

Norfolk Local Access Forum

Date: **Wednesday 20 January 2021**

Time: **10:30am**

Venue: **Teams Meeting**

Supplementary Agenda

Item 12	NLAF Subgroups' report (Permissive Access; PROW; NAIP; Vision and Ideas; Joint Communications)	Page A2
Appendix 4	NLAF response to Natural England consultation on Hunstanton to Sutton Bridge	
Item 15	Countryside Access Arrangements Update	Page A5
Appendix A	Report by Director of Culture and Heritage	

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

Date Supplementary Agenda published: 18 January 2021



If you need this document 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.

FORM FOR MAKING REPRESENTATIONS ABOUT A COASTAL ACCESS REPORT

Any person may make a representation about a coastal access report.

This form should be completed if you wish to make a representation about the coastal access report which Natural England submitted to the Secretary of State for Environment, Food and Rural Affairs on 25 November 2020 under section 51 of the National Parks and Access to the Countryside Act 1949, pursuant to its duty under section 296(1) of the Marine and Coastal Access Act 2009. The report relates to **Hunstanton to Sutton Bridge**.

Any representations about the reports must be made on this form and received by Natural England no later than **midnight on 20 January 2021**. If you require more space for your comments, please continue on a separate sheet.

1. Please give the number of the report and number of the map to which the representation(s) relate(s):

Report 3, Maps 3a-c, HSB-3-S002-S020

2. If the representation(s) relate to specific land on the map(s), please describe the land here:

n/a

3. Please tick the appropriate box below to show who is making the representation(s), or on whose behalf you are making the representation(s):

An access authority for an area in which land to which the report relates is situated

☐

A local access forum for an area in which land to which the report relates is situated

☒

The Historic Buildings and Monuments Commission for England (English Heritage)

☐

The Environment Agency

☐

A person specified in Schedule 1 to the Coastal Access Reports (Consideration and Modification Procedure) (England) Regulations 2010 (S.I. 2010/1976)

☐

Other (please give details):

☐

4. If you have ticked the "other" box above, please also indicate if you are a person with a relevant interest (within the meaning of section 55J(2) of the National Parks and Access to the Countryside Act 1949^(a)) in land to which the report relates

☐

5. Please give details of, and the reasons for, the representation(s) you are making about Natural England's report:

The route proposed in the report runs well inland, failing to meet the criterion of being close to the sea. Although much of it is a pleasant enough field edge, (1) the countryside is unexceptional, (2) the final exit into the urban area is across a field which, when last walked, had not had the path made across its rough surface, and (3) exits onto an unappealing industrial estate road and then along the busy A1078, which has a very limited footway on the eastern side (there is more on the other side, but it then requires crossing the road and crossing back later).

We propose instead that the route should use the northern end of King's Lynn FP2 and then BOAT1, then Cross Bank Road to join John Kennedy Road. This route follows close to the river, and, as it approaches King's Lynn, offers a fine view of the town and riverside. It then runs through the dock area, and although this is clearly industrial in nature, it offers views of interest because of the dock activity.

The part of this route along BOAT1 has been rejected because of concerns raised by Norfolk County Council relating to a wind turbine, specifically potential danger from unspecified 'general failures', and 'ice falling from the turbine blades in certain weather conditions'. Yet the route remains a public right of way, so clearly any anticipated danger is not thought serious enough to require action. For walkers coming from the north, this section provides a welcome return to visibility of the water, a sight denied them for the previous 5 miles. To follow the route proposed in the report means a further 3 miles before seeing the water. We note that along much of its length, including the part running past the turbine, there is a path running at lower level (and even closer to the river), at a safe distance from any 'general

failure' of the turbine that might be anticipated, or of ice falling from it in those 'certain weather conditions'; we understand that this path may be flooded at times of exceptional high tide, but this is by its nature, very rare - one of our members reports having regularly used it without difficulty. At BOAT level, we note that there is a turning circle that enables nervous walkers to keep their distance from the turbine.



