.

6.8 Our plans for the walking network

Norfolk possesses good rural walking infrastructure with two National Trails and nine further long-distance paths, as well as 200 promoted circular walks, 2400 miles of public rights of way and 700 miles of bridleways and byways available to horse-riders and cyclists.

Walking routes in towns and cities are a key element of the transport network. Planning these routes needs to be done from a network perspective.



6.9 Planning for walking and cycling

New developments, both housing and employment, provide the opportunity to create attractive environments and to build in coherent, convenient and safe links for walking and cycling. We will work with promoters of developments, local communities and local planning authorities through the planning system (including the production of local plans) to ensure that new developments are designed to encourage people to cycle and walk. This will include ensuring that their layouts are well thought out and incorporate cycling and walking infrastructure, and green infrastructure.

We will secure this where appropriate through the planning system including in our discussions with developers, or obligations and conditions on consents. In addition programmes of work will make use of funding through the Community Infrastructure Levy (CIL) where this has been agreed and adopted. Within Greater Norwich the local authorities already pool funds, including CIL, and use this to bring forward cycling, walking and green infrastructure projects. We will work with local communities on neighbourhood plans to encourage a sustainable approach in these documents as well as help deliver appropriate infrastructure potentially through joint funding arrangements such as combining their share of CIL with our own funds. This can build on our already-successful Parish Partnerships work where

pooled funding is used to bring forward otherwise unaffordable community-led projects.



Engagement 7

Travel behaviour is established early in life and most easily challenged when major life changes occur, for example when moving school, going to college, moving house, changing job or taking retirement.

Activities which promote cycling need to be carefully tailored to different ages and population groups and should adapt to peoples' readiness for change, offering practical cycling opportunities as far as possible.

7.1 Schools and Further Education

A package of work will include:

- Cycling engagement projects, supporting local champions to inspire a culture shift within the school community
- Cycle training for children and family members
- Annual school cycling challenge
- Investing in minor safety improvements and cycle parking

We will continue to work in partnership with the University of East Anglia and Further Education colleges, who have had success in implementing their travel plans.

7.2 Travel planning

Travel Plans including those from public transport hubs, are an essential tool for enabling development by creating sustainable transport access to, from and around the site. They represent a long-term

travel management strategy, using a package of practical measures designed to reduce single occupancy car use and promote a range of transport options including encouraging walking and cycling, public transport and car sharing.

For residential developments, Norfolk County Council offers a fully inclusive package covering the writing, implementation, on-going management and annual monitoring of a Travel Plan.

We will continue to work with developers, planning authorities, schools, residents and businesses to promote successful travel planning.

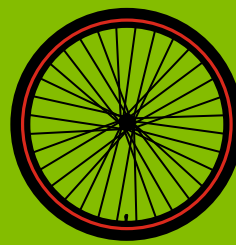
Personalised travel planning

Personal Travel Planning (PTP) is a well-established method that encourages people to make more sustainable travel choices. It seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars. This is achieved through the provision of information, incentives and motivation directly to individuals to help them voluntarily make more informed travel choices.

We will seek to encourage and deliver PTP for residents and businesses across Norfolk.

7.3 Workplaces and Jobseekers

Norfolk County Council has made available a Business Travel Pack, which provides all businesses, big and small, access to all the



information they need to encourage their staff to travel more sustainably by means of raising awareness of different travel options. This includes information on cycle training and the *Cycle to Work* bike purchase scheme. We will continue to promote the Business Travel Pack.

7.4 Active Norfolk – Promoting Cycling and Walking

Active Norfolk is an established County Sports Partnership which delivers and supports a range of national and local initiatives to engage, educate and inspire Norfolk residents of all ages to choose cycling and walking as an everyday activity, as well as promoting the sport of cycling.

Examples of these initiatives include:

School Games

The Norfolk School Games is the largest school sport event ever held in Norfolk. During 2015 an estimated 18,000 young people from across the county took part in the Games in 45 different events.

Satellite Clubs

Satellite Clubs are extensions, or outposts of community sports' clubs which are established at a new venue, usually a secondary school or college and are specifically aimed at the 11-25 age group.

Sportivate

Sportivate is a lottery-funded London 2012 legacy project that gives young people the chance to discover a sport that they love. Aimed at 14-25 year-olds, the scheme

provides access to six-to-eight weeks of free or subsidised coaching in a range of sports and activities, including cycling. In the first four years over 11,000 young people from across Norfolk attended.

Fit Together

Fit Together delivers 1,700 free health walks per year around the county, varying from walks under 1 mile to 5 miles. More than 9,600 people have signed up to the scheme since 2008.

Fit4Work

This project promotes the benefits of an active and healthy workforce to employers. It is free to be involved and currently engages over 400 workplaces in Norfolk.

Parkrun

Free weekly 5km timed runs in parks

Fun and Fit

Fun and Fit is a research study that is being evaluated by UEA using a £450,000 Sport England 'Get healthy, Get Active' grant that was awarded in April 2013, with further contributions received from Norfolk County Council's Public Health team.

Get Into

Provides adults with the opportunity to try new activities, return to a previously played sport, or support their progression from the Fun and Fit programme into more structured sport and physical activity environments.

Tour of Britain

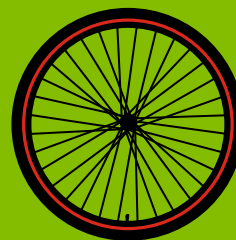
The Tour of Britain is the UK's biggest professional bicycle race and a centrepiece of the British sporting calendar as the

country's largest free-to-watch live sporting event, with many hundreds of thousands more following via television and online.

Go-Ride events

Go-Ride King's Lynn is a self-sufficient cycling group which arranges off-road racing events for local youngsters. The group has an active membership of 50 with around 25 people turning up to weekly sessions.





8 Case studies and examples

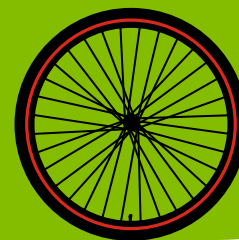
"Before completing the cycling course I had zero riding confidence. Although I grew up riding a bike, over the years I became less and less inclined to ride. Being fit and active in other sports, it frustrated me that my bike filled me with dread. I signed up for the cycling course and the evening before I was due to start I was so nervous I nearly cancelled. Luckily, before I could cancel I received an email from Peter, the instructor. It was such a friendly, welcoming note I decided to go along, and I am so pleased I did.

The instruction that Peter gave, and the encouragement to make me believe I could conquer my fears, was amazing. I never thought I would cycle down hills and on busy roads in the middle of Norwich! I am still riding, perhaps not as often as I would like, but I now have the confidence to get my helmet on and ride." *Jill Copeland*



Photos © Ben Webster

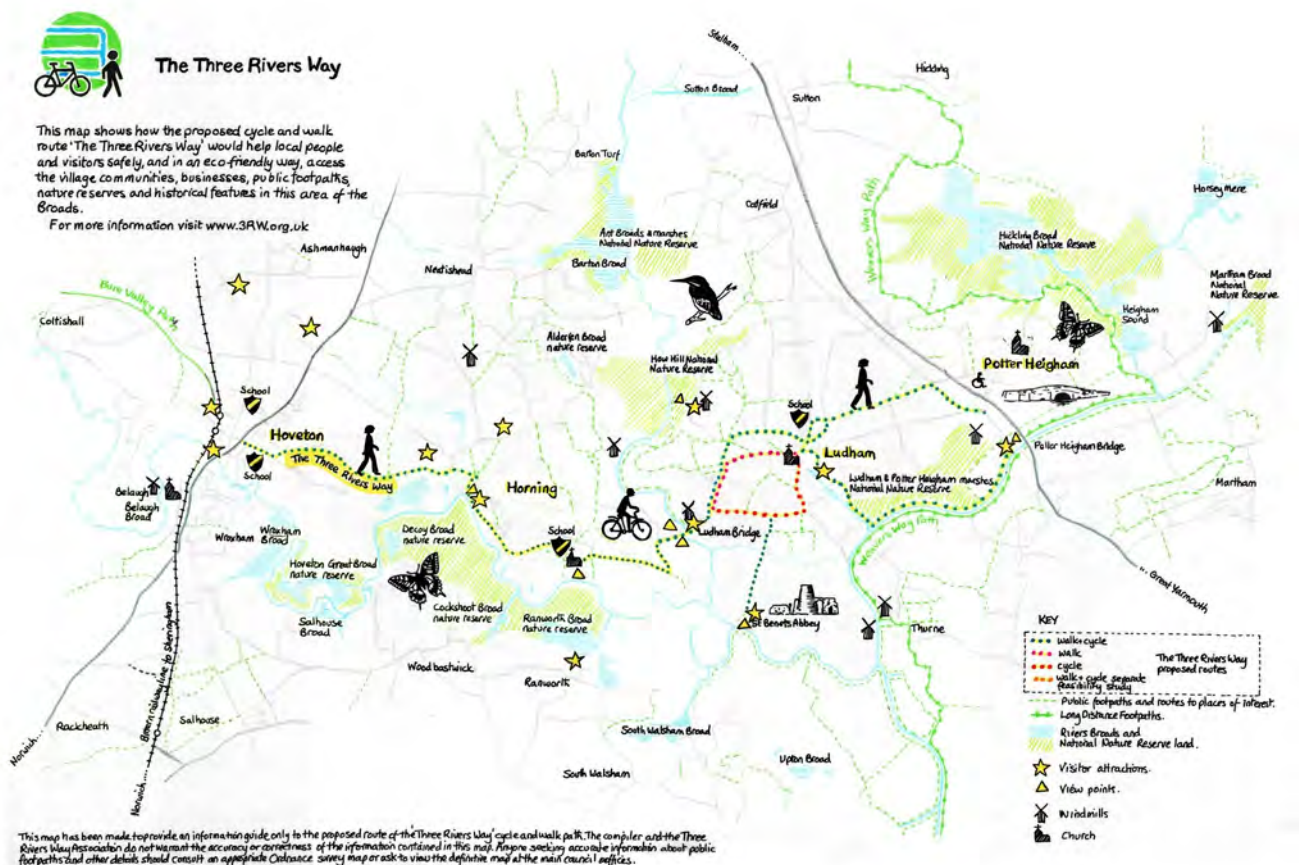
The backpacking, camping and glamping complex has 50,000 bed night bookings each year, and has a turnover in excess of £300,000.

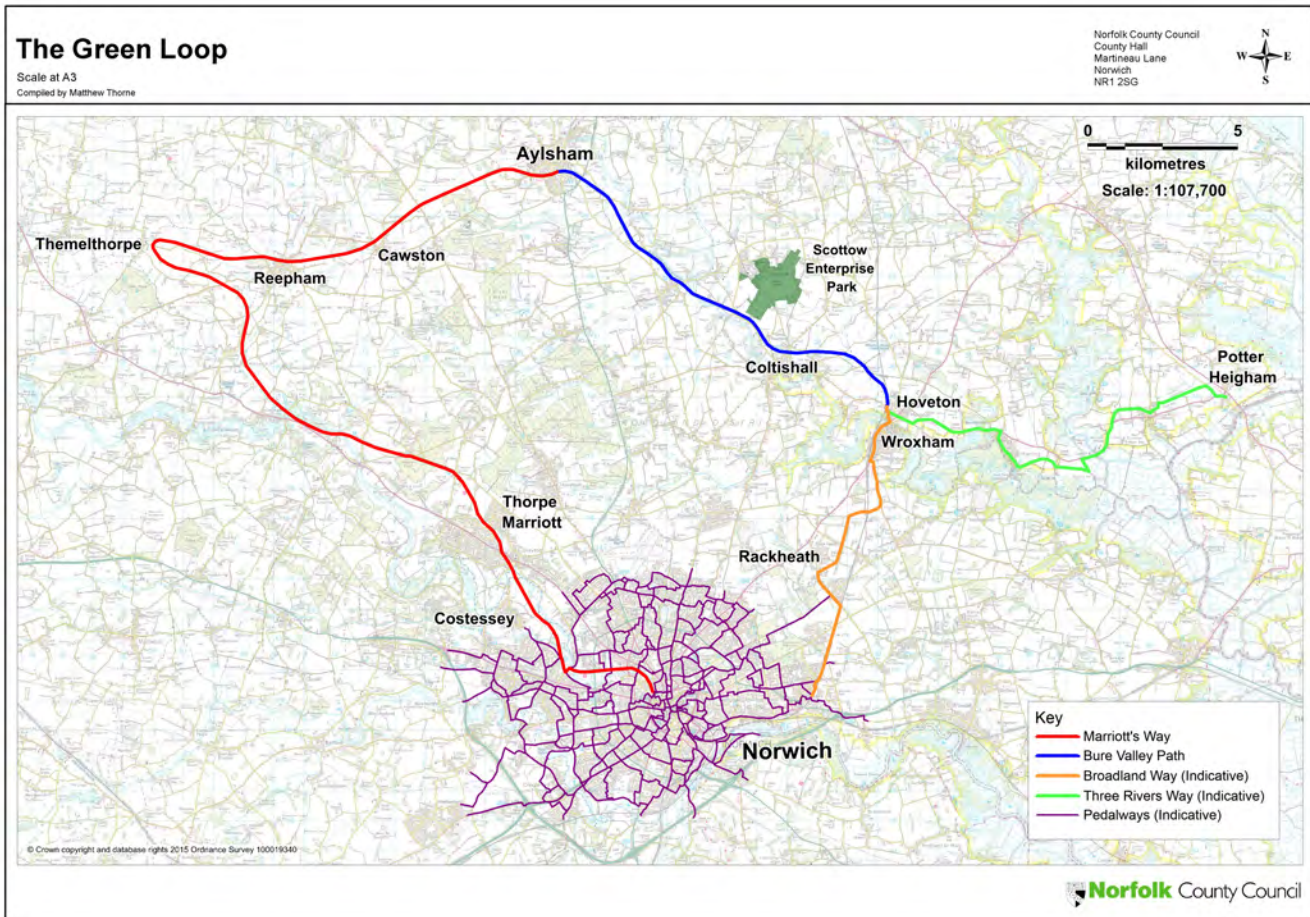


The “Three Rivers Way” will make the Broads more accessible to cyclists and walkers. The route links the communities of Hoveton and Wroxham for local and tourist users and avoids the busy A1062 road. It also links with the off-road Bure Valley Path

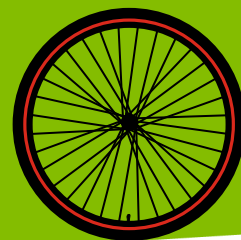
and ultimately, the Marriott’s Way.

Our Cycling and Walking Action Plan builds on this project, adding value by improving the connectivity of the Norfolk county-wide cycling and walking network.





The Norwich Green Loop is a new trail for walkers and cyclists that is made up of the Marriott's Way, the Bure Valley Path and a new path through the growth area between Wroxham and Norwich that has been provisionally called the "Broadland Way". This will provide a circular route of about 50 miles linking Norwich, Aylsham and Wroxham



9

Targets and outcomes

9.1 Targets

- Positive change in levels of cycling and walking.
- Positive change in level of integration with public transport links.
- The effect on users' health.
- Change in levels of accidents.
- The effect on CO₂ emissions.
- The effect on NO_x/NO₂ emissions.
- The effect on air quality.
- Employment and economic effects.
- The effect on congestion levels.
- Levels of awareness and perceptions of safety.
- Value for money.
- Economic benefits.
- Awareness of local cycling facilities.
- Satisfaction with cycling facilities
- General support for investment in cycling.

Our first action is to compile a set of baseline data for Norfolk. Whilst there is data available for the main urban areas of King's Lynn, Norwich, and Great Yarmouth, there may be less information currently available for market towns in the more rural parts of the county for example.

In addition, Norfolk County Council has adopted the following targets to:

- a. Quadruple the level of cycling and walking to work in Norfolk market towns by 2021 (current level is 1.5% in 2011 census).
- b. 10% of all secondary school pupils cycling to school by 2025 (current estimate is 1-2% based on last school census data 2010)*.
- c. Double the proportion of primary school pupils achieving Level 2 cycle training before they leave school by 2020 (currently about 5000 pupils are trained every year)*.
- d. Aim to increase the number of cycling and walking journeys in part or full to 10% of all journeys by 2025 and 25% by 2050, focussing particularly on journeys to work and school*.
- e. Increase the overall spend on cycling and walking within Norfolk's public sector to £10 per capita per year.

We will also set project-specific targets for our work in schools, workplaces and wider communities.

Monitoring and evaluation will be vital for the effective management of different projects and promotional messages. More investment will be required in automatic cycle counters and wider surveys. Schools and businesses will be encouraged to report progress with their travel plans.

*Since we do not have a unified baseline dataset across Norfolk, the starting dates vary depending on data availability

Funding and value for money 10

Government is encouraging a minimum of £10 spend per head of population each year to make a step change in cycling, equating to around £8.5m each year in Norfolk. There are a number of partner organisations supporting an uptake in cycling and walking in the county, ranging from spending on building cycle lanes through to supporting health outcomes by encouraging participation. Working together to deliver the cycling and walking action plan will enable these funds to be better aligned and pooled to be more effective.

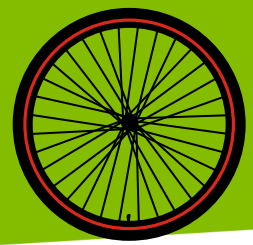
We are working to identify the current level of spend and how we might secure funding to support delivery. Sources of funding may include:

- Department for Transport *Cycling and Walking Investment Strategy*.
- Norfolk's Local Transport budget.
- New Anglia Growth Deal (Local Enterprise Partnership).
- Local authority public health budgets.

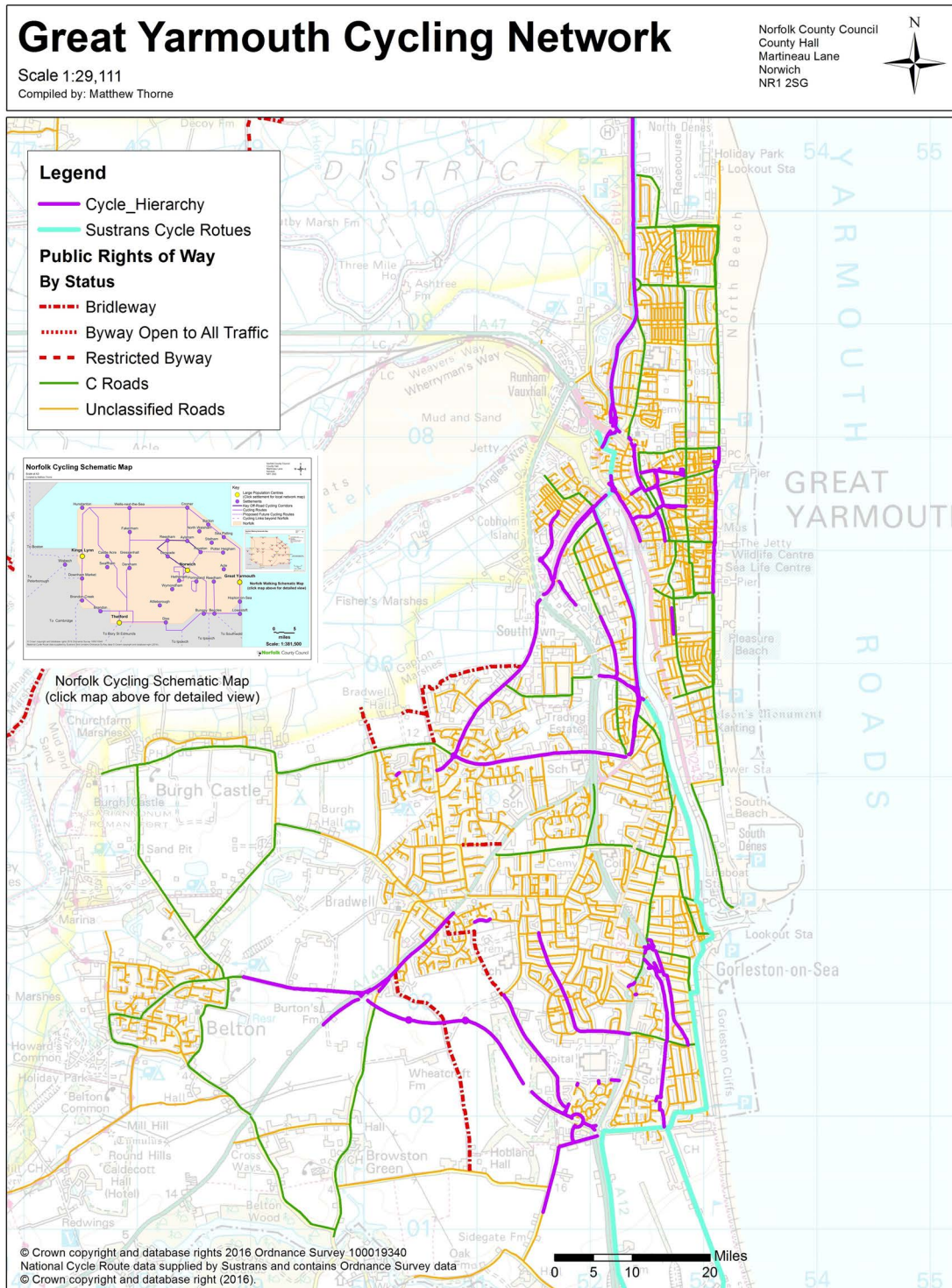
- Highway maintenance budgets.
- Community infrastructure levy.
- European structural funding.
- Contributions from partners, for example universities and rail operators.
- Grants via third sector organisations, for example landfill tax and lottery awards.

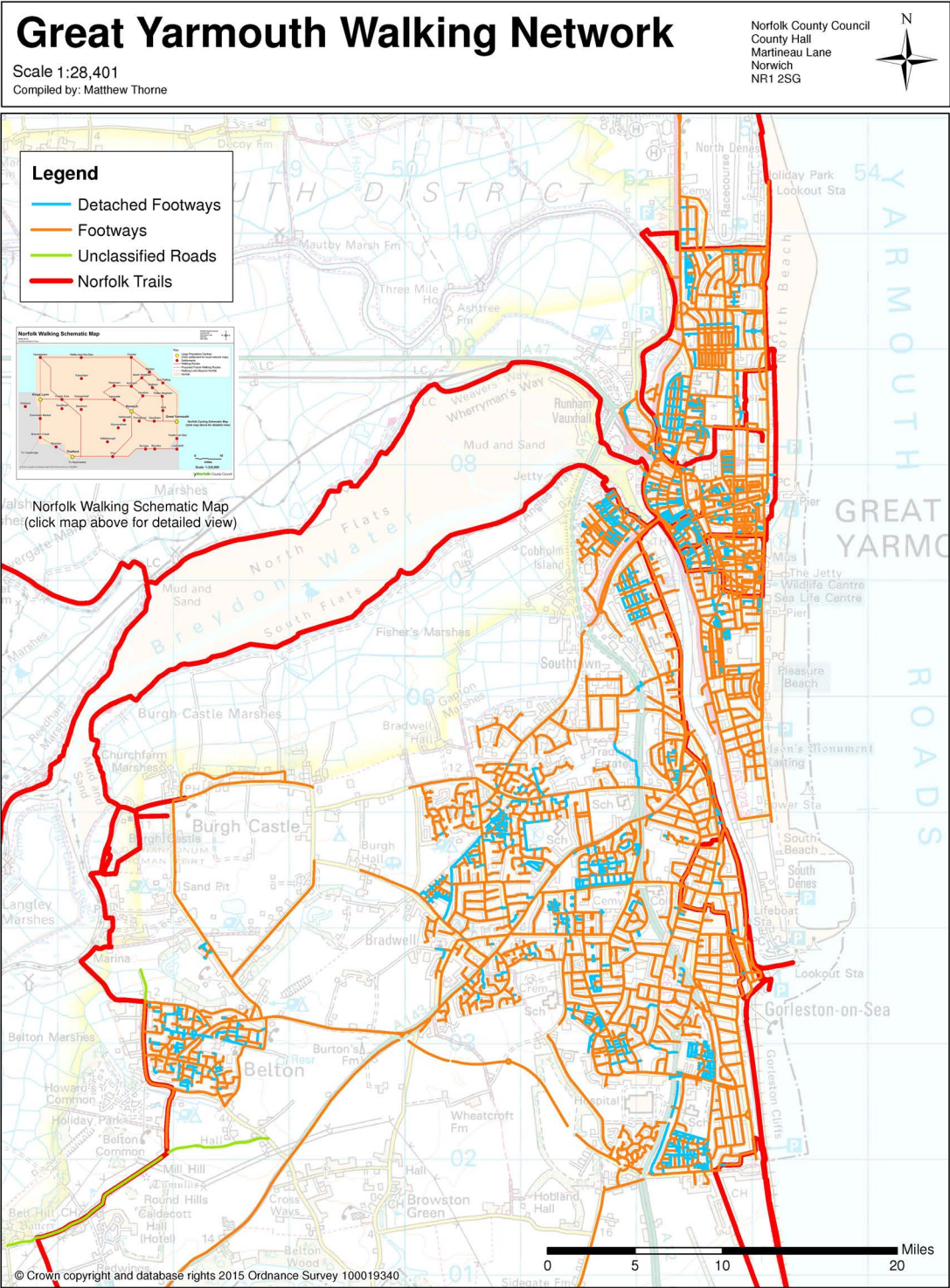
Measures to increase cycling walking can contribute to a wide range of social, economic and environmental objectives at a relatively low cost. Economic appraisal has shown high benefit cost ratios (BCRs) for investments in cycling, largely through congestion and health savings. Investment in the Cycling Demonstration Towns led to a 27% increase in cycling in just three years generating health benefits alone of £2.50 for every £1 spent. Area-wide investment in the London Cycle Network led to a return of approximately 4:1.

