

# Environment, Development and Transport Committee

Date: **Friday, 18 May 2018**

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 M Castle

Mr S Clancy (Vice-Chairman)

Mr P Duigan

Mr T East

Mr S Eyre

Mr C Foulger

Mr A Grant

Mr T Jermy

Ms J Oliver

Mr T Smith

Mrs C Walker

Mr T 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](mailto: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

Page 5

To confirm the minutes of the 16 March 2018

## 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](mailto:committees@norfolk.gov.uk)) by **5pm Tuesday 15 May 2018**.

For guidance on submitting public question, please visit [www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee](http://www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee) or view the Constitution at [www.norfolk.gov.uk](http://www.norfolk.gov.uk).

**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](mailto:committees@norfolk.gov.uk)) by **5pm on Tuesday 15 May 2018**.

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

**8. Appointments to Internal and External Bodies** **Page 17**

A report by the Managing Director

**9. A140 Long Stratton: Hempnall crossroads junction improvement** **Page 23**

A report by the Executive Director of Community and Environmental Services

**10. New Anglia Integrated Transport Strategy** **Page 40**

A report by the Executive Director of Community and Environmental Services

**11. Rail update** **Page 64**

A report by the Executive Director of Community and Environmental Services

**12. Minerals and Waste Local Plan Consultation** **Page 69**

A report by the Executive Director of Community and Environmental Services

**13. The Environment Agency's Rationalising the Main River Network Pilot Project** **Page 88**

A report by the Executive Director of Community and Environmental Services

**14. Norwich depot hub – next steps** **Page 112**

A report by the Executive Director of Community and Environmental Services

**15. Finance monitoring** **Page 117**

A report by the Executive Director of Community and Environmental Services

A report by the Executive Director of Community and Environmental Services

### Group Meetings

Conservative 9:00am Leader's Office, 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  
Martineau Lane  
Norwich  
NR1 2DH

Date Agenda Published: 10 May 2018



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## Environment, Development and Transport Committee

### Minutes of the Meeting held on Friday, 16 March 2018 at 10am in the Edwards Room at County Hall

**Present:**

Mr M Wilby - Chair

Mrs C Bowes

Mr M Castle

Mr S Clancy (Vice-Chairman)

Mr P Duigan

Mr T East

Mr S Eyre

Mr C Foulger

Mr T Garrod

Mr T Jermy

Ms J Oliver

Mrs C Walker

Mr A White

#### 1. Introduction and Thanks

- 1.1 The Chairman welcomed members of the Highways Team and a Norfolk Farmer to the Meeting, who helped clear roads during the recent snow. He was proud of the work of Norfolk County Council (NCC) staff during the snow and felt the efforts of the Highways Team, Contractors and Farmers deserved special thanks for going the extra mile, having worked 12 hour shifts and in treacherous conditions. He thanked members of the public who helped neighbours and friends. On behalf of the Committee, Council and Norfolk the Chairman thanked the staff present and all Highways Staff in depots across the County, who were a credit to Norfolk.
- 1.2 Mr East echoed the praise of the Chairman to the Highways Team, Emergency Services and Farmers during the 'Beast from the East'. He asked the Assistant Director of Highways why snow ploughs weren't deployed earlier and if lessons had been learned, noting the forecast snow. The Assistant Director of Highways reported that farmers were contacted on the Monday ahead of snow and around 80 deployed on contract to assist. It was difficult to know when to deploy ploughs until the extent of snowfall was clear.
- 1.3 Mrs Walker thanked the crews who kept Norfolk 'open for business', helping elderly residents, keeping shops open and buses running, and thanked the Highways Team for their excellent work. She was critical of Greater Anglia Railway services from Yarmouth which were cancelled despite other rail services and buses running. The Vice-chairman noted that Norwich Airport was able to run services the next day.
- 1.4 Mr Castle reported that Cllr Squire had attended a gritting run and wanted to express admiration of the work.
- 1.5 Mr Jermy agreed with comments made; he felt the snow had shown Norfolk and its staff at their best. He noted that carers and Adult Social Services staff had also gone the extra mile during this time, and wished to thank staff for their good work.

## **2. Apologies and Substitutions**

- 2.1 Apologies were received from Mr T Smith (Mrs C Bowes substituting) and Mr A Grant (Mr T Garrod substituting). Also absent was Mr C Jones (Mrs C Walker substituting).

## **3. Minutes**

- 3.1 The minutes of the meeting held on 19 January 2018 were agreed as an accurate record and signed by the Chairman subject to the following amendment:
- Page 10: Mr Castle was nominated as a **member** of Third River Crossing member group, not Chairman.
- 3.2 9.2.3: Mr East did not recall receiving the letter discussed at this point. The Chairman agreed to look into this.

## **4. Members to Declare any Interests**

- 4.1 No interests were declared.

## **5. Urgent Business**

- 5.1 The Chairman had met with the trails team at Beeston Bump where they had repaired the footpath, which was part of the National Trail; he thanked the team for maintaining access to one of the best views in Norfolk.

## **6. Public Questions**

- 6.1 No public questions were received.

## **7. Member Questions**

- 7.1 Two member questions were received and the answers circulated; see Appendix A.
- 7.2.1 Mr Roper asked a supplementary question: “does the Chairman agree with Andrea Leadsom MP that charging residents for taking household DIY waste to the tip is unfair and could be a lead factor in the increase in fly tipping?” The Chairman said he accepted her views however noted she was no longer the Environment Minister.
- 7.2.2 Mr East asked for the response to Mr T Smith’s question to be expanded to show the contribution of Cllr M Strong; the Chairman replied that he thanked all who contributed to securing these services.

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

- 8.1 An update from the Norwich Western Link Project Member Working Group was circulated; see appendix B.

- 8.2 An update from the Norwich Depot Hub Member Group was circulated; see appendix C.
- 8.3.1 Mr Foulger updated members from the most recent meetings of the Third River Crossing Members Working Group and Norwich Distributor Road (NDR) Working Group:
- The Third River Crossing had been agreed to be of national significance by the Secretary of State and was estimated to be completed by 2022-2023; the Working Group would complete a site visit in the next 2-3 months to identify any potential problems;
  - Completion of the NDR had been delayed by the snow until the end of the Easter bank holiday weekend. Mr Foulger was pleased to note positive reports given in the EDP (Eastern Daily Press). Pressures in the budget remained, however work continued with contractors to address these.
- 8.3.2 Concern was raised over press coverage related to the Third River Crossing.

## **9. Highway Parish Partnership Schemes 2018/19**

- 9.1 The Committee considered the report setting out the proposed parish partnership programme for 2018/19 following analysis and review of the applications submitted.
- 9.2.1 The Chairman thanked the EDP for front page coverage of this in the day's paper.
- 9.2.2 The Asset and Capital Programme Manager updated the Committee that of the 10 reported rejections, 4 had subsequently been agreed, 2 were in further discussion and there were 4 firm rejections. Following a request for clarification, the Asset and Capital Programme Manager gave detail on the 4 rejected schemes and reported that the 4 subsequently agreed schemes amounted to £6,500.
- 9.2.3 Mr Garrod discussed how Coltishall Parish Council worked in partnership with neighbouring parishes, NCC and police to identify areas for Vehicle Activated Signs.
- 9.2.4 Concern was raised that the schemes could be filling gaps created by money being taken from other budgets; the Assistant Director of Highways replied that the aim of the Parish Partnership Scheme was to develop local solutions from local knowledge. Good relationships between Local Members and parish councils were reported.
- 9.3 The Committee **APPROVED** all bids listed in Appendix B for inclusion in the Parish Partnership Programme for 2018/19.

## **10. Recommendations of the Norfolk Strategic Planning Member Forum**

- 10.1 The Committee received the report detailing the Norfolk Strategic Planning Framework (previously the Norfolk Strategic Framework) recommended for approval by the Norfolk Strategic Planning Member Forum at their meeting in December 2017.
- 10.2.1 All District Councils in Norfolk had now agreed the framework.
- 10.2.2 The Vice-Chairman wished to amend the terminology in the framework to specify that the framework was around the duty to co-operate with all partners, to highlight the importance of the co-operative approach.

- 10.2.3 A Member was concerned about paragraph 5.5, which laid out the response to a request at a previous Committee meeting to include the tributaries of the Wensum. The Principal Planner confirmed that this issue would be addressed through the proposed Green Infrastructure Strategy.
- 10.3 The Committee **RESOLVED** to **ENDORSE** the Norfolk Strategic Planning Framework as part of the ongoing duty to co-operate process.

## 11. Committee Plan 2018/19

- 11.1.1 The Committee considered the three year forward plan, setting out how its areas of responsibility would be shaped by the ambition of “*Caring for our County: A vision for Norfolk in 2021*”, and the principles of the “*Norfolk Futures*” strategy.
- 11.1.2 The Executive Director of Community and Environmental Services **suggested** a waste indicator should be included in the plan. The Chairman agreed with this and would include it in the resolution.
- 11.2.1 It was suggested there was not enough information included related to bus services.
- 11.2.2 A Member noted that acquiring funding from government was important for delivering schemes and the service; some Members raised concern about a recent interview with the Leader, which it was felt could impact on the reputation of Norfolk and on its ability to influence MPs.
- 11.2.3 It was suggested that performance monitoring measures on p61 of the report, particularly red measures, should not be removed, and that measures for monitoring air pollution were important such as cars idling and morning traffic.
- 11.2.4 A Member raised the importance of monitoring rail services and maintaining the East Midlands Rail line service. Having an increased focus on waste disposal was highlighted as important.
- 11.2.5 The Executive Director of Community and Environmental Services clarified that the Performance Management report at item 14 gave further detail on performance indicators including waste and transport indicators; these would evolve over time and could be influenced by Members’ input.
- 11.2.6 The Executive Director of Community and Environmental Services noted that the East Midlands Rail line could not be used to monitor Norfolk’s performance; the interim Team Leader for Transport reported that NCC consistently gave evidence on use of the East Midlands line and responded to the proposal for it to be split to say that it should be kept as a direct Norwich to Liverpool service.
- 11.2.7 In response to concerns raised about an article in the EDP, the Executive Director of Community and Environmental Services replied that Officers would continue to work professionally with officials in Whitehall, based on evidence, and engage with stakeholders to work towards delivering the Third River Crossing.
- 11.2.8 The Vice-Chairman asked for the wording on p50 to be changed to ‘...continue to push for the business case for the Norwich Western Link’.



11.2.9 The Executive Director of Community and Environmental Services clarified that energy use, including for street lighting was reported into Business and Property Committee.

11.3 The Committee **RESOLVED** to:

1. **AGREE** the Environment, Development and Transport Committee Plan, set out in Appendix 1 of the report;
2. **NOTE** the Committee's contribution to, and responsibilities for, Norfolk Futures, NCC's transformation plan;
3. **AGREE** the inclusion of an indicator on residual waste volume to report to Policy and Resources Committee for monitoring purposes.

## 12. Sub National Transport Bodies and the East of England Sub National Transport Forum

12.1 The Committee received the report containing detail on how Sub-national Transport Bodies (STBs) could investment decisions on the major transport networks.

12.2.1 Detail was requested on funding sources and priorities of the STB. The Interim Team Leader for Transport reported that Transport East had suggested a work programme to start work on a transport strategy across the area, including a look at schemes and identify priorities. STBs could have influence over rail services, road programmes and the major road network, therefore Officers would initially meet with the other Local Authorities to identify key priorities.

12.2.2 It was noted that districts had representation on the Forum.

12.2.3 It was **requested** that minutes of the East of England Sub National Transport Forum were circulated to the Committee.

12.2.4 The similar interests of Norfolk and Suffolk related to dualling of the A47 and the possible disadvantages of not being a devolved authority were discussed.

12.2.5 The Vice-chairman queried what the priorities for the Council would be for the STB, and **requested** that the Committee receive regular reports on progress of the STB.

12.2.6 The Executive Director of Community and Environmental Services reported that Transport for the North had published a draft "30 year forward investment plan" asking for £60bn from the Government for infrastructure. Concern was raised that the 'northern powerhouse' had more authority than Norfolk to do this; the Chairman replied that this was the time for Norfolk to step up.

12.2.7 The Chairman requested that the committee agree a £6000 annual contribution towards the Forum, to be kept under review, to cover operating costs of the STB.

12.3 The Committee **RESOLVED** to:

1. **NOTE** the engagement of Norfolk County Council in the East of England Subnational Transport Forum, represented by the chair of Environment, Development and Transport Committee;
2. **CONSIDER** the benefits of being a member of a Sub-national Transport Body;
3. **INCLUDE** the £6,000 annual contribution towards the STB.

### 13. Risk management

- 13.1 The Committee reviewed the risk management report providing information from the latest Environment, Development and Transport Committee risk register as at March 2018, following the latest review conducted in February 2018.
- 13.2.1 Concern was raised over the amber rating given to the Third River Crossing; the Risk Management Officer reported that the score reflected that it was the beginning of the project, recognising the project risks moving forward. The Economic Development Manager added that the direction from the Secretary of State was important however risks around programme and budget meant it was right to remain cautious. The overseeing board received updates on risks.
- 13.2.2 It was queried how risk scores were arrived at and raised that the public may not understand the scoring. The Executive Director of Community and Environmental Services reported that risks would decrease as the project progressed; there were 30 risks involved in the project and each were worked through methodically. As a local member Mrs Walker **asked** to be kept informed on progress.
- 13.2.3 The Infrastructure Delivery Manager reported that formal consultations would be carried out through the year to engage with the public.
- 13.3 Mr T White left the meeting at 11:02
- 13.4.1 Mr Foulger, as Chairman of member working group, was pleased with the work of Members. He felt the work for the NDR working group had started late, therefore, taking forward learning from this, he was pleased at the responses of Officers from challenges given by Members.
- 13.4.2 Mr Castle, a member of the Working Group, noted that the NDR project had more opposition than the Third River Crossing, which had a broad agreement.
- 13.4.3 It was noted that the public may not understand the positives of the project being amber at this early stage. The Economic Development Manager replied that a statement would be brought to the member update.
- 13.5 The Committee:
- a) **NOTED** Risk RM14336 - Failure to construct and deliver the Great Yarmouth 3rd River Crossing within agreed budget (£121m), and **AGREED** timescales (construction completed early 2023), which was reported by exception (in paragraph 2.2 and Appendix A of the report), and changes to other departmental risks (in Appendix D);
  - b) **AGREED** that the recommended mitigating actions identified for the new risk RM14336 in Appendix A were appropriate;

### 14. Performance management

- 14.1 The Committee reviewed the performance report based upon the revised Performance Management System, implemented as of 1 April 2016, and the Committee's 13 vital signs indicators.
- 14.2.1 It was queried why the key measures of "percentage of people able to reach a market

town within 60 minutes on public transport” and “average journey speed during morning peak time” had been changed. The Senior Analyst reported that “average journey speed...” would be reported to Committee separately; this had not been reported on for some time as the data had been unreliable. The Executive Director of Community and Environmental Services reported that new software was being purchased to report on road network operation, including speed on the network and provide greater detail.

14.2.2 The Infrastructure Development Group Manager reported that current data received from the Department for Transport was a crude measure of operation of the network and did not give empirical data such as who used the network, bus patronage, walking or cycling data. The new software would allow mobile phone software to be accessed to see how the network was operating live to provide a holistic view on its operation.

14.2.3 “Access to key services by public transport” was noted as a positive inclusion; it was noted how many buses were subsidised and that awareness should be raised in order to promote them and increase usage.

14.3 The Committee:

1. **REVIEWED** the performance data, information and analysis presented in the vital sign report cards and **AGREED** the recommended actions identified were appropriate;
2. **AGREED** to the removal of the “Average journey speed during morning peak time” measure.

## **15. Finance monitoring**

15.1.1 The Committee received the report giving information on the budget position for services reporting to the Committee for 2017-18, information on the revenue budget including forecast over or underspends and identified budget risks, an update on the forecast use of reserves and details of the capital programme.

15.1.2 The Finance Business Partner for Community and Environmental Services reported that an update had been circulated to Members on the cost of dealing with issues caused by the snow. The Chairman thanked the Assistant Director of Highways for the updates which kept everyone up to date during the snow.

15.2.1 Reference was made to the update received and its impact on data in the report; the Finance Business Partner for Community and Environmental Services confirmed the report was drafted prior to these issues and therefore there may be an impact on reserves, however that it was not a cause for concern.

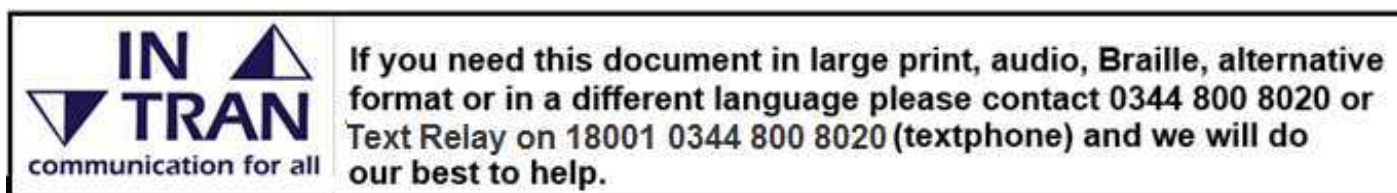
15.2.2 The ability to forecast the cost of gritting was raised in light of the recent weather; the Executive Director of Community and Environmental Services reported that winter spend was monitored over a number of years and the budget was adjusted according to this. Noting that the winter of 2017 was a mild winter, it was hoped that this year’s hard winter would not impact on the budget when taken over time.

15.2.3 Some of the variances seen in the report were queried. The Finance Business Partner for Community and Environmental Services reported that differences seen in planning were due to residual waste: a time delay was seen in information from districts. Travel and transport saw charges for transport based on activity not invoices received.

- 15.3 The Vice-Chairman left the meeting at 11:20
- 15.4 The Committee **NOTED**:
- a) The Forecast out-turn position for the Environment, Development and Transport Committee revenue budget and **NOTED** the current budget risks being managed by the department;
  - b) The Capital programme for this Committee;
  - c) The current planned use of the reserves and the forecast balance of reserves as at the end of March 2018.
- 16. Forward Plan, decisions taken under delegated authority and Working Group Terms of Reference**
- 16.1 The Committee reviewed the forward plan, decisions taken under delegated power and proposed terms of reference for the Great Yarmouth Third River Crossing Member Working Group.
- 16.2.1 Mr Castle **requested** a report on the East Midlands Rail including detail on numbers, and usage, and including the current position of "London in 90".
- 16.2.2 Mr East noted that this would also be discussed at the Norfolk rail group. The Chairman **asked** Mr East to let Mr Castle and Mrs Walker know the date of the next meeting.
- 16.3 The Committee:
- 1. **REVIEWED** the Forward Plan at Appendix A of the report and **requested** addition of a report on the East Midlands Rail Line;
  - 2. **NOTED** the delegated decisions set out in section 2 of the report;
  - 3. **APPROVED** the Terms of Reference for the Great Yarmouth Third River Crossing Member Working Group, as set out in Appendix B of the report.