The section along Cross Bank Road is also rejected on the advice of Norfolk County Council, this time on the grounds that it is 'unsafe for walkers due to a narrow road without pavement and lorry movements ...'. We do not agree that the road is narrow; along some of its length it has white centre lines marking out traffic lanes for both directions. Neither is it entirely without pavement: there is a pavement along the section of the road nearest the town, and markings to reserve space for walkers across the bridge (together with warning signs about pedestrians which clearly indicate that they are expected in the area). There is no real pavement along the part of the road furthest from the town, but we expect this will carry the least traffic, as some will have turned off at earlier points.

The road is within the dock area, where traffic will be comparatively slow moving (there is a 20mph speed limit, minimising the threat it presents). We would also anticipate that the majority of the traffic will be from regular users, who can be (and already are) warned of the likelihood of meeting walkers, and so take appropriate care. This route would also offer the added interest of walkers being able to view the docks themselves, rather than being steered away from them.



In short, we believe that the risks related to the turbine are given grossly excessive weight, both in terms of the likelihood of a 'general failure' occurring just as walkers are passing close by the turbine, and of

the frequency of occurrence of the 'certain weather conditions' to generate ice which falls from the blades, again, just as walkers are passing. Similarly, we consider the risks of using Cross Bank Road are also overstated, and the description of the road itself misleading. As a result, the proposal in this section fails to meet the basic criteria for route selection.	
6. Please list below any documents or evidence you have included in support of the representation(s):	
none	
7. Have you made any other representations about the report?	
Yes	
No ✓	
8. If you are a person with a relevant interest in land to which the report relates, have you made any objection(s) which relate(s) to that land?	
Yes <input type="checkbox"/>	
No <input type="checkbox"/>	
9. Please complete your details below:	
Name:	Ken Hawkins (Vice Chair)
Organisation/company (if appropriate):	Norfolk Local Access Forum
Address (including post code):	c/o Su Waldron Norfolk County Council County Hall Martineau Lane Norwich Norfolk NR1 2DH
Telephone:	0344 800 8020
E-mail:	nlaf@norfolk.gov.uk
Date:	11 January 2021
10. We hope that you can appreciate that due to restrictions related to Coronavirus the preferred method for contacting us is by email. If you do not have access to email please use the address below.	
The completed form should be sent to Natural England at: eastcoastalaccess@naturalengland.org.uk or Coastal Access Delivery Team – East, Natural England, Eastbrook, Shaftesbury Road, Cambridge, CB2 8DR.	
(a) Section 55J(2) provides that a person has a relevant interest in land if the person is the owner of the land, holds a term of years absolute in the land, or is in lawful occupation of the land.	

PROW and Trail Defect Report

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

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

Volume of PROW/Trail defects by type

DescriptionOfFault	C	N	S	W	Tota
PROW - Damaged or missing sign		30	51	10	91
PROW - Crops/ploughing affecting footpath		43	26	4	73
PROW - Tree dangerous/fallen		45	19	2	66
PROW - Obstruction -e.g. building works, fences, ditches, locked gate		24	32	5	61
PROW - Surface condition		32	13	10	55
PROW - Overgrown hedge/tree		15	17	5	37
Trail - Surface condition		15	10	9	34
PROW - Bridge		2	19	4	25
PROW - Overgrown surface -e.g. grass/weeds		13	6	6	25
PROW - Gate/Barrier		9	13	2	24
Trail - Damaged or missing sign		12	12		24
PROW - Illegal / Vehicle Use		10	8	5	23
Trail - Tree dangerous/fallen		17	2		19
PROW - Stile damaged/too/high/other		7	8		15
PROW - Flooded Path		9	3	1	13
PROW - Misleading sign		8	2		10
Trail- Obstruction -e.g. building works, fences, ditches, locked gate		7	2	1	10
Trail - Bridge	1	2	3	2	8
Trail - Flooded Path		5	3		8
Trail - Overgrown hedge/tree		6	2		8
PROW - Animal(s)		4	1		5
PROW - Steps damaged/other		2	2	1	5
Trail - Illegal / Vehicle Use	1	1	2	1	5
Trail - Gate/Barrier		1	3		4
Trail - Misleading sign		3	1		4
Trail - Overgrown surface -e.g. grass/weeds		2		2	4
Trail - Steps damaged/other	1	2		1	4
Trail - Crops/ploughing affecting footpath		1	2		3
Trail - Animal(s)			1		1
Trail- Stile damaaed/too/high/other				1	1
Total	3	327	264	71	665