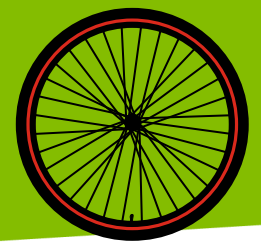




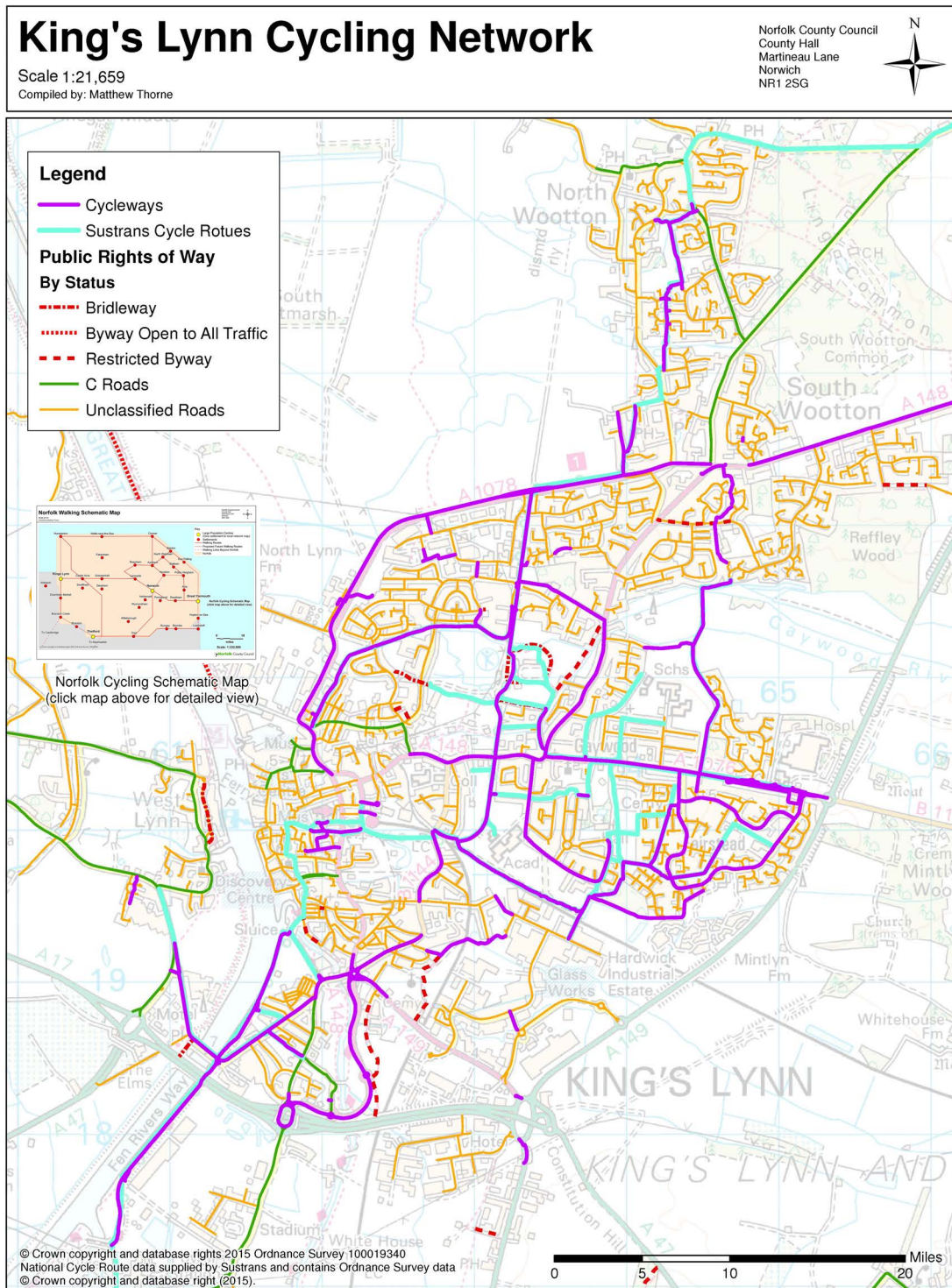
Local walking and cycling network maps

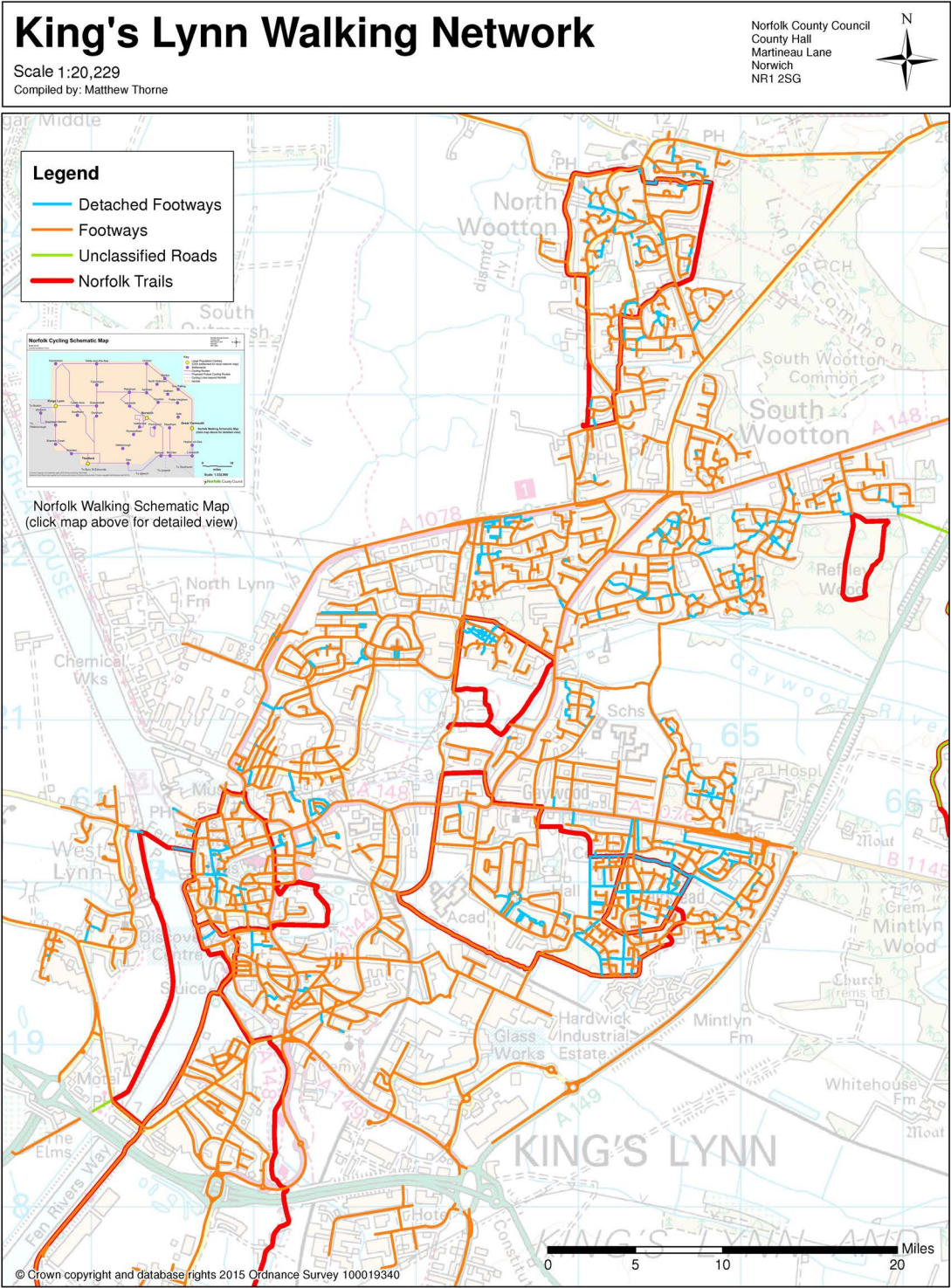


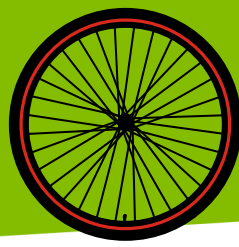




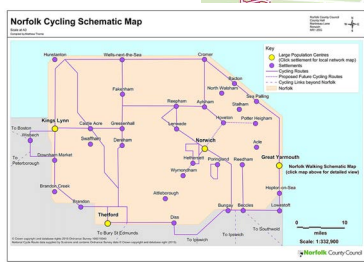
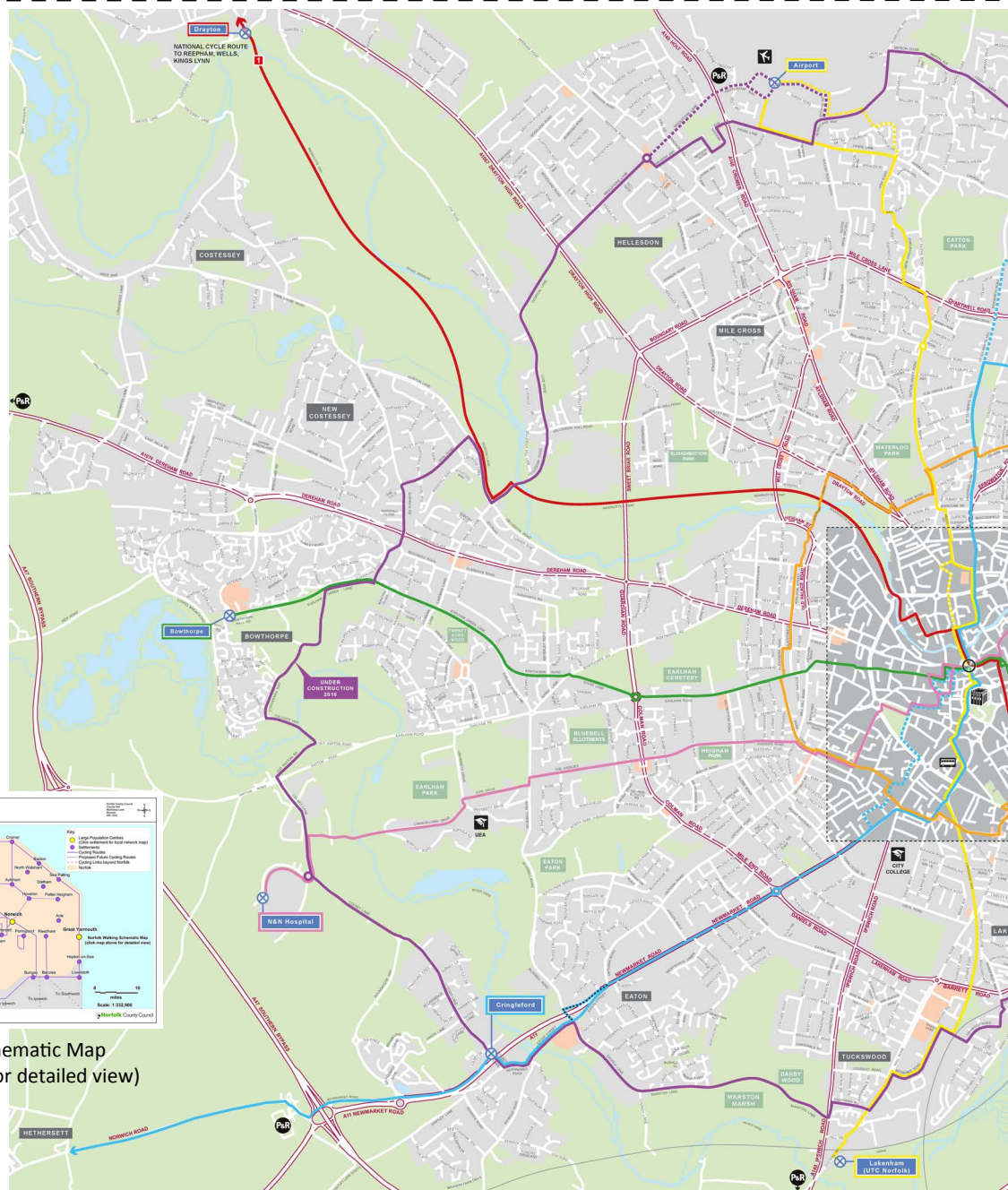
Local walking and cycling network maps







Local walking and cycling network maps



Norfolk Cycling Schematic Map
(click map above for detailed view)



Norwich Pedalways Norfolk cycling and walking action plan

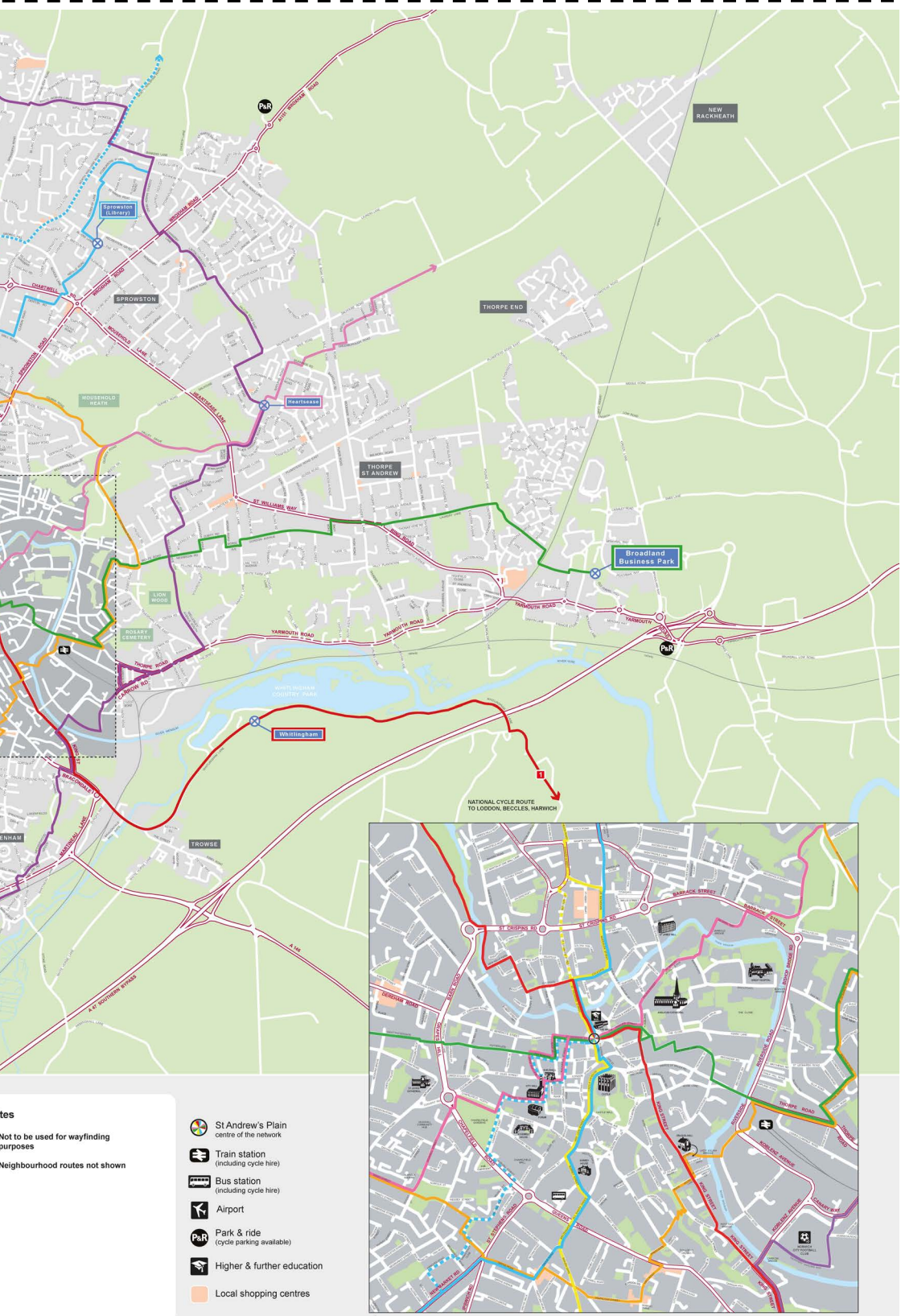
DRAFT 16 Feb 2016

Pedalways - 2016

- Drayton ↔ Whittingham (National Cycle Route 1)
- Bowthorpe ↔ Broadland Business Park
- N&N Hospital ↔ Heartsease
- Cringleford ↔ Sprowston
- Lakenham ↔ Airport
- Outer circuit
- Inner circuit

Pedalways - proposed route changes

- Proposed route alteration 2019
Cringleford ↔ Sprowston
- Route section deletion 2019
Cringleford ↔ Sprowston
- New route alteration 2019
Lakenham ↔ Airport