The meeting closed at 11:24

**Mr M Wilby, Chairman,  
Environment, Development and Transport Committee**



## MEMBER/PUBLIC QUESTIONS TO ENVIRONMENT, TRANSPORT AND DEVELOPMENT COMMITTEE : 16 MARCH 2018

### 5. PUBLIC QUESTIONS

#### 5.1 No public questions

### 6. MEMBER QUESTIONS

#### 6.1 Question from Cllr Dan Roper

Can the Chairman of Environment, Development & Transport Committee, comment on the contradiction between the Government statement by Lord Bourne in the House of Lords on 20 March 2017 (HL5836) and page 20 of its Litter Strategy for England April 2017, on the legality of charging local residents for DIY waste at household waste recycling centres?

#### **Response by Chairman of EDT Committee**

I do not believe that there is a contradiction as Government's 2017 Litter Strategy expanded on the earlier statement by stating that:

*'It is therefore important that, where charges are proposed, they are proportionate and transparent and are made in consultation with local residents so that local services meet local needs.'*

This added clarity to the Government's view is in line with legislation which is why many other authorities, for example Suffolk, Oxfordshire, Dorset and Hampshire already adopt a charging approach for construction and demolition type waste.

#### 6.2 Question from Cllr Thomas Smith

As we have now had the news that our excellent local operators are stepping in to keep buses running in West Norfolk (and well done to the chairman and staff who've worked so quickly for us all), following Stagecoach leaving the district, can the chairman assure us that our subsidised routes (especially the 5, 1 and 3 buses within Lynn town) will keep going.

#### **Response by Chairman of EDT Committee**

As stated in the recent press release, the services 5 and 3 have been registered commercially by West Norfolk Community Transport and the service 1 by Lynx Bus, to continue running from 29th April when Stagecoach withdraw.

### **6.3 Supplementary Question from Cllr Thomas Smith**

Given the recent confirmation the subsidises are to continue I am sure we shall get interest for all the routes being left vacant, would he be able to orchestrate getting timetables of the amended services out to everyone (one per household like the Norfolk mag we send out), in the affected areas and confirm to residents that these will all be public buses and their bus passes will work, I know there have been rumours they won't which I am sure the Chairman's quashing will stem."

#### **Response by Chairman of EDT Committee**

As reported in the recent press release, local operators have come forward and registered replacement services for the Stagecoach routes, predominantly on a commercial basis. Publicity for these services is the responsibility of the individual operators, although we will help to keep people informed via member and parish briefing notes. The area covered is too large for a leaflet drop to be practical.

Contact details of the operators were included in the press release and their individual websites will be updated with details of the replacement services over the coming weeks. There is also a page on our own NCC website to help keep the public informed ([www.norfolk.gov.uk/stagecoach](http://www.norfolk.gov.uk/stagecoach))

All services will be public buses and therefore concessionary bus passes will work.

## **Norwich Western Link Project - Update for EDT Committee from Working Group (for 16 March 2018)**

Further to previous meetings of the Norwich Western Link (NWL) project Member Working Group and following the last report provided at the 20 October EDT Committee meeting, the most recent meeting of the Group was held on 7 March 2018 to provide a progress update. The following provides a brief summary of the meeting:

1. Highways England's (HE) latest progress for the A47 proposals from North Tuddenham to Easton was discussed. The project team set out the most recent changes to the delivery programme, which relate to the statutory processes and the coordination of these with other projects. The change is to avoid confusion as the individual A47 projects are delivered through their public examinations and also to balance the resources being used by HE for the projects. Whilst this delay is disappointing, HE have made it very clear that they remain committed to delivering all of the Road Investment Strategy funded projects, and also that there is no change to the previously published construction dates, with the N Tuddenham to Easton project planned for construction from 2021/22. The Member Group want to be kept informed of progress and want to be made aware of any further changes so that they can escalate any issues immediately if needed.
2. The Group received a further update on the progress for the NWL project. WSP provided details of the work being undertaken during 2018, which has seen the start of the necessary corridor appraisal work using the Department for Transport's sifting tool. Work on specific route assessments will then follow and will feed into consultation processes planned for the end of 2018. Specific discussion relating to the project objectives was held and will feed into a further discussion with the local parish group meeting in April.
3. The Group received further details from the delivery team on proposals developed as part of the communications plan for the project. Work has included engagement with a range of stakeholders, with a good number of replies received so far, but more expected. Discussion was held around further letters being issued to make the list of stakeholders more complete and also to develop a tracker that the Group can monitor. Whilst a range of positive responses have been received to date, the team need to continue to chase up those who have not yet responded. The team confirmed that letters have been sent to all parish council's. It was also confirmed that meetings have yet to be held, but have been/are being arranged with environmental groups.

Details regarding the planned consultation starting after the local elections in May (avoiding purdah) were discussed. The Group previously agreed to the use of an electronic system and a further update was provided following the procurement of the system. A detailed demonstration of the completed system will be provided to the Group before the consultation starts.

4. The Local Plan Review process was briefly discussed. Consultation closes on 22 March 2018.
5. The latest local group meeting (with parish council representatives) was held on 22 February and the details from this were discussed with the Member Group. That meeting provided an update from Highways England as well as from the NWL project team on the corridor and route appraisal process and details regarding the planned consultations during 2018. It also provided an overview of the transport modelling process and explained how a model is developed and how surveyed data is captured and used within the model. The local group was advised that they will see details from the model as it is developed and these will also be discussed with the Member Group.

**For more details, please contact David Alfrey (Infrastructure Delivery Manager).  
Tel 01603 223292**

**EDT Committee 15<sup>th</sup> March 2018****Norwich Depot Hub Member Group - UPDATE**

- 1 The Norwich Depot Hub Member Group met on the 25<sup>th</sup> February 2018 to discuss progress on the scheme including development of the full business case.
- 2 The full business case is under development and will now be reported to EDT Committee on 18 May 2018. At this stage it is now unlikely that the highways depot element will be included in the proposals. As a result, Broadland District Council are considering their position and this element is also now looking less likely.
- 3 Land discussions are ongoing regarding the preferred site north of the airport, and this now includes discussion on scaling back proposals from a joint depot hub to also consider just a recycling centre, or recycling centre and Broadland District Council depot. The approach to a possible planning application for the wider development at the airport is also being discussed and the Member Group will be kept updated as these details are confirmed.
- 4 A list of alternative options for provision of a household waste recycling centre for Norwich will also be prepared alongside the depot hub scheme including costs, benefits and other considerations. The timing of any decisions needed for alternative sites is also being considered and the Member Group expect to be updated on this to ensure the risk of delivering a new facility is managed.
- 5 A communications and consultation plan has been circulated to the Member group. It is proposed that a consultation on the relocation of the recycling centre is prepared for Summer 2018, subject to any decisions made at EDT Committee on the 18<sup>th</sup> May.
- 6 Since the last member group meeting, Broadland District Council have confirmed they will no longer be involved in this project. The project board and member group will review the scheme in light of this and details will be reported to EDT Committee on 18 May.



# Environment, Development and Transport Committee

Item No.....

<b>Report title:</b>	<b>Appointments to Internal and External Bodies</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Wendy Thomson, Managing Director</b>
<b>Strategic impact</b> Appointments to Outside Bodies are made for a number of reasons, not least that they add value in terms of contributing towards the Council's priorities and strategic objectives. The Council also makes appointments to a number of member level internal bodies such as Boards, Panels, and Steering Groups.  Responsibility for appointing to internal and external bodies lies with the Service Committees. The same applies to the positions of Member Champion.	

## **Executive summary**

Set out in Appendix A to this report are the outside and internal appointments relevant to this Committee together with the current membership.

## **Recommendation**

- **That Members review and where appropriate make appointments to those external bodies, internal bodies and Champions position as set out in Appendix A.**

## **1. Proposal**

### **Outside Bodies**

1.1 The appendix to this report sets out the outside bodies under the remit of this Committee. Members will note that the previous representative is shown against the relevant body. Members are asked to review Appendix A and decide whether to continue to make an appointment, and if so, to agree who the member should be.

### **Internal bodies**

1.2 Set out in Appendix A are the internal bodies that come under the remit of this Committee. There is no requirement for there to be strict political balance as the bodies concerned do not have any executive authority. Appointments are not made on the basis of strict political proportionality, so the Committee may, if it wishes to retain a particular body, change the political makeup. The members shown in the appendix are

those serving on the body in the previous year. Any Member Champion appointments are also shown.

## 2. Financial Implications

The decisions members make will have a small financial implication for the members allowances budget, as attendance at an internal or external body is an approved duty under the scheme, for which members may claim travel expenses.

## 3. Issues, risks and innovation

3.1 There are no other relevant implications to be considered by members.

## 4. Background

4.1 The Council makes appointments to a significant number of internal bodies and external bodies. Under the Committee system, responsibility for these bodies lies with the Service Committees.

4.2 There is no requirement for a member of an internal body to be appointed from the “parent committee”. In certain categories of outside bodies it will be most appropriate for the local member to be appointed; in others, Committees will wish to have the flexibility to appoint the most appropriate member regardless of their division or committee membership. In this way a “whole Council” approach can be taken to appointments.

**Background Papers** – There are no background papers relevant to the preparation of this report

## Officer Contact

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

<b>Officer Name:</b>	<b>Tel No:</b>	<b>Email address:</b>
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**Environment, Development and Transport Committee Boards/Panels and Outside Bodies**

**2017/18 appointments shown**

1. Norfolk Local Access Forum – 2

The Norfolk Local Access Forum (LAF) represents a variety of countryside interests with regards to improving public access across the county. It provides independent strategic advice to a range of organisations who have a duty to consult the Local Access Forum where there are implications or proposals around public access.

1 Labour - Julie Brociek-Coulton  
1 Conservative – Fabian Eagle

Cycling and Walking Champion is an Ex-Officio Member (see appointment of Member Champions later in this report).

2. Norfolk Waste Partnership Strategic Management Board (2)

Chairman and Vice Chairman of the Committee

3. Norwich Western Link Member Group

Tim East (LD)  
Bill Borrett (Con)  
Stuart Clancy (Chair) (Con)  
Shelagh Gurney (Con)  
Margaret Dewsbury (Con)  
Greg Peck (Con)  
Chris Jones (Lab)

**Part B**

**Environment, Development and Transport Committee Outside Bodies**

1. Wash and North Norfolk Coast European Marine Site Management Scheme (2)

David Collis  
Brian Long  
Sub – Tony White

The scheme coordinates management by the relevant authorities of the Wash and North Norfolk Coast European Marine Site. The Management Group, which

includes representatives from several 'relevant authorities' including the County Council, produces and manages a Management Plan, a statutory requirement.

2. Norfolk Coast Partnership (2 plus 2 substitutes)

Marie Strong  
Andrew Jamieson (Simon Eyre sub)

The role of the Partnership Forum is to bring together the perspectives of many organisations through a representative system, to develop policy for the Partnership and to develop, review and implement the AONB Management Plan, the production of which is a statutory requirement.

3. King's Lynn Conservancy Board (1)

David Collis – **3 year period of office to 16th February 2020.**

The Statutory port, harbour and pilotage authority for Kings Lynn.

4. Marriott's Warehouse Trust (Green Quay) (1)

David Collis

The Green Quay is an Independent Registered Charity and its partners are Natural England, RSPB, Wash Estuary Strategy Group, Norfolk County Council and Borough Council of King's Lynn and West Norfolk. The key objectives of the Green Quay are to inform and educate both schools and general public about the Wash, Fens.

5. Environment Agency

(a) Anglian (Eastern) Regional Flood and Coastal Committee (2)

Mick Castle (sub Colleen Walker)  
Judy Oliver (sub Brian Iles)

The RFCC is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience.

(b) Anglian (Central) Regional Flood & Coastal Committee (1)

Brian Long (sub Tony White)

6. Broads Authority (2)

Haydn Thirtle  
John Timewell

7. Norfolk Windmills Trust (3)

Philip Duigan  
Martin Wilby  
Tony White

8. Caistor Roman Town Joint Advisory Board (1)

Vic Thompson

Management and Development of Caistor Roman Town.

9. A47 Alliance (5)

Chairman of EDT Committee  
Mick Castle  
Tim East  
William Richmond  
Mark Kiddle Morris

The A47 Alliance brings together local authorities, MPs, Local Enterprise Partnerships, businesses and other stakeholders to secure improvements to the A47. The Alliance is led by Norfolk County Council but covers the A47 from Great Yarmouth to the A1 just west of Peterborough.

10. Norfolk Flood and Water Strategic Forum (1)

Stuart Clancy

11. Norfolk Strategic Planning Member Forum (1)

Mike Sands

12. Ouse Washes Strategy Group (1)

Brian Long

The role of the group is to ensure that all partners who operate on or depend on the Ouse Washes work collaboratively to meet the current and future challenges facing the Ouse Washes and surrounding communities.

13. Greater Norwich Development Partnership Board (3)

Martin Wilby  
Stuart Clancy  
Tim East

14. Great Yarmouth Transport and Infrastructure Steering Group (3)

Graham Plant

Mick Castle  
Brian Iles

15. Greater Norwich Growth Board

Cliff Jordan

16. Local Transport Body (Chair)

Chair of EDT Committee

17. Local Transport Board (2)

Martin Wilby and Stuart Clancy

18. East West Rail Board (1)

Tony White

19. Community Rail Norfolk Board (1)

Thomas Smith

**Member Champions**

Cycling and Walking – Simon Eyre  
Historic Environment – Brian Watkins

# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>A140 Long Stratton: Hempnall Crossroads Junction Improvement</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe - Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> The Long Stratton Area Action Plan (LSAAP) states that an improvement to Hempnall Crossroads must be delivered early in the phasing of Long Stratton Bypass, which is identified as one of Norfolk County Council's three priority infrastructure projects. Both schemes will help to meet the objectives of the Greater Norwich Local Plan (GNLP), Joint Core Strategy (JCS), the South Norfolk Local Plan and the National Planning Policy Framework (NPPF).  'Norfolk Futures: The Council's Strategy for 2018-2021' has a stated ambition of 'installing infrastructure first'. Early delivery of a new roundabout at the Hempnall junction will facilitate planned housing and employment growth in Long Stratton.	

## Executive summary

<p>Local people, Parish Councils and elected members have requested improvements to the A140 Hempnall Crossroads junction near Long Stratton for many years. Norfolk County Council has carried out work to identify a suitable value for money scheme and secured funding for a new roundabout that will help to ease congestion, encourage economic growth, facilitate housing development, improve road safety and access and reduce delays. An improvement to this junction is required to go ahead prior to planned housing and infrastructure improvements at Long Stratton, for which planning applications have been submitted by the developers. A public consultation has been carried out which shows there is strong support for the scheme. In order to progress the project a planning application now needs to be compiled and submitted.</p> <p><b>Recommendation:</b> <b>To consider consultation responses and approve the submission of a planning application for the Hempnall Crossroads Junction Improvement scheme.</b></p>
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## 1. Proposal

1.1. In the 2016 Autumn Statement the Government announced the launch of the National Productivity Investment Fund (NPIF), further details of which were released in April 2017. The fund allowed Local Highway Authorities to apply for capital funding of up to 70% of a scheme's total cost for infrastructure projects promoting at least one of the following aims:

- Ease congestion and provide upgrades on important national, regional or local routes
- Unlock economic and job creation opportunities

- Enable the delivery of new housing developments

In May 2017 WSP (formerly Mouchel) were appointed by Norfolk County Council to review options for a junction improvement at Hempnall Crossroads in order to identify whether a suitable scheme could be included in a funding application. This work included a review of traffic signal and roundabout schemes in relation to operational assessment and road safety, taking into account the predicted increase in traffic flows as a result of planned development in Long Stratton. It was recommended that an application for a roundabout scheme be submitted to the NPIF. A bid for funding was submitted in June 2017 and confirmation that the bid was successful was received in October 2017.

- 1.2. The proposal sees a roundabout replacing the existing staggered crossroads, locally known as 'Hempnall Crossroads' at the junction of the A140 / B1527 Hempnall Road / C497 Bungay Road. For the Site Location Plan please refer to Appendix A and for the Consultation Plan please refer to Appendix B. The roundabout is located to the south-west of the existing junction which will help to maximise the amount of construction that can take place without disrupting traffic flows on the A140. The roundabout's position has also been influenced by feedback from the affected landowner.
- 1.3. The landowner and Norfolk County Council developed a joint Letter of Intent (28 June 2017) which sets out the Council's intention to purchase land and the landowner's intention to transfer land to the Council. NPLaw and NPS are currently concluding the details of the land transfer with the landowner's agent and legal representative.
- 1.4. In addition to the aims listed in 1.1 the scheme will also improve road safety at a junction with a history of accidents, improve access from the minor roads at the junction to the A140 and reduce delays.
- 1.5. A public consultation took place between 1 March 2018 - 10 April 2018 and was publicised in the Eastern Daily Press and on NCC's Twitter and Facebook accounts. Posters were also placed in prominent locations in the area. The consultation comprised a short questionnaire linked from the website [www.norfolk.gov.uk/hempnallcrossroads](http://www.norfolk.gov.uk/hempnallcrossroads) which contained information on the scheme and an email link for any specific enquiries.
- 1.6. 456 responses to the online questionnaire were received with over 93% of respondents either agreeing or strongly agreeing to the proposals. Some useful feedback was also received. Please refer to Appendix C for more detail on the consultation results.
- 1.7. Construction of the scheme is planned to start not later than Autumn 2019 and utilities companies will need to carry out work to divert their apparatus in advance of the main junction works.
- 1.8. The next step is to complete and submit the planning application for the scheme. This report requests that Committee consider the consultation responses and approve the submission of a planning application.
- 1.9. NPLaw are providing advice on the implementation of Traffic Regulation Orders (TROs) and the feasibility of stopping up areas of redundant carriageway. Consultation relating to TROs to implement changes to speed limits from 60mph to 50mph on the minor roads and stop up areas of redundant carriageway (where applicable) will be carried out separately with statutory consultees.