Report Date Range

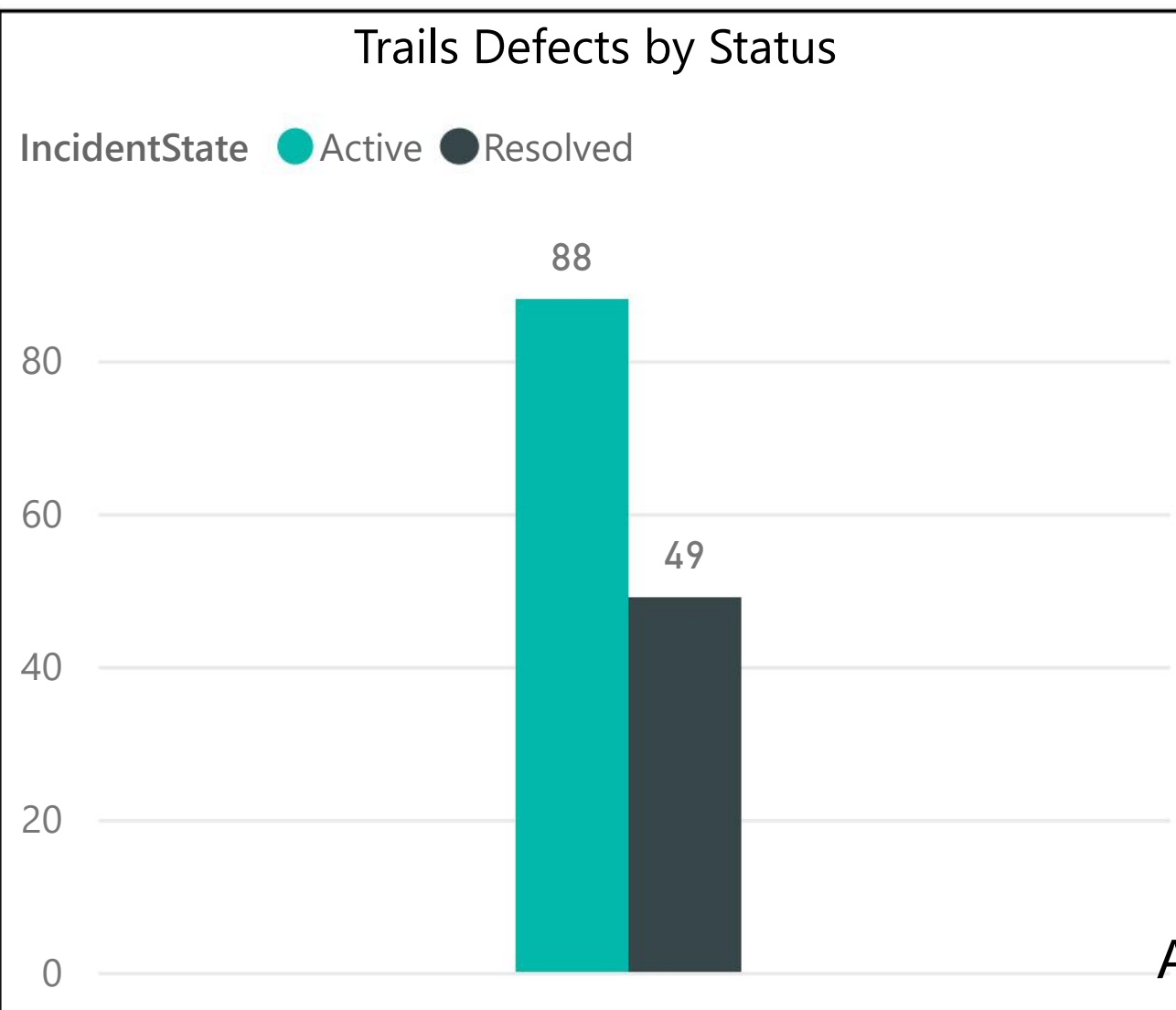