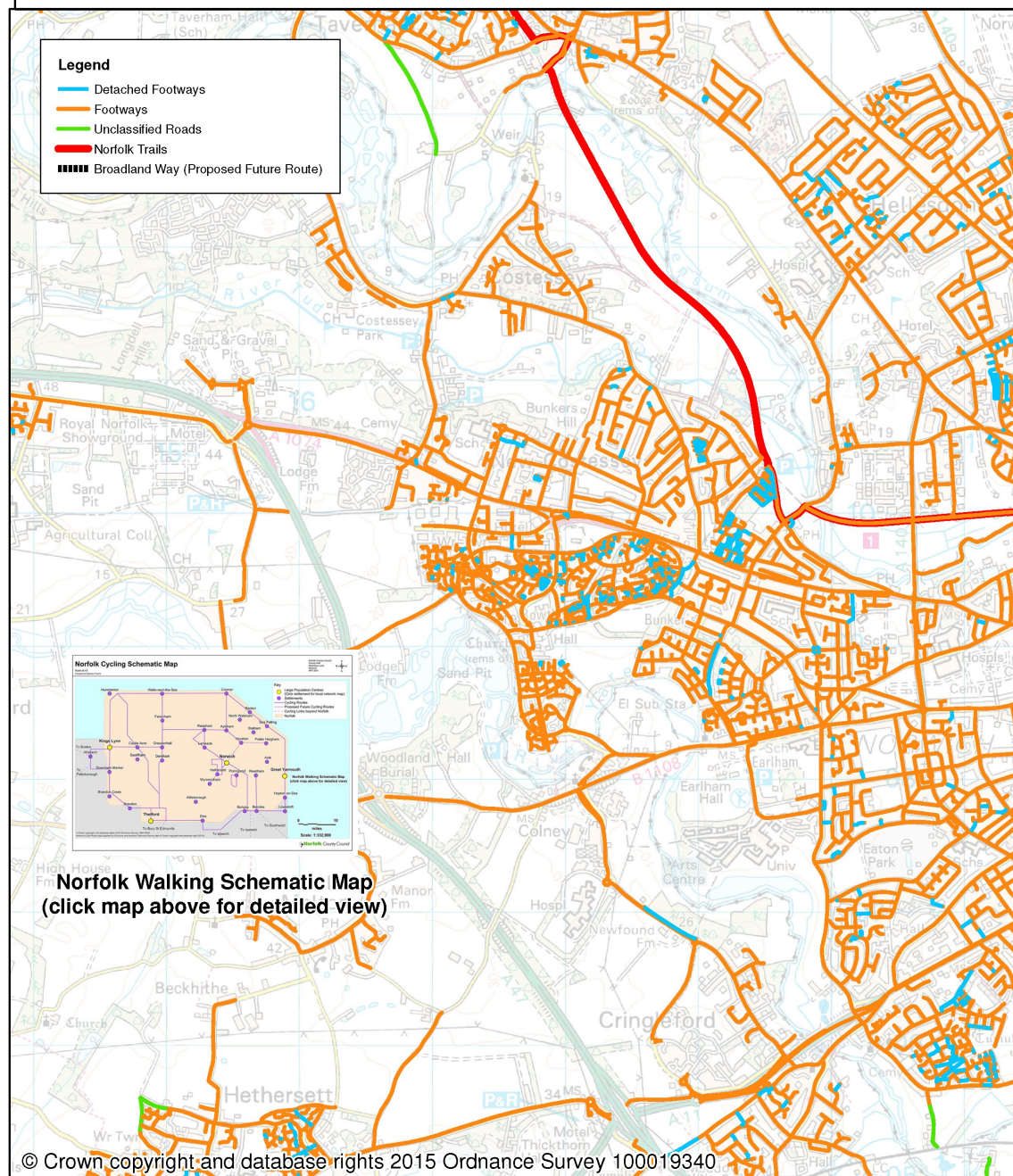


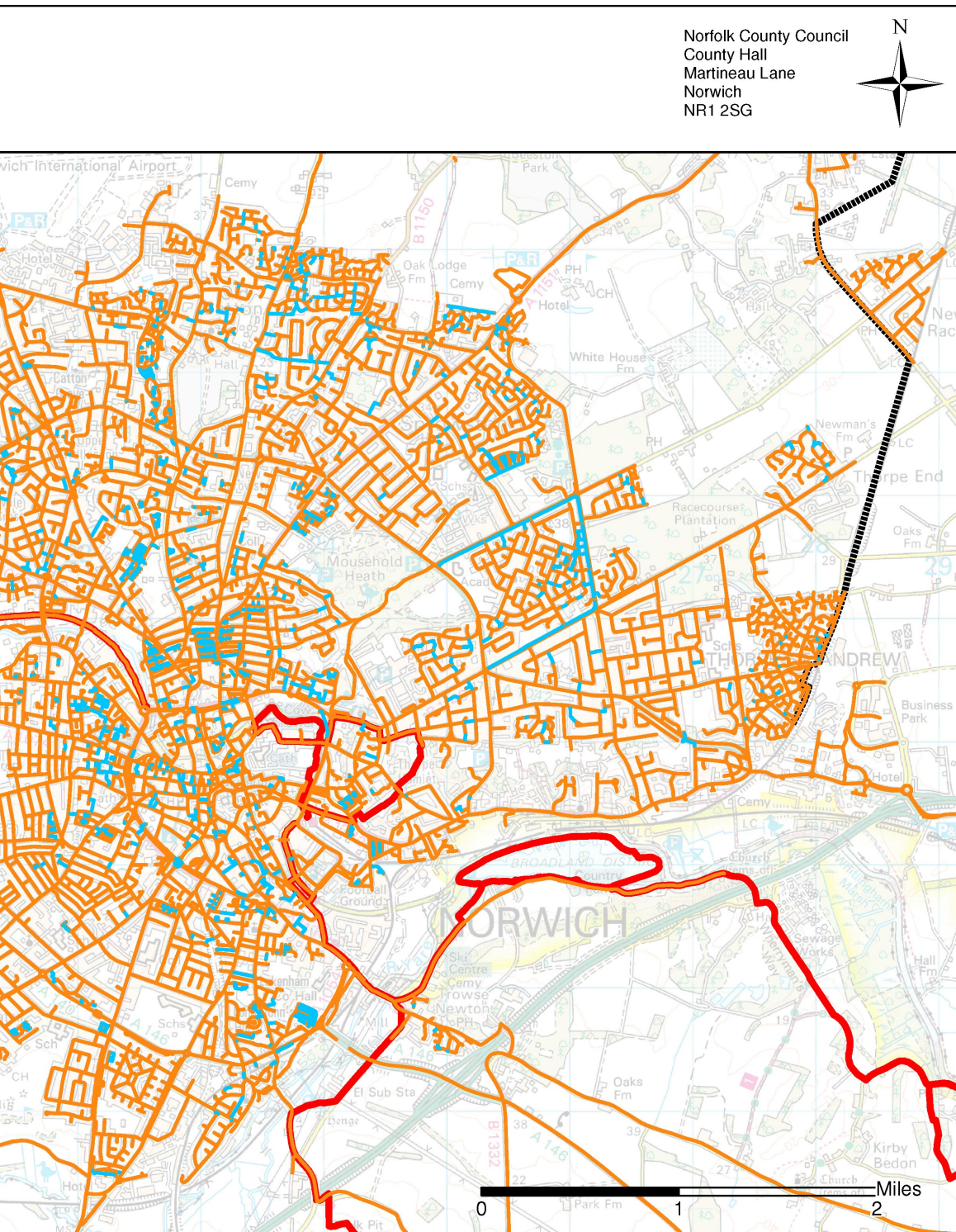
Local walking and cycling network maps

Norwich Walking Network

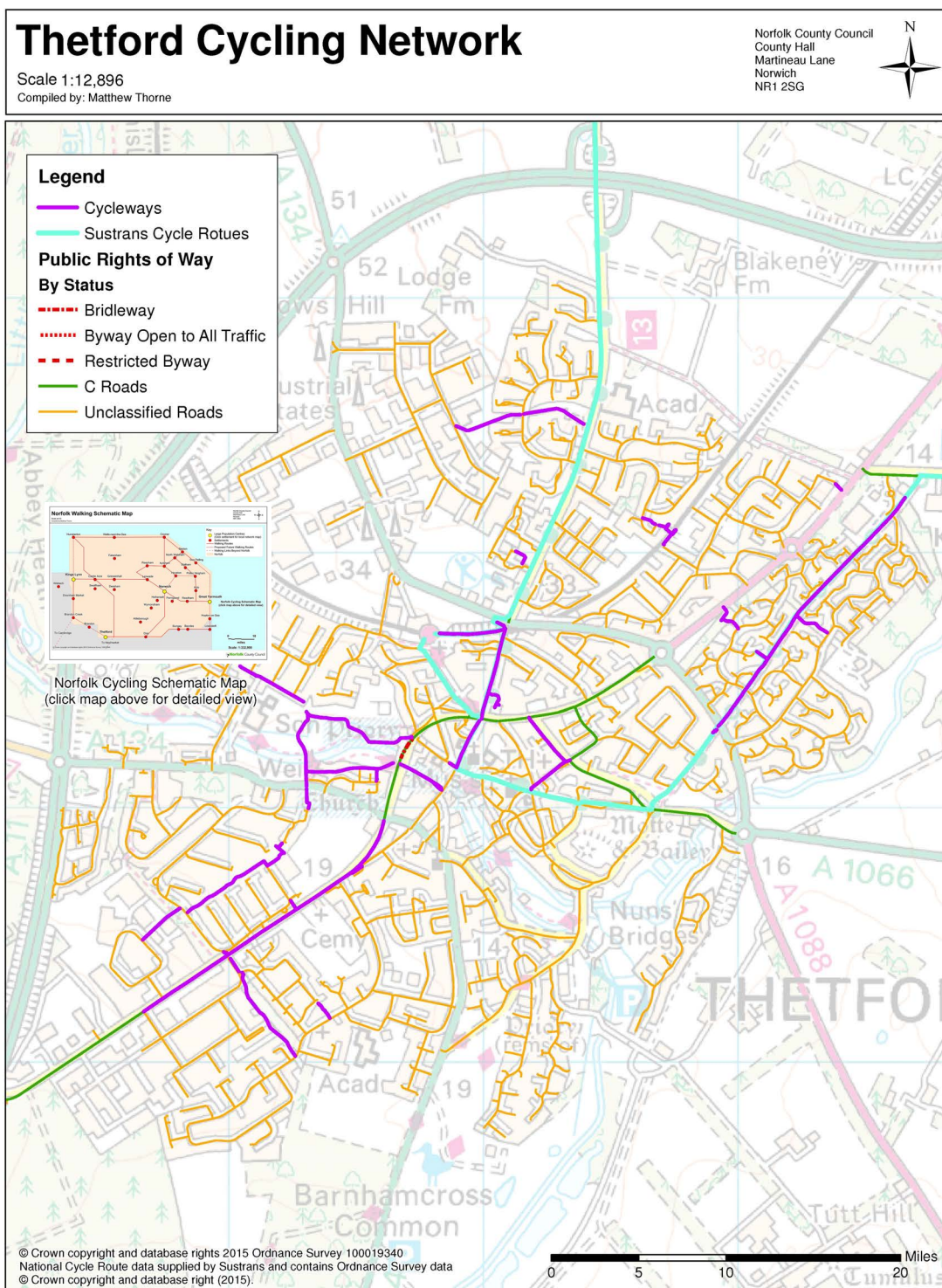
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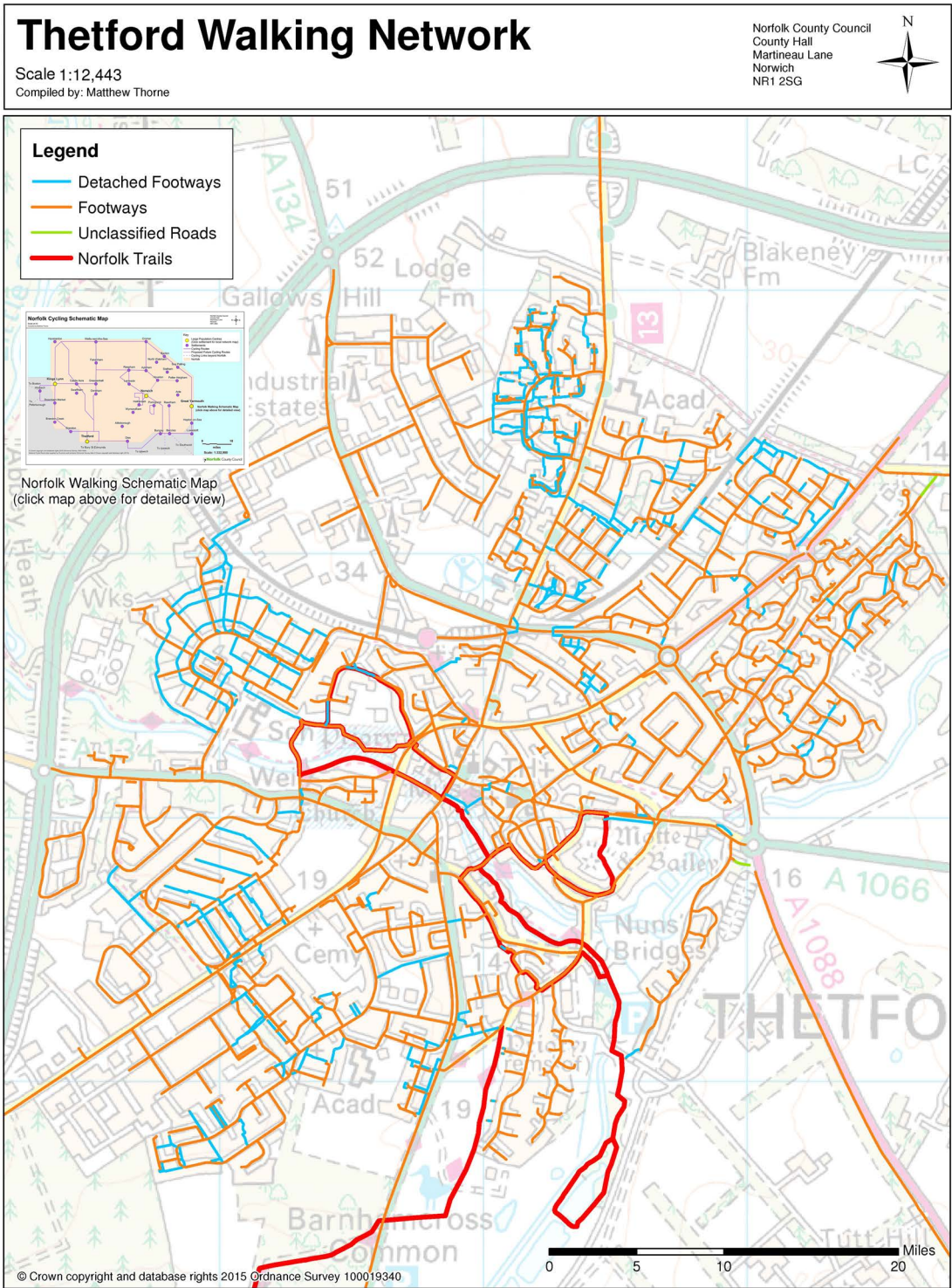
Compiled by: Matthew Thorne





Local walking and cycling network maps



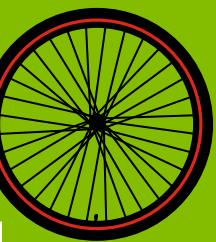


12 Public consultation feedback

Public consultation of the first draft of this action plan

Norfolk County Council ran a public consultation between March and April 2016 to gauge public reaction to the plan.

- 90% of respondents agreed with the plan's vision
- 80% agreed with suggestions to improve cycle routes
- 85% agreed with our recommendations to improve cycle parking facilities
- 83% agreed with our suggestion for improved design of public spaces to better accommodate cyclists
- 77% agreed with calls for improved signage
- 77% agreed that cycle routes should integrate better with public transport
- 70% agreed that cycle hire schemes would be beneficial
- 83% agreed that it is important to "cycle proof" the strategic road network
- 78% agreed that improvements to Norfolk's walking network should be done at a strategic, 'whole network' level
- 85% agreed that new developments should be designed to encourage people to cycle and walk more



Conclusions:

- The public consultation on the Cycling and Walking Action Plan showed that there is a desire to see plan implemented.
- People are positive about walking and see it as a good way to stay fit, maintain good mental health, see people and get to places. However several areas of Norfolk were highlighted as being short on footpaths and provision must be made to maintain any new cycling and walking infrastructure into the future
- The survey showed that there is recognition of the role cycling plays in keeping people healthy and support for the need to encourage uptake in the number journeys undertaken by bike to reduce local pollution levels and congestion in town centres. Those who took part in the survey would like a better, more joined-up cycling network plus education on safer cycling and improvements to infrastructure across Norfolk to keep cyclists safe
- Strong leadership will be needed to take the strategy forward and make a real impact. This must include a drive to embed cycling and walking into new development strategies ; financial commitment to cycling and walking; a culture change whereby people view cycling and walking as viable alternatives to getting into the car.



Public consultation feedback comments

Wherever resources are developed for cycling a huge take up follows; The Camel Trail, The Monsal Trail, The Tissington Trail and the High Peak Trail provide overwhelming evidence.

The benefits are well researched and evidenced - what we need now is stronger leadership to push these benefits to the top of the various agendas that look at how the County develops in terms of health, economic, housing and transport strategies.

It looks like a good plan, but South Norfolk and Broadland are very lacking in cycle and walking trails.

Physical and environmentally-friendly activity for people of all ages is of increasing importance in an era that has become too car-dominated.

The target to increase levels of cycling and to target a spend of £10 per capita per

annum in Norfolk. This is excellent, and follows the recommendation of the APPG Get Britain Cycling report.

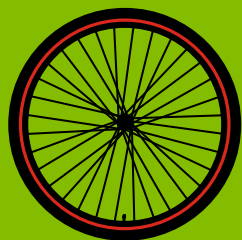
This vision suits those living in urban/suburban areas but is not realistic for 365 day rural living.

The more we get people cycling and walking to go about their everyday business the better the environment and the healthier people are.

Only the provision of high quality infrastructure will allow these objectives to be reached. There is no need to try and reinvent the wheel, the examples of Holland and Denmark can be replicated and fast tracked for effective result.

Cycling and walking are the best and cheapest route to solving several of our urban and social problems, ie congestion, pollution, obesity and access to transport.

Cycling as a mode of transportation needs to be promoted actively to be brought from a small tribal group to normal mass usage for everyone.



Only the provision of high quality infrastructure will allow us to reach these objectives. There is no need to try and reinvent the wheel, the examples of Holland and Denmark can be replicated and fast tracked for effective result

For residents of our rural villages there are often few safe walking routes. I am thinking particularly of my own village of East Harling. Apart from walking around the streets there are few public footpaths and the lanes can sometimes be dangerous due to speeding traffic. This is an issue which needs to be addressed.

The elements relating to walking do not take sufficient note of the value of the public rights of way (PRoW) network

The vision is good - if all Councils agree and follow through.

The benefits of cycling and walking are obvious... Better quality of life. Less traffic. Safer roads. Better health. Less pollution. More fun.

I agree with your vision but I don't believe it's ever going to be achievable in that time scale or even in 50 years unless you put pedestrians and cyclists as a priority when you look at roads.

Agree, we need more active ways of transport and for this to be seen as the norm.

Your vision looks very impressive, as long as ALL the points are adhered to. There is a need for safe, direct routes to enable people to cycle to work.

All new housing developments MUST have a travel plan which makes cycling and walking an easy choice.

Let's be a leader in transport infrastructure for the 21st century and not just a follower. Have other cities look to us as an example and make Norfolk the best, most forward thinking county.

13 Cycling and walking projects

Cycling and walking projects

This section concerns projects where funding has already been secured for cycling and walking improvements or where specific needs have been identified. Rather than incorporating copies of this dynamic data within this document we are including links to the definitive information here.

- **5 Year Capital Improvement projects**

For a list of the current 2 year programme of cycle projects, please follow this link to download the “Agenda Document Pack” from the January 2017 Environment, Development and Transport Committee, and navigate to page 99:

<http://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/653/Committee/18/Default.aspx>

- **Section 106 Developer Contributions to cycling and walking projects**

For a list of current projects, please consult Table 4 (“How Highways Contributions have been spent”) of the Planning Obligations Statement here:

<https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/planning-obligations>

- **Norfolk Access Improvement Plan (NAIP)**

For a list of current priorities, please follow this link to the Rights of Way Improvement Plan and Review:

<https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/about-public-rights-of-way>

- **Greater Norwich Growth Board—Greater Norwich Growth Programme**

The Growth Programme identifies schemes, including walking and cycling, to be prioritised for delivery and to be funded either wholly or in part from the Infrastructure Investment Fund. These projects are important to support the growth agenda and the full infrastructure delivery plan can be found in the Greater Norwich Infrastructure Plan (GNIP) which is kept under review:

<http://www.greaternorwichgrowth.org.uk/delivery/growth-programme/>









It has long been recognised that there are many health benefits to be derived from cycling and walking, and that by drawing on the myriad of quiet roads, trails and other public rights of way across Norfolk, these healthier modes of transport can connect people to places.

In 2015 Norfolk County Council and Partners began working on a Cycling and Walking Strategy for Norfolk. Walking and cycling offer solutions to the problems of traffic congestion in our towns and poor health in our society, contribute to an improved quality of life, a stronger economy and an enhanced environment. Our strategy sets out the key elements of a long term plan to lead to a significant and sustained increase in cycling and walking in Norfolk, establishing both in the public's mind as 'normal' transport – especially for short distances.

For further information please contact Norfolk Trails:

norfolktrails@norfolk.gov.uk | 01603 222767





**Access Fund for Sustainable Travel Revenue Competition:
Application Form**

September 2016



Access Fund for Sustainable Travel Revenue Competition - Application Form



Department
for Transport

Applicant Information

Local transport authority name:

Norfolk County Council

Bid Manager Name and position:

Tracy Jessop, Assistant Director Communities & Environmental Service

Contact telephone number:

01603 223831

Email address:

tracy.jessop@norfolk.gov.uk

Postal address:

Communities and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG

Website address for published bid:

www.norfolk.gov.uk/Travel_and_transport/Public_transport/Sustainable_transport

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

SECTION A - Project description and funding profile

A1. Project name: **Pushing Ahead, Your Journey Your Way**

A2. Headline description:

The **Pushing Ahead, Your Journey Your Way** programme focuses on increasing cycling and walking in key growth areas. The programme will build on the successful and innovative AtoBetter travel planning programme and all the initiatives being delivered using the Sustainable Transport Transition Year (STTY) funding to expand their impact in to other locations, to focus on functional barriers to cycling and walking, not local authority borders. The programme will improve access to employment, education and training, increase active travel and create a legacy where all forms of sustainable travel become the norm.

Pushing Ahead, Your Journey Your Way locks in the value of committed funding through Cycle City Ambition, Local Growth Deal and STTY by building on existing delivery partnerships and our community enabling model.

A3. Type of bid

a) This bid is:

☒ **Revenue only**, and I confirm we have made provisions for a minimum additional 10% matched contribution

This bid is for Revenue funding only, however, Local Growth Deal funding is committed and will deliver capital improvement schemes in Greater Norwich and Great Yarmouth. The programme will support, and benefit from the planned capital investment but this bid is not reliant on existing or future capital scheme funding.

A4. Total package cost (£m):

The total cost of the **Pushing Ahead , Your Journey Your Way** programme is £1.666m

A5. Total DfT revenue funding contribution sought (£m):

The total revenue funding contribution sought for the **Pushing Ahead, Your Journey Your Way** programme is £1.488m

A6. Local contribution (£m):

A local contribution to the value of £0.178m (10.7%) is committed to the programme:

- £112,500 from NCC Transport, Environment and Public Health
- £37,500 from Active Norfolk
- £28,000 from University of East Anglia

In addition to these local contributions, as part of the ongoing AtoBetter travel planning programme, a total of £1.6m is allocated for sites within the study area over the next six years and will help to ensure the benefits of investment are self-supporting.

A7. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty?

☒ Yes ☐ No

A8. Partnership bodies:

There is a strong emerging cycling and walking partnership between Norfolk County Council (NCC), Norwich City Council, Greater Norwich Development Board (including Broadland and South Norfolk District Councils) and Great Yarmouth Borough Council, facilitated through working together on the existing "Pushing Ahead" project funded through the STTY. Internally within NCC, Public Health has recently moved into the same directorate as transport, environment and highways, with effective joint-working taking place including with the County Sports Partnership.

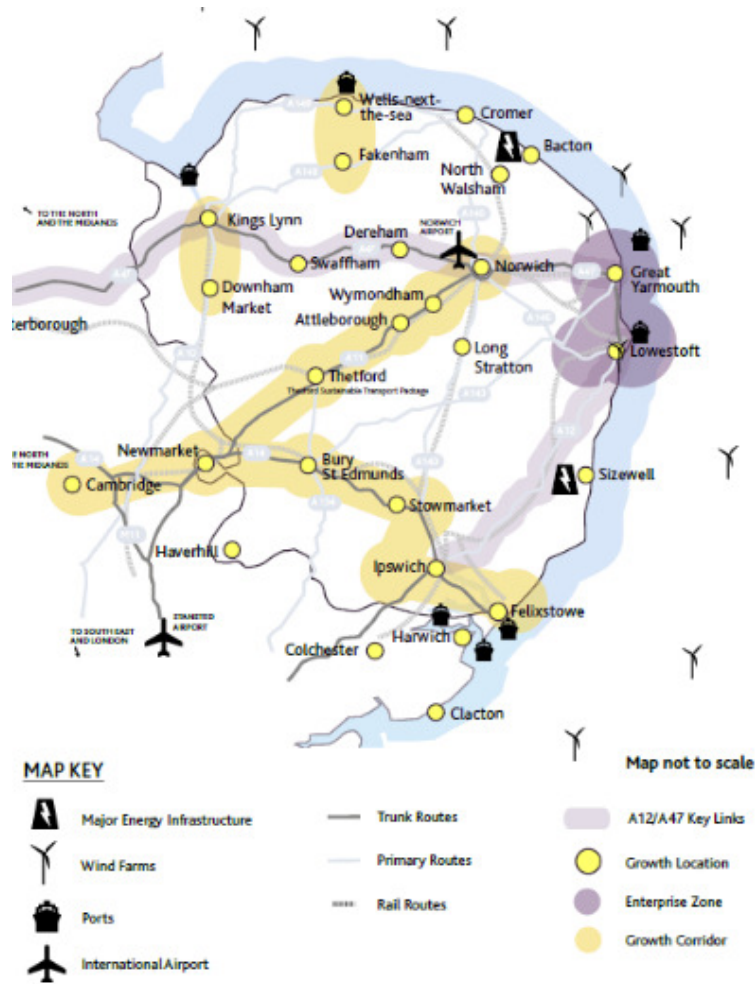
Partnership working is central to the programme and builds on existing projects and initiatives across Norfolk and across Anglia, cooperative working between different teams and partners will be a critical element of the programme's success. A number of organisations have committed to work in partnership with NCC to deliver and evaluate the programme. The table below summarises their roles and responsibilities, and letters of support are attached in Appendix E.

Partners	Role & Responsibility
New Anglia LEP	Sponsor for capital investment via Local Growth Fund
Suffolk County Council	Delivery Partner
Norwich City Council	Lead for Pedalways delivery Pushing Ahead Steering Group AtoBetter Stakeholder Group Member of Norfolk Cycling & Walking Action Plan (NCWAP) Steering Group Delivery Partner
Great Yarmouth Borough Council	Delivery Partner AtoBetter Stakeholder Group Member of NCWAP Steering Group
Broads Authority	Delivery Partner AtoBetter Stakeholder Group Member of NCWAP Steering Group
South Norfolk Council	Delivery Partner Member of NCWAP Steering Group
Broadland District Council	Member of NCWAP Steering Group
Mouchel	Highway Services Partner to NCC Lead for AtoBetter delivery Pushing Ahead Management & Delivery
Active Norfolk	Lead on the evaluation of programme effectiveness
Public Health	Delivery Partner
Liftshare	Delivery Partner
Community Rail Norfolk	Delivery Partner
Abellio Greater Anglia	Delivery Partner
First Bus	Delivery Partner
Greater Thetford Development Partnership	Delivery Partner
Norfolk and Norwich University Hospital	Delivery Partner
University of East Anglia	Delivery partner
Norwich Junior Cycling Club	Delivery Partner
Pedal Park CIC	Delivery Partner
Bicycle Links CIC	Delivery Partner

SECTION B – The Business Case

B1. Project Summary

The **Pushing Ahead , Your Journey Your Way** programme builds on the previously secured STTY funding and other committed funding by focussing on the economic hubs of Greater Norwich, and the Enterprise Zone of Great Yarmouth and Lowestoft.



The study area is facing a number of challenges and without intervention these issues will be exacerbated and strategic priorities for growth, access and physical activity will not be achieved.

A package of measures have been developed based on an investment equivalent to £50 per person per year.

The packages are detailed below and overleaf.