## **2. Evidence**



- 2.1. Implementation of a roundabout rather than a signalised junction will help to keep traffic on the A140 free-flowing and provide the greatest safety benefits in terms of fewer accidents at the junction whilst also improving access from the minor arms.
- 2.2. Following identification of a suitable scheme WSP carried out additional work to support the NPIF bid including an economic assessment for the scheme. This identified a Benefit to Cost Ratio (BCR) of 2.05 which demonstrates a high value for money scheme.
- 2.3. There have been local aspirations for changes to the junction for some time and improvements are supported by Richard Bacon, MP for South Norfolk; Alison Thomas, Deputy Leader of the Council and Member for Long Stratton Division, South Norfolk Council and the parish councils of Tharston and Hapton, Long Stratton, Hempnall, Shelton and Hardwick, Wacton and Fritton and Morningthorpe. Norfolk Homes and Norfolk Land Limited, who are promoting new housing and associated measures including the Long Stratton Bypass, also support the scheme.
- 2.4. It is proposed that street lighting will be provided at the roundabout due to the nature of the surrounding highway environment and the significant length of existing street lighting on the rural approach to the site. There has been one objection to the provision of street lighting. Please refer to Appendix C, items C5.20, C5.20.1 and C5.20.2 for details.

### **3. Financial Implications**

- 3.1. As part of the work carried out by WSP the total project cost was calculated at £4,358,465. The NPIF will finance 70% of this amount (£3,050,925). The remaining cost will comprise a local contribution and will be funded through a combination of developer funding, Growth Deal from the New Anglia Local Enterprise Partnership (NALEP) and Community Infrastructure Levy (CIL).
- 3.2. Tarmac are involved with the development of the scheme and will provide a cost for its construction under the terms of the current highways maintenance and construction contract. The County Council will benchmark costs and consider alternative providers prior to selecting a contractor in order to ensure value for money.

### **4. Issues, risks and innovation**

- 4.1. A risk register was submitted as part of the NPIF application and is being developed as the scheme progresses. The main risks are:
  - Reaching agreement on land value and completion of land transfer
  - Failure to achieve planning permission / imposition of unexpected planning conditions
  - Unexpected complications or delay as a result of third party involvement, e.g. utilities diversions
  - Difficulties gaining approvals for traffic management proposals for the scheme and/or utilities work that may result in delays or compromise the quality of the scheme
- 4.2. An Environmental Impact Assessment (EIA) screening opinion has confirmed that an EIA under the EIA Regulations 2017 will not be required. An Extended Phase 1 Habitat Survey has confirmed that no further ecological surveys are warranted and *'assuming the advised mitigation measures are adopted no significant negative impacts to valued ecological receptors are expected'*. A

landscape design is underway which has taken the above documents into account.

- 4.3. The feasibility of minimising waste by reusing material from the site and processing it at a quarry located less than one mile from the site to create a cement-bound carriageway foundation is currently being investigated. This would help to reduce lorry movements and associated CO<sup>2</sup> emissions.

## 5. Background

- 5.1. References to the successful NPIF bid for the scheme are referred to in the previous [EDT Committee report](#) 'Highways Capital Programme and Transport Asset Management Plan' at the meeting of 19 January 2018

## 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:

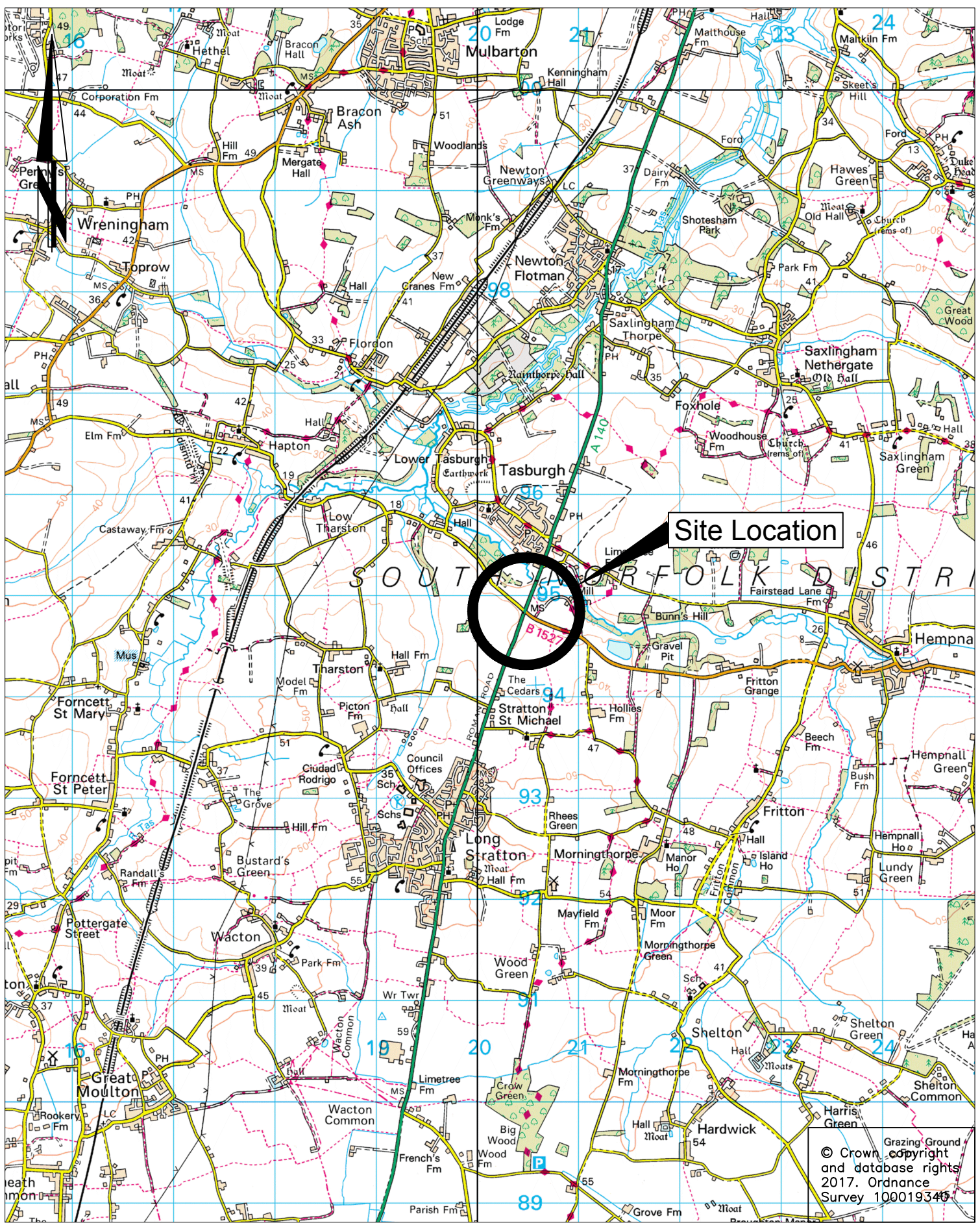
**Officer name :** David Allfrey

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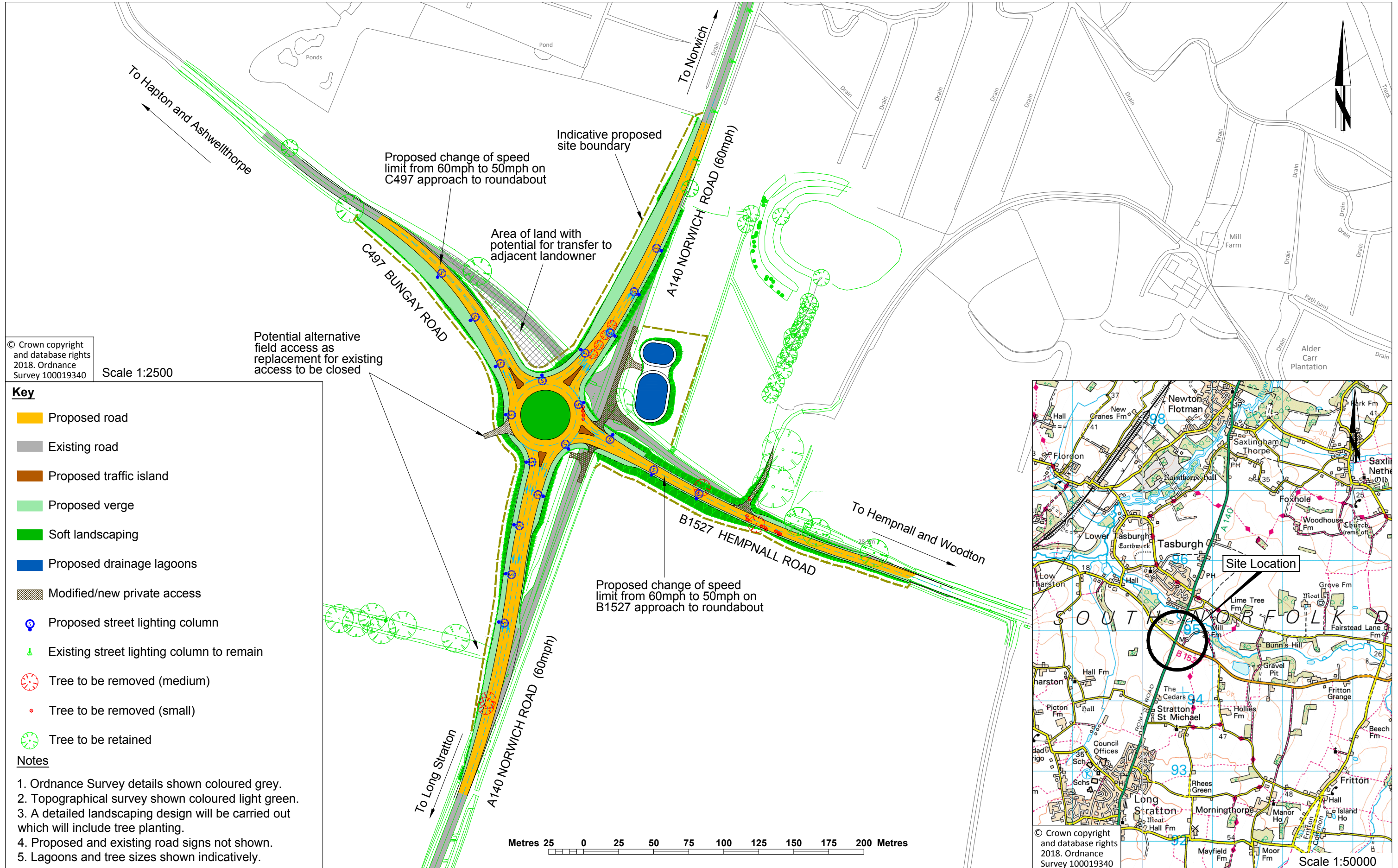
**DRAWING TITLE**  
 A140 / B1527 / C497 Long Stratton:  
 'Hempnall Crossroads' Junction Improvement  
 Site Location

**Tom McCabe**  
 Executive Director of  
 Community and Environmental Services  
 Norfolk County Council  
 County Hall  
 Martineau Lane  
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INIT.	DATE	DRAWING No.
OS			PKA019-MP-003
DESIGNED BY	NCC	2017	PROJECT TITLE
DRAWN BY	AJC	08/17	A140 Hempnall Crossroads Junction Improvement
CHECKED BY	AJC	08/17	SCALE FILE No.
			1:50000 @ A4 PKA019

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### A140 Long Stratton: Hempnall Crossroads Junction Improvement

#### Public Consultation Results

##### C1.0 - Background

**C1.1** - A public consultation was in place between 1 March 2018 - 10 April 2018. This was publicised in the Eastern Daily Press and on Norfolk County Council's Twitter and Facebook pages. The consultation comprised a short questionnaire linked from the website [www.norfolk.gov.uk/hempnallcrossroads](http://www.norfolk.gov.uk/hempnallcrossroads) which contained more detail on the scheme including a drawing showing the proposed layout. There was also an email link provided for any queries. Posters were also circulated to a number of local businesses and community buildings; these contained a telephone number for people to use if they needed information in an alternative format.

In addition, 57 people/organisations were directly contacted by post or email including Parish Councils in the immediate area, local businesses, bus operators, emergency services and other interest groups. A full list of consultees can be found at the end of this document.

##### C2.0 - The questionnaire

The following questions were asked in the online questionnaire:

**C2.1** - *What is your name?*

**C2.2** - *What is your email address?*

**C2.3** - *Are you responding as a local resident, on behalf of a local business, on behalf of a local organisation, someone who works in the area, a visitor to the area, someone who travels through the area or on behalf of a community organisation (with an option to provide its' name)?*

**C2.4** - *How often do you currently use the Hempnall Crossroads? (every day, 5-6 days a week, 3-4 days a week, 1-2 days a week, once a fortnight, once a month, less often, never).*

**C2.5** - *How far do you agree or disagree with our plans to improve the Hempnall Crossroads? (strongly agree, agree, neither agree or disagree, disagree, strongly disagree, don't know).*

**C2.6** - *Why do you say that? (open text box)*

**C2.7** - Please tell us about any local information or issues that you think would help us to plan the works, any specific issue you think we haven't addressed or any concerns you may have about the potential impacts of our proposed design (open text box).

### **C3.0 - Results**

**C3.1** - A total of 456 responses to the online questionnaire were received. A further 7 responses were received via the email link, all of which supported the scheme. Excluding multiple emails from the same person, an additional 4 emails were received. One of these supported the scheme but had concerns regarding Tasburgh traffic (others reported similar concerns - please see items C5.9 and C5.10 below for details). The Campaign for the Protection of Rural England supported the scheme but requested that street lighting be omitted.

### **C3.2 - Specific results from online questionnaires**

**C3.2.1** - Are you responding as...

<b>Status</b>	<b>Number</b>
Local resident	335
On behalf of a local business	26
On behalf of a local organisation	14
Someone who works in the area	56
A visitor to the area	8
Someone who travels through the area	177
On behalf of a community organisation	4
Not answered	5

(Please note that many consultees chose more than one category hence the total above exceeds the total number of responses)

**C3.2.2** - How often do you currently use the Hempnall Crossroads?

<b>Frequency</b>	<b>Total number</b>	<b>Percentage</b>
Every day	86	18.9
5-6 days a week	76	16.7
3-4 days a week	106	23.3
1-2 days a week	92	20.1
Once a fortnight	46	10.1
Once a month	21	4.6
Less often	21	4.6
Never	1	0.2
Not answered	7	1.5
<b>Total</b>	<b>456</b>	<b>100</b>

### C3.2.3 - How far do you agree or disagree with our plans to improve the Hempnall Crossroads?

<b>View expressed</b>	<b>Total number</b>	<b>Percentage</b>
Strongly agree	350	76.7
Agree	76	16.7
Neither agree or disagree	14	3.1
Disagree	6	1.3
Strongly disagree	5	1.3
Don't know	0	0
Not answered	4	0.7
Spoilt/abusive response	1	0.2
<b>Total</b>	<b>456</b>	<b>100</b>

### C4.0 - Analysis of results

**C4.1** - The results show that over 93% of respondents either agree or strongly agree with the proposals. Of the 5 that strongly disagreed the following views were given:

- One gave no reasons
- Traffic signals would be a more cost effective and safer solution and also there are concerns about increased traffic using minor roads during construction
- Disagreement with the location of the roundabout and the request that it be constructed in the centre of the existing junction
- One resident of Newton Flotman thought the scheme would result in fewer gaps in the traffic on the A140 which would make it more difficult to travel to and from Newton Flotman
- The roundabout will increase delays and lead to more accidents as a result of drivers making poor decisions due to frustration caused by the delays

**C4.2** - Most of these issues were raised as concerns by those who were supportive of the scheme and are considered further in section 5.0 of this document entitled 'Other Feedback Received'. In relation to the query on the position of the roundabout, building it in the centre of the existing junction would cause the maximum amount of disruption to road users during construction. The roundabout has been sited 'offline' so that as much construction work as possible can take place without disrupting existing traffic.

**C4.3** - Of the 6 that disagreed the following views were given:

- From Hempnall it will still be difficult to exit the junction. Traffic lights are preferred and will cause less disruption as take less time to install
- Concern from a business about getting an articulated vehicle and trailer through the new junction

- Concerns about the impact on traffic trying to turn right out of Church Road Tasburgh which is already difficult
- It will still be difficult to exit from the minor roads onto the roundabout. Traffic signals would resolve this problem.
- The roundabout will delay A140 traffic. Request for the A140 to be widened through the junction and right turn filter lanes added instead of a roundabout

Most of these issues were also raised as concerns by those who were supportive of the scheme and are considered further below in section 5.0.

**C4.4** - In relation to the comment about the articulated vehicle, the roundabout has been designed in accordance with all relevant standards and computer-aided simulations of vehicle movements have been carried out to demonstrate that these manoeuvres are possible.

## **C5.0 - Other Feedback Received**

Although there is strong support for the scheme many respondents made further comments, with some raising particular concerns or issues. These are summarised below:

**C5.1** - There were many comments that related to the developer-led Long Stratton bypass scheme, and in particular, queries as to why the proposed bypass links south of the proposed roundabout rather than to it. Many respondents requested that the bypass join the A140 at the proposed Hempnall junction roundabout.

**C5.1.1** - The current Long Stratton Bypass scheme is a separate developer led proposal. A bypass corridor and the need to improve the existing Hempnall crossroads is set out in the adopted Long Stratton Area Action Plan that has been through an independent examination process. Whilst the previous county-led scheme incorporated an improvement at Hempnall the developer proposal does not, but it will need to contribute to the cost of the Hempnall scheme. There is no overriding technical requirement to extend the bypass to Hempnall so this cannot be required as part of the Hempnall roundabout scheme.

**C5.2** - There were also queries about whether the construction of the roundabout could be coordinated with the construction of Long Stratton Bypass.

**C5.2.1** - The latter is a developer-led scheme for which a planning application has recently been submitted but funding is not currently secured and there is no delivery programme in place. Norfolk County Council has been allocated funding for the Hempnall roundabout scheme which must be spent within a specified time frame. It will not therefore be possible to coordinate the two projects.

**C5.3** - There were many concerns raised about increased traffic on the A140 as a result of proposed development in Long Stratton.



Some of these related specifically to the impact on villages to the north of the site and increased traffic flows making it harder to make right turns.

**C5.3.1** - Long Stratton bypass is a separate scheme and these comments will need to be considered as part of the assessment of the planning application for the Long Stratton Bypass scheme.