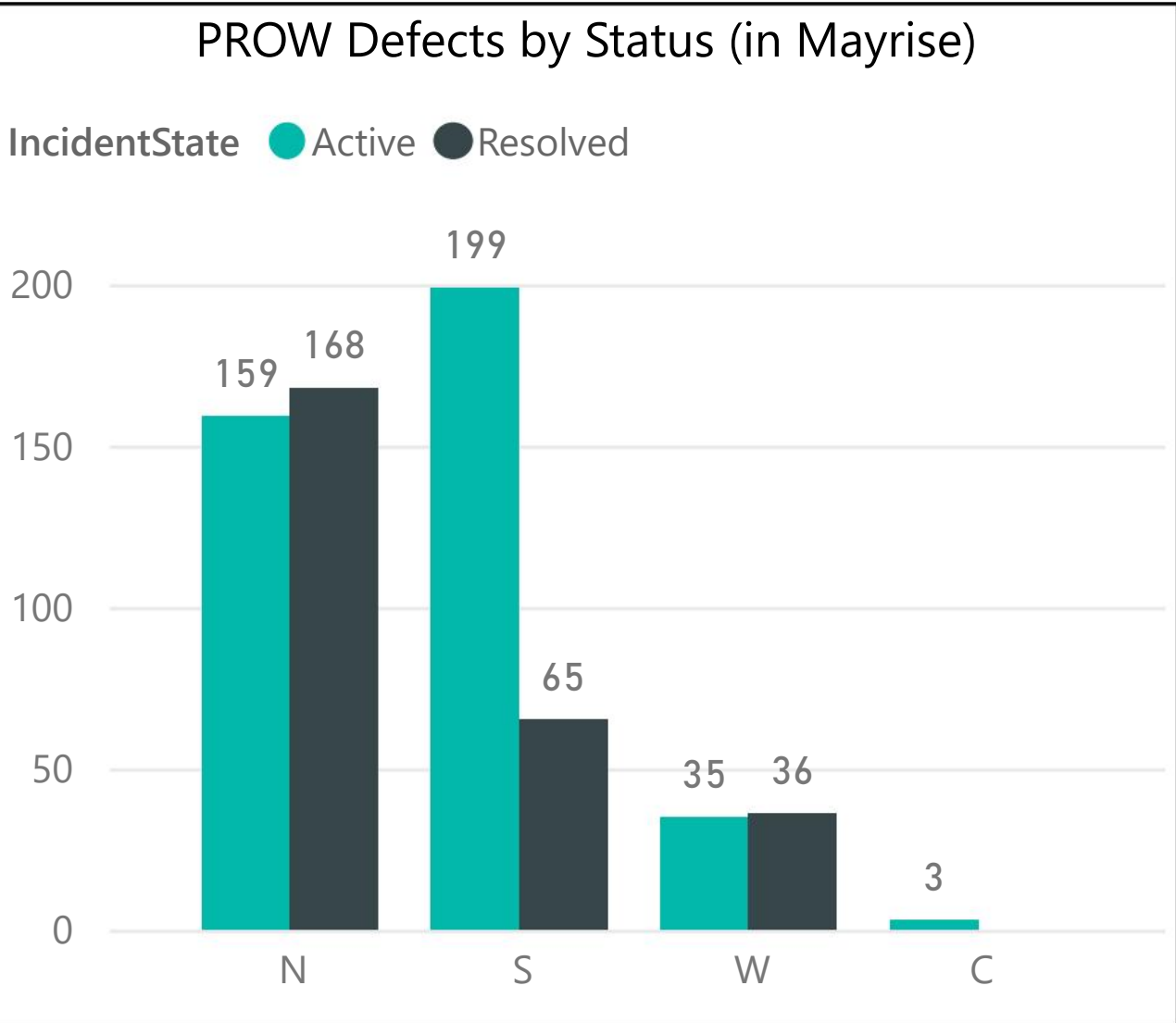