- Cycle and Walking Initiatives
- Personalised Journey Planning (PJP) and Promotional Activity
- Multi-Modal Activities
- Overall Marketing and Brand Promotion
- Independent evaluation

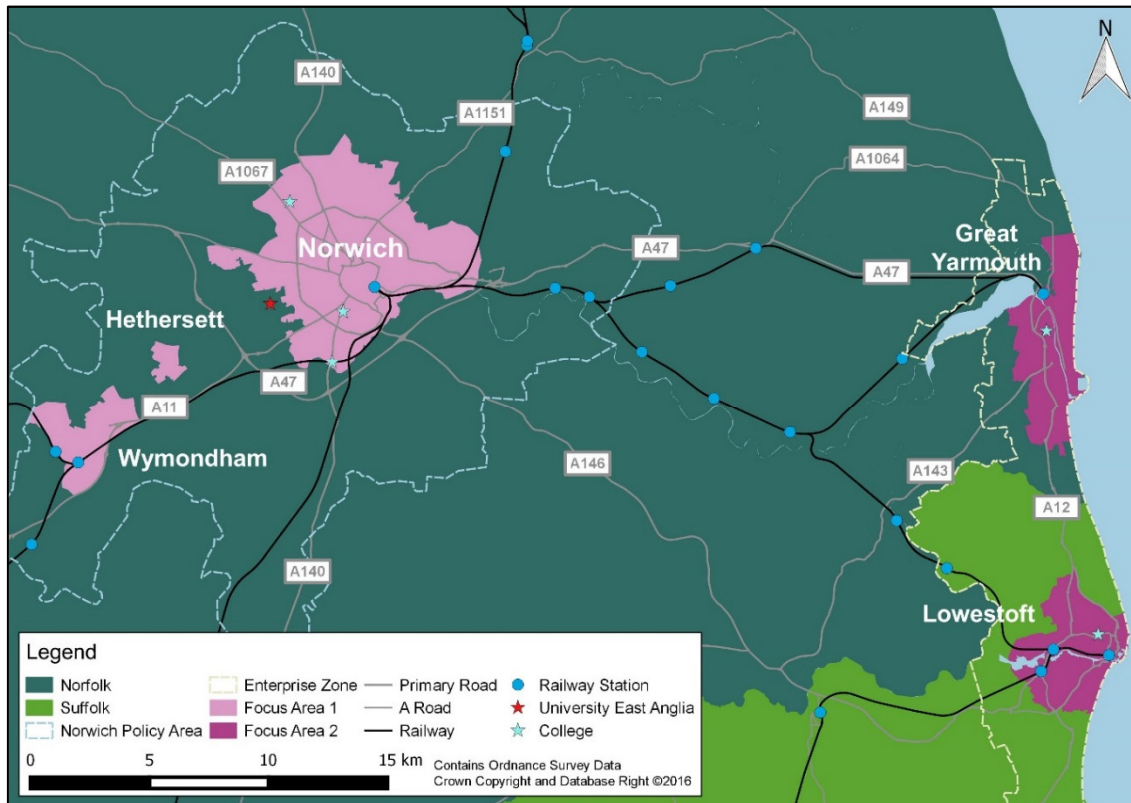
Project Element	Description	Output	Outcome
1. Cycle and Walking Initiatives	<u>Commuting cycle rides</u> Led rides with the community to encourage long-term ownership by locals	• Monthly rides	• Culture of cycling
	<u>Walking and cycling festivals</u> Promoted around specific themes that will appeal to a wide audience and supplemented through the use of apps and the principle of gamification	• Two events per year	• Increased walking and cycling
	<u>Social Network Walking Model</u> Delivery of walk leader training	• 160 walk leads	• Community led ethos
	<u>Cycle and walking 'Champions'</u> Establish a network of local champions	• 50 champions	• Increased levels of active travel
	<u>Cycle loan scheme</u> Expand Norfolk Cycle Loan	• 200 bikes	• Increased cycling
	<u>Try before you buy cycles</u> Provide electric and folding bikes for trial periods	• 300 bike trials	• Increased cycling
	<u>Parkride events</u> Fun and sociable cycle events	• 1,200 attendees	• Increased physical activity
	<u>Cycle maintenance and training</u> Delivery of skills training to increase confidence and ability	• 3,000 sessions	• More confident • Increased levels of cycling
	<u>Awareness campaigns</u> To raise awareness of cycle users and pedestrians	• ongoing	• Increased active travel
	<u>Social media</u> Campaigns and active social media presence	• ongoing	• Increased awareness of programme
	<u>myPTP Community Transport</u> Develop bespoke myPTP for 'non-standard' modes	• myPTP tool	• increased access to travel options
2. Personalised Journey Planning (PJP) and Promotional Activity	<u>Residential PJP</u> Programme of engagement with local residents to provide travel advice	• 6,000 residents engaged	• Reduced car use • Increased active travel
	<u>PJP for job seekers</u> Tailored advice to help people find travel solutions and access work and education	• 3,000 job seekers	• Increased access to jobs and education

	<u>Digital PJP for medical appointments</u> Journey Plans for medical appointments to remove travel barriers	<ul style="list-style-type: none"> • 20,000 digital travel plans 	<ul style="list-style-type: none"> • Improved access • Reduced cost of missed appointments
	<u>Workplace Challenge</u> Active travel challenge to increase activity	<ul style="list-style-type: none"> • 4,500 new participants 	<ul style="list-style-type: none"> • Increased active travel
	<u>Fun & Fit for All</u> Working with disability charities and community groups to deliver local events	<ul style="list-style-type: none"> • 2,000 participants 	<ul style="list-style-type: none"> • Increased active travel
	<u>Parental awareness campaign</u> Campaign to encourage parents, via schools, to support active travel choices	<ul style="list-style-type: none"> • Target over 18,000 parents 	<ul style="list-style-type: none"> • Increased awareness
3. Multi-Modal Activities	<u>Norfolk Car Club</u> Expand and promote Car Club initiatives	<ul style="list-style-type: none"> • 600 additional car club members 	<ul style="list-style-type: none"> • :Less drive alone trips • More walking and cycling
	<u>Station travel plans</u> Produce plans that seek to encourage more active and sustainable travel to and from stations	<ul style="list-style-type: none"> • Two station travel plans 	<ul style="list-style-type: none"> • Increase multi-modal journeys
	<u>Holdall smartcard</u> Promotion of the integrated ticketing solution	<ul style="list-style-type: none"> • 4,500 individuals benefitting 	<ul style="list-style-type: none"> • Increased multi-modal travel
4. Overall Marketing and Brand Promotion	<u>Marketing, Communications and Branding</u> Establish clear brand and produce ongoing marketing and publicity	<ul style="list-style-type: none"> • ongoing 	<ul style="list-style-type: none"> • Promotion of programme and benefits of active travel
5. Independent Evaluation	<u>Independent Evaluation</u> Work with the University of East Anglia to undertake a robust programme of monitoring and evaluation	<ul style="list-style-type: none"> • Ongoing programme of independent evaluation 	<ul style="list-style-type: none"> • Demonstrate value of investment and capture success for future investment planning

B2. The Strategic Case

Geographical overview

The programme builds on the previously secured STTY funding and other committed funding by focussing on the economic hubs of Greater Norwich (to include Hethersett and Wymondham on the A11 Growth Corridor), and the Enterprise Zone of Great Yarmouth and Lowestoft. Together these economic hubs have a population in excess of 500,000.



Although Lowestoft is in Suffolk the programme is focussing on areas of growth, travel behaviours and the barriers to change, not local authority borders. The corridor between Thetford and Bury St Edmunds is being considered within the Suffolk County Council Access Fund submission and we will be working together on this aspect of delivery. Norfolk and Suffolk, which form the New Anglia LEP region, will work together to ensure success.

Greater Norwich and the A11 Growth Corridor

The Greater Norwich policy area includes the economic centre of Norwich and the northern section of the A11 Growth Corridor which encompasses the key growth areas of Hethersett and Wymondham.

Norwich is one of the fastest growing urban centres in the UK. The Greater Norwich area has the largest economy in the New Anglia area and will see the largest concentration of growth. It is a world leader in life and environmental science, technology and manufacturing. It is becoming a centre for innovation as well as a digital creative cluster. The Greater Norwich area has a population of around 380,000, over 200,000 jobs, and two universities. Norwich is among the ten fastest growing urban centres in the country enabling Wave 2 City Deal; Norwich Research Park (NRP) is Europe's largest single site concentration of

research, training and education institutions in health, food and environmental sciences; and the city attracts over 5 million visitors per year. The Greater Norwich Growth Board has set ambitious targets to help deliver 37,000 new homes and 27,000 new jobs by 2026.

The Greater Norwich area includes the areas of Wymondham, with a population near 14,000 and Hethersett, with a population of nearly 6,000. Together, these areas represent **major commuter hubs** for the University of East Anglia (UEA), Norfolk and Norwich University, Norwich Research Park and Greater Norwich. Over 2,000 new homes are planned in Wymondham and 1,200 in Hethersett and there is currently a swift rate of build out of homes across various sites in these areas. Both areas rely heavily on the private car despite being close to Norwich and being served by good public transport links. Furthermore, the planned Blue Pedalway scheme is due to open within the next 18 months and will provide a 21.2km **high-quality cycle route** linking both the Rackheath Growth Triangle on the northeast of the City and down to Wymondham, Hethersett to the southwest of Norwich. Rackheath Growth Triangle is also served by the Pink Pedalway. Local enterprise areas such as Norwich Airport and the Aviation Academy are further served by the new Yellow Pedalway which links residential areas to employment areas in the north and south of Norwich respectively.

Norwich, Hethersett and Wymondham form the northern end of the A11 Growth Corridor as identified by the New Anglia LEP. This corridor has a long established network of businesses, includes large towns of Attleborough and Thetford; and connects Norwich to Cambridge and London. It is also paralleled by the Norwich-Cambridge rail line that also connects to the Midlands and beyond at Ely. Whilst not the primary focus of this funding bid, Thetford which is at the southern end of corridor on the border of Norfolk and Suffolk, is a key area for growth (around 5,000 homes) and working with Suffolk County Council through this programme will support the delivery of sustainable transport measures in the town and on the corridor to Bury St Edmunds.

New Anglia Enterprise Zone

The area has been designated one of six Centres for Offshore Renewable Engineering (CORE), and will receive a comprehensive package of business support. The Enterprise Zone is one of the **best performing in the country**. Great Yarmouth and Lowestoft have a combined population of over 135,000 and the towns are part of a larger economic sub-region in the northeast of the LEP area. Lowestoft and Great Yarmouth have a strong base in manufacturing and food and drink processing. Manufacturing has seen job losses over the last decade but there is **potential to attract new investment** in the sector. The two towns also have strong tourism and leisure industries which have potential for growth. However, the main opportunity for growth is the energy sector.

Great Yarmouth and Lowestoft are both seaside towns with a port, they are both the second largest town in their County, and both suffer similar challenges including congestion as a result of limited river crossings which has resulted in third river crossing schemes being progressed in both towns. Great Yarmouth is the recipient of ongoing and planned **Local Growth Funding allocated to sustainable transport improvements** and is an area of focus as part of the programme being delivered through STTY, including the Great Yarmouth Pedalways Map and significant personal travel plan initiatives in the town. Lowestoft has previously benefitted from investment through the **LSTF funded Local Links project**.

Access Funding will enable the current delivery of the “Pushing Ahead” STTY funded programme to be extended in Norwich and expanded to Wymondham and Hethersett; and

will build on previous success of Lowestoft Local Links and deliver an expanded programme across the Enterprise Zone.

Strategic fit

The Pushing Ahead – Your Journey Your Way programme is **fully aligned to national and sub-national priorities**.

The *Transport White Paper: Growth, Cutting Carbon – Making Sustainable Local Transport Happen (2011)* sets a vision for a transport system that is an engine for economic growth, but one that is also greener, safer and improves quality of life. The Paper sets government commitment to active travel, making public transport more attractive, and managing traffic to reduce carbon emissions and tackle congestion. The DfT *Door to Door: A Strategy for Improving Sustainable Transport Integration (2013)* seeks to maximise the potential of integrated travel. The Pushing Ahead – Your Journey Your Way programme is responding to this vision by **focussing on areas of ongoing and planned economic growth**; and supporting the economy by **encouraging more travel by active and sustainable modes**.

The draft *Cycling and Walking Investment Strategy (2016)* has ambitions to: make cycling and walking the natural choices for shorter journeys; double cycling levels; reverse the decline in walking levels; reduce cycle accident rates; and, increase the percentage of children walking to school. The Pushing Ahead – Your Journey Your Way programme actively supports these ambitions by **getting more people walking and cycling**.

The *New Anglia LEP Strategic Economic Plan (2014)* aims to establish Norfolk and Suffolk as a centre for global talent and business excellence. By 2026 the LEP aims to deliver 95,000 more jobs, 10,000 new businesses, 117,000 new homes and, increase overall productivity. All of which will present significant challenges to the transport network in New Anglia, whilst also creating significant opportunities for positive change. The Plan identifies Norwich, Wymondham, Great Yarmouth and Lowestoft as growth locations. **Through the Government's Local Growth Fund the New Anglia LEP secured £173.3m to support growth including funding allocated for sustainable transport improvements.**

The *Norfolk County Council Local Transport Plan 3 (2011)* sets out the strategy and policy framework for transport up to 2026. Norfolk's transport vision is for a transport system that allows residents and visitors a range of low carbon options to meet their transport needs and attracts and retains business investment. The aims that support this vision include:

- Deliver sustainable growth
- Improve road safety
- Improve accessibility

The *Suffolk County Council Local Transport Plan 3 (2011)* sets out the Council's long-term transport strategy. The key focus of the plan is to support Suffolk's economy and support future sustainable economic growth. The LTP acknowledges that transport will play a role in supporting and facilitating future sustainable economic growth by:

- Tackling congestion
- Improving access to jobs and markets
- Encouraging a shift to more sustainable travel patterns

The Pushing Ahead – Your Journey Your Way programme **supports the aims and objectives of the LTP for both Norfolk and Suffolk** by improving accessibility and encouraging more sustainable travel.

The **Norfolk Cycling and Walking Action Plan** reflects NCC and partners commitment to encouraging people to walk and cycle more. The document sets out the Vision including getting more people to walk and cycle to get to employment and education; and addressing the barriers to walking and cycling – with targets including doubling levels of cycling by 2025, and for walking and cycling to represent a 10% mode share of all journeys by 2025.

The **Greater Norwich Local Plan** is currently being updated in partnership between Norwich City Council, Broadland District Council, South Norfolk Council and NCC and will build upon the Joint Core Strategy to ensure the work done to cater for the area's needs up to 2026 is carried on to 2036. It will include strategic planning policies in order to guide future development whilst protecting the local natural environment, ensuring that future growth is delivered sustainably and effectively.

The **Great Yarmouth Local Plan** was adopted by Great Yarmouth Borough Council in December 2015. Its vision is to ensure that by 2030, the Borough of Great Yarmouth will be a more attractive and aspirational place to be through promoting sustainable growth and development, including 7,140 new homes, delivered in accordance with a range of strategic objectives including minimising impact on the environment; addressing social exclusion and reducing deprivation; accommodating the growing population; strengthening the local economy; capitalising on the visitor economy; protecting and enhancing the local environment; and, securing the delivery of key infrastructure.

New Waveney Local Plan consultation – The existing Local Plan and the Lowestoft Transport and Infrastructure Prospectus include a number of infrastructure projects in and around Lowestoft that the Council and its partners wish to see delivered. Projects range from small-scale projects like addressing local pinch points in the road network to large-scale measures such as a pedestrian and cycle bridge over Lake Lothing at the Brooke Peninsula.

Great Yarmouth Transport Strategy (GYTS) – Delivered in 2009, the GYTS promotes infrastructure projects such as the Great Yarmouth Third River Crossing and the A47 Acle Straight Improvements, which would help to reduce congestion in the town centre, providing opportunities to increase sustainable transport use, particularly walking and cycling and increase the economic health of the area.

The **Great Yarmouth Masterplan** is currently being developed and once completed, will provide a 15 year vision for the town centre, with recommendations based on the 2011 Retail Study, the Core Strategy Local Plan and the Waterfront SPD. It will also provide a clear statement of strategy to help unlock private sector investment for specific sites/projects, and public sector investment generally.

The **Area Action Plan for Central Lowestoft** sets the long-term vision and strategy for the Lake Lothing and Outer Harbour Area and the objectives required to meet that vision by 2028. Included are a range of policies and proposals to guide the sustainable development of the Lowestoft area such as building up the local economy and providing 1,000 more jobs; integration of existing businesses with new developments; delivering a safe and healthy local environment, with ample green space; providing good public transport and other transport infrastructure; and, delivery of 1,500 new homes and good quality public services.

“Pushing Ahead – Your Journey Your Way” Objectives

Based on these strategic priorities, and the challenges and opportunities described later, the following objectives have been set to align with the ambitions of the DfT Access Fund:

High level objectives for Pushing Ahead – Your Journey Your Way

- Support economic growth across New Anglia
- Improve public health across New Anglia

Specific objectives for Pushing Ahead – Your Journey Your Way

- Increase modal shift away from the private car
- Maximise the benefits of infrastructure investment
- Build on past successes to boost the economy
- Address safety concerns
- Reduce transport-related emissions, by supporting a shift to walking and cycling
- Address employment issues and improve access to employment, education, skills and training to boost economic growth
- Support future investment and delivery of the Norfolk Cycling and Walking Action Plan

Identifying the need for intervention

The study area is facing a number of challenges and without intervention these issues will be exacerbated and the strategic aims and objectives for East Anglia will not be achieved. Most of the challenges, summarised below, are common across the study area:

- Dealing with the impact of major growth in housing and employment
- High demand for longer distance journeys
- High reliance on private car causing congestion and delay, and high emissions
- Low levels of public transport use
- Low levels of walking and cycling
- Health inequality
- Inequality in access to employment, education and training
- High casualty rates for vulnerable road users

NCC and partners will tackle these challenges through the Pushing Ahead – Your Journey Your Way programme and will be able to capitalise on a number of significant opportunities:

- Maximise capital investment in transport schemes
- Influence future strategies
- Build on existing programmes encouraging more sustainable transport
- Working in partnership

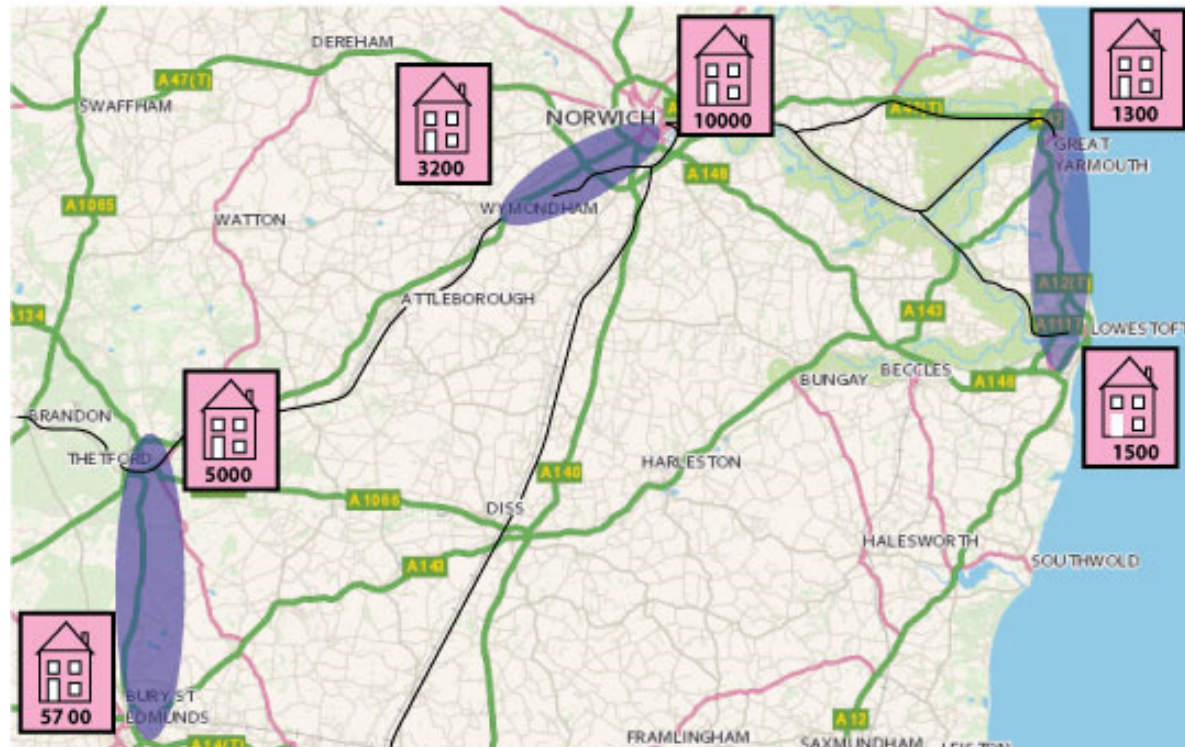
Key challenges

The two growth hubs of Greater Norwich, and the Enterprise Zone, which are the focus of this bid, are facing a number of challenges:

Key challenge: Dealing with the impact of major growth in housing and employment

Greater Norwich including the areas of Rackheath Groth Triangle and Wymondham and Hethersett which are expected to experience significant levels of growth over the next 10 years. The plan overleaf shows these areas of growth for more than 13,000 new homes.

In the Great Yarmouth and Lowestoft Enterprise Zone, nearly 3,000 new homes, and employment growth of 9,000 jobs is expected over the next 10 years. Furthermore, a new school, Trafalgar College in Great Yarmouth, which opened in September 2016, will serve up to 900 pupils when at full capacity.



This growth will create a significant demand for travel to and from the new developments exacerbating existing problems. During the Access Fund period 2017/18-2019/20, it is expected that at least 2,250 of the planned new homes will come forward across Greater Norwich, and the Enterprise Zone.

The Pushing Ahead – Your Journey Your Way programme, working alongside the existing AtoBetter travel planning initiative, will embed a culture of active and sustainable travel within existing communities and in the new developments.

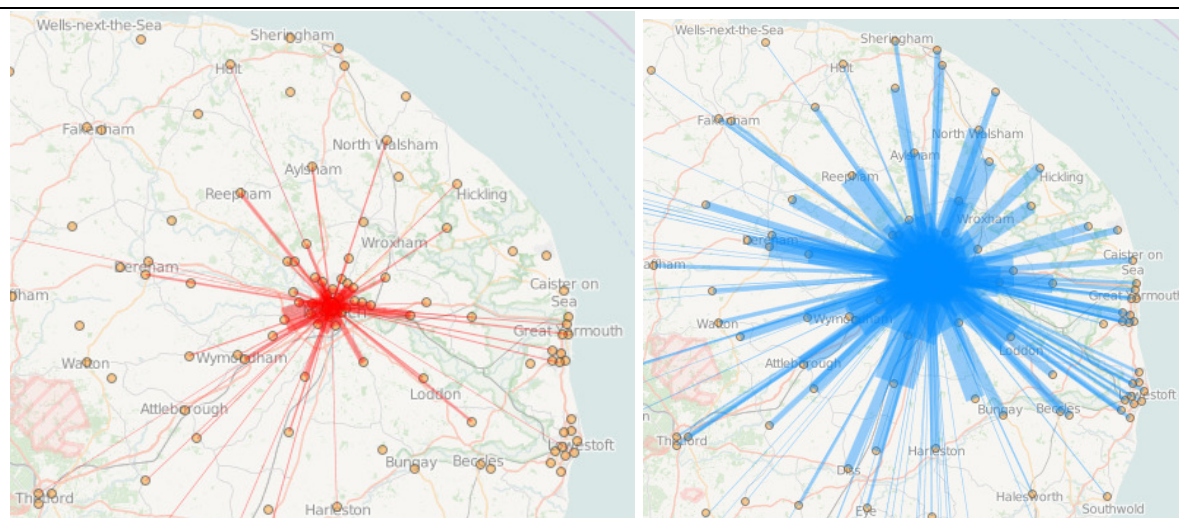
Key challenge: High demand for longer distance journeys

Greater Norwich and the Enterprise Zone are major residential areas as well as major hubs of employment. This results in a significant number of local trips but also a very high number of outbound and inbound commuter journeys. Using online interactive mapping from datashine.org.uk, which analyses 2011 Census data, it is possible to see the dominant patterns for outbound journeys to work (red lines) and inbound journeys to work (blue lines). Examples for Norwich and Great Yarmouth are shown overleaf.

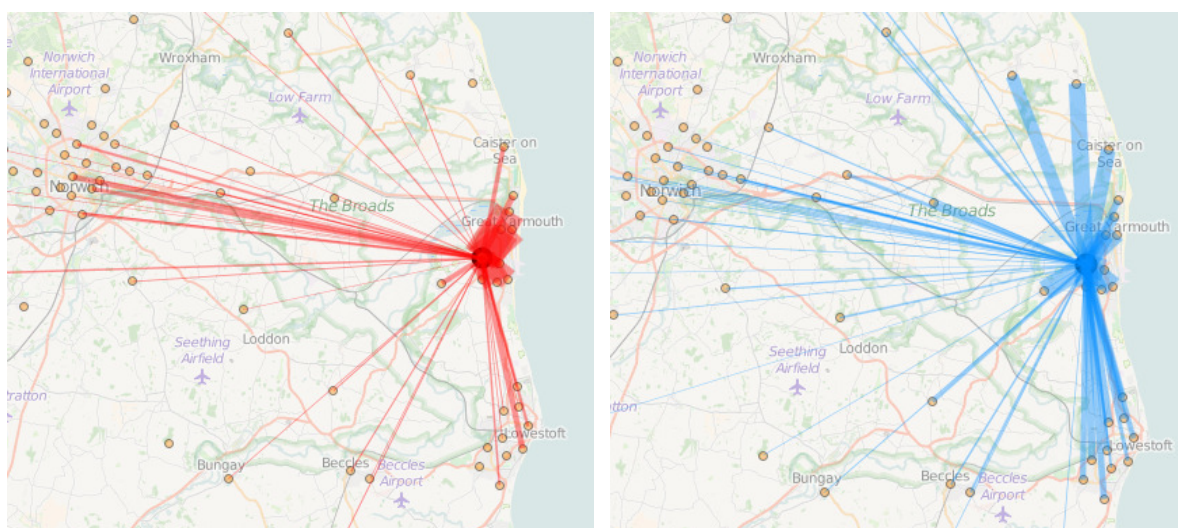
It is clear that Norwich attracts a significant level of inbound journeys from across the region with a strong demand along the A11 Corridor. When looking at Wymondham on its own, the dominant flow of journeys both inbound and outbound is to and from Norwich. However, a high number of inbound journeys are made from Thetford and coastal towns including Great Yarmouth and Lowestoft.

Great Yarmouth has a clear pattern of outbound and inbound commuting between local areas, Norwich and Lowestoft. When looking at Lowestoft, the main flows of movement are between local areas, Great Yarmouth, Norwich and Bungay and Beccles to the south-west.