**C5.4** - There is a strong perception that the existing junction is dangerous and that improvements are long overdue. There were many references to people taking risks in order to travel through the junction.

**C5.5** - Concerns about the impact of the construction of the roundabout in terms of increased congestion on the A140. Also the impact of likely increased traffic, including HGVs, using the minor roads in the area during construction, particularly if this was during winter.

**C5.5.1** - It is inevitable that there will be some disruption during construction, however, the roundabout design has been developed to try and minimise impact on the existing highway. Discussions are already underway to try and agree a traffic management proposal that will keep disruption to a minimum. This consultation also gave people the opportunity to tell us about any particular events that may be affected by the construction of the scheme and parish councils have been asked for their comments.

**C5.6** - Many respondents told us that they regularly use minor roads in the area in order to avoid the Hempnall Crossroads junction. Some predicted a reduction in traffic using these minor roads when the scheme is completed.

**C5.7** - There was some support for an alternative traffic signal scheme, on the basis that it would be cheaper, quicker to construct and also the perception that it would result in shorter delays exiting the minor roads.

**C5.7.1** - A traffic signal scheme would cause greater delay to traffic as it would be operating at all times, including during off-peak periods. A roundabout therefore causes far less disruption and delay. A traffic signal junction is also likely to result in an increased number of collisions compared to a roundabout. Research has indicated that on average roundabouts are safer than other junction types and on average the proportion of fatal accidents at roundabouts is 0.35% compared to 0.88% of all other junction accidents.

**C5.7.2** - Although there will be some delay as vehicles on the A140 will need to slow to negotiate the roundabout, the disbenefit to A140 traffic is significantly outweighed by benefits afforded to minor road traffic and the safety benefits at the junction.

**C5.7.3** - A signalised junction is also a relatively unusual form of junction for a high speed rural road and would not be expected by drivers and there is longstanding local support for a roundabout.

**C5.8** - One respondent raised concerns about the absence of facilities for non-motorised users, stating "*exclusion of NMU facilities is a massive missed opportunity to provide safe crossings and only serves to maintain the barrier of the A140 to the non-car users of communities either side of the road.*" Another respondent requested a cycle path from Long Stratton to Tasburgh.

**C5.8.1** - NMU facilities have been considered as part of the design process. There are currently no pedestrian or cycle facilities in the area that could link to provision at the roundabout. However, sufficient land will be acquired that will allow facilities to be installed in the future if funding and other associated infrastructure improvements are in place.

**C5.8.2** - In relation to the request for a cycle path, this is beyond the scope of this scheme and such requests can be made via the Parish Council or comments made to South Norfolk Council, the Local Planning Authority for the Long Stratton development proposals (South Norfolk Council Planning references 2018/0111 and 2018/0112).

**C5.9** - A number of respondents raised concerns about the junction of Church Road in Tasburgh, stating that it is already difficult to turn right out of the junction and that the roundabout scheme and development at Long Stratton will make this worse. Some respondents requested improvements at this junction. However, other users thought that the roundabout would provide 'natural traffic calming', slowing traffic heading north past Tasburgh and aid the right turn manoeuvre.

**C5.10** - As a result of the above it was thought that traffic heading south from Tasburgh may choose to use Church Road and Low Road to join the A140 at the new roundabout rather than making the right turn onto the A140 from Tasburgh. There are concerns that these minor roads are not suitable for additional traffic volumes

**C5.10.1** - Concerns about increased traffic as a result of development at Long Stratton should be directed to South Norfolk Council. The roundabout at Hempnall will cause vehicles to slow and gaps will be created in A140 traffic due to vehicles using the roundabout to access the minor roads. It is considered that the roundabout scheme will not make the right turn from Church Road in Tasburgh any more difficult.

**C5.11** - There were also a number of concerns raised, and requests for improvements to, the junctions between the A140 and the access roads to/from Newton Flotman (Flordon Road is specifically referred to in some responses). Some people have said that there are currently delays caused by traffic waiting to turn right into Newton Flotman and there are difficulties accessing the A140 from Newton Flotman.

Some expressed concern about villages to the north of the site in general, including Swainsthorpe and Saxlingham Nethergate, in relation to gaining access to the A140

**C5.11.1** - Concerns relating to increased traffic as a result of development at Long Stratton should be made to South Norfolk Council. There is currently a feasibility study underway looking at access between the A140 and Newton Flotman although there is no funding available at the current time to implement a scheme here.

**C5.12** - More than one response raised the concern that traffic levels, including HGVs, will increase in Hapton, anticipating that the route from Wymondham via Hethel and Fundenhall will become busier. There was a request for traffic calming and a weight restriction. It was noted that the C497 was downgraded from a B road many years ago and a query was raised as to whether this status would remain and whether the road will continue to be maintained to its' current standard

**C5.12.1** - There are no plans to upgrade the C497. The impact of the roundabout scheme on the adjacent road network will be monitored post-construction.

**C5.13** - Some respondents thought that the roundabout would not help reduce the wait time to exit the minor arms

**C5.13.1** - Traffic modelling has been carried out which shows a significant reduction in wait times for traffic exiting the minor arms

**C5.14** - One respondent suggested that a speed restriction, instead of a roundabout would be a better use of money. Many respondents suggested additional reductions in speed limits on the A140 would be beneficial (e.g. to 40mph), with some requesting further reductions on the B1527 Hempnall Road. One respondent opposed any reduction in speed limits.

**C5.14.1** - Speed restrictions alone will not bring the safety benefits associated with the roundabout. Restrictions also need to be suitable for the immediate highway environment in order to achieve good levels of compliance.

**C5.15** - Two respondents indicated they would likely use businesses/amenities in Hempnall and Long Stratton much more if the roundabout was constructed.

**C5.16** - There was one concern raised about the proposed agricultural access off the roundabout, in terms of other traffic not expecting agricultural vehicles to be making this manoeuvre

**C5.16.1** - The junction has been designed to the appropriate design standards including for visibility. It is not unusual to have a farm access off a roundabout.

**C5.17** - There were some comments requesting that signing at the junction is considered to avoid encouraging vehicles to use the minor roads as short cuts.

**C5.17.1** - Comments are noted and signing will be considered at the detailed design stage.

**C5.18** - Many respondents referred to the success of the roundabout scheme on the A140 at Pulham Market

**C5.19** - There was a request for a 'slip road' (segregated left turn lane) from the A140 to the B1527 Hempnall Road

**C5.19.1** - Traffic modelling work has concluded that a segregated left turn lane is not necessary.

**C5.20** - Eight responses made reference to street lighting. Of these, 5 supported the proposed lighting, including an adjacent Parish Council. One was unsure why lighting was proposed; another suggested lighting as an option. One response, from the Campaign to Protect Rural England (CPRE), expressed concern about the impact that street lighting would have on Norfolk's dark skies and asked that it be removed from the proposal.

**C5.20.1** - The existing Hempnall Crossroads junction is lit and the lighting continues on the A140 northwards for approximately 3.9km to immediately north of the residential area of Newton Flotman. If the lighting were to be omitted from Hempnall roundabout this would mean that drivers heading southbound would travel through a long lit section of the A140, including through a rural 'non-eventful' section of carriageway immediately north of the roundabout, with lighting then ceasing just prior to the roundabout. Having driven through a rural lit section drivers are unlikely to expect to encounter a roundabout immediately after street lighting ceases and this could result in accidents. Due to the adjacent environment and existing lighting arrangements it is considered the inclusion of street lighting is appropriate in this case.

**C5.20.2** - An unlit roundabout in this location may be suitable only in the context of a substantial length of unlit A140 either side of the roundabout, which would require the decommissioning of a substantial number of lighting columns. Such proposals would require a wider strategic review of lighting along the A140 which is beyond the scope of this scheme.

**C5.21** - There was general support for the scheme to start as soon as possible and to be completed in as short a time period as possible

**C5.22** - It is intended to commence the construction of the scheme as soon as possible during 2019. This will be dependent upon successful planning and other consent processes, necessary utility diversions, etc. The speed at which the scheme is constructed will depend to some extent on traffic management measures.

Road closures enable works to complete more quickly but cause more inconvenience to the public. A balance between making expedient progress and minimising disruption to road users is required.

### **C6.0 - Conclusion**

There has been a significant number of responses to the consultation and there is overwhelming support for the proposed scheme. Many respondents have raised some useful and interesting comments which will, where feasible, be considered during the detailed design stage.

## List of Consultees

Cllr Alison Thomas, Local Member for Long Stratton and Deputy Leader of the Council  
Cllr Foulger (Forehoe)  
Cllr Spratt (West Depwade)  
Cllr M Stone (Clavering)  
Cllr B Stone (Loddon)  
Cllr Thomson (Henstead)  
Martin Wilby, EDT Committee Chair  
The Parish Councils of Long Stratton, Tasburgh, Morningthorpe and Fritton, Hempnall, Tharston and Hapton  
BACT Community Transport  
CTC (Cyclists' Touring Club)  
Denton and Alburgh Community Bus  
East of England Ambulance Service NHS Trust  
Environment Agency  
Equal Lives  
First Buses  
Freight Transport Association  
Galloway  
Hall Farm Workshops  
Hapton C of E VA Primary School  
Hempnall lawn mower centre  
Hempnall Primary School  
Highways England (Kier)  
Jack in the Box Nursery  
King's Lynn Internal Drainage Board  
Konectbus  
Long Stratton High School  
Manor Field Infant & Nursery School (& childrens' centre)  
Mow Direct  
Natural England  
NCC Countryside Access manager  
NCC Countryside Access Strategy Officer  
Norfolk Chambers of Commerce and Industry  
Norfolk Constabulary  
Norfolk Fire Service  
Norfolk Homes & Norfolk Land Limited  
Preston CE VC Primary School  
Road Haulage Association Ltd  
Royal Mail  
Semmence Coaches  
Simonds  
South Norfolk Council  
South Norfolk Cycling Forum

South Norfolk Cycling Forum  
Spratts Coaches  
St Mary's CE Junior (Academy)  
Sustrans (East of England)  
The affected landowner, their agent and legal representative  
The Hollies Care Home  
UK Power Networks  
Wroxham and District Angling Club

**Posters were also provided to the following with a request for them be displayed or provided to the public:**

Hall Farm Workshops  
South Norfolk Council  
Long Stratton Library  
Hempnall area mobile library  
Old Mill & Millgates Medical Practice  
Swan Lane Surgery, Long Stratton Medical Partnership  
Morningthorpe main recycling centre  
Hempnall Post Office  
Hempnall Veterinary Surgery  
Long Stratton Cooperative store  
Long Stratton Shell / Stratton Motor Company

# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>New Anglia Integrated Transport Strategy</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe - Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> The Council is a key partner in the New Anglia Local Enterprise Partnership (NALEP) and has worked with the partnership to shape the integrated transport strategy for Norfolk and Suffolk. The strategy has been developed alongside a refresh of the Norfolk and Suffolk Economic Strategy. It seeks to ensure that transport's role in the area's growth ambitions and investment priorities are clearly articulated to government and other stakeholders.	

## Executive summary

An Integrated Transport Strategy for Norfolk and Suffolk has been developed and is programmed to be adopted by the New Anglia LEP (NALEP) Board in May. The strategy was developed through the Local Transport Board. This brings together Norfolk and Suffolk County Councils, NALEP, and a range of other stakeholders (principally business representatives and transport operators / providers). The Integrated Transport Strategy is a high level, strategic document setting out transport priorities across the two counties in order to deliver NALEP's Norfolk and Suffolk Economic Strategy. It has been built on a substantial evidence base including both economic and transport evidence commissioned for the transport strategy, as well as the evidence base commissioned for NALEP's economic strategy. A more detailed action plan for the transport strategy is to be developed that will include more detail about the interventions. (It should also be noted that Norfolk County Council has a full suite of strategy and policy documents relating to transport provision in the county. The Integrated Transport Strategy is not intended to replace these.)

The Integrated Transport Strategy is included as Appendix A. It has been agreed by the Local Transport Board and will be taken to the NALEP Board (which includes representation from Norfolk County Council) in May for adoption. There will be an opportunity for Members' comments to be incorporated into the delivery plan to be developed shortly.

### Recommendations:

Members are asked to:

- **Note the Integrated Transport Strategy for Norfolk and Suffolk.**

## 1. Proposal

- 1.1. Members are asked to note the Integrated Transport Strategy for Norfolk and Suffolk. This strategy has been developed through the New Anglia Local Transport Board. This board – chaired by Doug Field the current chair of the Local Enterprise Partnership (LEP) Board – brings together Norfolk and Suffolk County Councils, business representatives and a number of transport operators and providers from across the region. Norfolk County Council is represented by Councillor Martin Wilby the chair of this committee.



- 1.2. The strategy will be reported to the LEP Board in May for adoption. A more detailed implementation plan will be developed for adoption at a later date.

## **2. Evidence**

- 2.1. Government requested that LEPs produce a Strategic Economic Plan (SEP) for their area, which was used to negotiate a six year 'Growth Deal' from a pot worth £2bn nationally. The New Anglia SEP was submitted in 31 March 2014 and, as a result, Norfolk is benefitting from a transport infrastructure programme funded from Growth Deal worth around £34m over the six years of the programme (2015/16-2020/21).
- 2.2. The economic plan was updated during 2017, resulting in the New Anglia Economic Strategy for Norfolk and Suffolk. This was endorsed by the county council's Policy and Resources Committee in September 2017 and subsequently by Full Council.
- 2.3. In 2016 the New Anglia Local Transport Board agreed to commission consultants to complete an integrated transport strategy. This transport strategy included building an evidence base looking at a range of future economic scenarios 30 to 40 years hence and, for each scenario, setting out how transport systems should evolve, be innovatively developed, or change organically, to reflect future economic activity. The transport strategy therefore sets out the economic potential of the region and how transport networks might contribute towards successful economic outcomes.

The strategy will also be important to highlight the main transport investment requirements across all modes and across the local road networks as well as the national (trunk) road network and rail networks. This will help to maximise the chances of drawing down funding from different pots including Growth Deal and government investment into trunk roads through the Roads Investment Strategy programmes and rail networks through Network Rail investment plans.

The strategy will also put NALEP in a good position to maximise its share of the Growth Deal pot post-2021, should government be minded to continue with this in its present form.
- 2.4. Of necessity, as a strategy for two counties, the focus is on high level priorities and the most important interventions in those areas due to experience significant growth. It is aligned to the Norfolk and Suffolk Economic Strategy.

Whilst the strategy and priorities broadly align with those of the county council, neither the strategy nor the under-development action plan contain the full strategy or detailed priorities across Norfolk. These are included in the county council's own suite of strategies, policies and plans including the Local Transport Plan, transport strategies for places (Norwich, Great Yarmouth, King's Lynn and market towns: all under review or under development), and the agreed capital programme. In addition, Members agreed at Policy and Resources in September 2017 to develop a Norfolk plan, Norfolk's Growth Strategy, which will come back for agreement during the latter part of 2018. This will help to shape and define the county council's own delivery on transport infrastructure projects and any bids for funding in the future.
- 2.5. A more detailed action plan for the Integrated Transport Strategy is to be developed that will include more detail about transport interventions. It will be important to ensure that priorities for Norfolk are included within this document. This will be ensured by developing the action plan through the Local Transport Board, on which the county council is represented by the chair of EDT Committee. Any comments that members of the committee have about the strategy, shown in Appendix A, can be considered and picked up in the more detailed action plan to follow.

### **3. Financial Implications**

- 3.1. There are no financial implications in adoption of this strategy. Norfolk County Council contributed £25,000 to the cost of development of the strategy, met from existing budgets.

### **4. Issues, risks and innovation**

- 4.1. Adoption of the transport strategy and subsequent delivery plan will mean that New Anglia LEP is better-placed to be able to secure funding for the improvement of the transport network for the benefit of Norfolk.

### **5. Overview of the Integrated Transport Strategy**

- 5.1. The strategy aims to “*promote the foundations for an integrated total transport solution which serves our growing economy, links our people and their activities with our developing priority places [from the Norfolk and Suffolk Economic Strategy], and is fit for agile digital, socio-economic and transport developments.*” It sets out how this will be achieved under the themes of:

- Connecting the East, Accessing the World
- Regional Connectivity and Our Priority Places
- Agile to Change
- Local and Coastal
- Making it Happen.

These themes are summarised below.

- 5.2. Connecting the East, Accessing the World

The strategy notes how access to global markets is important and is likely to continue to be so in the future. It is particularly significant for Norfolk and Suffolk given that we have good opportunities through local airports including Norwich together with a range of ports. The strategy notes the need to improve our strategic road and rail connections with a particular focus on the A47 and the rail networks to Cambridge and London.

- 5.3. Regional Connectivity and Our Priority Places

This section deals with the importance of connections between economic centres within the two counties. (These are classified as Priority Places and defined in the Economic Strategy for Norfolk and Suffolk. In Norfolk they are: Norwich and the Greater Norwich area; the Energy Coast including Bacton and Great Yarmouth; the Cambridge-Norwich corridor; the east-west corridor along the A47; and King’s Lynn and the corridor to Cambridge.) The strategy highlights the importance of better connections by developing the Major Road Network and public transport connections. It notes the importance of the Great Yarmouth Third River crossing to connect the port and the Enterprise Zone area to the strategic road network.

- 5.4. Agile to Change

As the strategy looks ahead to the 2040s an important part of the evidence base was to examine likely changes to the economy over that time. This included changes to how economic sectors might function (such as increasing automation in the agricultural sector). The work went on to examine how transport would need to evolve to support a successful future economy. This aspect of the work included consideration of changes to transport over time: a move to increasing autonomy in vehicles; the emergence of mobility as a service (whereby people purchase travel from A to B but do not specifically purchase a bus or train ticket: the travel might be provided by a taxi, liftshare or other transport provider); and,

particularly in the logistics sector, different means of transporting goods (consolidation of loads, non-vehicular delivery methods).

The strategy outlines that digital connectivity is important; that the region is open to innovative new technology and shaping future mobility models; and the need to encourage the use and sharing of data to enable more intelligent use of transport networks.

5.5. Local and Coastal

This covers the importance to the two counties of the energy coast, market towns and the rural areas, noting that partners will work together to improve broadband, local road schemes, public transport, walking and cycling, and to improve hub and home working.

5.6. Making it Happen

The final section of the strategy deals with the development of an action plan. The intention is to develop this with partners on the Local Transport Body – of which Norfolk County Council is a member – adjacent authorities and government.