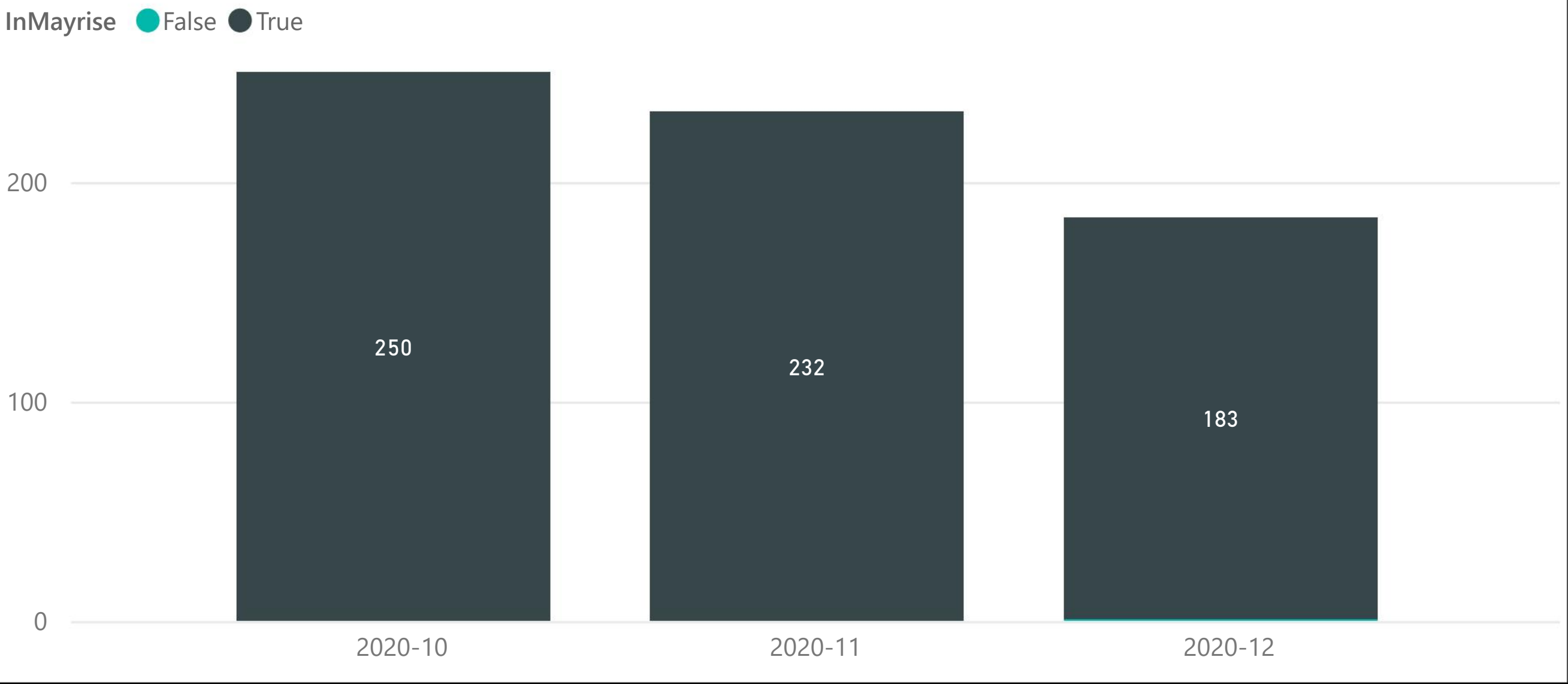
Last