In addition to these commuter trips, both Norwich and Great Yarmouth also attract a significant number of journeys associated with the University, colleges, and hospitals.



Norwich journey to work destinations, source: datashine.org.uk



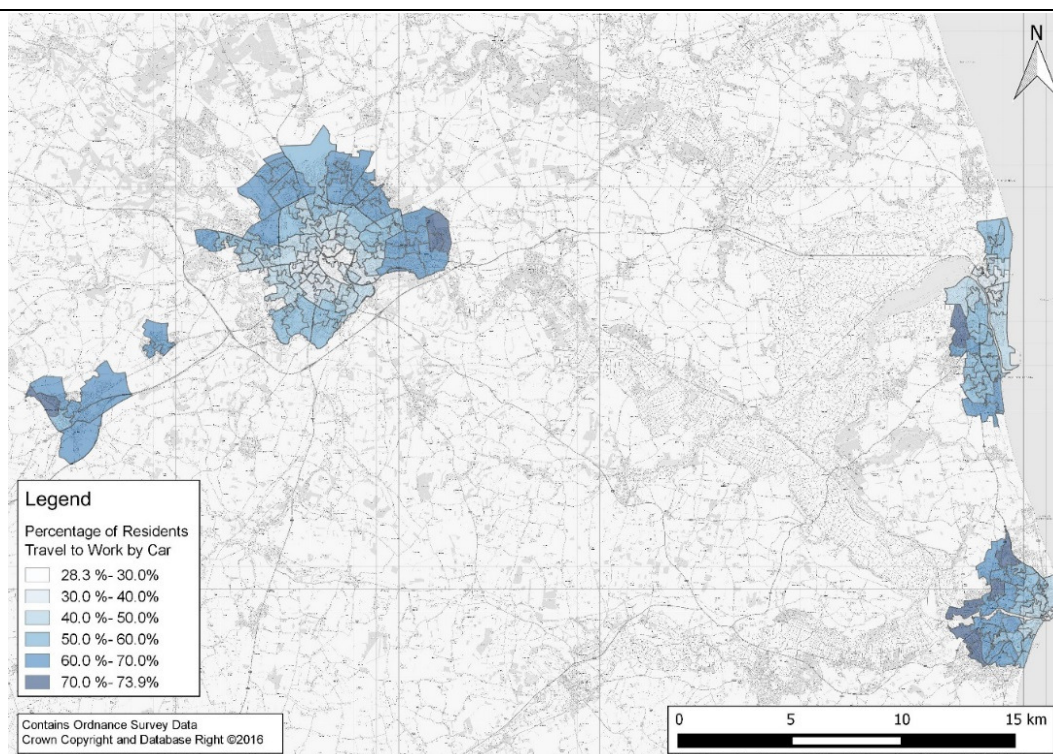
Great Yarmouth journey to work destinations, source: datashine.org.uk

The levels of inbound and outbound commuting puts significant pressure on the transport network and the programme will operate in and work across these economic areas, to encourage active travel for local journeys and reduce the number of single occupancy car trips for longer distance commute journeys.

Key challenge: High reliance on private car causing congestion and delay, and high emissions

The car remains the dominant mode of travel across Norfolk. The table below shows the average number of residents who travel to work by car and the average distance travelled. The map overleaf highlights there are clear pockets of high car use and further analysis of the Census data highlights a high proportion of journeys to work are shorter distances of less than 5km.

	Percentage of Residents use car for Travel to Work	Typical Distance to Work
Norwich and Hethersett	57%	12km
Wymondham	73%	16km
Great Yarmouth and Lowestoft	64%	16km



The Census data aligns with findings from the Lowestoft Local Links business engagement surveys which demonstrated drive alone car trips represented a 61% mode share for journeys to work at the start of the project.

This reliance on the car in the study area for journeys to work, in addition to the levels of car use associated with journeys to and from places of education including the universities, colleges and over 150 schools, and journeys to the two hospitals results in congestion, travel delay and high emissions. The Greater Norwich area suffers congestion at hot spots across the network during peak times and central Norwich is declared as an Air Quality Management Area, whilst Great Yarmouth and Lowestoft suffer from congestion arising from bottlenecks at key locations associated with the bridge crossings.

The programme will **focus on communities and businesses with a high level of car use** to help reduce the impacts of congestion, delay and emissions by encouraging a shift to non-car modes of travel.

Key challenge: Low levels of public transport use

Greater Norwich is well served by public transport and has an extensive network of bus services including Bus Rapid Transit corridors, six Park & Ride sites and a frequent rail service connecting to other major residential and employment centres. Similarly, Great Yarmouth and Lowestoft are well served by buses and rail and therefore the levels of public transport use for journeys to work is much less than would be expected.

A high-level of journey times between key destinations highlights that travelling by public transport is faster than travelling by private car for some destinations, particularly for shorter journeys. Travelling by private car is faster than travelling by public transport across longer distances, however, this is only marginal.

Route	Journey Times	
	Car	Public Transport
Norwich - Hethersett	20-25 mins	10-25 mins
Norwich - Wymondham	20-30 mins	10-20 mins
Norwich – Great Yarmouth	30-40 mins	30-40 mins
Norwich - Lowestoft	45-55 mins	45-1h 5 mins
Great Yarmouth - Lowestoft	20 -25 mins	45-50 mins

Despite this, only 6% of residents in Great Yarmouth and Lowestoft use public transport to travel to work, and 9% in Norwich and Wymondham.

Rail usage in Norwich is in line with other cities of similar size. However, Wymondham has a relatively low number of total entries and exits when compared to other market towns. Usage at Great Yarmouth and Lowestoft is also considerably lower than at stations in other towns of similar size.

Evidence from residential and employee travels surveys suggests the low levels of public transport use are largely a result of limited awareness and inadequate information, and public transport options not being seen as convenient, quick or affordable as the private car.

With partners the programme will **promote the wide range of transport options available**, identify opportunities and **provide a range of targeted information** to increase the use of the existing public transport network in conjunction with cycling and walking as a component of journeys.

Key challenge: Low levels of walking and cycling

The study area is flat and the centres are relatively compact making active modes a genuine option for the high number of shorter journeys currently taking place by car. At present, cycling to work represents an 8% mode share in Norwich, 4% in Wymondham, 5% in Great Yarmouth and 7% in Lowestoft; and walking to work represents 19% in Norwich, 8% in Wymondham, 18% in Great Yarmouth and 14% in Lowestoft. However, given the nature of the study area and distances to employment, these values could / should be significantly higher, and the Propensity to Cycle Tool highlights that each area has significant propensity to increase cycling.

The County Council and partners are delivering improved cycling facilities through the **Pedalways programme** and **Local Growth Fund** and have also developed a **Countywide Cycling and Walking Action Plan** to guide future investment. A recent survey associated with the Action Plan has highlighted a number of main reasons discouraging walking and cycling, including:

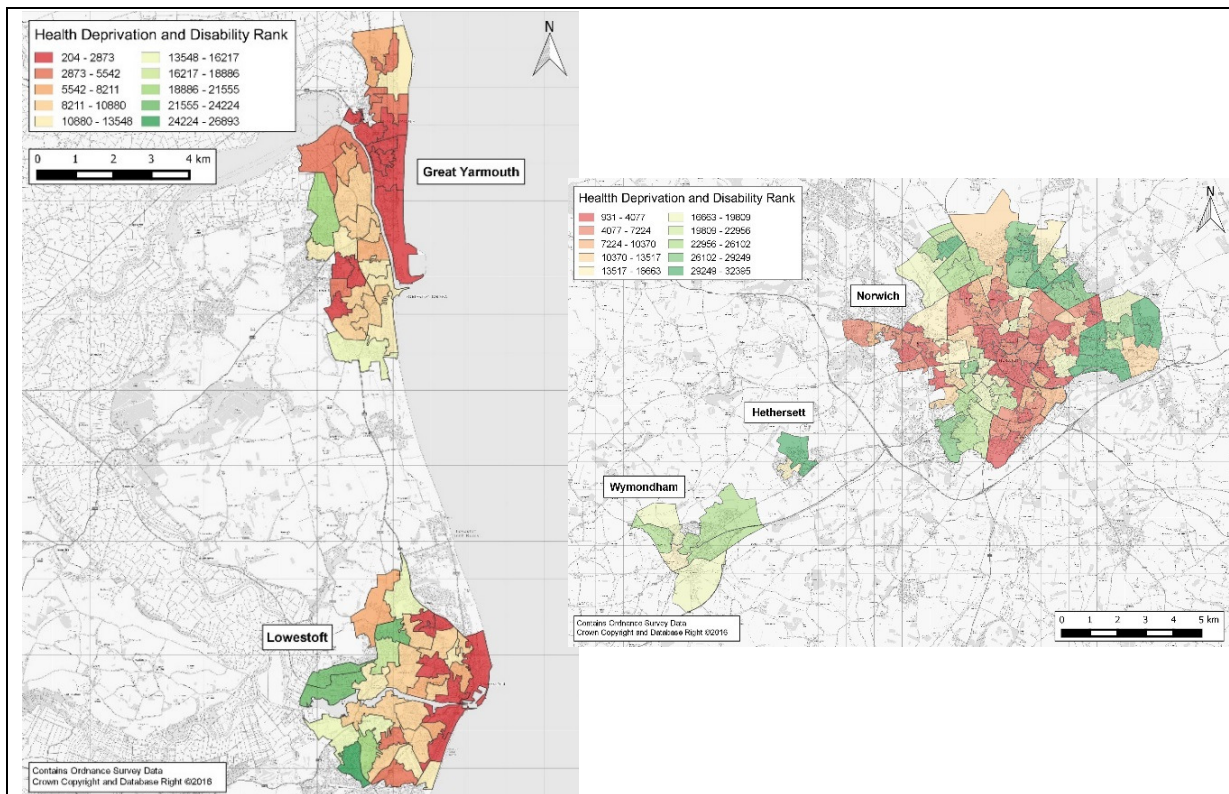
- 52% stating that walking takes too long
- 19% stating that safety, especially crossing roads is a concern
- 58% felt cycling on existing roads would be a bad experience
- 65% were concerned about negotiating difficult road junction

The survey also highlighted that 74% of respondents believed cycle lanes would make cycling feel safer; 68% wanted to see better paths and cycle ways; 57% wanted more off-road routes and 48% stated that maps which include safe cycle routes would encourage cycling.

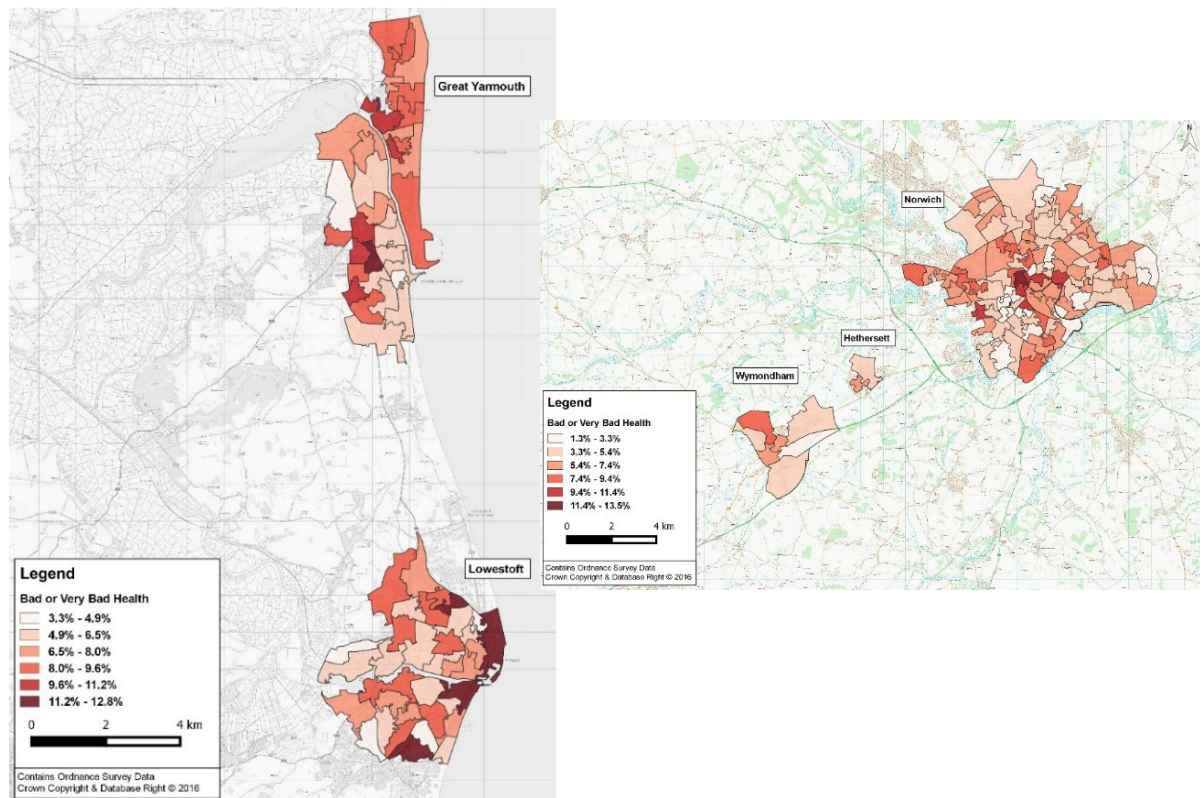
The programme will **actively promote and encourage an increase in levels of walking cycling** through a **package of measures** including led commuting rides, cycle and walking festivals, provision of loan bikes and 'try before you buy' with folded cycles and electric bikes, use of apps and gamification and family orientated active travel events.

Key challenge: Health inequality

The IMD indicator for health shows inequality across the study area with parts of central Norwich and coastal Great Yarmouth and Lowestoft where health is poor. In the most deprived wards, life expectancy at birth is well below the average for England. For example, in the most deprived wards in Great Yarmouth, the life expectancy for a male is 73.2 years and for a female is 78.9, compared to an average in UK of 79.6 years for males and 83.2 years for females.



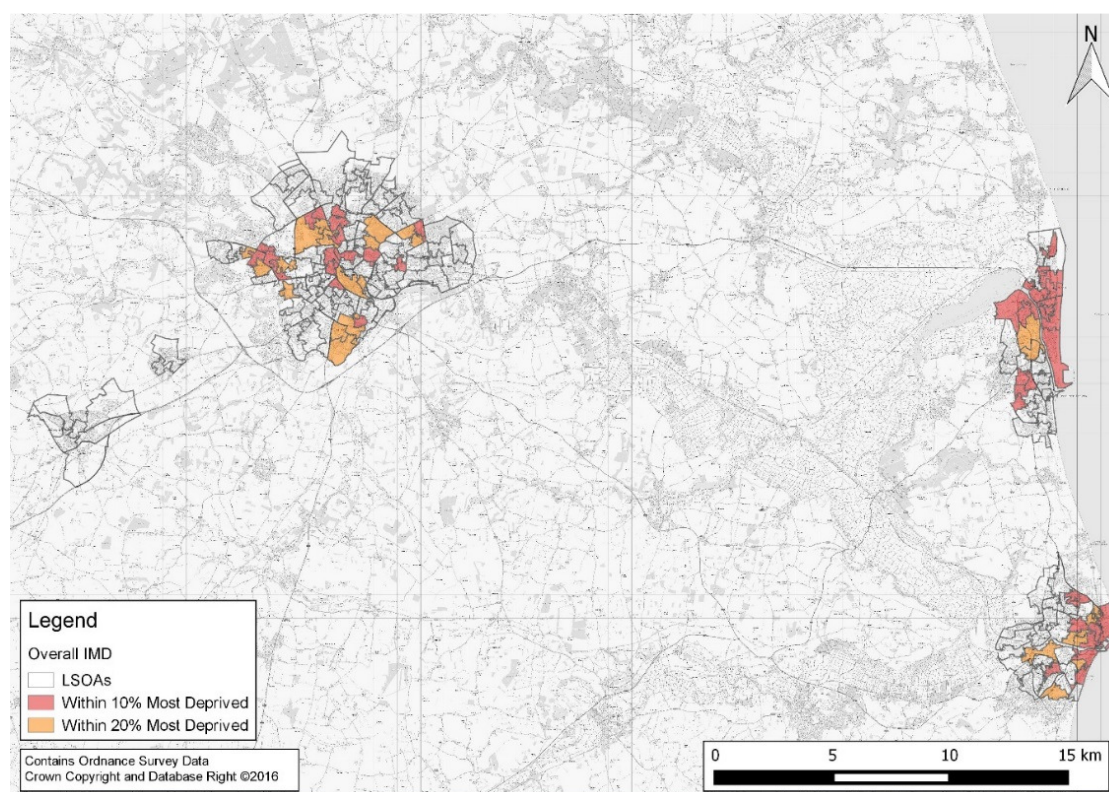
A similar pattern can be seen by analysing self-assessment data for general health from the 2011 census. The plan below shows residents who considered themselves to be in bad or very bad health, highlighting the pockets of poor health.



The programme will work with residents to **encourage more active lifestyles to help improve public health.**

Key challenge: Inequality in access to employment, education and training

In addition to issues of poor health, there is inequality across the study area in terms of access to employment, education and training. The map below highlights LSOAs in the top 10% or 20% most deprived based on the Overall Indices of Multiple Deprivation Indicator (IMD). This highlights clear pockets of inequality in Greater Norwich and widespread areas in Great Yarmouth and Lowestoft. In fact Great Yarmouth is the twentieth most deprived lower tier local authority nationally and Norwich is included in the top 10 lower tier local authorities with the largest percentage point increase in the proportion of neighbourhoods in the relatively most deprived decile for 2015 compared to 2010.



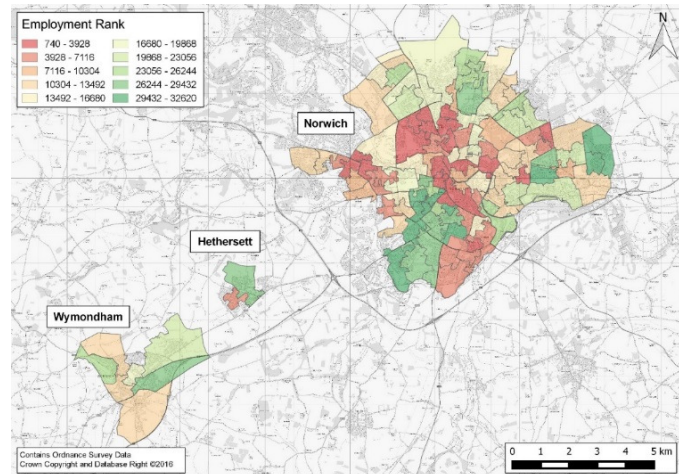
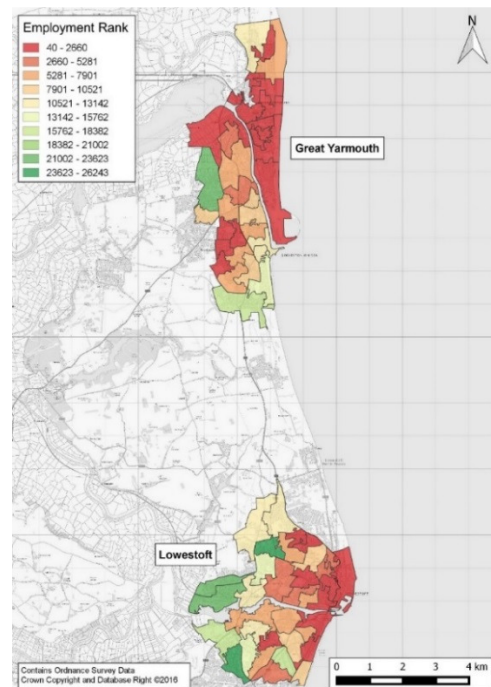
This inequality is apparent when considering access to employment, education, skills and training. Long term unemployment and numbers of young people who are NEET is high, notably in Great Yarmouth, Norwich and Lowestoft. When young people do secure employment, it is often short-term or part-time, low skilled, low paid work and does not lead to a sustainable future for them and their families. Levels of unemployment and NEET are shown in the table below.

Norfolk 16 to 18 year olds NEETs (estimated), Nov 2011 to 2013

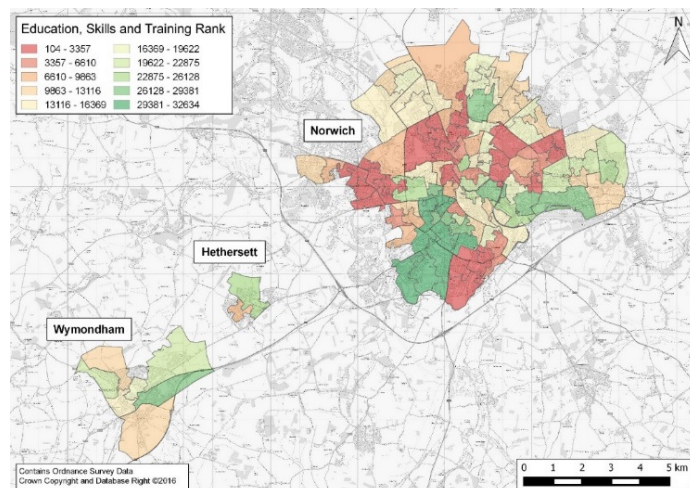
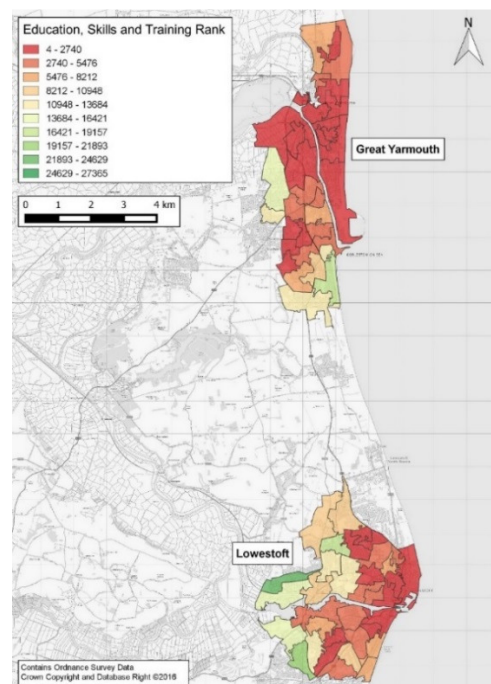
	% Nov 2011	% Nov 2012	% Nov 2013	Number Nov 2013
Breckland	7.4	6.1	5.3	224
Great Yarmouth	9.5	7.5	6	213
King's Lynn & West Norfolk	7.5	6.7	5.4	247
North Norfolk	6	6.7	4.5	130
Norwich	11.6	9.8	9.2	318
South Norfolk	5.4	5.2	3.9	154
Norfolk	7.4	6.5	5.3	1,422

Source: Norfolk County Council Children's Services, 2014

The IMD unemployment rank measures the proportion of the working-age population in an area involuntarily excluded from the labour market. It can be seen that many of the LSOA's in Great Yarmouth fall within the 10% most employment deprived areas of the country. Similarly in Lowestoft, almost all of the coastal areas fall into the same category. In Norwich the city centre clearly suffers from employment deprivation.



The education, skills and training indicator measures the lack of attainment and skills in the local population. The figures below demonstrate the high level of deprivation across the study area and Great Yarmouth in particular, highlighting a key challenge.



The programme will work with local communities and partners in these areas to **help improve access to employment, education and training** by increasing the access to sustainable travel options.

Key challenge: High casualty rates for vulnerable road users

Analysis of collision data for the years 2011 to 2015 (inclusive) shows the numbers of casualties involving pedestrians and cycle users.

There are high casualty rates in Norwich, Great Yarmouth and Lowestoft along key routes in and out of the main employment centres, and there are also clusters of accidents in the centre of Wymondham. Whilst there is no obvious trend or pattern there is a clear issue associated with safety for vulnerable road users.

	2015		2014		2013		2012		2011		Total
	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	Slight	KSI	
Norwich											
Cycles	89	19	107	16	91	11	77	14	69	10	503
Pedestrians	66	16	55	10	60	14	58	19	70	9	377
Hethersett											
Cycles	0	0	1	0	0	0	0	0	0	0	1
Pedestrians	0	0	2	2	0	0	1	0	0	0	5
Wymondham											
Cycles	1	0	3	1	2	1	7	0	5	0	20
Pedestrians	3	1	3	1	8	0	2	0	6	1	25
Great Yarmouth											
Cycles	12	6	12	4	16	5	15	3	19	0	92
Pedestrians	27	12	21	8	23	1	16	8	27	5	148
Lowestoft											
Cycles	12	4	29	2	32	2	23	7	15	8	134
Pedestrians	16	4	12	4	18	4	18	4	13	5	98

In addition to the issues associated with real safety concerns there is a significant issue of perceived safety discouraging walking and cycling as a result of high levels of car traffic. The programme will deliver a safety campaign and a programme of skills training to help address these issues.