5.7. The strategy is reproduced at Appendix A.

## 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:

**Officer name :** David Cumming

**Tel No. :** 01603 224225

**Email address :** david.cumming@norfolk.gov.uk



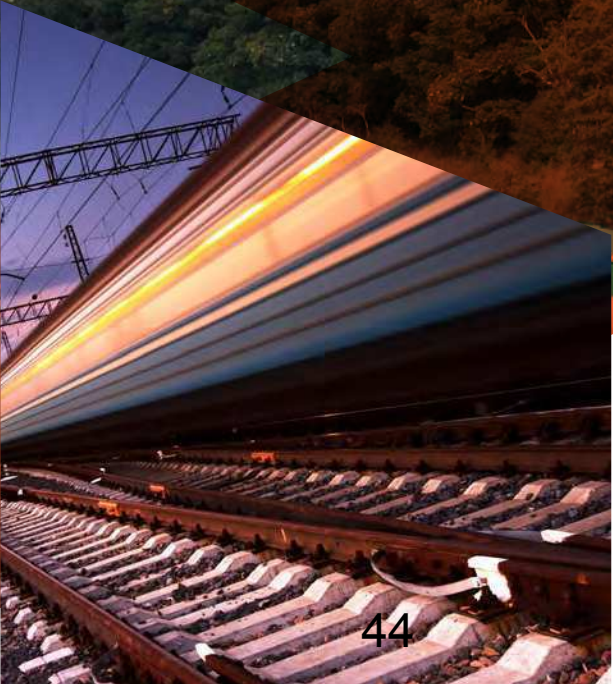
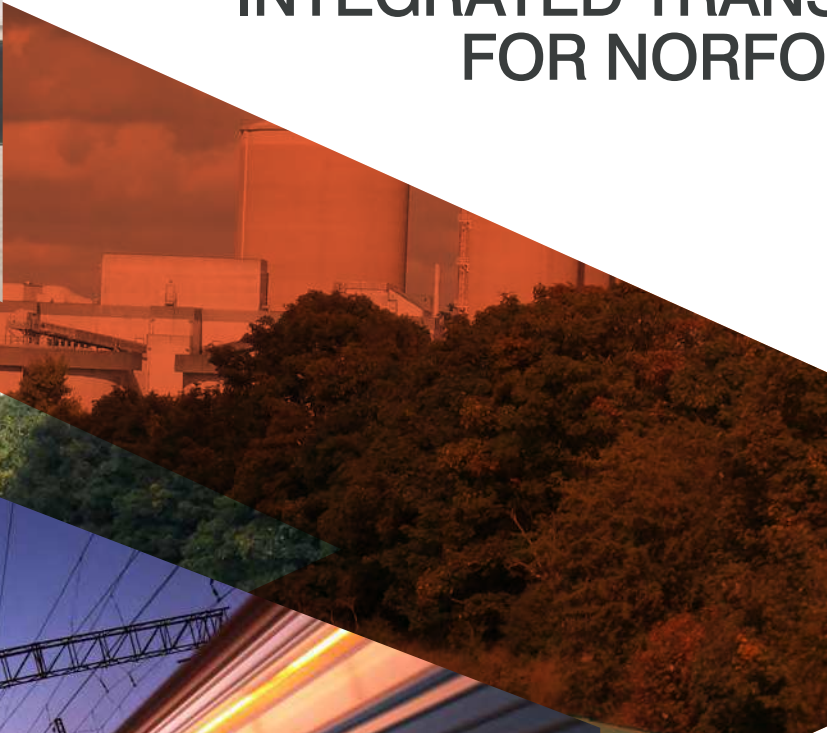
If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

# THE > EAST

## INTEGRATED TRANSPORT STRATEGY FOR NORFOLK AND SUFFOLK

A STRATEGY FOR  
GROWTH AND OPPORTUNITY

**MAY 2018**



# OUR PLACE

**KEY**

- Trunk Road
- Proposed MRN
- Local MRN priorities
- Wind Farm
- Gas Terminal
- Nuclear Power Station
- Airport
- Shipping Port
- - - Rail



# FOREWORD

To create an environment where **businesses continue to flourish**, we need to further improve our transport infrastructure. Effective transport networks can help to **boost inward investment and enterprise creation** as well as **increase productivity** by improving access to markets and increasing value for money.

They can also help to unlock **opportunities for balanced and inclusive growth** and provide people with better and **safe access** to services, products and opportunities.

The future is changing rapidly. These changes will affect our networks and the way in which we use them. It is vital that our networks are innovative in their response to these changes to ensure we embrace the opportunity they present, to the benefit of everyone.

Reliable and resilient networks are a fundamental building block to the ongoing success and growth of our £35.5bn economy and in ensuring the East



Doug Field: © Pagepix

*Douglas Field*

**DOUG FIELD**

Chair of  
New Anglia Local  
Enterprise Partnership

realises its future ambitions as set out in the **Norfolk and Suffolk Economic Strategy**. However, our potential is sometimes constrained by journey times and capacity which compound the perception that our area is a 'long way' from the rest of the country.

The New Anglia Local Transport Board partners have developed this Integrated Transport Strategy which sets out our ambition, our collective goals for delivery and how we might see them brought to fruition. Importantly, this Strategy provides a robust foundation for the newly formed sub-national transport forum: Transport East.

Most importantly it sets out how our transport network can help to continue to make Norfolk and Suffolk a great place to trade, live, work, visit and learn. For the East continue to thrive we must work together to develop a network that meets our aspirations both now, and in the decades to come. If implemented successfully future business will benefit from better connected opportunities for growth, a wider pool of accessible skilled labour and the opportunity to engage in more markets than ever before.



## THE STRATEGY

Our Strategy looks ahead to the 2040s but focuses on the actions we need to take over the next three to five years to help secure the foundations for long-term success. It is a dynamic and living blueprint to guide the work and investment of many interested partners. Together we have:

**Examined the evidence**, making sure we understand our transport networks and modal needs in detail and how we can remain agile to future opportunities and challenges.

**Set challenging but achievable ambitions**, based on evidence, that describe the place and transport solutions we want for Norfolk and Suffolk.

**Agreed the themes** under which we will prioritise action and investment in transport improvements.

**Identified actions and measures for success**, with partners, to drive delivery and measure success.



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# NORFOLK AND SUFFOLK TODAY<sup>1</sup>

The East is a geographically and **economically diverse area**, with an established, **growing** and ageing population of over 1.6 million people.

Exploiting an advantageous geographic position, Norfolk and Suffolk retain a **strong commercial relationship** with the rest of the world. **The Port of Felixstowe** is the UK's major container gateway to the world, handling some 28m tonnes of imports and exports per year (42% of the country's container traffic) with east-west links and maritime connectivity continuing to be crucial to the ongoing movement of freight into and out of the country from both here and the other ports including the **Ports of Ipswich, King's Lynn, Great Yarmouth and Lowestoft**.

Also looking outward, **London Stansted Airport**, within an hour's reach of many parts of Norfolk and Suffolk, provides access to many national and international destinations and currently serves 26 million passengers a year (set to rise to 35 million before 2023); It is also the country's third busiest freight airport handling in excess of 220,000 tonnes per annum. **Norwich Airport** provides access for over ½ million passengers a year to a number of regional airports and to the many energy installations in the North Sea as well as Europe and beyond, usually via Amsterdam Airport Schiphol. Easy access to these international hubs, both by public and private transport methods, will help to ensure their ongoing success.

The area has important external strategic connections with **London, Cambridge and Peterborough** with the Great Eastern Main Line (GEML), the West Anglia/ East Coast Main Lines, regional rail lines and the

Strategic Road Network (SRN), via the A11/M11, A12/ A120, A14/M6, A47/A1 and A428/A421 and beyond to Oxford, providing connectivity to these as well as to the Midlands, the North and the rest of the country. Our economy will continue to rely on making sure that there is good connectivity to and from the East.

In addition, priority corridors have been identified as the **Cambridge-Norwich Growth Corridor**, with an abundance of high tech businesses; the **A14 growth corridor**, between Felixstowe and Cambridge; the **A47 growth corridor** between Lowestoft and Peterborough; and **King's Lynn** and the **A10 growth corridor** to Cambridge. Ensuring reliable and resilient connections will be critical to driving business growth and productivity in the East.

**Ipswich** and **Norwich** are the largest economic centres for our area (in need of orbital link improvements in the shape of the **Ipswich Northern Route(s)** and **Norwich Western Link**), with specialisms in the **financial services and insurance** sector and **ICT, tech and digital creative** at Adastral Park and Norwich. Coastal towns such as **Great Yarmouth** and **Lowestoft**, are also important centres of activity, particularly in the globally competitive energy sector; together, they form part of the **Norfolk and Suffolk Energy Coast** along with Sizewell, Bacton and the offshore windfarm clusters as part of the East of England Energy Zone. In addition, Norfolk and Suffolk has a thriving **life sciences and bio-tech** sector clustered around Norwich Research Park, the National Stud (the home of horseracing) in Newmarket and CEFAS (Centre for Environment, Fisheries and Aquaculture Science) in Lowestoft. Each of our key sector clusters, together with our other sector strengths, need to be well-connected in order to continue to be

catalysts for innovation and opportunity and to drive our strong and growing economy.

Other significant centres, including but not limited to, **Bury St Edmunds, Haverhill, King's Lynn and Thetford**, are the focus for our local economies, each with their own successful economies and uniqueness and this diversity must be maintained in order to secure our ongoing economic success: Transport and connectivity to larger economic centres including Cambridge remains a key facilitating factor for their local economies.

However, our transport networks can suffer from **reliability and resilience issues**, particularly during periods of bad weather, and have a number of pinch-points that can contribute to the perception that Norfolk and Suffolk are a 'long way' from the rest of the country. Transport in the East must do all it can to reduce these barriers to **inward investment, business creation and productivity**, recognising business needs, whatever their size.

## SOCIAL INCLUSION AND SKILLS

There are currently a record number of people actively engaged in the local labour market. However, the majority of these new jobs are in low-paying industries and our population's living standards are still below pre-recession values. In addition, Norfolk and Suffolk's workforce, despite improving, has a lower skills profile than their national counterparts. We must consider how transport can drive social inclusion and skills, using innovative and digital means, as well as more traditional methods, so that people can access education, training and labour market opportunities and are able to meet their full potential, raising living standards and social mobility and re-balancing the economy.

# NORFOLK & SUFFOLK PROFILE AT A GLANCE

 **101** REGULAR SCHEDULED FLIGHTS DEPARTING FROM NORWICH AIRPORT PER WEEK

**3,300** DEPARTURES PER WEEK FROM STANSTED

50 MINS FROM NORWICH TO AMSTERDAM 

STANSTED HANDLES **220K**  TONNES OF FREIGHT PER YEAR

 **28M** TONNES OF FREIGHT PER YEAR

FELIXSTOWE PORT IS THE BUSIEST CONTAINER PORT IN THE UK AND 7TH BUSIEST IN EUROPE

 **NORWICH** 10,000 PASSENGERS PER WEEK

COMPARED TO **STANSTED** 490,000 PASSENGERS PER WEEK

STANSTED IS 4TH BUSIEST AIRPORT IN THE UK

**70%** OF CONTAINERS COMING THROUGH FELIXSTOWE ARE DELIVERED TO THE 'GOLDEN TRIANGLE'



**2.2M** IPSWICH

**1.2M** GREAT YARMOUTH

**1.0M** KING'S LYNN

**0.5M** LOWESTOFT

TONNES HANDLED PER YEAR VIA OUR PORTS



SECURED RAIL SERVICE IMPROVEMENTS WILL INCREASE CONNECTIONS



**60** MINS IPSWICH TO LONDON

▼ 5 MINS

**90** MINS NORWICH TO LONDON

▼ 15 MINS

**75** MINS CAMBRIDGE TO IPSWICH

**90** MINS PETERBOROUGH TO NORWICH

**330** RAIL FREIGHT MOVEMENTS INTO AND OUT OF THE PORT OF FELIXSTOWE PER WEEK







## SEVERE CONGESTION

### A14

- J55-J58 SOUTH OF IPSWICH
- BURY ST EDMUNDS AND NEWMARKET (J36-J38 AND J42-J44)

### A47

- GREAT YARMOUTH TO ACLE

## REGULAR CONGESTION

### A11

- BETWEEN MILDENHALL AND THETFORD (CAN BE SEVERE TOO)

### A47

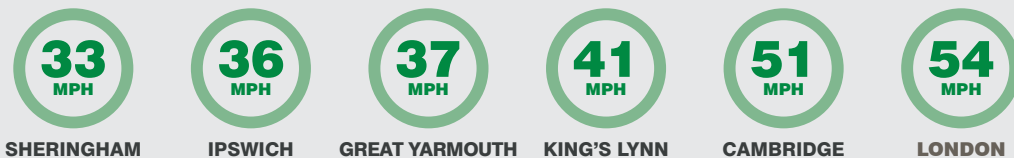
- BETWEEN NORWICH AND HONINGHAM
- AT KING'S LYNN



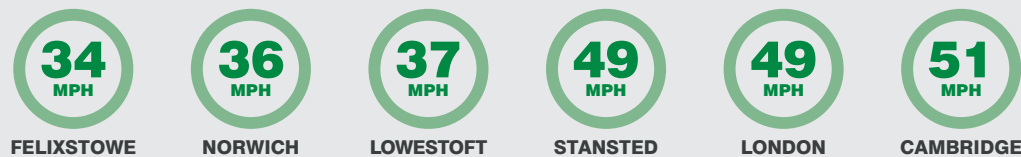
## SPEEDS FOR REGIONAL JOURNEYS SLOWER THAN TO MAJOR NATIONAL CENTRES

FUNDING AND DELIVERY OF PLANNED IMPROVEMENTS NEEDS TO BE SECURED TO IMPROVE THESE AVERAGE SPEEDS

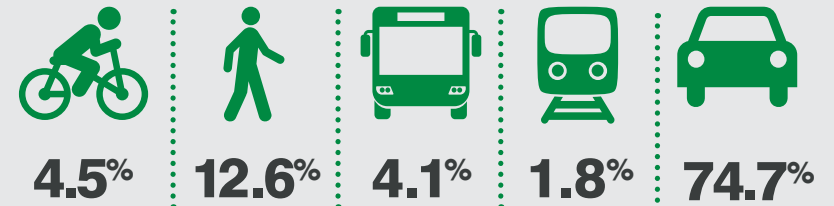
BY CAR, FROM NORWICH TO:



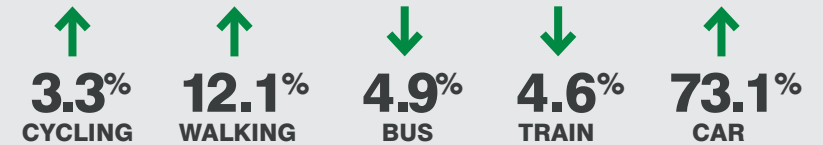
BY CAR, FROM IPSWICH TO:



## % MODE SHARE TRAVELLING TO WORK

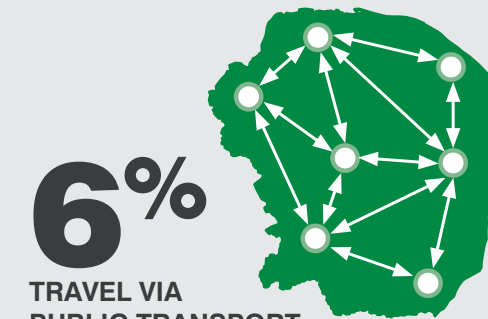


### ENGLAND AVERAGE:



COMMUTING PATTERNS ARE PRIMARILY CONCENTRATED ON

**NORWICH IPSWICH**  
**A14 CORRIDOR**  
**KING'S LYNN**



6%

TRAVEL VIA PUBLIC TRANSPORT IN NORFOLK AND SUFFOLK



COMPARED TO 10%

UK AVERAGE IN ALL NON-METROPOLITAN AREAS

# PLANNING FOR THE FUTURE

There are a number of significant socio-economic trends which present various challenges and opportunities for the East which will impact how, when and why we access and use our transport network:



## DEMOGRAPHIC

A growing and ageing population, many of whom may work longer, the impacts of net migration and the ongoing trend of urbanisation.



## SOCIAL

The rise of the “sharing” economy and the growth in “immediacy” expectations will impact the traditional models of transport access, ownership and use, particularly in younger generations.



## ENVIRONMENTAL

Impacts of climate change, particularly in low-lying and coastal areas, scarcity of resources and the role of renewable energy.



## TECHNOLOGICAL

Significant and rapid future change, which will alter how, when and where infrastructure and services are provided and accessed:

- **‘Big Data’, Artificial Intelligence (AI) and cognitive thinking and self-learning systems** will improve transport operations and services and how customers engage with them;
- **Automation and robotics** have the potential to improve maintenance and safety. The most visual aspect of this change will be Autonomous Vehicles;
- **Propulsion and energy decarbonisation** will have air quality benefits but could negatively impact energy distribution networks;
- **Material science** improvements will mean cheaper, more functional and sustainable use within vehicles and infrastructure;
- **3D printing** techniques have the potential to allow local production of components and products that will likely impact traditional supply chains; and
- **Shared mobility** will provide agile alternatives to traditional fixed public transport routes and car ownership models, particularly in urban areas.



## ECONOMIC

The rise of the “gig” economy, local manufacturing (including 3D printing) and the just in time culture on business models, e-commerce, freight and last-mile delivery.



## POLITICAL

Devolution of decision-making, future economic uncertainty regarding national political decisions, changes in legislation, the impacts of globalisation and the protectionism of markets.

The way the economy responds to these future challenges and opportunities will have important implications for the area’s land-use and transport strategy. Indeed, global trends will impact our key sectors in different ways and it is important to recognise how to maximise the associated economic and transport opportunities effectively. We have considered some future scenarios for technological and mobility changes on pages 12 and 13, whilst recognising that their availability, application and social adoption is difficult to predict, especially considering the speed at which these developments may occur.

# CHALLENGES AND OPPORTUNITIES

**Improving strategic connectivity** to major centres outside the East, particularly London, Cambridge, Peterborough and beyond will help to open up as yet untapped opportunities and help drive business growth and productivity in the East.

Making the most of our advantageous location with respect to **accessing global markets** is another key opportunity for our area. Ensuring the ongoing success, access to and growth of the Port of Felixstowe and our other ports at Ipswich, King's Lynn, Great Yarmouth and Lowestoft as well as airports at London Stansted and Norwich will help to improve our Offer to the World, help to boost enterprise formation and inward investment in the region.