3

Months (Calendar)

01/10/2020 - 31/12/2020

PROW and Trail defects received by month



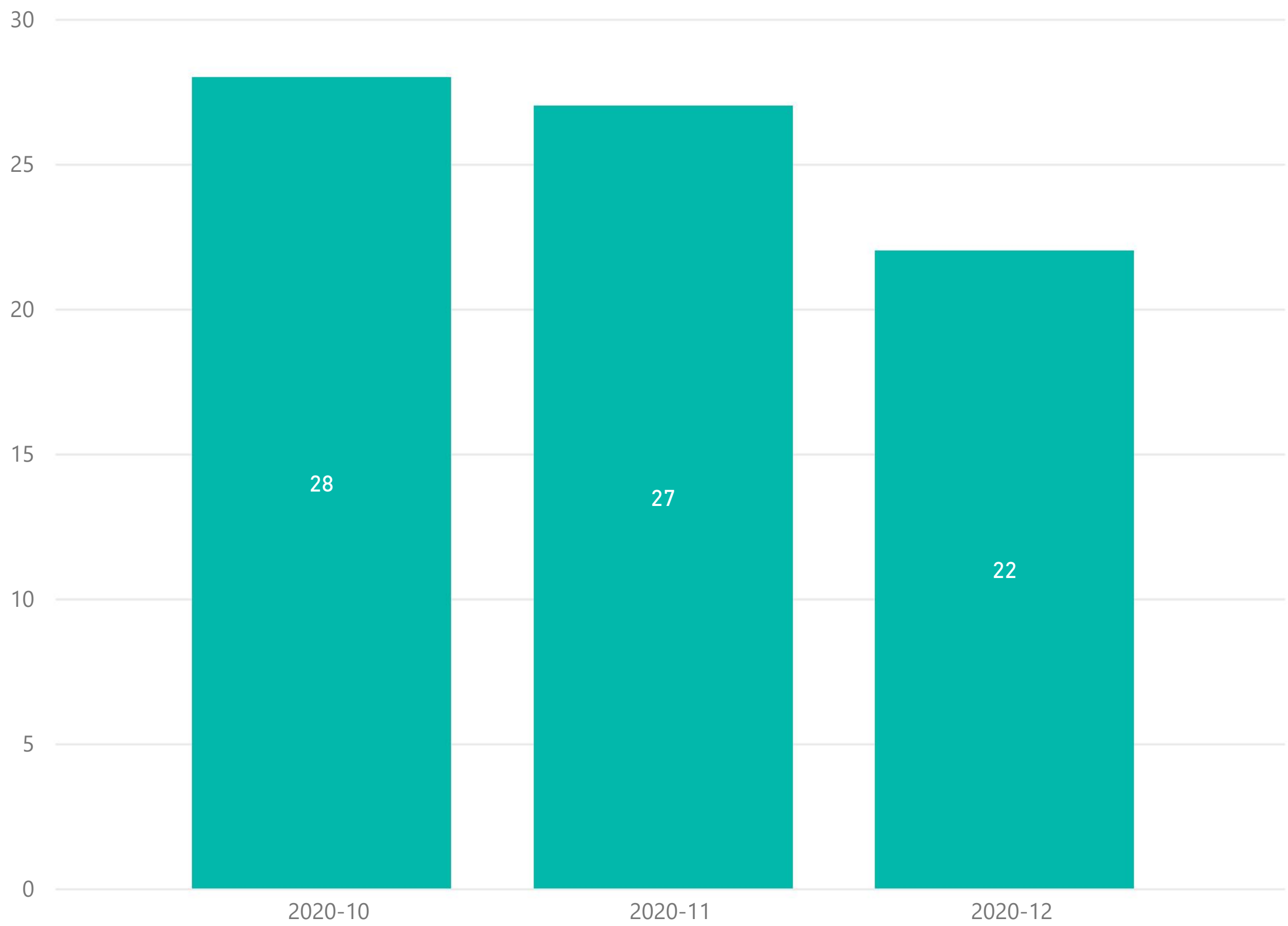
Public Right of Way and Trail FAQ Report

FAQs relate to all enquiries made by customers that include queries on policy, information requests, formal notices and chasing requests. These are logged by the Customer Service Centre and managed within the Customer Relationship Management System (CRM).