Opportunities

The areas of focus are identified by the LEP in their Strategic Economic Plan as Growth Locations and support the LEPs ambition to deliver significant growth in housing and high-value employment sectors. In addition to supporting this growth, there are a number of opportunities to maximise the value of ongoing and planned investment.

Opportunity: Maximise capital investment in transport schemes

The report for DfT *Finding the Optimum: Revenue/ Capital Investment Balance for Sustainable Travel (2014)* highlights the benefits of having both revenue and capital funding together - "Sustainable transport schemes that were 100% capital did not in general, show the highest value". This suggests that there is a strong case for applying revenue funding to complement existing capital investment. The programme will provide a **package of revenue measures to complement recent, ongoing and planned capital improvement schemes to maximise the value of investment.**

Major investment projects of note include:

£14.1m Pedalways programme to enhance cycle facilities along seven key routes across Greater Norwich.

- £5.7m has been invested in the Pink Pedalway which was completed this year and provides a cross city route between the Norfolk & Norwich University Hospital and UEA in the west, through to Heartsease and Broadland in the east
- £8.4m is currently being invested in the next two Pedalways which will provide connections from the city to Rackheath Growth Triangle and Hethersett and Wymondham (Blue Pedalway) and Norwich Airport (Yellow Pedalway). These will both complete during the Access Fund period.

The Pushing Ahead – Your Journey Your Way programme will **focus on residential communities and businesses along these Pedalways** to promote the scheme and engage individuals to try cycling.

£9m Local Growth Deal funding for Great Yarmouth has been secured by NCC from the New Anglia LEP to tackle transport issues in Great Yarmouth. This includes:

- Schemes focussed on relieving congestion at key junctions.
- Improvements to existing transport interchanges and travel information.
- Improving the walking route between the town centre and the station; and
- £2.4m to deliver a package of Sustainable Transport improvements.

All these projects will be completed during the Access Fund period and the Pushing Ahead – Your Journey Your Way programme will **continue working with partners to maximise the value of the sustainable transport improvements package, and use the planned improvements to promote and encourage a shift to non-car modes of travel** through initiatives such as the Great Yarmouth Cycling Map and through personal travel planning.

The **£178.5m Norwich Northern Distributor Road (NDR)** is currently under construction and due to open in early 2018 and will help to reduce traffic flows on key routes through Norwich and through residential communities. As part of delivering the NDR, NCC will be delivering a number of measures to lock-in the benefit of reduced traffic flows on key routes by improving provision for public transport, cycling and walking. A feasibility study is currently underway exploring options to deliver Bus Rapid Transit improvements along two of the main corridors in to Norwich from the North. The Pushing Ahead – Your Journey Your Way programme will **work with the team developing improvements to help promote and integrate their delivery.**

Third River Crossings in both Lowestoft and Great Yarmouth are currently being developed. In March 2016 the government agreed to provide around £73m towards the Lake Lothing Third Crossing, and in August committed around £1.1m to develop a business case for a third river crossing in Great Yarmouth. As part of these schemes engagement with stakeholders and the public will be ongoing and the Pushing Ahead – Your Journey Your Way programme will be able to **utilise these opportunities to promote measures and encourage non-car travel.**

Opportunity: Influence future strategies

The County Council and local district partners are currently working together to review and update the Greater Norwich Local Plan to include the period up to 2036, and in tandem update the Norwich Area Transport Strategy. Furthermore, the New Anglia LEP Transport Board are developing a long-term transport strategy for the region that considers economic scenarios and changing transport needs over the next 15, 25 and 35 years.

The Pushing Ahead – Your Journey Your Way team will **work with partners to influence and maximise the future role of sustainable transport as part of this strategic planning to ensure long term sustainability.**

Opportunity: Build on existing programmes encouraging more sustainable transport

The **AtoBetter** initiative was launched in summer 2015 and is being delivered in partnership by NCC and Mouchel. It is an innovative way of obtaining funding for behaviour change work from housing developers, with benefits to both the developers and the County Council. Initiatives are



delivered in new developments and promote sustainable and active travel through the delivery of a range of site and community specific measures designed to encourage and enable people to walk, cycle, use public transport and car share. The delivery period for each site is at least five years to ensure AtoBetter imbeds behaviour change and leaves a legacy of impact.

To date the AtoBetter programme has:

- Secured 20 residential sites, from 7 developers
- Created a co-located AtoBetter team of four full-time staff
- Created AtoBetter web and social media presence
- Designed and procured a range of marketing materials for consultation and engagement
- Delivered focussed engagement across three sites with over 2,700 dwellings
- Delivered nearly 100 public engagement events
- Developed delivery partnerships with NCC teams, including Developer Services, Public Trails, Active Norfolk, Public Health, and Environment Team

In 2016, NCC were awarded **Sustainable Transport Transition Year** funding. The programme builds on the success of the AtoBetter initiative by focussing on existing residential communities in areas of highest need and major trip attractors in Greater Norwich and in Great Yarmouth to increase active travel. The programme involves 12 key packages including:

- **Residential personalised journey planning** which will be launch in autumn 2016 and targeted at residential communities in Norwich and Great Yarmouth
- **Cycle Loan Scheme** www.norfolkcycleloan.co.uk launched at the end of August offering 30 bikes for a 4 week hire period. The scheme already has over 60 applications.
- **Network Mapping** of walking and cycling routes
- **Walking Festivals** are planned for late-2016
- **Led cycle events** for families and communities
- **Casualty Reduction** campaign ('Look out for each other')
- **Workplace Health engagement**
- **Bikeability training**
- **Cycle Maintenance**
- **Independent Evaluation** being undertaken by University of East Anglia

The Pushing Ahead – Your Journey Your Way programme will **continue to work alongside the AtoBetter programme and continue the delivery of the STTY programmes in Norwich and Great Yarmouth**, and expand them in to Hethersett, Wymondham and Lowestoft to address key challenges and capitalise on other opportunities.

A Business Travel Pack was generated as part of the **Better Bus Area** funding in Norwich. NCC is now looking to make this more widely available across Norfolk and into Suffolk. The aim is to provide a one-stop information resource to assist businesses in their travel. At the back is a Travel Information Plan that businesses can complete, which generates their own bespoke travel plan for their business. Businesses are now completing these on a voluntary basis.

NCC is part of the **Total Transport Pilot**, which seeks to try new and better ways of delivering joined-up local transport in rural and isolated areas. The Pushing Ahead – Your Journey Your Way programme will **work closely with the Total**

Transport team to integrate the delivery of planned schemes and measures.



Between 2012 and 2015, Suffolk Council delivered the **Lowestoft Local Links** programme, this programme secured £5m through the Local Sustainable Transport Fund and delivered a highly successful campaign to promote sustainable travel and reduce car trips. The programme offered very high value for money with a calculated benefit-cost ratio of 6.3:1 and was acclaimed nationally, winning the Chartered Institute of Highways and Transportation's 'Sustainability Award' in 2013, and was highly commended at the 2015 National Transport Awards. The Lowestoft Local Links programme focussed on businesses and their employees, engaging and working with over 150 businesses to develop travel plans and provide a wide range of resources, events, campaigns, awards, and communications. The Pushing Ahead – Your Journey Your Way programme will **apply the lessons learned from the Lowestoft Local Links project and apply them across Great Yarmouth and Lowestoft.**

Opportunity: Working in partnership

There is a strong emerging **Cycling Walking partnership** between NCC, Norwich City Council, Greater Norwich Development Board (including Broadland and South Norfolk District Councils) and Great Yarmouth Borough Council, facilitated through working together on the Pushing Ahead project funded through the STTY. Within NCC, Public Health has recently moved into the same directorate as transport, environment and highways, with much more joint working taking place including with the County Sports Partnership.

The **Norfolk Cycling & Walking Working Group** is a body made up of members of both County and District Councils and supported by officers from a range of cogent disciplines including highways, transport, environment public health and sports partnership. The group has recently publically consulted on the Norfolk Cycling & Walking Action Plan and collected feedback. It plans to upgrade the existing Cycling & Walking Action Plan to a Local Cycling and Walking Infrastructure Plan once the Department for Transport's guidance is published in the finalised Cycling and Walking Investment Strategy.

Norfolk County Council has effective relationships with a wide range of delivery partners and businesses including **Liftshare, Co-Wheels, Active Norfolk, Bicycle Links Norwich, Great Yarmouth Bike Project and Mouchel.**

NCC is currently working in partnership with the **University of East Anglia (UEA)** on the delivery of their travel plan and other transport initiatives. The UEA will be undertaking the evaluation of this Pushing Ahead – Your Journey Your Way programme.

Norfolk County Council and **Suffolk County Council** are working together with **Groundwork** and **NWES** to deliver **Business Energy Efficiency (BEE) Anglia**. BEE Anglia is a three-year programme, part funded through the European Union European Regional Development Fund, which provides free support to at least 1,000 SMEs across Suffolk and Norfolk to become more energy efficient. The support on offer includes sustainable travel advice and grants towards new energy efficiency measures and provides a direct opportunity for the programme team to engage SMEs.



Pushing Ahead – Programme of measures

The programme of measures has been developed to achieve the stated objectives; and respond to the challenges and opportunities identified. In identifying the measures, good practice from successful projects across East Anglia, in particular successes from delivering the AtoBetter and STTY programmes have been considered.

As a result, the Pushing Ahead programme has been based on the principle of investing in measures equivalent to £50 per person per year enabling the programme to target engagement with over 25,000 individuals through the packages outlined below.

Package 1 – Cycle and Walking Initiatives

A comprehensive package of walking and cycling initiatives will be delivered within the study area, which can be summarised as:

- **Led commuting cycle rides** with the aim of these ultimately becoming managed and 'owned' by local communities, through volunteers. This would be supported through the generation and distribution of mapping (paper and electronic) specific to these activities. Previous experience of events such as this has demonstrated that significant numbers of people, many of whom are first time cycle commuters, can be encouraged to attend. This initiative aims to run every month in Norwich and Great Yarmouth, attracting around 25-30 cyclists per event
- **Walking and cycling festivals** in Norwich and Great Yarmouth promoted around specific themes that will appeal to a wide audience. This will be supplemented through the use of apps and the principle of gamification to encourage active and long lasting participation. There is an increasing opportunity to encourage walking through gamification given increased awareness driven by games such as Pokemon Go and incentives systems such as Better Points. It is hoped that two festivals will be held each year (one in Norwich and one in Great Yarmouth), attracting around 500 people per event
- Delivery of a **Social Network Walking Model**, which involves the delivery of walk leader training into existing social networks, including third sector organisations and community groups. By working with existing community development officers across the study area, the aim is to develop a model to engage existing partners and incorporate health walks into existing service provision. It is anticipated that this scheme can train up to 160 walk leaders
- Training and support for the appointment of **cycle and walking 'Champions'** within businesses and communities. The aim is to recruit 50 champions during the life of the project, who would then engage with upwards of 5000 colleagues
- Provision of **loan cycles for job seekers** and those trying to access training and skill development courses. As part of this a comprehensive support package of cycle training and maintenance would be provided. This will be an expansion of the current bike loan delivered through STTY, which has already been shown to be successful in terms of having a waiting list of people wanting to benefit from the scheme. It is hoped that over 200 bikes can be loaned out
- **'Try before you buy'** initiatives aimed at folding bikes and electric bikes. Due to the higher cost of investment in these types of bikes, this initiative will provide a convenient and cost-effective way for people to try these bikes. We aim to successfully encourage 300 folding and electric bikes to be used by people on a regular basis
- **Parkride events** will be delivered in the study area. We aim to attract around 1,200 to actively participate in Parkride events over the study period
- **Cycle maintenance and training** will be offered as an integral element of many of the activities. We are aiming to engage with around 3,000 people over the study period

- **Pedestrian and cycle user awareness campaigns** will be delivered throughout the period of funding and will focus on key themes
- Use of **social media** to attract and retain interest in active travel promotions will be used throughout

Package 2 – Personalised Journey Planning (PJP) and Promotional Activity

A programme of PJP will be delivered in the study area focussed on residential communities in areas of highest need and close to planned improvements. To supplement PJP, specific promotional activities will take place that are focussed around encouraging sustainable and active travel in general.

NCC works closely with Liftshare on the use and development of the **myPTP** software used in Norfolk. This has seen incorporation of Park and Ride as a genuine journey option as well as the consideration of walking and cycling to and from rail stations. However, we recognise there remains limitations in terms of how community / hospital car schemes, community transport and flexi-bus services are incorporated in PJP results. We will use the Access Fund to work with Liftshare and Traveline to undertake feasibility and delivery of a solution(s) that incorporate these options into PJP.

The PJP will build on existing engagement activities being undertaken as part of the STTY programme and engagement activities will continue in the existing wards to nudge behaviour, as well as behaviour delivered in other wards. In addition, to working in **residential areas**, a programme of PJP will also be delivered working in partnership with Department for Work & Pensions to deliver personalised travel plans providing tailored information and advice for **job seekers**. This will deliver up to 10,000 PJPs.

An additional PJP activity will involve working with the **Norfolk & Norwich Hospital and James Paget Hospital in Great Yarmouth** to deliver personalised travel plans providing tailored information and advice regarding travel options to medical appointments. Initial discussions with the Norfolk & Norwich Hospital as part of the STTY initiative have identified that there are potentially significant benefits in terms of avoiding missed appointments and maximising clinical time. We aim to provide over 20,000 digital travel plans using the software.

In terms of overall promotional activity, we will focus on the following:

- Delivery of the **‘Workplace Challenge’** initiative through our partners ‘Active Norfolk’. This involves working with workplaces to identify bespoke packages of support, such as walking/cycling champions, walk leader, cycle leader training, cycle maintenance, bike loan promotion, workplace challenges with links to Better Points incentives platform etc. This initiative aims to attract an additional 4,500 people to sign up to the ‘Workplace Challenge’.
- Delivery of **‘Fun & Fit for All’** programme through our partners ‘Active Norfolk’, who have numerous existing links with disability charities and community groups through disability physical activity network. There is an opportunity to develop cycling activity, through these third sector partners. This initiative aims to work with around 2,000 people throughout the life of this project.
- Delivery of a **parental awareness campaign**. The National Institute of Clinical Excellence (NICE) recommends that a culture is fostered amongst staff, parents and children that supports physically active travel for journeys to schools. There is an opportunity to combine the work of various NCC departments to develop a campaign to encourage parents, via schools, to support active travel choices. Overall, we have the aim of engaging with around 18,000 parents.

Package 3 – Multi-Modal Activities

Active travel is an element of many multi-modal journeys and there are a number of initiatives that we will be working on to maximise the use and benefits of walking and cycling. These can be summarised as:

- Working with **Norfolk Car Club** on initiatives that support the continued expansion of the car club. Car clubs have shown that they can consistently and predictably reduce private car ownership, and are therefore the key to unlocking a substantial increase in walking and cycling. Car club schemes are recognised to work well in conjunction with other initiatives aimed at achieving behaviour change and supporting in-work trips. These initiatives aim to bring about 600 additional car club members, 200 cycle users making journeys by bike rather than by car and 350 pedestrians making journeys on foot rather than by car
- Work with **Abellio Greater Anglia** on the delivery of station travel plans at two stations within the study area. These will build on previous and successful experience of delivering station travel plans in partnership with Abellio at Norwich and Diss and aim to improve facilities and integration of bus, rail, pedestrian and cycle
- Maximise the use of the **Holdall smartcard** that is being delivered in Norfolk as a managed service trial supported by DfT promotion. This initiative is aimed at supporting those accessing jobs, training and interviews by providing Holdall smartcards that are preloaded with tickets or cash. This aims to assist with 4,500 journeys.

Package 4 – Overall Marketing and Brand Promotion

The presence of a strong and clearly identifiable brand for the delivery of this project will be a key element to its success. We have already established branding and marketing associated with the AtoBetter residential travel planning programme and work undertaken for STTY and we will look to build on this through all available media and communications channels. This could involve the use of pop-up shops, which we have already been offered.

Package 5 – Independent evaluation

Crucial to the delivery of the project will be the integrated evaluation undertaken by the University of East Anglia. Evaluation of initiatives is essential to ensure that goals are achieved. The University are collaborating with NCC on the development of methods to evidence the impact of the current STTY AtoBetter initiative, and the evaluation protocol developed will be used to guide delivery and ensure the stated aims of this work will be delivered.

B3. The Economic Case – Value for Money

The economic benefit of reducing car trips and increasing activity

In August 2014 the DfT published a report 'Value for Money Assessment for the Local Sustainable Transport Fund' which summarises the findings of the assessment of the VfM for the large projects. It concluded that the 12 large projects that received funding represented a combined return on investment of at least 5:1. This conclusion demonstrates that investment in local sustainable transport projects represents very high value for money. The report also notes that the VfM assessment of the smaller bids suggested that, as a package, they also represented high value for money.

Research published in 2011 by the Sustainable Development Commission in their Fairness in a Car Dependent Society report summarised typical Benefit to Cost Ratios (BCRs) for sustainable transport interventions. Some of these are shown opposite and support the DfT research.

Intervention	Typical BCR
Cycle training	7:1
Personalised travel planning	7.6:1
Travel Planning	15:1
Car share schemes	68:1

The costs to society of transport-induced poor air quality, ill-health and road accidents exceed £40 billion per year. Getting one more child to walk or cycle to school could pay back as much as £768 or £539 respectively in health benefits, NHS costs, productivity gains and reductions in air pollution and congestion. From recent Kings Fund paper.

Replacing car journeys with walking or cycling, and making roads and neighbourhood environments safer and more pleasant, could therefore deliver considerable savings. For instance, for every £1 spent on cycling provision, the NHS recoups £4 in reduced health costs, while the economy 'makes' 35p profit for every mile travelled by bike instead of car. If England were to match spending levels on cycling infrastructure in the Netherlands, the NHS could save £1.6 billion a year (Burgess 2013).

Breaking this down, getting just one more person to walk to school could pay back £768 (Department of Health et al 2011) (with savings of between £539 and £641 a year for every person who cycles instead of using their car (Davis 2012)) in terms of the health benefits to individuals, savings in NHS costs, productivity gains, and reductions in air pollution and congestion (Cabinet Office 2009; Sinnott et al 2011).

Economic analysis of Pushing Ahead

The analysis undertaken to assess the economic benefits for the package demonstrates that it will deliver **very high Value for Money**.

A spreadsheet based economic assessment has been conducted, drawing on a range of available data sources in order to develop estimates of both the anticipated reduction in car trips and the associated increase in walking, cycling, public transport use and car sharing.

WebTAG values for the marginal external costs (MEC) of congestion are then applied to the forecast reduction in car kilometres whilst the estimated increase in walking and cycling is used to generate likely benefits associated with reductions in mortality and absenteeism.

An appraisal period of 20 years has been assumed. This is in line with the DfT's Investing in Cycling and Walking - The Economic Case for Action'.

The appraisal period reflects the fact that the benefits are derived from revenue measures rather than infrastructure measures and that their impacts will be realised in the short term. A decay rate of 10% per annum has also been adopted beyond the funding period.

The Economic Appraisal Report which includes the scheme impacts pro forma, attached in Appendix B, outlines the assumptions and methodology for the calculation of the economic impacts of the package in more detail. The table below summarises the benefits of the package, demonstrating that the package offers **Very High Value for money, with a BCR of 6.7**.

Item	Present Values (all in 2010 prices)
Congestion	£3,023,031
Infrastructure	£24,984
Accident	£827,794
Local Air Quality	£16,656
Noise	£49,967
Greenhouse Gases	£216,526
Indirect Taxation	-£1,021,002
Absenteeism	£269,087
Physical Activity (mortality)	£4,961,886
Total – Present Value Benefit (PVB)	£8,368,929
Total – Present Value Cost (PVC)	£1,252,775
Net Present Value (NPV)	£7,116,154
Benefit Cost Ratio (BCR)	6.7

B4. The Financial Case – Project Costs

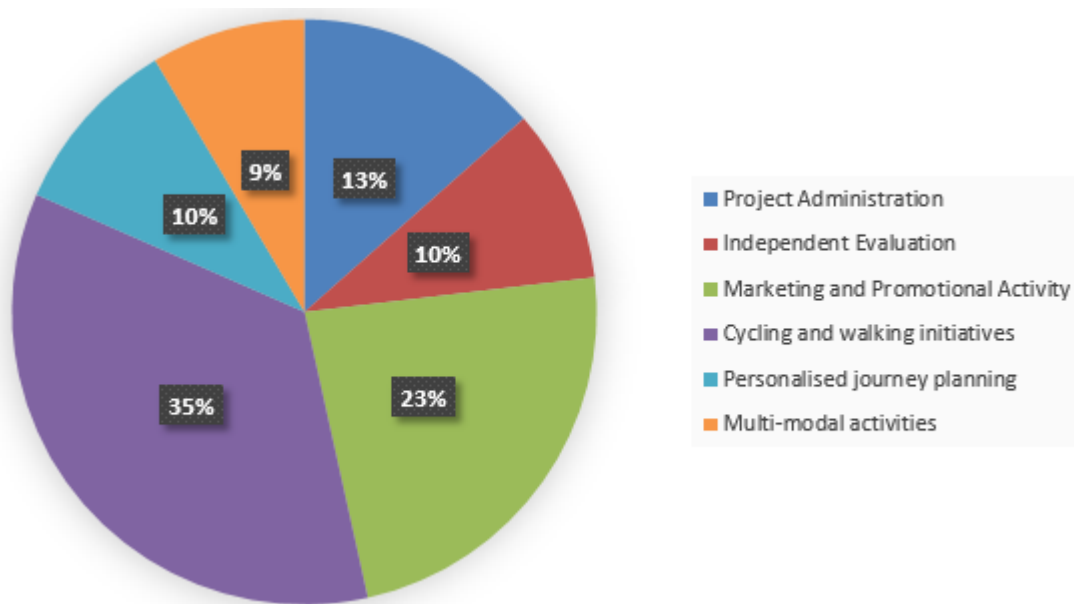
The total cost of the programme is £1,666,000. Table A below confirms that NCC will contribute £150,000 (9% of total) with a third party contribution of £28,000 (1.7% of total) with the remainder sought from the DfT. The Council's contribution is new funding, which has been agreed as match funding for this programme. Table B details the costs of the different package elements.

Table A: Funding profile

Source	2017/18 (£000s)	2018/19 (£000s)	2019/20 (£000s)	TOTAL (£000s)
DfT funding sought	496	495	497	1,488
Local Authority contribution	55	55	40	150
Third Party contribution	5	8	15	28
TOTAL	556	558	552	1,666

Table B: Cost breakdown by package element

Package element	2017/18 (£000s)	2018/19 (£000s)	2019/20 (£000s)	TOTAL (£000s)
Package 1 – Cycle and Walking Initiatives	206.5	190	187.5	584
Package 2 – Personalised Journey Planning (PJP) and Promotional Activity	52.5	50	62.5	165
Package 3 – Multi-Modal Activities	65	55	22	142
Package 4 – Overall Marketing and Brand Promotion	120	135	135	390
Package 5 – Independent evaluation	40	55	65	160
Delivery team	75	75	75	225
TOTAL	559	560	547	1,666



B4. Management Case - Delivery

The programme will be able to 'hit the ground running' following the award of funding as the council will continue work with existing partners and build on the existing STTY funded Pushing Ahead and AtoBetter programmes. Existing team members will be able to follow through into the new project.

All of the external partners are well known to the County Council and in most cases existing contracts are already in place for existing scheme delivery and can be readily utilised without delay.

The County Council will utilise their contract with Mouchel and build on the AtoBetter initiative being delivered in partnership with Mouchel to expand the existing AtoBetter and Pushing Ahead delivery team to capitalise on lessons learned to date and mobilise as quickly as possible.

- a) The attached Gantt chart at Appendix B details the tasks that will be undertaken, their outline timescales, and the key milestones.
- b) This proposal does not require any land acquisition.

For this bid there are no construction projects within the package. Construction milestones are all part of other projects.

B5. Management Case – Statutory Powers and Consents

The programme does not require any statutory powers or consents.

B6. Management Case – Governance

Norfolk County Council has an excellent reputation for project delivery. Strong governance will be put in place to administer, deliver and monitor the programme. Plans for the delivery of Pushing Ahead and the timetabling of the main themes is given in Appendix C.