Capitalising on our geographic diversity and meeting the needs of our significant urban centres and market towns as well as our rural and coastal communities will ensure that the needs and aspirations of all our communities and businesses, no matter their size, are realised. Our road and rail networks can help to achieve this **improving capacity and journey times**, as well as **reliability and resilience** in times of strain.

We must also help to ensure that the East continues to **increase its contribution to UK plc**. In doing so our economic diversity must be maintained and enhanced and our transport network can help to support our **world-leading competitive clusters** in clean energy, financial services and insurance, ICT, tech and digital creative and life sciences and biotech to thrive. Our other key sectors, for which Norfolk and Suffolk have a competitive advantage, will also contribute to this ambition and we must ensure that our transport

network supports each of these clusters to continue to drive our competitive advantage.

Contributing to **driving social inclusion and skills** uplift is another opportunity for the East. Transport and digital connectivity can help to improve access to learning, both now and in the future, so that people have the right qualifications and improved access to opportunities, helping boost social mobility and living standards in turn. In addition, we must also help to achieve modal shift, improve air quality, reduce the impact of flooding and ensure we mitigate and adapt to **environmental challenges**.

Our network must accommodate an ever **growing and ageing population** and digital technology will have a part to play to help us reduce overall demand thus improving access to services outside the more traditional forms of transport.

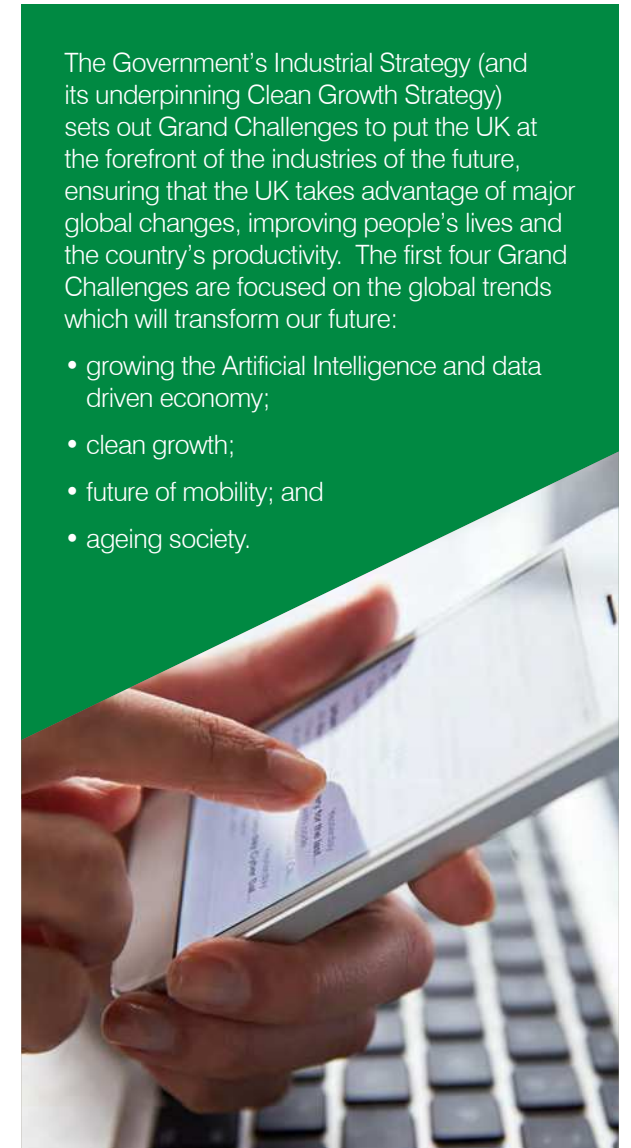
We must stand ready to ensure our strategic ambitions are realised. We must be agile, encourage innovation and look to exemplars to help guide the development of robust, **viable solutions** to these changes. In doing so we will **develop relationships** with new and existing partners in relevant and growing sectors to understand their needs and drivers and clearly **articulate our vision** for transport in the East, with Transport East, in the short, medium and longer-term.

**Transport and digital connectivity** is an integral part of the East's economy, helping to unlock the area's substantial resources in land, labour and capital, and therefore a significant driver of productivity. Addressing connectivity issues is a crucial building block to our future growth and economic success. Working with our partners we have a **strong track record** of

addressing constraints through targeted investment. However, more needs to be done to make sure our transport network is truly integrated and agile to future changes.

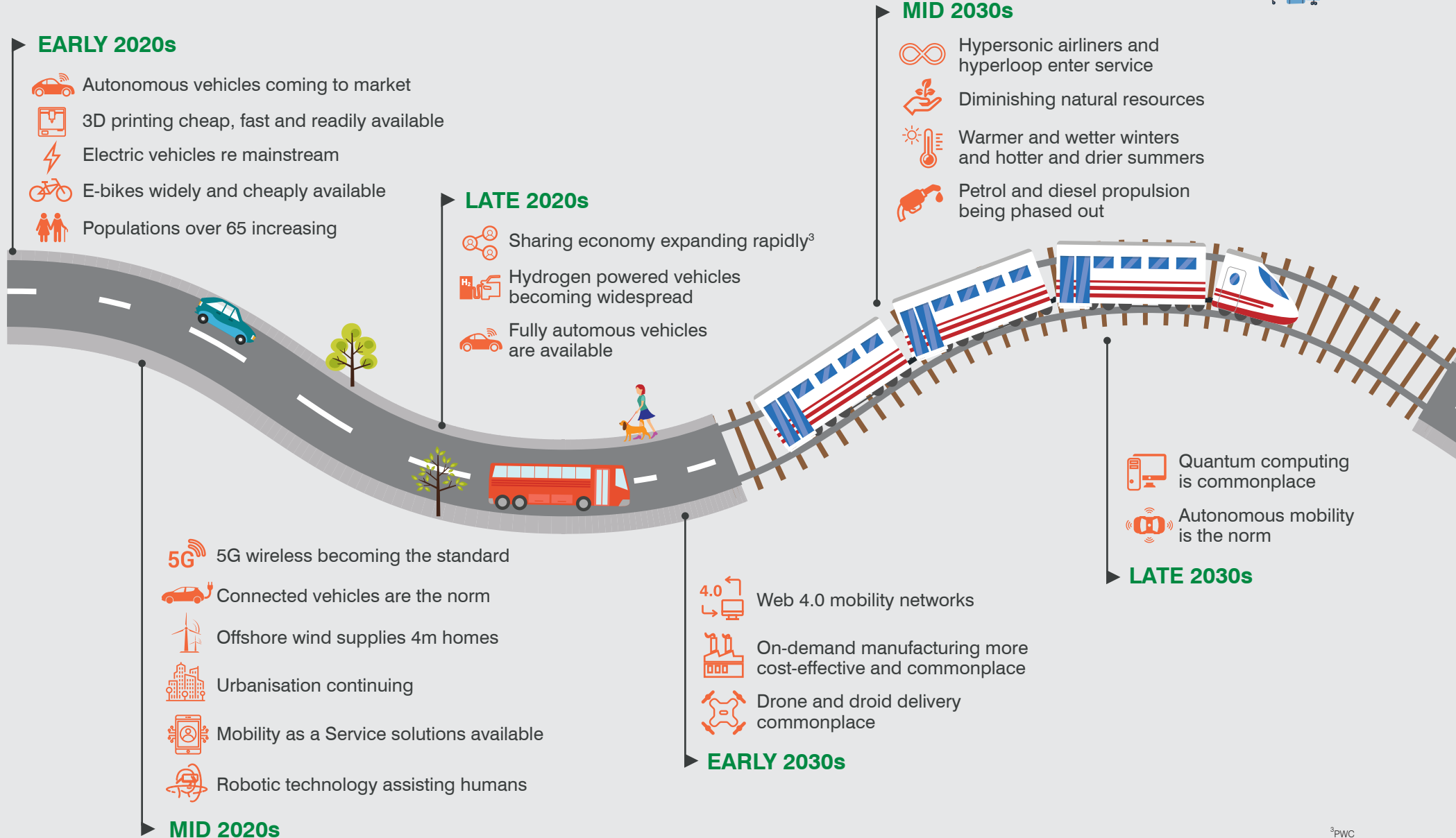
The Government's Industrial Strategy (and its underpinning Clean Growth Strategy) sets out Grand Challenges to put the UK at the forefront of the industries of the future, ensuring that the UK takes advantage of major global changes, improving people's lives and the country's productivity. The first four Grand Challenges are focused on the global trends which will transform our future:

- growing the Artificial Intelligence and data driven economy;
- clean growth;
- future of mobility; and
- ageing society.





# INDICATIVE TIMELINE



<sup>3</sup>PWC

### 2030s

- Digital connectivity improved allowing people to access opportunities from home and on the move
- Key pinchpoints addressed and improved network capacity and operation will make journeys more reliable and resilient
- Better access to information will lead to 'peak' travel spread and allow people to make choices with more certainty

### MID 2040s



Norfolk and Suffolk population exceeds 2 million...  
...migration a big influence

### LATE 2040s



Robots and automation widespread in society...  
...over 30% of jobs now completed by them



### BEYOND...

- Digital access to services (health and social care) and opportunities (education and training) will help people be more productive
- New service models will reduce costs and provide for hard to reach communities
- Direct rail access between key centres with faster journey times and higher capacity...Local rail services will have more reliable rolling stock and improved customer experience
- On-account, seamless, barrier-less payment technologies will facilitate Mobility as a Service (MaaS)...A priority for our communities

### 2040s

- Connected vehicles the norm, improving safety and smoother running of the network
- Agile, on-demand, responsive transport services that offer more choice and efficiencies
- Decarbonisation largely complete supported by alternative generation and storage solutions and air quality benefits



Artificial 'energy islands' developed



Increased global communication reach



Global democracy growing in strength

### EARLY 2040s

# PRIORITY THEMES AND PLACES<sup>2</sup>

The Norfolk and Suffolk Economic Strategy considered what future success looks like for the East. We have mapped our Economic Strategy themes to our key transport themes below:



**Our Offer to the World / Competitive Clusters close to Global Markets**

## CONNECTING THE EAST, ACCESSING THE WORLD

Quicker, more reliable and resilient strategic connections to boost our contribution to UK plc., encouraging improved perceptions, economic participation and inward investment for our key sectors and competitive clusters.



**Driving Business Growth and Productivity**

## AGILE TO CHANGE

Embracing new technologies and digital connectivity to enable remote access to services and opportunities to facilitate Mobility as a Service (MaaS).

## REGIONAL CONNECTIVITY AND OUR PRIORITY PLACES

Keeping people and products moving in and around our growing Priority Places and Enterprise Zones through new investment, placemaking, maintenance and an integrated public transport network with opportunities for walking and cycling.



**Driving Inclusion and Skills**

## LOCAL AND COASTAL

Innovative on-demand transport solutions and improvements to facilitate local sustainable growth, walking and cycling, recognising local distinctiveness, and offering access to services and opportunities through digital means.



**Collaborating to Grow**

## MAKING IT HAPPEN

An accompanying Delivery Plan for Norfolk and Suffolk to help gain the momentum needed to unlock and deliver, through innovative means, the key strategic interventions identified by new and existing partners.

## OUR PRIORITY PLACES

Our Priority Places are the areas where the evidence shows there are significant opportunities and commitment for continued growth:

- Ipswich and the surrounding area;
- Norwich and the Greater Norwich area;
- The Norfolk and Suffolk Energy Coast, including Bacton, Great Yarmouth, Lowestoft and Sizewell, with assets on and offshore;
- The Cambridge-Norwich corridor growth – connecting two global centres of research;
- The critical east-west growth corridors along the A47 from Lowestoft and Great Yarmouth to King's Lynn and the A14 from Felixstowe through Ipswich, Stowmarket, Bury St Edmunds, Newmarket and Haverhill to Cambridge and Peterborough; and
- King's Lynn - and the A10 and rail corridor to Cambridge.

<sup>2</sup><https://newanglia.co.uk/our-economic-strategy/>

# OUR STRATEGY

We aim to provide the foundations for an integrated, total transport solution which serves our growing economy, links our people and their activities with our developing Priority Places, and is fit for agile digital, socio-economic and transport developments.

With our partners, we will drive business growth and productivity, improve inclusion and skills, benefit health and well-being and do so in an environmentally sustainable way, with safety at its core.

From our Priority Places, ports, airports and the strategic corridors that link them, to our rural and coastal communities, transport needs vary greatly and as such there are a myriad of both short and longer distance journeys for every one of our businesses, residents and visitors. It is therefore critical that we consider how we best serve all levels of our community with a reliable and resilient integrated transport network. In order to rise to the challenges and opportunities presented previously we have grouped our Strategy priorities under the following themes, based on the different unique market opportunities they present to the East.

- ▶ **Connecting the East, Accessing the World**
- ▶ **Regional Connectivity and Our Priority Places**
- ▶ **Agile to Change**
- ▶ **Local and Coastal**
- ▶ **Making it Happen**

This integrated approach will not only increase access to opportunities irrespective of circumstances. If successful, it will consider the use of digital data to help balance supply and demand across all transport networks delivering significant benefits across the economy.



*Transforming your railway  
with new trains*

## CASE STUDY

### THE GREAT EASTERN MAIN LINE TASKFORCE

*Successful partnerships in action*

Launched in summer 2014 the Great Eastern Rail Campaign demonstrates the drive, enthusiasm and ability of our partners in the East to deliver our collective aspirations. Over 100 of the region's most senior business and education leaders representing more than 111,000 employees and students pledged their support and more than 1,600 commuters and rail users joined the campaign to deliver significant improvements to rolling stock, infrastructure and journey times between Norwich and London, known as 'Norwich in 90'.

Delivered to government in 2014 the Great Eastern Rail Report set out our aspirations, subsequently forming part of the re-franchising specification. Last year it was announced that Greater Anglia was successful with its bid which will deliver a major package of improvements for rail services in the region, including: replacement of the entire fleet of trains with 1,043 new carriages which will start to come into service from 2019, journey times to be cut by 10%, delivery of at least four 90-minute services between London and Norwich each weekday and two 60-minute services per day between London and Ipswich, and provide 32,000 more seats by 2021 and free Wi-Fi for all passengers.



# CASE STUDY

## THE PORT OF FELIXSTOWE

Keeping UK trade moving

The Port of Felixstowe is Britain's biggest and busiest container port, and the seventh busiest in Europe.

The port handles more than 4 million TEUs (Twenty-foot Equivalent Units) and welcomes approximately 3,000 ships each year, including the largest container vessels afloat today. Crucially the port provides some of the deepest water close to the open sea of any European port. Around 30 shipping lines operate from Felixstowe, offering approximately 90 services to and from 400 ports around the world.

Road and rail connect it to distribution hubs in the Midlands and elsewhere across the UK. Felixstowe plays a pivotal role in keeping the UK's trade moving, and delivers real benefits to customers, the community and the industry.



# CONNECTING THE EAST, ACCESSING THE WORLD: OUR OFFER TO THE WORLD

The world is “getting smaller” and competition in global markets more intense meaning that businesses that rely on international trade for raw materials and import/export markets will need stronger connections to international gateways in the East to remain competitive.



Improved access to international markets will also help business to business connectivity in terms of realising opportunities and encourage inbound and outbound tourism directly to and from the East.

International access is a key strength and opportunity for the East. Access to the Port of Felixstowe as the nation's largest container gateway and our other ports as well as Airports at London Stansted and Norwich are clear priorities for our area.

To capitalise on our position, we will work together with partners in the port and airport sectors to improve our offer to the world by:

- Ensuring the ongoing success of the **Port of Felixstowe** as the country's largest container port, and our other ports, including the **Ports of Ipswich, King's Lynn, Great Yarmouth and Lowestoft**, to maximise future import/export and bulk cargo opportunities for the East and UK plc. by making the case for and securing investment in strategic routes, and their facilities, and in maritime connectivity, to improve freight accessibility and ensure the UK remains relevant to international markets capitalising on the recent DfT study of England's Port Connectivity and;
- Ensuring greater choice for international air travel by encouraging the development of additional services and good connectivity to and from **London Stansted and Norwich Airports** and other international hubs outside the region, and the UK, through road and rail improvements from Norwich, Ipswich and our other Priority Places, ensuring future agility.

Connectivity between the East and the rest of the UK is essential to enabling businesses to have strong links to customers and supply chains. Fast and reliable links to London, Cambridge, Peterborough and beyond are key to business to business connectivity, realising new opportunities and future economic performance and competitiveness of the East and UK plc. With the Midlands Engine and Northern Powerhouse strengthening their reach and influence, the strategic case for better east-west connections through East West Rail and the Oxford to Cambridge Expressway is ever greater, both in terms of international freight and passenger movements. Strong national links are also crucial for access to the Norfolk and Suffolk Energy Coast and our unique tourism offer.

Importantly, we recognise that many of our partners also have aspirations outside the region which may have a reliance on the accessibility and connectivity of the East.

We will work together with our partners to drive business growth and productivity and connect the East by:

- Ensuring a **resilient Strategic Road Network (SRN)** that is agile to future opportunities, the timely delivery of already committed schemes and certainty that the A11, A12 (south of Ipswich), A14 and A47 feature prominently in future Roads Investment Strategies by strengthening relationships with Highways England. In doing so, the importance of the SRN and Major Road Network (MRN) outside the East (like the A120 and A1307) and the integration with the local road network will be highlighted and championed;
- Ensuring a **better connected rail network** to London, Cambridge, Peterborough and the rest of the country that is resilient to future changes, through the delivery of schemes like Felixstowe to Nuneaton and the North (F2N) and the Eastern Section of East West Rail (to leverage the benefits from investment in the Oxford – Cambridge – Milton Keynes arc), key upgrades such as Trowse Bridge, Ely Area Enhancements, Haughley junction and the introduction of **digital signalling** by strengthening relationships with Network Rail, franchise operators and potential third party funders;
- Making the East a more attractive proposition to inward investors by **challenging perceptions** about connectivity and **influencing peak demand requirements** to improve network capacity and reliability;

- Making **whole journey reliability** a priority by improving timetabling, access to and facilities, including parking, at **transport hubs**, by all modes; and

- Encouraging the development of more **regional air services** to and from Norwich Airport to improve direct, fast connectivity with other parts of the UK.



The A47 Alliance

## CASE STUDIES

### NO MORE A14 DELAYS IN SUFFOLK

Working together to promote improvements

Suffolk Chamber is leading the multi-partner “No More A14 Delays in Suffolk” campaign to secure:

- improvements to key junctions on the A14 at Ipswich Bury St Edmunds and Newmarket;
- major maintenance schemes on the A14 between Haughley and Woolpit and between Copdock and the Orwell Bridge; and
- a comprehensive feasibility study of the A14 from the M11 at Cambridge to Felixstowe to address remaining concerns about the A14 and the impact of future growth in the county and across the UK.