These present to either the PROW 'queue' (managed by Countryside Access Officers) or the Trails queue (managed by the Environment team).

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

Volume of PROW/Trail FAQs received by month



Report Date Range

Last

▼

3

Months (Calendar)

▼

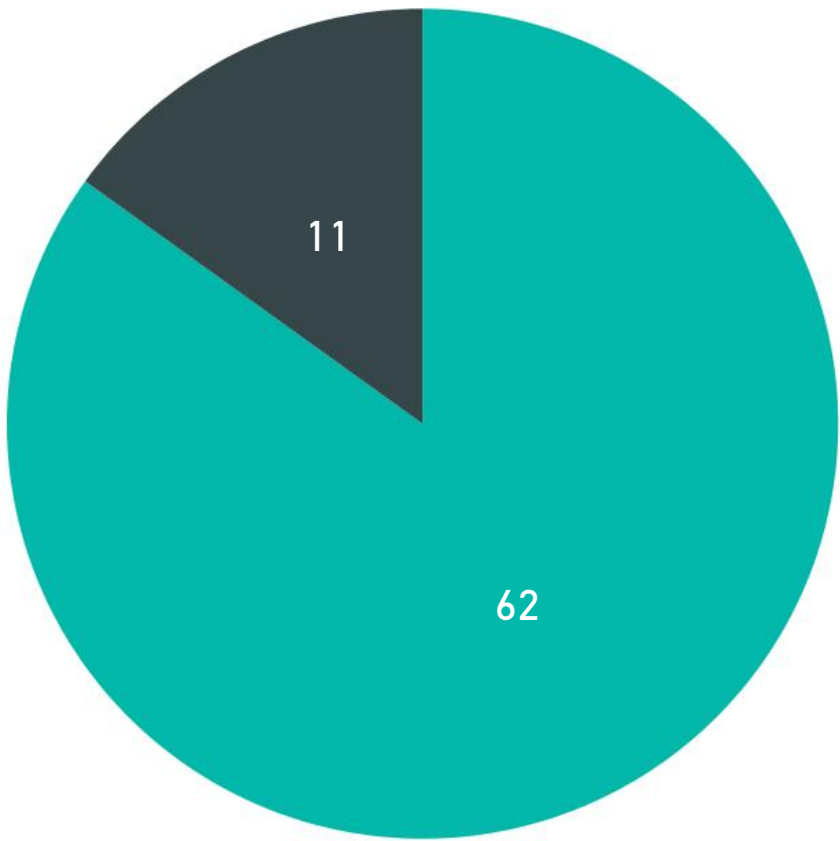
📅 01/10/2020 - 31/12/2020

Volume of PROW/Trail FAQs by question

Question	Count of CaseNumber
I have an enquiry about a PROW or would like to speak to a PROW officer	63
	3
I have an enquiry about PROW ot Trail grass cutting	3
I have an enquiry concerning common land	3
I have an enquiry about the definitive map	2
I would like information about a Norfolk Trail	2
I've seen unauthorised cycling, driving or riding on a Public Right of Way or Trail. What can be done?	1
Total	77

PROW/Trail FAQs received by Status

IncidentState ● Resolved ● Active



Active Enquiries

This page provides a snapshot of the customer reported defects and FAQs that are currently open in Mayrise and CRM.

The graph below reflects what is currently open in the team Queues in CRM. You will notice that some queues have both FAQs and defects. This is because before April 2019 Trails defects were managed within CRM. Defects registered on PROWs (and Trails from April 2019 onward) all automatically 'leave' CRM and are sent through to Mayrise. You can see the open PROW & Trail customer reported defects that are in Mayrise in the graph to the right. Anything with the status 'reported' indicates the defect is awaiting investigation.