The Governance structure attached in Appendix D shows that the delivery of the project will continue to be overseen by the existing AtoBetter-Pushing Ahead Project Board, however, the current Pushing Ahead delivery group will be reviewed and extended to take account of the additional partners and reconstituted as the Steering Group.

In addition, the Cycling and Walking Working Group, consisting of members and officers from NCC and the Norfolk districts will receive reports on the progress of the Pushing Ahead programme.

Suffolk County Council will be asked to send a representative to each of the governance groups.

A team consisting of a project manager and officer, with additional administrative support, will be put in place using existing team members to ensure continuity of approach between the STTY funded element and the Access funded three year Pushing Ahead Programme.

B7. Management Case - Risk Management

A structured method for identifying, assessing and mitigating risk for the package has been developed and is currently being used in the STTY funded Pushing Ahead Project to ensure that a robust assessment of risk is undertaken. A risk log has been created to identify and record risks that have the potential to impact the programme or cost. The risk register, included as Appendix E, is a live document and will be updated at key stages via a risk workshop attended by all appropriate parties.

Overall there are no significant risks to delivery.

B8. Management Case - Stakeholder Management

a) Can the scheme be considered as controversial in any way?

☐ Yes ☒ No

b) Have there been any external campaigns either supporting or opposing the scheme?

☐ Yes ☒ No

B9. The Commercial Case

NCC has an excellent reputation for scheme delivery and already has an existing team and partnership arrangements in place supporting sustainable travel delivery. These partnerships bring expertise and knowledge from different sectors and enable NCC to work closely with businesses and voluntary sectors. These bring added value in terms of scheme impact and legacy going forwards. Examples include work on pop-up shops in key shopping areas, which has been offered, and our close working relationship with Bicycle Links and Pedal Park CIC has already seen a successful bike loan scheme established in Norwich and Great Yarmouth.

Throughout the delivery of the programme the team will regularly engage with a new and existing stakeholders. Most stakeholders are already known to the council from previous and ongoing projects in Norwich and Great Yarmouth and we will seek support to help raise the profile of the programme.

Where procurement is required, project deliverables and specifications will be identified at the earliest possible stage and there will be early engagement with the Procurement Team.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation

The University of East Anglia have developed an evaluation protocol for the initiative. This builds on the evaluation strategy that is currently being delivered during the STTY AtoBetter initiative, 2016-17. This involves specific evaluation for key activities (e.g. PTPs and Bikeability) as well as the production of an overall evaluation framework where key performance indicators for the programme will be collected.

The framework also involves a process evaluation; process evaluation is central to determining how interventions work and whether their mechanisms perform as intended. It will therefore provide understanding of how the context within which interventions are developed and implemented impacts their effectiveness. All staff engaged in the AtoBetter

initiative are engaged with the evaluation protocol, and will continue to work with UEA to collect the necessary data at all stages of programme delivery.

Funding from the Access Fund will allow continuity and enable robust evaluation of the interventions over a longer time frame than is typically possible. So as to ensure project delivery is closely linked to intelligence from the evaluation, the University will chair the Programme Evaluation Group which will meet on a monthly basis and comprise the heads of the various delivery programmes and will also sit on the Project Delivery Board.

By submitting this bid, I agree to work with the Department to provide a reasonable level of monitoring to enable the measurement of outputs and, where appropriate, evaluation of outcomes.

☒ Yes ☐ No

SECTION D - Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Pushing Ahead – Your Journey Your Way I hereby submit this request for approval to DfT on behalf of Norfolk County Council and confirm that I have the necessary authority to do so.

I confirm that Norfolk County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name:

Tracy Jessop

Signed:



Position:

Assistant Director, Highways and Transport

D2. Section 151 Officer Declaration

As Section 151 Officer for Norfolk County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Norfolk County Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2019/20;
- Confirms that the authority has the necessary governance / assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.

Name:

Simon George

Signed:



Appendices

- Appendix A) Letters of Support
- Appendix B) Economic Appraisal Report and Scheme Impact Pro-forma
- Appendix C) Delivery programme
- Appendix D) Governance structure
- Appendix E) Risk Register

Appendix A. Risk Register

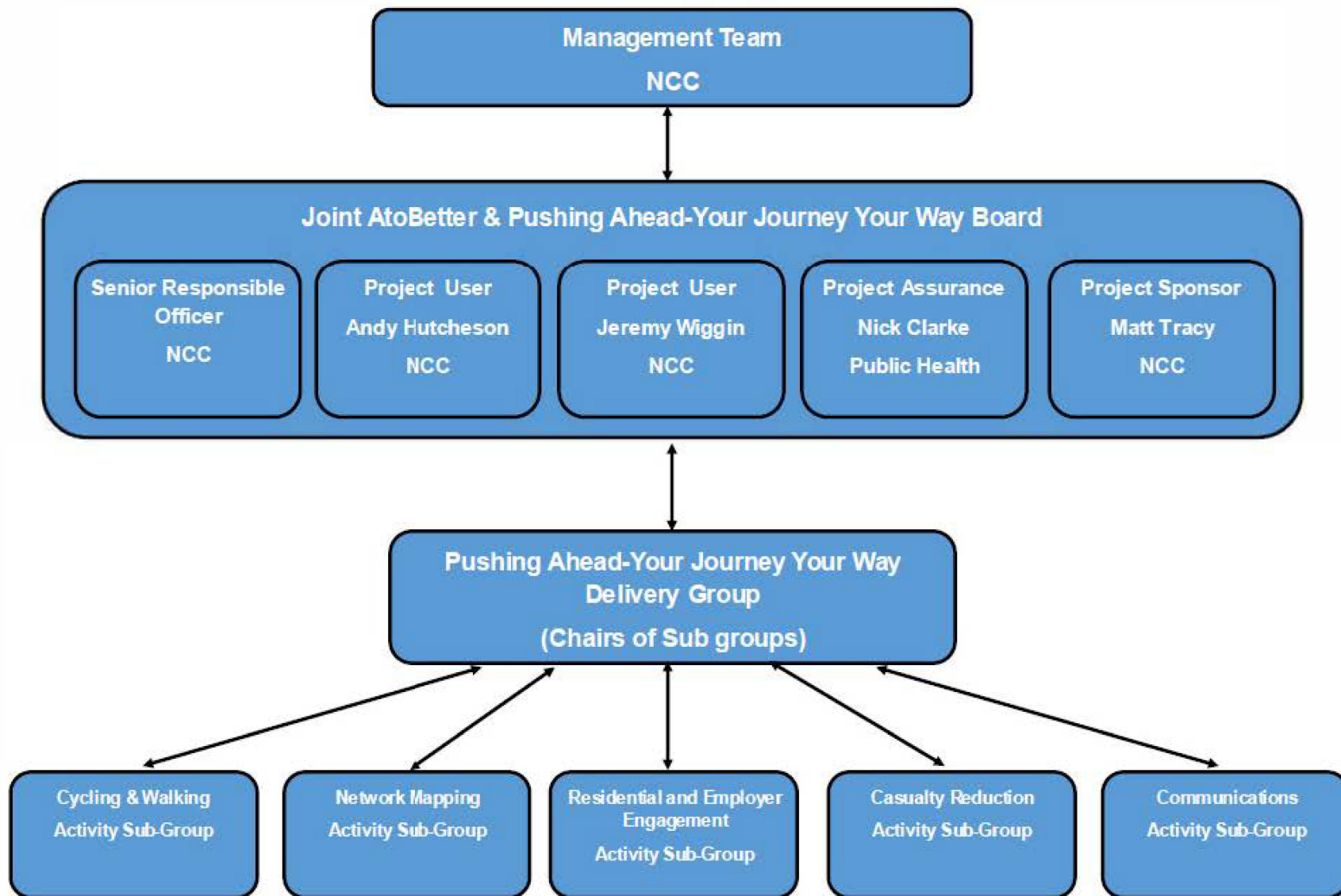
Risk Register and Activity Log		Sep-16			Updated on:	
Project name	Pushing Ahead Your Journey Your Way					

Risk name	Description	Mitigating actions	Impact	Probability	Overall score	Owner
Funding	Failure to draw down grant funding.	Examination of other funding streams and review of committed actions.	5	1	5	
Match-funding	Securing the match-funding from Invest to Save	Work with finance/funding teams	5	1	5	
Loss of key members of staff	Staff leaving / long term sick impacting on the continuity of project activities	Scheme programme developed and key staff identified. Projects delivered across teams so there is cover for staff. Robust Programme and Project Management to identify issues early	4	1	4	
Issues arising relating to the cost and delivery factors	overcommitment/overspend on budget resulting in project not being delivered successfully	Experienced project manager appointed. Regular review and monitoring.	4	1	4	
Project partners cannot secure appropriate technical expertise to deliver identified schemes	Failure to deliver project	Early appointment HR assistance	4	1	4	
Project partners unable to deliver set activities to time/budget	Failure to deliver project	Regular project delivery meetings with key personnel from each organisations to review risks and instigate actions to mitigate risk	4	2	8	
Lack of/ or negative public support/ or engagement at organised events	Failure to deliver project outcomes to deliver mode shift	Early/ Ongoing public engagement initiated.	2	2	4	
Negative media coverage	Failure to deliver project outcomes and damage to reputations	Comms Plan will be created. Regular articles/ briefing sessions with local newspapers / radio and regular updates on social media / NCC & partner websites	2	2	4	
Schemes do not have expected impact	Schemes do not have expected impact	Effective project management and monitoring/evaluation. Scheme review built into programme, to enable schemes to be adjusted if required	3	2	6	

Appendix B. Delivery Timetable

Element	2016/7			2017/8				2018/9				2019/20			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Key Milestones															
- Submit bid															
- DfT award announcement															
- Appoint PM and Delivery team															
- Interim Project Board meeting															
- Appoint delivery partners															
- Commence delivery															
Overall Marketing and Brand Development															
Brand development															
Overall programme marketing and awareness															
Cycle and Walking Initiatives															
Led commuting rides and social walking training and events															
Active travel commuting mapping and engagement															
Cycle and walking champion engagement and training															
Gamification - walking and cycling engagement															
Parkride events															
Pedestrian and cyclist awareness campaigns															
Loan cycles for job seekers															
Try before you buy - electric and folding bikes															
Walking and Cycle festivals (Norwich / Great Yarmouth)															
Cycle maintenance sessions (community/business/schools)															
Cycle training sessions (community/business/schools)															
Personalised Journey Planning (PJP) and Promotional Activity															
Enhancement of PJP tools															
Residential area PJP engagement and delivery															
Job seekers / young offenders PJP for / training / education															
James Paget Hospital - PJP for healthcare appointments															
Workplace Challenge															
Fun & Fit for all - 8 week programmes															
Parental awareness campaign in schools/clubs															
Multi-Modal Initiatives															
Norfolk Car Club active travel campaign and analysis															
Station Travel Plan Delivery															
Holdall smartcard assistance for job seekers															
Project Governance															
Project Board meetings															
Project Group meetings															
Sub group meetings															

Appendix C. Governance Structure



Appendix D. Scheme Impact Proforma

See attachment.

Appendix E. Letters of Support

Date: 6th September 2016
Enquiries to: Andrea Cahillane
Tel: 01473 264213
Email: local.links@suffolk.gov.uk

Tracey Jessop
Assistant Director, Highways and Transport
Norfolk County Council
County Hall
Martineau Lane
Norwich
Norfolk
NR1 2DH

Dear Tracey

DfT Access Fund for Sustainable Travel

I am writing as Assistant Director, Strategic Development, Suffolk County Council to provide my support on behalf of the Norfolk County Council bid for the Access Fund for Sustainable Travel.

We are very happy to support projects which actively promote increased levels of physical activity and support the East Anglian economy, whilst also improving access to new and existing employment, education and training opportunities.

The success of the Norfolk County Council bid will mean that we, at Suffolk County Council, can look forward to working with Norfolk to deliver a comprehensive package of sustainable transport measures within East Anglia

Yours Sincerely



Sue Roper
Assistant Director, Strategic Development
Resource Management



Andrew Hutcheson
Environment Team
Communities and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG

South Norfolk Council
Cygnet Court
Long Stratton
Norwich
NR15 2XE

mpursehouse@s-norfolk.gov.uk
01508 533718

12th August 2016

Dear Andy

Letter of support for the Access Fund Bid

Delivering a sustainable transport system supports economic growth at the same time as it reduces carbon emissions, promotes equality of opportunity, improves quality of life and contributes towards better safety, security and health. These are all important priorities for South Norfolk Council.

Norfolk County Council's Access Fund bid focuses on supporting businesses and workforces in Greater Norwich and Great Yarmouth, both key growth locations identified in the New Anglia LEP's Strategic Economic Plan. The bid will further develop and support the use of infrastructure in these two key economic growth areas bolstering the investment being made through the Growth Deal, the Cycling City Ambition funding and the Norwich Distributor Road.

Public health outcomes from this work will also be significant and the focus on areas with relatively poor health outcomes and higher traffic casualty rates will provide key benefits.

South Norfolk Council sits within the Greater Norwich area and has been a keen partner with the Environment team at Norfolk County Council and fully supports this bid and the continuation of delivery of a sustainable transport system.

Yours sincerely

Mike Pursehouse
Early Help and Prevention Manager
Early Help and Communities Team

Hours of opening: Monday to Friday 8.15am to 5pm
Text phone: 01508 533822
Out of hours service: 01508 533633
Freephone: 0800 188 2000

www.south-norfolk.gov.uk





Director of Public Health
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2DH

Countryside Manager
Communities and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2DH

19th August 2016

Dear Dr. Hutcheson

DfT Access Fund bid – Norfolk County Council Public Health endorsement and contribution

I am writing to confirm that Public Health supports the proposed bid and is in a position to offer £37,500 in match funding if the bid is successful.

The potential public health outcomes from this work are significant and the focus on areas with relatively poor health outcomes and higher traffic casualty rates will provide key benefits.

Delivering a sustainable transport system supports the aims of Public Health at the same time as it contributes to economic growth, reduces carbon emissions, promotes equality of opportunity, improves quality of life and encourages better safety, security and health. These are all important priorities.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S Louise Smith'.

Dr. S.J. Louise Smith
Director of Public Health

06 September 2016



Norwich Junior Cycle Club

Dear Jeremy

Norwich Junior Cycling club are delighted to see Norfolk County Council working to improve cycling access and activity, and we fully support your application for the Department for Transport Access Fund.

The club has been formally set up after some trial sessions this summer, and our aims are to encourage, and make accessible, cycling opportunities for children and young people, with a mix of activity from British Cycling Go Ride coaching from qualified coaches, learn to ride FUNdamentals programme, and family trail rides. We have already had feedback from members that they have gained confidence to use their new cycling skills to use their bikes on leisure rides and journeys, with the spin off benefit of encouraging parents to cycle with them.

We currently have 2 British Cycling & National Standard qualified coaches, and are also seeking to engage parents and young leaders as volunteers, providing training & development opportunities to both these groups to become qualified coaches.

We are the only such activity provider in the greater Norwich and surrounding area, but would support the development of more such clubs, both school and community based, to enable development of competitions, social riding and coaches.

We wish you success with your bid.

Kind Regards

A handwritten signature in black ink, appearing to read 'Peter Cornwell', is written over a light blue horizontal line.

Peter Cornwell
Interim Chair & Coach Development Officer



NORWICH
City Council

Director of Regeneration & Development
Norwich City Council
City Hall
Norwich
NR2 1NH

17 August 2016

Mr Tom McCabe
Executive director of community &
environmental services
Norfolk County Council
County Hall
Martineau Lane
Norwich NR1 2SG

Dear Tom

Norfolk's Access Fund bid 2016

I am delighted to confirm that Norwich City Council welcomes the opportunity to become a partner in Norfolk's Access fund bid this year, which we fully support.

Norfolk County Council's Access Fund bid focuses on supporting businesses and workforces in Greater Norwich and Great Yarmouth, both key growth locations identified in the New Anglia LEP's Strategic Economic Plan. The bid will further develop and support the use of infrastructure in these two key economic growth areas, bolstering the investment being made through the Growth Deal, the Cycling City Ambition funding and the Norwich Distributor Road.

Promoting sustainable transport is critical to the effective delivery of our growth strategy, and without it, the full benefits of the expected growth in the Norwich area will not be realised. There has already been considerable success in engaging the community in sustainable transport projects, and the growth in the education sector across the area is meaning that delivery and access to appropriate transport is increasingly critical. Accessing work is key to the areas success, but with limited road space, and congestion issues we need to ensure that maximum use is made of the most sustainable transport modes.

This bid builds on our already successful initiatives, and infrastructure improvements, including the Growth Deal, the Cycling City Ambition funding and the Norwich Northern Distributor Road. It will not only have significant economic benefit, but result in significant environmental and social benefits

Yours sincerely

Dave Moorcroft
Director of regeneration & development
Tel: 01603 212225 Email: dave.moorcroft@norwich.gov.uk

Tracy Jessop
Assistant Director Communities & Environmental Service
Communities and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
NORWICH NR1 2SG

31 August 2016

Dear Tracy

As Managing Director of New Anglia LEP I am writing to show our support for your bid to the Department for Transport Access Fund for Sustainable Travel.

Norfolk County Council's 'A to Better – Pushing Ahead across Anglia' project would help to deliver a sustainable transport system in our area which supports the LEP's key priority of economic growth, as well as reducing carbon emissions, promoting equality of opportunity, improving quality of life and contributing towards better safety, security and health.

Furthermore New Anglia LEP is supportive of the bid's focus on supporting businesses and workforces in Greater Norwich and Great Yarmouth. Both of these areas are important growth locations identified in our Strategic Economic Plan. The bid would further develop and support the use of infrastructure in these two key economic growth areas bolstering the investment being made through the Growth Deal, the Cycling City Ambition funding and the Norwich Distributor Road.



Chris Starkie
Managing Director



Liftshare.com Ltd
4 Duke Street
Norwich
NR3 3AJ
01953 451166
info@liftshare.com
www.liftshare.com

1 September, 2016

Dear Jeremy,

Norfolk County Council DFT Access Fund bid 2016

Liftshare fully supports the application by Norfolk County Council for Access Funding for three years from 2016 with a clear focus on Norwich, Great Yarmouth, A11 Corridor and Thetford.

We are already working with Norfolk County Council on a range of personalised travel planning and liftsharing initiatives, some as part of the implementation of the transition fund and some in support of the Total Transport project.

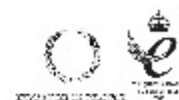
Our award winning services have a proven track record and we would see this funding as an ideal opportunity to build upon this early work to encourage increasing levels of walking, cycling and sustainable travel for health related journeys to the hospital, as well as training, education and employment related journeys in Norfolk.

Kind regards,

Mark Hand
Business Development Director
Liftshare.com

BUSINESS CONFIDENTIAL

Queen's Award for Innovation | Ashden Award for Sustainable Travel | Catalyst Award for Social Technology | BITC National Award for Environmental Excellence
VLS001/ALT/11/2012



Tracy Jessop
Assistant Director, Highways and Transport
Norfolk County Council
Martineau Lane
NORWICH
NR1 2SG

Dear Tracy

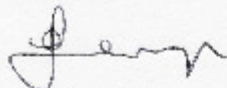
Access Fund Bid

The Greater Thetford Development Partnership is delighted to support the application by Norfolk County Council for the Access Fund, which focusses on supporting economic growth and access to employment, education and training.

Thetford is identified in the New Anglia Strategic Economic Plan as a growth location and there is an adopted Area Action Plan that promotes growth of 5,000 houses, 5,000 jobs and allocates 40ha of land for employment uses. The Area Action Plan promotes sustainable travel to support the planned growth and the objectives of the Access Fund to deliver increased physical activity through walking and cycling are fully consistent with that. Promoting sustainable transport is critical to the effective delivery of our growth. If the bid is successful, the Communities Sub-group of the Partnership will be involved in identifying specific issues in the Greater Thetford area that could benefit from funding.

I understand that Norfolk and Suffolk County Councils will be working together on the joint delivery and promotion of sustainable transport initiatives on the Thetford to Bury St Edmunds corridor, which will fully support and complement those schemes delivered within Thetford itself. I wish you all the luck with your application.

Regards



Graham Jemyn

Chair, Greater Thetford Development Partnership



GREAT YARMOUTH
BOROUGH COUNCIL

**Director of Housing
and Neighbourhoods**

Town Hall
Hall Plain
Great Yarmouth
Norfolk
NR30 2QF

Environment Team
Communities and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG

Please ask for: Robert Read
Direct Line: (01493) 846278

DX:41121 – Great Yarmouth 1

Web: www.great-yarmouth.gov.uk
Email: robert.read@great-yarmouth.gov.uk

Our Ref: RR/RD

For the attention of:
Dr Andrew Hutcheson
Countryside Manager (Trails and Projects)

17 August 2016

Dear Sir / Madam

Letter in Support of Norfolk County Council Access Fund

Great Yarmouth Borough Council is pleased to support Norfolk County Council's bid to the Access Fund

We believe that delivering a sustainable transport system is vital to economic growth, whilst reducing carbon emissions and protecting the environment.

Norfolk County Council's Access Fund bid focuses on supporting businesses and workforces in Greater Norwich and Great Yarmouth, both key growth locations identified in the New Anglia LEP's Strategic Economic Plan. The bid will further develop and support the use of infrastructure in these two key economic growth areas bolstering the investment being made through the Growth Deal, the Cycling City Ambition funding and the Norwich Distributor Road.

We believe strongly that our communities should be at the heart of our proposals and will work with Norfolk County Council to drive public health outcomes from this work.

We very much hope the bid is a success.

Yours faithfully

Robert Read
Director for Housing and Neighbourhoods



First Eastern Counties Buses
Devey House
7B Castle Meadow
Norwich
NR1 2DF
Tel: +44 (0)1603 620 121

Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

FAO: Jeremy Wiggin

2nd September 2016

Dear Mr Wiggin

Department of Transport Access Fund

First fully supports the application by Norfolk County Council towards the Transport Access Fund which supports growth and job/training through increasing walking and cycling.

We are currently working in partnership with Norfolk County Council on a range of initiatives that have the collective aim of increasing sustainable travel in Norfolk.

Yours sincerely,

Steve Wickers
Managing Director
First Eastern Counties Buses Limited



First Eastern Counties Buses Limited
Registered in England and Wales number 00357610.
Bus Depot, Weymouth, Dorset, DT99 3AF.



COMMUNITY RAIL NORFOLK



Mr J Wiggin
County Hall, Martineau Lane
Norwich NR1 2DH

Dear Mr Wiggin,

27 August 2016

Department for Transport Access Fund

Community Rail Norfolk and the Wherry Lines Community Rail Partnership fully supports the funding application by Norfolk County Council to develop key growth areas of Norwich, Great Yarmouth, A11 Corridor (Attleborough/Wymondham) and Thetford. We would like to see an the option for delivering station travel plans at some/all of these stations and work with Norfolk County Council to jointly encourage increased levels of walking and cycling through greater use of sustainable transport at all Community Rail stations within the County.

We will be happy to help promote these improvements through our publicity, on line social media and our websites.

Yours sincerely,

Ian Dinmore
Chairman Community Rail Norfolk
Chairman Wherry Lines Community Rail Partnership
www.wherrylines.org.uk
info@wherrylines.org.uk
07538 461913

Please address any reply to:

Ian Dinmore, Chair, Community Rail Norfolk, c/o Broadland District Council Offices,
Yarmouth Road, Norwich NR1 2DU

Community Rail Norfolk is a company limited by guarantee, no. 07712720



Yare House, 62-64 Thorpe Road
Norwich, Norfolk, NR1 1TY

tel: 01603 610734
broads@broads-authority.gov.uk
www.broads-authority.gov.uk

Dr Andrew Hutcheson
Countryside Manager (Trails and Projects)
Environment Team
Communities and Environmental Services
Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2SG

Date: 5th September 2016

Subject:

To: Mr Hut

Dear Dr Hutcheson

Norfolk County Council Application to Department for Transport Access Fund

Further to our recent discussions regarding partnership working on the County Council's Cycling and Walking Action Plan and the opportunities presented by the Department for Transport's Access Fund, I am writing to confirm that the Broads Authority fully supports your proposed bid to the Access Fund.

If successful your bid has the potential to add value to the Pushing Ahead scheme which was funded through the Sustainable Travel Transition Year Fun and allow the good work that the County Council is already doing with the Broads Authority and other partners to continue.

The Broads Authority remains committed to working with the County Council to improve opportunities for cyclists and walkers to access and travel around the Broads National Park.

Please contact me if you would like to discuss this opportunity further.

Good luck with your bid.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Andrea Long".