The “No More A14 Delays in Suffolk” campaign has the backing of many partners including businesses, all of the county’s MPs and local authorities, and New Anglia and GCGP LEPs.

### THE A47 ALLIANCE

Making it happen through collaboration

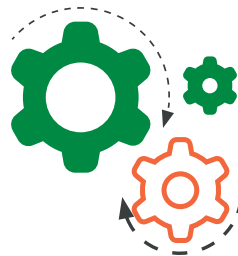
The A47 Alliance is a very successful lobbying group which is pushing for full dualling of the A47 between Peterborough and Lowestoft. The dualling of the A47 has cross-party, cross-county support and in 2014 government awarded a £300m funding package for dualling and junction improvement schemes along the A47. The A47 Alliance brings together the Chambers of Commerce, local authorities, LEPs and MPs along the route and is also supported by other stakeholders including the RAC, Eastern Daily Press and local businesses.

The Eastern Daily Press, Norfolk Chamber of Commerce and Norfolk County Council are currently spearheading the ‘Just Dual It’ campaign to push government to invest further in the A47 and get a commitment for full dualling of the A47 by 2030.

# REGIONAL CONNECTIVITY AND OUR PRIORITY PLACES:

## DRIVING BUSINESS GROWTH AND PRODUCTIVITY

Improving accessibility between our economic centres is essential to the realisation of our future aspirations. It provides better access to jobs, education and healthcare, encourages the clustering benefits of development and services and attracts inward investment. A strong digital and transport network across the East will link businesses and suppliers to markets and provide the backbone for the East to thrive.



Improved digital and transport connectivity between areas within the region will support the growth of specialist clusters of economic activity such as clean energy, finance and insurance, digital and life sciences and biotech. These clusters strengthen the economic interactions between Ipswich, Norwich, Bury St Edmunds, Great Yarmouth, Haverhill, King's Lynn, Lowestoft and Thetford as well as Cambridge.

In order to enable a more connected region we will work together with our partners to:

- Deliver a **reliable Major Road Network (MRN)** with improved journey times between our Priority Places, through the creation of an integrated MRN Action Plan for delivery, that includes the **Ipswich Northern Route(s)** and the **Norwich Western Link**, to improve the flow of traffic around our growing communities and ensure the network is kept in a good state of repair; and
- Make **public transport the 'go to' option** for our Priority Places by encouraging a consistent, affordable, smart-ticketed, integrated public transport network (including the use of innovative and community solutions where appropriate) with high quality, multi-modal interchanges, real-time, predictive and personalised information and more frequent services.

Our local transport networks are the lifeblood of our communities and improving access to, from and within them is essential so we can capitalise upon the strengths of our economic centres to serve those that live, work, learn and do business there. Our Priority Places and their transport networks need to be truly integrated in order to serve growing and changing populations, in a sustainable way, supporting new and existing communities alike. They must also be

agile to the changing shape of private (including passenger and freight), public and shared transport to adequately link people and places both now and in the future.

Recognising this we will work together with our partners to:

- **Facilitate better connectivity** which provides more reliable and resilient journey times within and between our Priority Places through making the strategic case for and the delivery of infrastructure investment including new **river crossings** (in Great Yarmouth, Ipswich and Lowestoft), **orbital links and relief roads** (including the **Ipswich Northern Route(s)** and the **Norwich Western Link**), and **junction improvements**, prioritising infrastructure that will facilitate the delivery of significant housing and jobs growth;
- Ensure the success of our **Enterprise Zones** by working to resolve constraints highlighted by their Site Development Plans;
- Facilitate place-making by **improving public realm**, tackling air quality and other environmental issues and delivering joined-up **cycling** (including e-bikes) and **walking networks** in our Priority Places to ensure flexible access to services, to suit the changing needs of our populations and encourage a safe, active and healthy lifestyle; and
- Develop and promote **local freight centres** to reduce the impact of local deliveries in our Priority Places.

# CASE STUDY

## CYCLE INFRASTRUCTURE

'Pushing Ahead: Your Journey Your Way'

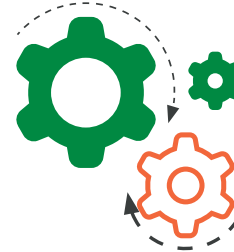
Sustainable transport and multi modal partnership has been supported across the region through initiatives using the Sustainable Transport Transition Year (STTY) funding particularly the Pedalways in Norwich, the "A to Better" travel planning programme, Lowestoft Local Links project and Local Growth Funding.

The Access Fund award in 2017 of £1.488m for Pushing Ahead will enable revenue funding to build on the previous capital investments and expand the impact of sustainable active travel for commuting and recreation, helping the region to move towards the ambition to double the modal share for walking and cycling to 10% by 2025.



# AGILE TO CHANGE: DRIVING BUSINESS GROWTH AND PRODUCTIVITY

To respond to the future challenges and opportunities we must remain agile to change.



We will ensure that connectivity is not a barrier to making the most of these opportunities by working together to:

- Ensure **complete superfast broadband** coverage and the delivery of **ultra-fast broadband**, firstly in our Priority Places, but also in our rural areas, and **5G technology**, as soon as possible, to provide excellent and reliable digital capacity, to meet the region's needs<sup>4</sup>;
- Promote the East as being '**open**' to **innovative new technologies**, particularly where change could facilitate growth in our key sectors, by encouraging the take up of low/zero emission vehicles (including hydrogen) and the trial of autonomous vehicles and drones for commercial and freight services, where appropriate, ensuring the necessary supporting infrastructure both at home and on the move, with particular opportunities focussed along the A11 and A14 corridors;

- Establish the East as a location for **remote home and hub working**, providing access to education and health services as an alternative to travelling particularly in 'hard to reach' areas;
- **Shape collaborative future mobility** by encouraging new business models, led by evidence, to increase personal autonomy through affordable, convenient and digitally enabled business and personal travel plans to boost journey-sharing opportunities and the blending of traditional public and private transport modes and provide the widest accessibility offer;
- Encourage the **use of data** to enable the more intelligent operation of our networks and the adoption of connected, self-monitoring technologies for roadside infrastructure to improve network reliability and performance; and
- Encourage **behaviour and cultural change** so that shorter journeys are made actively wherever practicable and that sustainable choices are easy to access and use, to the benefit of health and well-being.

## MOBILITY AS A SERVICE (MaaS)<sup>5</sup>

Traditionally our mobility has been provided for by managing fleets of vehicles around networks, framed by strategic transport planning objectives. MaaS, as a service model, turns this on its head by putting the customer first and framing the mobility systems around customer preferences. MaaS offers an opportunity to improve how people and goods move, both from the perspective of the policy maker and for travellers themselves.

<sup>4</sup><https://www.betterbroadbandnorfolk.co.uk/> and <http://www.betterbroadbandsuffolk.com/>

<sup>5</sup>Transport Catapult – Mobility as a Service – July 2016

# CASE STUDY

## MARKET TOWNS

A vital part of the East

The market towns of Norfolk and Suffolk are diverse in their activities, economies and transport provision. They are a vital part of our economy being home to countless businesses providing local employment opportunities for thousands of people as well as providing many distinctive retail and tourism offers. Norfolk County Council is embarking on a number of Market Town Network Improvement Strategies, many of Norfolk's market towns and larger villages have a considerable amount of planned housing and employment growth identified. 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 Norfolk County Council to respond accordingly. These transport strategies 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.



# LOCAL AND COASTAL: DRIVING INCLUSION AND SKILLS

The Norfolk and Suffolk Energy Coast is a significant contributor to our economy and serves Sizewell nuclear power station, Bacton Gas Terminal and the significant offshore energy sector as part of the wider East of England Energy Zone.



Indeed, our smaller local and coastal communities are also a vital part of the East's economy, providing some of the UK's most attractive places to live and work, and transport has a key role to play in providing access to services and opportunities in these areas. Our local and coastal communities need strong, reliable and resilient networks to help encourage sustainable access to our local markets as well as our unique tourism and culture offer.

Working together with our partners we will:

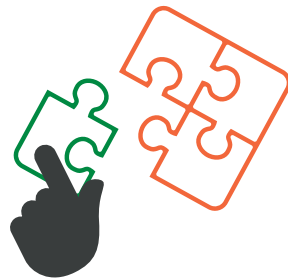
- Ensure **complete superfast broadband** coverage and the delivery of ultra-fast broadband, firstly in our Priority Places, but also in our rural areas and **5G technology**, as soon as possible, to provide excellent and reliable digital capacity, to meet the region's needs;

- Cater for the growth aspirations and development plans in market towns by identifying and **prioritising local road improvement schemes** to release pinch-points, recognising the network's importance to the agriculture sector;
- Encourage service providers to provide **cost-effective, on-demand public transport services** by using better data, to meet rural and coastal needs and improve economic and social inclusion;
- Improve **hub and home working** to help offer innovative, flexible and/or remote digital alternatives for post-16 transport strategy and access to healthcare and social care services, ensuring opportunities and access for all;
- Support **community rail partnerships** for rural and coastal branch lines to identify capacity and station improvements (including parking) and differentiate individual offers, to promote to a wide audience and encourage use and provide evidence for possible service expansion;
- Encourage **walking and cycling** by developing Walking and Cycling Investment Plans and through the delivery of projects such as the Greater Broads Cycling Country project, to benefit public health and well-being and the environment.

# MAKING IT HAPPEN:

## COLLABORATING TO GROW

We are at the start of our journey and we are **ambitious**. Local and collaborative delivery is important, having the potential to make a real difference and we need the skills, experience and resources from a number of new and existing partners to help bring our ambitions to fruition.



One of our first actions will be to broaden our dialogue and engagement to develop the momentum necessary for delivery. We will **collaborate with partners** to determine our strategic priorities for delivery, with this dialogue being informed by the Norfolk and Suffolk Economic Strategy. We will collaborate with informal stakeholder groups to stimulate specific issue debates and encourage **innovative and creative partnerships** to help accelerate delivery. We must bring forward strategic investments, through collaboration, to not only unlock growth in the corridors and places they serve but to act as a catalyst to other interventions for further, integrated improvements.

Together with partners we will:

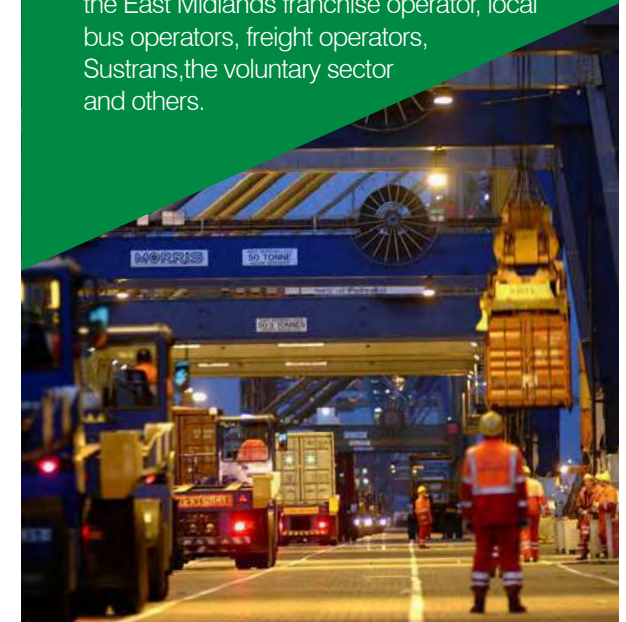
- We will work up and publish a 3-year Delivery Plan, in line with strategic funding timescales, to support this strategy showing what we propose to deliver, how we propose to do this, and by when;
- Work across sectors to enable collaboration on increasingly common requirements for technical know-how and **access to new markets and techniques** that might once have been more distinct, such as telecoms and logistics;
- Work between public and private sectors to explore **innovative approaches to funding and finance**, driving returns on investment in infrastructure; and
- Work with other regions on regional, national and international opportunities through **Transport East**.

Our Delivery Plan will not start from scratch. Whilst development of this strategy has enabled us to take a long-term look at the interventions required, it has also confirmed the value of many of the projects we have already been working on. The Delivery Plan will also detail how we will measure success considering delivery against key, relevant ambitions in the Economic Strategy assessing how emerging transport outcomes contribute to those aims.

We will be successful when our transport network, in all its existing and future forms, is recognised as a seamless enabler helping our business and communities thrive, helping to make the East one of the UK's most attractive places to do business, live, learn, work and visit.

### PARTNERS WILL INCLUDE:

- Transport East;
- Government including HMT, DfT, BEIS, DCMS, MHCLG and GO Science;
- Members of Parliament;
- Network providers including Highways England, Network Rail and communications companies;
- Highway Authorities;
- Local Planning Authorities;
- Norfolk and Suffolk Chambers of Commerce, the Federation of Small Businesses and the wider business community including the tourism sector; and
- Other local partners including Norwich Airport, London Stansted Airport, Hutchison Ports, Associated British Ports, Peel Ports, Greater Anglia, Govia Thameslink Railway, the East Midlands franchise operator, local bus operators, freight operators, Sustrans, the voluntary sector and others.



THE > EAST

NEWANGLIA

Local Enterprise Partnership  
for Norfolk and Suffolk



# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Rail update</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environment Services</b>
<b>Strategic impact</b> Rail services are important for the county as good services promote sustainable growth and ease road congestion. Good services encourage businesses to invest in the county, facilitate business to business interaction and provide services enabling people to get into work and training; as well as being important for leisure trips. This report deals with the direct services between Norwich and Liverpool, which cater for a range of trips including commuting and leisure trips into Norwich; and longer distance links for businesses, students and leisure travellers to the Midlands and north west, as well as connections to onward services for trips to other parts of the UK.	

## Executive summary

The East Midlands rail franchise is in the process of being renewed. The consultation issued by government in autumn 2017 included a question about whether the Norwich to Liverpool service should continue as a direct, through service or whether it would be better to split the service, so that it runs only from Liverpool to Sheffield or Nottingham. Passengers would need to change at one of these points for onward services to East Anglia. Norfolk County Council responded to the consultation setting out that we strongly support the retention of the direct through service.

We have not yet seen a response to the consultation from government setting out their intentions. Government was due to issue the Invitation to Tender to train companies in April this year, but had not done so at the time of writing. Bids from train operators are due in by July 2018 and government expects to award the contract in spring 2019, with the new franchise starting in August 2019.

Norfolk County Council will engage with the companies shortlisted for the franchise to set out our priorities for what they should include in their bids.

EDT Committee in March 2018 raised concerns (about the retention of the direct service) and suggested that this be brought back to committee, with the suggestion that a letter be written to Ministers. A draft letter is included at Appendix A highlighting Norfolk County Council's strong views about retention of the direct Norwich to Liverpool service. This is considered the most effective means of making our case at this time.

### Recommendations:

Members are recommended to:

- **Agree the text of the letter, set out in Appendix A, to be sent on behalf of the committee to Chris Grayling MP, Secretary of State for Transport.**

## 1. Proposal

- 1.1. EDT Committee in March raised concern about refranchising the East Midlands (Norwich-Peterborough-Liverpool) rail service. Members are requested to agree the letter set out as Appendix A, which sets out Norfolk County Council's concern that government will no longer require a direct, through service between



Norwich and Liverpool in the forthcoming franchise.

## **2. Evidence**

- 2.1. In autumn 2017 government consulted on the East Midlands franchise. This franchise covers a wide area of, largely, the Midlands and northern England including the direct Norwich-Peterborough-Liverpool hourly service. The main issues in the consultation affecting the county were:
- Whether the Norwich to Liverpool service should continue as a direct, through service or whether it would be better to split the service, so that it runs only from Liverpool to Sheffield or Nottingham where passengers would need to change for onward services to East Anglia. From the consultation it was not clear how many services would operate from Sheffield or Nottingham to Norwich, or which franchise might operate these
  - Moving the Birmingham to Stansted services from the Cross Country franchise to the East Midlands franchise. (This existing service allows passengers from Norfolk to get to Stansted via a change onto the train from Birmingham to Stansted at Ely. Greater Anglia will operate some Norwich-Ely-Cambridge trains to Stansted from 2019 enhancing our links to the airport.) The consultation suggested that this could allow direct Norwich to Birmingham trains, but did not suggest that government would require this as part of any franchise agreement. It appears that this would be a decision for the operator, who could choose to run Birmingham trains to Cambridge – or elsewhere – instead.
- A summary of the county council's response to this consultation is given in Section 5.1.
- 2.2. Government has not responded to the consultation to set out their intentions regarding what they will specify in the new franchise. It is likely that this detail will be put into the public domain at the time that the Invitations to Tender (see 2.4 below) are issued. We do not therefore know at this time whether they intend to continue to specify a direct Norwich to Liverpool service in the franchise.
- 2.3. In February the Secretary of State for Transport Chris Grayling announced that Abellio, Arriva, incumbent Stagecoach and a joint venture of FirstGroup and Trenitalia are on the shortlist to receive invitations to tender for the franchise.
- 2.4. Government was due to issue the Invitation to Tender in April. At the time of writing this has not been published and a verbal update will be given to Committee if appropriate.
- 2.5. Bids from train operators are due back to government in July 2018. Government expects to award the contract to the winning bidder in spring 2019, with the new franchise starting in August 2019.
- 2.6. Officers from the county council will engage with the shortlisted bidders, once the Invitation to Tender has been issued, to set out Norfolk County Council's priorities for what train operators should be including in their submission to the invitation to tender. (Whilst train operators need to respond to, and price, government's specification, they can include proposals over-and-above the specification in their bid.) A meeting of the Norfolk Rail Group is scheduled for July and it is anticipated that this can be used to help further influence bidders' responses, although this would depend on the exact timing of government's programme.
- 2.7. At that time it is likely that train operators will be able to share with us, confidentially, any evidence that might help to support the case for the retention of through services. Currently we have some limited evidence available on the nature of trips that passenger take (ie whether a large number of passengers from Norwich travel all, or most, of the way to the north west; or if passengers

use the line for trips only as far as Nottingham where government might be minded to split the service). Previous data suggested that a relatively large number of travellers make longer distance trips, and there is no reason to suspect that travel patterns will have changed significantly since that time.

2.8. At this current time a letter from Norfolk County Council to government will be able to set out clearly our views that a direct Norwich to Liverpool service should be retained in the new franchise.