Andrea Long
Director of Planning and Resources



Chairman: Professor Jacqui Burgess
Chief Executive: Dr John Tackman

Abellio Greater Anglia

11th Floor
One Stratford Place
Montfitchet Road
London E20 1EJ

t 0845 600 7245

f 01803 675243

5 September 2016

Dear Sir or Madam,

ACCESS FUND SUBMISSION – NORFOLK COUNTY COUNCIL

I am writing to confirm Abellio Greater Anglia's full support for the application to the above fund from Norfolk County Council.

Over the last two years we have been working in partnership with the County Council and other stakeholders to develop and deliver Station Travel Plans for our stations at Norwich and Diss. One of the prime objectives of these projects is to increase the use of sustainable modes of transport to access stations. Our research work has demonstrated that this is achievable at both locations, with increases predicted in walking, cycling and bus use, subject to a comprehensive action plan being delivered. In turn, the measures to be adopted will support the growth in rail travel from these two important centres.

Given the success of this approach, we would be very supportive of a wider programme in the corridors served by our Norwich to Great Yarmouth and Norwich to Cambridge services, which could be taken forward during the next East Anglia franchise that commences in October.

The County Council has a key role to play in delivery of significant elements of the Action Plans. On the basis of previous achievements, we have every confidence in the success of the project and have no hesitation in supporting this challenging and worthwhile bid.

Yours sincerely,



Geraint Hughes
Partnerships Manager

telephone 07798 858367

email geraint.hughes@abelliogreateranglia.co.uk

Registered office: Abellio Greater Anglia Ltd
5 Fleet Place, London EC4M 7RD
Registered in England No: 08428389

An Abellio company

Environment Development and Transport Committee

Item No.

Report title:	Finance monitoring
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe – Executive Director, Community and Environmental Services
Strategic impact This report provides the Committee with information on the budget position for the relevant services from the Community and Environmental Services department for 2016-17.	

Executive summary

This report reflects the forecast outturn position for the services from the Community and Environmental Services that are relevant to this committee, which are:

- Highways and Transport Services
- Environment and Planning
- Economic Development, and
- Business Development and support

The 2016-17 net revenue budget for those services is £118.996m. As at January, Period 10 we are forecasting a balanced net budget.

The total future year's capital programme relating to this committee is £257.60m, with £157.115m currently profiled for 2016-17. Details of the capital programme are shown in section 3 of this report.

The balances of ETD reserves as of 1 April 2016 was £29.817m, and forecast balance at 31 March 2017 is £22.588m. The forecast usage over the next 3 years is shown on section 4 of this report.

Recommendations:

Members are recommended to note:

- a) The forecast out-turn position for the Environment Development and Transport Committee and the current risks to the budget as highlighted in the report.
- b) Members are asked to note the planned use of reserves as set out in section 4 of the report and that proposals for any further use of reserves in 2016-17 will be highlighted to this committee if the resulting forecast level of reserves falls below the 31 March 2017 balances anticipated at the time the budget was set.

1. Proposal

- 1.1. Members have a key role in overseeing the financial position for the services under the direction of this committee, including reviewing the revenue and capital position and reserves held by the service. Although budgets are set and

monitored on an annual basis it is important that the ongoing position is understood and the previous year's position, current and future plans and performance are considered.

1.2. This monitoring report reflects the budgets and forecast position as at the end of January 2017.

2. Evidence

Revenue budget 2016-17

2.1. The 2016-17 Net Revenue budget for the services relevant to this committee is £118.996m.

2.2. The table below summarises the budgets relevant to this committee as at January 2017:

Table 1 Net Revenue budget 2016/17

Area	2016/17 Budget £'000	Forecast £'000	Variance
Business Support and Development	2.002	2.002	
Economic Development	2.413	2.413	
Environment and Planning	41.782	41.782	
Countryside Management	1.180	1.180	
Travellers	(0.029)	(0.029)	
Residual Waste	22.205	22.205	
Recycling Credits	8.464	8.464	
Recycling Centres	6.481	6.481	
Closed Landfill Sites	1.161	1.161	
Energy and Efficiency	0.089	0.089	
Waste Reduction	0.794	0.794	
Historic Environment	0.611	0.611	
Planning Services	0.826	0.826	
Highways and Transport	61.995	61.995	
Asset management (inc. capital charges)	26.954	26.954	
Highways Trainee Technicians	0.186	0.186	
Highways Major Projects	0.340	0.340	
Highways Network	0.809	0.809	
Highways Maintenance	19.399	19.399	
Transport services – inc. Concessionary Fares	14.307	14.307	
Better Broadband	10.802	10.802	
Total EDT	118.996	118.996	

2.3. The net revenue budget shown in table 1, has reduced from the £150.567m budget previously been reported to Committee, due to the allocation of depreciation charges, and re-valuation gains and losses. However, these are purely accounting adjustments and have had no impact on the underlying ability of services to apply and manage their budgets.

2.4. At this stage of the year we are currently forecasting a balanced budget.

2.5. Asset management is largely £26.954m relating to capital charges, which relate to the notional cost of historic capital spend.

2.6. Transport services includes:

- £11.643m of funding for concessionary fares;
- £2.752m local bus subsidies;
- £0.477m Community Transport Funding.

2.7. There is a risk that the amount of waste increases. Each tonne of residual waste above projected tonnages would lead to additional costs of around £107 per tonne, meaning a 1% increase in tonnages would be a pressure of over £200,000. Such an increase could be caused by any combination of factors such as increases in household numbers, change in legislation, economic growth, weather patterns, a collapse in the recycling markets or an unexpected change in unit costs, much of which are out of the control of the County Council. The combined impacts of these effects will continue to be monitored extremely closely and will be reported to the committee.

2.8. In year, waste data from Quarter 1 and Quarter 2 have shown an increase in residual waste collected from previous years. The service continues to monitor the position and will review the forecast as more data is available. Residual waste costs are linked with recycling services and it is anticipated that, based on current projections, costs pressures arising from increased waste tonnages are likely to be off-set by savings in recycling services.

3. Capital Budget 2016-17

	2016-17	2017-20	Total Programme
	£'000	£'000	£'000
Economic Development	16.737		16.737
Highways	117.446	81.725	199.171
EDT Other	4.515	6.410	10.925
Better Broadband	18.417	12.350	30.767
	157.115	100.485	257.60

3.1. As at the end of January 2017, Period 10, we are forecasting full delivery of the 2016/17 programme.

3.2. The Economic Development capital Programme is related to improvements at Scottow Enterprise Park, where the investment will be subject to approved business cases and investment in the Aviation Academy.

3.3. The highways programme is actively managed throughout the year to aim for full delivery within the allocated budget. Schemes are planned at the start of the year but may be delayed for a variety of reasons e.g. planning consent or public consultation. When it is identified that a scheme may be delayed then other schemes will be planned and progressed to ensure delivery of the programme and the original schemes will be included at a later date. Over / (under) spends and slippage will be carried forward and delivered in future years.

4. Reserves 2016-17

- 4.1. The Council holds both provisions and reserves.
- 4.2. Provisions are made for liabilities or losses that are likely or certain to be incurred, but where it is uncertain as to the amounts or the dates which they will arise. The Council complies with the definition of provisions contained within CIPFA's Accounting Code of Practice.
- 4.3. Reserves (or Earmarked Reserves) are held in one of three main categories:
- 4.4. Reserves for special purposes or to fund expenditure that has been delayed - reserves can be held for a specific purpose, for example where money is set aside to replace equipment or undertake repairs on a rolling cycle, which can help smooth the impact of funding.
- 4.5. Local Management of Schools (LMS) reserves that are held on behalf of schools – the LMS reserve is only for schools and reflects balances held by individual schools. The balances are not available to support other County Council expenditure.
- 4.6. General Balances – reserves that are not earmarked for a specific purpose. The General Balances reserve is held to enable the County Council to manage unplanned or unforeseen events. The Executive Director of Finance is required to form a judgement on the level of the reserve and to advise Policy and Resources Committee accordingly.
- 4.7. The reserves falling under this Committee would fall into the first category. Additionally they also may related to income that we have received from specific grants where we have yet to incur the expenditure, or the grant was planned to be used over a period of time (where the grant is not related to a specific financial year).
- 4.8. The department holds a number of specific earmarked reserves which are held for a range of purposes e.g. commuted sums held for future Highways maintenance costs or ICT funds held to cover the cost of replacement ICT systems. We will continue to review the reserve balances to ensure that their original objectives are still valid and would identify any reserves that could be considered available for re-allocation.
- 4.9. The balance of reserves as at 1 April 2016 was £29.817m, including £6.995m in respect of the Street Lighting PFI and £9.423m in relation to a statutory reserve for the provision for future maintenance of Closed Landfill sites.
- 4.10. The table below shows planned use of reserves for 2016/17 and the forecast balances for 2017/18 and 2018/19.

Table 3 – EDT Reserves 2016-17	Current Year opening balance 01 April 2016	Forecast balance 31 March 2017	Forecast Net Change 2016/17	Forecast Balance 31 march 2018	Forecast Balance 31 march 2019
Business Support and development	(0.091)	(0.091)	0.000	(0.085)	(0.085)
Economic Development	(2.863)	(1.271)	1.592	(0.758)	(0.535)
Skills Team	(0.960)	(0.150)	0.810	0.000	0.000
Innovations	(0.415)	(0.415)	0.000	(0.415)	(0.415)
Development Programme Commissioning	(0.572)	(0.437)	0.135	(0.221)	(0.066)
Development Programme Economic Programme	(0.741)	(0.230)	0.511	(0.122)	(0.054)
Infrastructure & Economic Growth	(0.126)	(0.039)	0.087	0.000	0.000
Scottow Enterprise Park	(0.049)	0.000	0.049	0.000	0.000
Environment and waste	(10.740)	(10.412)	0.327	(9.901)	(9.823)
Abandoned vehicles	(0.006)	(0.006)	0.000	(0.006)	(0.006)
Waste management fund	(0.708)	(0.669)	0.039	(0.393)	(0.393)
Closed landfill Sites	(9.423)	(9.310)	0.113	(8.945)	(8.878)
Energy & Efficiency	(0.005)	0.000	0.005	0.000	00.000
Historic Environment	(0.420)	(0.323)	0.097	(0.415)	(0.415)
Planning services	(0.047)	(0.031)	0.015	(0.033)	(0.033)
Vehicle R&R fund	(0.131)	(0.073)	0.058	(0.109)	(0.098)
Highways & Transport	(15.666)	(10.298)	5.368	(10.071)	(9.603)
Parking Receipts	(0.462)	(0.362)	0.100	(0.262)	(0.162)
Commuted Sums	(3.252)	(2.788)	0.464	(2.656)	(2.473)
Winter maintenance reserve	(0.355)	(0.355)	0.000	(0.355)	(0.355)
Highways Maintenance	(0.194)	(0.134)	0.060	(0.134)	(0.134)
A47 - reserve	(1.000)	(0.750)	0.250	(0.500)	0.000
Street Lighting PFI - Sinking Fund	(6.995)	(2.711)	4.284	(2.526)	(2.341)
Highways Network	(0.408)	(0.408)	0.000	(0.408)	(0.408)
Transport Services	(3.000)	(2.790)	0.210	(2.730)	(2.730)
Better Broadband	(0.457)	(0.516)	(0.061)	(0.520)	(0.520)
Total EDT	(29.817)	(22.588)	7.229		

The forecast use of reserves are based on planned use of reserves as identified as part of the budget setting process and to support project expenditure carried forward. The £4.284m forecast movement on the street lighting sinking fund is reflects the planned investment in LED street lights and the planned annual contribution to PFI contract cost.

5. Financial Implications

5.1. There are no decisions arising from this report. The financial position for EDT services is set out within the paper and appendices.

6. Issues, risks and innovation

6.1. This report provides financial performance information on a wide range of services responsible to the committee.

- 6.2. Committee regularly receive information on performance via a separate report, Members are not due to receive the next report until May. However officers would highlight the significant updates in relation to Waste performance:
- 6.3. Defra's national audited data release in December 2016 showed that Norfolk achieved its highest ever recycling rate at 45.8% in 2015/16. This is higher than the UK recycling rate of 44.3% and higher than the English recycling rate of 43.9%.
- 6.4. This amount of left over rubbish each household throws away each week decreased in 2015/16. In 2015/16 this was 9.99kg which is ahead of our target of 10.4kg for 2015/16.

Residual Waste Contracts Annual Review

- 6.5. Policy two of the twenty policies agreed by full Council in December 2014 states:
- 6.6. 'Incineration of waste or fuel derived from waste is accepted outside Norfolk and any such arrangements should be reviewed by Committee on an annual basis.'
- 6.7. This information was presented to the Waste Advisory Group on 04 November 2016 and to directly address the policy requirement the contracts are summarised below using predicted tonnages for these arrangements for the financial year 2016/17.

2016/17 Residual Waste Contracts and Inter Authority Delegation

- 6.8. Three new contracts that started in April 2016 focussed on generating a fuel from waste. These contracts last to 2020 and can be extended by one year. In the main the new arrangements have gone well but there have been some operational issues such as getting bales of fuel to be consistent, getting new equipment to work perfectly and arrangements with end users meaning contractor's contingency plans have been implemented where required.

a) FCC - Refuse Derived Fuel

Predicted Tonnage	End Destination	Tones
102,000	Combine Heat and Power	92,000
	Energy From Waste	9,900
	Landfill	100

b) Frimstone - Refused Derived Fuel

Predicted Tonnage	End Destination	Tonnes
35,400	Combine Heat and Power	25,900
	Energy From Waste	6,000
	Landfill	3,500

c) Seneca/ PSH - Refused Derived Fuel

Predicted Tonnage	End Destination	Tonnes
24,250	Combine Heat and Power	24,250

d) Suffolk Inter Authority Agreement

Predicted Tonnage	End destination	Tonnes
40,000	Energy From Waste	40,000

The Inter Authority Agreement with Suffolk County Council extends to 2020 by agreement and continues to process around 40,000 tonnes. Next year Suffolk County Council may be able to accommodate 47,500 tonnes and it is being established whether this will generate an improved saving to Norfolk before any decision is made about whether this opportunity should be taken.

Officer Contact

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

Officer name : **Andrew Skiggs** **Tel No. :** **01603 223144**

Email address : andrew.skiggs@norfolk.gov.uk



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Environment, Development and Transport Committee

Item No.

Report title:	Forward Plan and decisions taken under delegated authority
Date of meeting:	17 March 2017
Responsible Chief Officer:	Tom McCabe - Executive Director, Community and Environmental Services
Strategic impact <p>The Committee Forward Plan sets out the items/decisions programmed to be brought to this Committee for consideration in relation to environment, development and transport issues in Norfolk. The plan helps the Committee to programme the reports and information it needs in order to make timely decisions. The plan also supports the Council's transparency agenda, providing service users and stakeholders with information about the Committee's business. It is important that there is transparency in decision making processes to enable Members and the public to hold the Council to account.</p>	

Executive summary

This report sets out the Forward Plan for the Environment, Development and Transport Committee. The Forward Plan is a key document for this committee to use to shape future meeting agendas and items for consideration, in relation to delivering environment, development and transport issues in Norfolk.

Each of the Council's committees has its own Forward Plan, and these are published monthly on the County Council's website. The Forward Plan for this Committee (as at 24 February 2017) is included at Appendix A.

This report is also used to update the Committee on relevant decisions taken under delegated powers by the Executive Director within the Terms of Reference of this Committee. There are six relevant delegated decisions to report to this meeting.

Recommendations:

- 1. To review the Forward Plan and identify any additions, deletions or changes to reflect key issues and priorities the Committee wishes to consider.**
- 2. To note the delegated decisions set out in section 2.**

1. Forward Plan

- 1.1. The Forward Plan is a key document for this committee in terms of considering and programming its future business, in relation to environment, development and transport issues in Norfolk.
- 1.2. The current version of the Forward Plan (as at 24 February 2017) is attached at Appendix A.
- 1.3. The Forward Plan is published monthly on the County Council's website to enable service users and stakeholders to understand the planning business for this Committee. As this is a key document in terms of planning for this Committee, a live working copy is also maintained to capture any changes/additions/amendments identified outside the monthly publishing schedule. Therefore, the Forward Plan attached at Appendix A may differ

slightly from the version published on the website.

- 1.4. If any further changes are made to the programme in advance of this meeting they will be reported verbally to the Committee.

2. Delegated decisions

- 2.1. The report is also used to update on any delegated decisions within the Terms of Reference of this Committee that are reported by the Executive Director as being of public interest, financially material or contentious. There are six relevant decisions to report to this meeting, as set out below.

Subject: Broads Authority Local Plan Preferred Options response

Decision: Agreed a response to the consultation providing both strategic and detailed comments covering Minerals and Waste, Water and Flooding, Green Infrastructure, Transport, Economic Development, Public Health and Planning Obligations.

Taken by: Executive Director of CES, in consultation with the Chair and Vice Chair of EDT Committee and the Local Member

Taken on: 1 February 2017

Contact for further information: Laura Waters, Planner
Email laura.waters@norfolk.gov.uk
Phone 0344 800 8020

Subject: Broadland District Council Consultation on their draft Local Development Order (LDO) covering the Greater Norwich Food Enterprise Zone

Decision: Agreed a response to the consultation setting out a number of detailed comments on the draft LDO in respect of the County Council's statutory functions as: Minerals and Waste Planning Authority; Highways Authority; Lead Local Flood Authority.

Taken by: Executive Director of CES, in consultation with the Chair and Vice Chair of EDT Committee and the Local Member

Taken on: 8 February 2017

Contact for further information: Stephen Faulkner, Principal Planner
Email stephen.faulkner@norfolk.gov.uk
Phone 0344 800 8020

Subject: Examination of the Single Issue Silica Sand Review of the Minerals Site Specific Allocations DPD

Decision: To make three minor modifications to the Silica Sand Review. EDT Committee agreed 11 March 2016 to delegate power to the Executive Director to make minor modifications.

Taken by: Executive Director of CES

Taken on: 17 February 2017

Contact for further information: Caroline Jeffery, Principal Planner
Email caroline.jeffery@norfolk.gov.uk
Phone 0344 800 8020

Subject: Norfolk County Council's Planning Obligations Standards 2017 update

Decision: To update Planning Obligations Standards for 2017 to reflect changes in national legislation on education; and contact details both within NCC and in the respective district councils.

Taken by: Executive Director of CES, in consultation with the Chair and Vice Chair of EDT Committee and the Local Member

Taken on: 21 February 2017

Contact for further information: Stephen Faulkner, Principal Planner
Email stephen.faulkner@norfolk.gov.uk
Phone 0344 800 8020

Subject: Petition asking for pedestrian crossings on Station Road and Dereham Road, Reepham

Decision: Response sent to the lead petitioner explaining that improvements schemes like this are implemented in priority order. Sites with the highest priority first need a formal assessment. This site is not currently a high priority because there is a good safety record. To acknowledge the desire for a crossing and the level of public support, suggested that the petitioners consider working with their local parish council to submit a bid under the Parish Partnership Scheme. This could enable the assessment to be carried out.

Taken by: Executive Director of CES, in consultation with the Chair and Vice Chair of EDT Committee and the Local Member

Taken on: 28 February 2017

Contact for further information: Jon Winnett, Highway Engineer
Email jon.winnett@norfolk.gov.uk
Phone 0344 800 8020

Subject: Petition to stop speeding in Downham Market by reducing speed limits through the village

Decision: Response sent to the lead petitioner confirming that the current 40mph speed limits are in line with the County Council's Speed Management Strategy. The response also explained the strategy and why the limit has been set at 40mph.

Taken by: Executive Director of CES, in consultation with the Chair and Vice Chair of EDT Committee and the Local Member

Taken on: 28 February 2017

Contact for further information: Andrew Wallace, Highway Engineer
Email Andrew.wallace@norfolk.gov.uk
Phone 0344 800 8020

3. Evidence

- 3.1. Bringing together the business for this Committee into one Forward Plan enables Members to understand all of the business programmed. This is a tool to support the Committee to shape the overall programme of items to be

considered to ensure they reflect the Committee's priorities and responsibilities.

4. Financial Implications

- 4.1. There are no financial implications arising from this report.

5. Issues, risks and innovation

- 5.1. The Forward Plan indicates the issues/decisions which have potential implications for other service committees. There are separate Forward Plans owned by each Committee, including the Economic Development Sub-Committee.

6. Background

N/A

Officer Contact

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

Officer name : Sarah Rhoden

Tel No. : 01603 222867

Email address : sarah.rhoden@norfolk.gov.uk



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Forward Plan for EDT Committee

Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
Meeting : Friday 2 June 2017			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	None	To receive feedback	Members
Update from Economic Development Sub Committee	None	To note	Acting Assistant Director Economic Dev and Strategy (Vince Muspratt)
Recommendations of the Greater Norwich Partnership Board	None	To consider any recommendations from the March meeting of the GNDP Board.	Principal Planner (Phil Morris)
Better Broadband for Norfolk Programme update	None	None	Programme Director (Karen O'Kane)
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Business Support and Development Manager (Sarah Rhoden)
Risk management	None	Review and comment on the risk information and consider any areas of risk that require a more in-depth analysis	Chief Internal Auditor (Adrian Thompson)
Performance management	Link to Ec Dev Sub-Committee	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin Goreham)
Finance monitoring	No	To review the service's financial	Finance Business Partner

Forward Plan for EDT Committee

Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
		position in relation to the revenue budget, capital programme and level of reserves.	(Andrew Skiggs)
Appointments to internal and external Bodies	None	To agree appointments to internal and external bodies	Head of Democratic Services (Chris Walton)
Norfolk Energy Futures – to consider the NEF business plan and options available	None	To consider the NEF business plan and options available (as required by Committee on 11 November 2016)	Assistant Director Environment & Planning (David Collinson) Assistant Director Finance (Harvey Bullen)
Meeting : Friday 7 July 2017			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	None	To receive feedback	Members
Update from Economic Development Sub Committee	None	To note	Acting Assistant Director Economic Dev and Strategy (Vince Muspratt)
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Business Support and Development Manager (Sarah Rhoden)
Finance monitoring	No	To review the service's financial position in relation to the revenue budget, capital programme and level of	Finance Business Partner (Andrew Skiggs)

Forward Plan for EDT Committee

Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
		reserves.	
Highway Asset Performance	None	Review highway asset performance against targets for strategy, note any changing circumstances, consider and take action as required. Review improvement plan on Code of Practice 2016 for Highways Infrastructure assets, leading to proposed adoption.	Head of Highways (Nick Tupper)
Meeting : Friday 15 September 2017			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	None	To receive feedback	Members
Update from Economic Development Sub Committee	None	To note	Acting Assistant Director Economic Dev and Strategy (Vince Muspratt)
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Business Support and Development Manager (Sarah Rhoden)
Finance monitoring	No	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
Meeting : Friday 20 October 2017			

Forward Plan for EDT Committee

Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	None	To receive feedback	Members
Update from Economic Development Sub Committee	None	To note	Acting Assistant Director Economic Dev and Strategy (Vince Muspratt)
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Business Support and Development Manager (Sarah Rhoden)
Risk management		Review and comment on the risk information and consider any areas of risk that require a more in-depth analysis	Chief Internal Auditor (Adrian Thompson)
Performance management	Link to Ec Dev Sub-Committee	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin Goreham)
Finance monitoring	No	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
Meeting : Friday 10 November 2017			
Verbal update/feedback from Members of the	None	To receive feedback	Members

Forward Plan for EDT Committee

Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
Committee regarding Member Working Groups or bodies that they sit on			
Update from Economic Development Sub Committee	None	To note	Acting Assistant Director Economic Dev and Strategy (Vince Muspratt)
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Business Support and Development Manager (Sarah Rhoden)
Finance monitoring	No	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)

Items for future meetings	Outline timescale	Requested committee action (if known)	Lead officer
Opportunities to increase commercial activity for the highways service – business case	By September 2017	To consider a Business Case to help inform the potential for a more commercial trading organisation.	Head of Highways (Nick Tupper)

Regular items	Frequency	Requested committee action (if known)	Lead officer
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Forward Plan for EDT Committee

Appendix A

Regular items	Frequency	Requested committee action (if known)	Lead officer
Update from Economic Development Sub Committee	Every meeting (where the Sub-Committee have met prior)	To note	Assistant Director Economic Dev and Strategy (Fiona McDiarmid)
Forward Plan and decisions taken under delegated authority	Every meeting	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Business Support and Development Manager (Sarah Rhoden)
Performance management	Four meetings each year – January, March, June/July, October	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin Goreham)
Risk management	Four meetings each year – January, March, June/July, October	Review and comment on the risk information and consider any areas of risk that require a more in-depth analysis	Chief Internal Auditor (Adrian Thompson)
Finance monitoring	Every meeting	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	Every meeting	To receive feedback	Members