2.9. As stated earlier, this can be followed up with engagement with prospective bidders following the Invitation to Tender being issued. This will allow the council to further push the case for retention of the direct service, should this prove to be necessary. At that time we can also consider the case for further direct engagement with government and whether it would be beneficial to engage with other stakeholders to coordinate advocacy and engagement on the issue.

### **3. Financial Implications**

3.1. There are no financial implications arising from this report.

### **4. Issues, risks and innovation**

4.1. Highlighting Norfolk County Council's strong views about retention of the direct Norwich to Liverpool service to government is the most effective means of making our case at this time.

### **5. Background**

5.1. As stated in 2.1, government consulted on proposals for the East Midlands franchise in Autumn 2017. The major points in Norfolk County Council's response included that:

- We are completely opposed to any proposals to end the direct rail service between Norwich and Liverpool Lime Street which would be a loss to passengers and the economy in East Anglia and other cities along the line and we would strongly urge government to re-think any future plans to do so.
- We can see merits of a direct train from Birmingham to Norwich. Whilst it is suggested in the consultation, it is not clear whether it would be part of the specification of any franchise, or be down to the operator of the franchise. We consider that if the suggestion in the consultation is pursued, it should become part of the required specification of any new franchise to ensure that it is delivered. A direct train will allow for faster, more reliable and more convenient journeys. Current journey times of around 3¾ hours (cross country via Ely) or 4 hours (via London) are not attractive and make business to business trips by train difficult as journeys cannot easily be made there-and-back in a day.

### **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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## **APPENDIX A**

### **Suggested text of draft letter to Ministers**

Dear Mr Grayling

#### **East Midlands Franchise**

I write as chair of Norfolk County Council's Environment Development and Transport Committee. This committee is made up of Members from across all three main parties and also includes one independent member. This letter has been agreed by that committee and therefore represents cross-party support for retention of the direct, through train service from Norwich to Liverpool Lime Street in the franchise you are in the process of renewing.

The Norwich to Liverpool service provides a vital direct link between East Anglia and the north and north-west. The route enables passengers from Norwich and Thetford in Norfolk to travel directly to places including Nottingham, Sheffield, Manchester and Liverpool. The service also provides a vital connection at Peterborough for services on the East Coast Main Line to, amongst other places, Leeds, York and Scotland. Its connection at Ely provides for links to the west Midlands and Birmingham.

The consultation document issued by your department in the autumn suggested that the direct Norwich to Liverpool service might not be retained in the base specification of any franchise. We consider the withdrawal of a direct service would be a threat to the county's economy. It will risk isolating Norfolk from the growth potential to be brought by government's investment in high speed rail connections to the north of England.

The existing direct connection is well-used by travellers including business people, students and leisure travellers. Changing trains would be a disincentive for people to use rail as it would be less convenient and would add to the time taken for journeys. Instead, we believe that government should be retaining the direct service and working with train operators and Network Rail to see how the journey can be made better and faster. This is particularly important given the growth planned within the county, which is more likely to come forward if transport connections are improved in order to make the area more accessible.

There has long been support from across a wide variety of stakeholders to retain this direct service: it is supported by businesses, in academia and by residents. We strongly support its retention and urge you to include this in the specification for the new franchise when it is awarded in 2019.

Yours sincerely

Martin Wilby  
Chairman Environment Development and Transport Committee  
Norfolk County Council

# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Norfolk Minerals and Waste Local Plan Review Consultation</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b>	
<p>Norfolk County Council, as Minerals and Waste Planning Authority, has a statutory duty to produce and maintain an up-to-date Minerals and Waste Local Plan which forms the basis for determining any relevant planning applications that are lodged with the authority. The provision of a steady and adequate supply of minerals and the management of waste constitute essential infrastructure to support the economic development of the county.</p> <p>The Council must also prepare and maintain a Minerals and Waste Development Scheme (MWDS) which specifies the development plan documents (DPDs) that the Council will produce and the timetable for the preparation and revision of the DPDs. The Planning and Compulsory Purchase Act requires the scheme to be kept up to date.</p>	

## Executive summary

<p>The current Norfolk Minerals and Waste Plan consists of three documents. The Norfolk Core Strategy and Minerals and Waste Development Management Policies DPD was adopted in 2011. The Minerals and Waste Site Specific Allocations DPDs were adopted in 2013. A Single Issue Silica Sand Review, which updated the Minerals SSA DPD was adopted in 2017. These adopted Plans cover the period to 2026.</p> <p>As the Core Strategy was adopted over five years ago, a joint review of the three adopted DPDs is being carried out to ensure that the policies within them remain up-to-date, to extend the Plan period to 2036 and to consolidate them into one Norfolk Minerals and Waste Local Plan (M&amp;WLP). This process is the Minerals and Waste Local Plan Review, which will include two public consultation stages and a formal representations period prior to submission of the M&amp;WLP to the Secretary of State for independent examination.</p> <p>The report provides information about the proposed Initial Consultation stage in the preparation of the M&amp;WLP, including the proposed planning policies for minerals and waste management development and the proposed mineral extraction sites. The next stage in the process is to consult with stakeholders, including parish councils and the public, on the Initial Consultation document, which is available at: <a href="#">Minerals and Waste Local Plan Review webpage</a>.</p> <p>In addition, a review of the Minerals and Waste Development Scheme (MWDS) has identified that the stages in the production of the M&amp;WLPR will not be in accordance with the adopted timetable in the MWDS. A formal revision to the MWDS is therefore necessary and is attached as Appendix 1.</p> <p><b>Recommendations:</b></p> <p>Members are recommended to:</p> <ol style="list-style-type: none"> <li><b>1. Resolve that the revised Minerals and Waste Development Scheme shall have effect from 1 June 2018.</b></li> <li><b>2. Agree to the publication of the Initial Consultation document, the Initial Sustainability Appraisal Report and the draft Habitats Regulations</b></li> </ol>
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**Assessment for a six week consultation period;**

- 3. Delegate to the Executive Director of CES the power to make minor corrections and non-material changes that are identified prior to the issue of the consultation documents.**

**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 1 June 2018. The Scheme sets out a timetable for producing minerals and waste planning policy documents, which are the Minerals and Waste Local Plan Review (M&WLPR) and the Statement of Community Involvement. For the reasons set out in paragraph 5.5 below appropriate adjustments are proposed to the Scheme to ensure a realistic future timetable for the production of these documents. The revised MWDS is attached as Appendix 1. A table comparing the current MWDS timetable for the M&WLPR with the proposed changes in the revised MWDS is below:

Stage	Date timetabled in the adopted MWDS	Date timetabled in the revised MWDS
Preparation of Local Plan Consultation (Regulation 18)	Initial Consultation: June to August 2017 Preferred Options Consultation: February to March 2018	Initial Consultation: June/July 2018 Preferred Options Consultation: December 2018/January 2019
Pre-Submission representations period (Regulation 19)	November/December 2018	September/October 2019
Submission (Regulation 22)	March 2019	December 2019
Hearing commencement (Regulation 24)	May 2019	March 2020
Inspector's Report	August 2019	July 2020
Adoption (Regulation 26)	October 2019	October 2020

- 1.2. The Norfolk Core Strategy and Minerals and Waste Development Management Policies DPD was adopted by Norfolk County Council in 2011. The Norfolk Minerals and Waste Site Specific Allocations DPDs were adopted by Norfolk County Council in 2013. A Single Issue Review of the Minerals SSA DPD was adopted in December 2017. These adopted plans cover the period to 2026.
- 1.3. As the Core Strategy was adopted over five years ago, a joint review of the three adopted DPDs is being 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 DPDs into one Norfolk Minerals and Waste Local Plan (M&WLP). This process is the Minerals and Waste Local Plan Review.
- 1.4. The first public consultation stage in the M&WLPR is the 'Initial Consultation'. The following paragraphs summarise the contents of the Initial Consultation document for the M&WLPR which is available at: [Norfolk Minerals and Waste Local Plan Review webpage](#)
- 1.5. The M&WLPR includes a vision and strategic objectives for waste management and minerals development for the Plan period to 2036. The vision for the

M&WLPR is similar to the vision in the adopted Core Strategy in that it focuses on moving the management of waste up the waste hierarchy, enabling sufficient waste management facilities to be provided to manage Norfolk's waste arisings and locating new waste management facilities in proximity to Norfolk's urban areas and main towns. The vision continues to plan for a steady and adequate supply of minerals through the allocation of sufficient sites and/or areas to meet the forecast need. The vision also continues to focus on protecting and enhancing Norfolk's biodiversity, landscape and historic environment, the progressive restoration of mineral workings, and climate change mitigation and adaptation. In addition the vision includes safeguarding mineral resources from needless sterilisation, and safeguarding mineral extraction sites and infrastructure from incompatible development.

- 1.6. The M&WLPR includes revised figures for the quantities of waste that need to be planned for over the Plan period to 2036. An annual growth rate of 1% has been used to forecast arisings of Local Authority Collected Waste in line with forecast household growth. An annual growth rate of 1.5% has been used to forecast both commercial and industrial, and construction and demolition waste arisings, in line with forecast economic growth. An annual reduction of 6.6% has been forecast for hazardous waste arisings, based on the most recent time series data for hazardous waste arisings in Norfolk, in accordance with national guidance.
- 1.7. The adopted Waste Site Specific Allocations DPD (2013) allocated 29 sites for a range of waste management facilities. However, none of the allocated sites have been delivered since the adoption of the Waste SSA, whilst unallocated sites have been approved. Therefore, as part of the M&WLPR we consider that it would be more appropriate to have criteria based policies to determine planning applications for waste management facilities instead of allocating specific sites.
- 1.8. The M&WLPR therefore includes a spatial strategy for new waste management facilities, a policy detailing the land uses considered to be potentially suitable for waste management facilities and criteria based policies for the determination of planning applications for waste management facilities for the following types of waste: inert (construction, demolition and excavation waste), non-hazardous, hazardous waste and waste water. It also includes criteria based policies for the determination of planning applications for the following types of waste management facilities: inert waste recycling, waste transfer and treatment, composting, anaerobic digestion, household waste recycling centres, residual waste treatment, landfill and water recycling centres. Specific policies also cover the design of waste management facilities, landfill mining and safeguarding waste management facilities and water recycling centres.
- 1.9. The M&WLPR includes the revised quantities of sand and gravel, carstone and silica sand that need to be planned for during the period to 2036 in order to provide a steady and adequate supply of minerals. Based on the rolling average of ten years sales data and other relevant local information, the M&WLPR proposes to plan for the same amount of silica sand extraction (750,000 tpa) as contained in the adopted Core Strategy, whilst a lower rate of carstone extraction (126,500 tpa) and sand and gravel extraction (1,980,000 tpa) is proposed to be planned for, reflecting the average extraction rate for aggregates over the last 20 years.
- 1.10. The M&WLPR contains a spatial strategy for minerals development. Policies relevant to the determination of applications for minerals development will include: borrow pits for highway schemes, agricultural reservoirs, protection of core river valleys, cumulative impacts and phasing of workings, progressing working and restoration, aftercare, concrete batching and asphalt plants and energy minerals. Specific policies also cover safeguarding mineral resources,

mineral sites and infrastructure.

- 1.11. The Minerals Site Specific Allocations DPD (2013) allocated 26 sites for sand and gravel extraction, one site for carstone extraction and two sites for silica sand extraction.
- 1.12. Since the adoption of the Minerals SSA, the allocated carstone site and silica sand sites have not yet come forward for planning permission and the M&WLPR continues to include the one proposed carstone extraction site and the two sites proposed for silica sand extraction. In addition, Sibelco UK have proposed a new preferred area for silica sand extraction (an area of known mineral resources with a willing landowner where planning permission might reasonably be anticipated) which is being considered as part of the M&WLPR.
- 1.13. The Single Issue Silica Sand Review of the Minerals SSA, which was adopted in December 2017, defined four areas of search for future silica sand extraction. The intention is for these four areas of search to continue be included within the M&WLPR.
- 1.14. Since the adoption of the Minerals SSA, ten of the 26 allocated sites for sand and gravel extraction have received planning permission. Of the 16 remaining allocated sites, three are no longer proposed to be developed for mineral extraction. The remaining 13 allocated sites are being reassessed for their suitability for future sand and gravel as part of the M&WLPR. In addition to the 13 currently allocated sites, a further 24 sites have been proposed in response to a 'call for mineral extraction sites' carried out for the purpose of the M&WLPR.
- 1.15. The assessments of both the currently allocated mineral extraction sites without planning permission and those proposed in response to the 'call for sites' are included in the draft Initial Consultation document. Not all of the sites will be needed for mineral extraction over the Plan period to 2036. There is no guarantee that currently allocated sites for mineral extraction will continue to be allocated in the M&WLPR if more suitable sites have been proposed as part of the review. Landowner willingness for a site to be included in the M&WLPR has been provided for all of the proposed sites.
- 1.16. The M&WLPR also includes policies relevant to both minerals and waste management development covering the following issues: the presumption in favour of sustainable development, development management criteria, transport, climate change mitigation and adaptation, The Brecks protected habitats and species, and agricultural soils.
- 1.17. **Consultation**  
The Minerals and Waste Local Plan Review process will include two public consultation stages and a formal representations period (detailed in the following paragraphs). The Planning policy process is front loaded so that stakeholders are consulted at an appropriate early stage in the process. The responses received during each public consultation stage will inform the next stage in the Local Plan Review process. Approval will be sought from the EDT Committee before each consultation stage takes place.
- 1.18. The main benefit of carrying out two public consultation stages, prior to the formal pre-submission representations period, is to provide the maximum opportunity to address concerns raised in response to the public consultations prior to the formal submission of the M&WLP for examination. This approach should reduce the number of matters and issues that need to be examined and therefore reduce the length and cost of the examination stage.
- 1.19. The next stage in the Minerals and Waste Local Plan Review process is the proposed six week consultation on the Initial Consultation document. This stage includes consultation with stakeholders, including parish councils and the public



on the proposed vision, strategic objectives and policies for the determination of planning applications for minerals and waste management development. The consultation is also regarding the assessment and suitability of the proposed sites and areas for mineral extraction during the period to 2036.

- 1.20. There are a number of organisations which Norfolk County Council is legally required to invite representations from, as part of the Local Plan process in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. There are also a number of organisations which Norfolk County Council has a duty to cooperate with in the plan making process, in accordance with the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011). In accordance with the adopted Statement of Community Involvement, at each stage the consultation documents will be available to view on the Norfolk County Council website and available for inspection at the main offices of Norfolk's local planning authorities and public libraries.
- 1.21. **Next steps**  
**Responses received to the Initial consultation** (this stage) will be used to inform the Preferred Options version of the Minerals and Waste Local Plan Review.
- 1.22. **Preferred Options consultation** (December 2018) will include the draft policies for use in the determination of planning applications for minerals and waste management development, as well as the proposed sites and areas for mineral extraction and draft policies detailing the requirements that a planning application for mineral extraction will need to address for those sites that are considered suitable for mineral extraction during the plan period. This document will be published for public consultation after agreement by the EDT Committee.
- 1.23. **Pre-Submission publication** (September 2019) **and submission** (December 2019) – The Preferred Options consultation responses will be considered and will feed into the Pre-Submission version of the plan. The Pre-Submission version will contain the planning policies for use in the determination of planning applications for minerals and waste management development. It will also contain only those sites/areas which are considered suitable for mineral extraction during the plan period and the policies detailing the requirements that a planning application for mineral extraction on each allocated site/area will need to address. The Pre-Submission Publication will go to EDT Committee with the recommendation for it to be published to enable representations to be made, prior to submission to the Secretary of State for Communities to carry out an Examination in Public.
- 1.24. **Examination** (March 2020) **and Inspector's Report** (July 2020) – A Planning Inspector appointed by the Secretary of State will conduct the Examination in Public and produce a report regarding the plan's soundness and legal compliance.
- 1.25. **Adoption** (October 2020) – Assuming that the report concludes that the plan is sound, legally compliant and should be adopted, the Council will then make the decision whether to adopt the document or not. The adopted document will replace the current Norfolk Minerals and Waste Development Plan Documents.
- 1.26. **Planning Applications** – Developers wanting to extract minerals from specific sites or land within an area of search allocated in the Minerals and Waste Local Plan will still need to apply for and be granted planning permission before mineral extraction can take place. Applications will be assessed on their individual merits in the light of all relevant development plan policies and other material considerations. Planning permissions are often granted subject to

conditions to mitigate potential impacts from site operations and mineral and waste sites are monitored on a regular basis.

## 2. Evidence

- 2.1. The M&WLPR has been informed by data including, but not limited to, the following sources: Norfolk County Council's annual survey of mineral extraction sites published in the Local Aggregate Assessment, Norfolk County Council's annual survey of waste management facilities and the Environment Agency's Waste Data Interrogator, the annual monitoring report of planning permissions granted, refused and appealed, Office of National Statistics household and population forecasts, the Norfolk Strategic Housing Market Assessments and the East of England Forecasting Model.
- 2.2. The first stage in the M&WLPR was a 'call for mineral extraction sites' which took place in July 2017. The sites submitted, along with the existing allocated mineral sites which have not yet received planning permission, have been assessed for their suitability for future mineral extraction. The assessment included potential effects to amenity, highway access, the historic environment, archaeology, landscape, public rights of way, ecological designations, geodiversity, flood risk, hydrogeology, the Water Framework Directive, utilities and safeguarded aerodromes.
- 2.3. An Initial Sustainability Appraisal Report and a draft Habitats Regulations Assessment Test of Likely Significance have been carried out on the draft policies and alternatives as well as on all of the proposed specific sites and areas for mineral extraction. The Initial Sustainability Appraisal and draft Habitats Regulations Assessment will be published as part of the Initial Consultation and are background documents to this report.

## 3. Financial Implications

- 3.1. The timetable for the Minerals and Waste Local Plan Review is included within the Minerals and Waste Local Development Scheme (Appendix 1). To minimise publication costs going forward all stakeholders, including parish councils, will be consulted online wherever possible. Notwithstanding these savings, the Minerals and Waste Local Plan Review will give rise to additional costs, as follows:
- 3.2. Based on the experience of previous planning policy production, costs including officer time in the collection of evidence, formation of policy and assessment of consultation responses and:

	Year	Estimated costs
Publication of Initial consultation documents (Regulation 18)	2018/19	£4,000
Consultation advertising costs	2018/19	£500
Publication of Preferred Options consultation documents (Reg. 18)	2018/19	£4,000
Consultation advertising costs	2018/19	£500
Publication of Pre-Submission consultation documents	2019/20	£4,000
Pre-Submission advertising costs	2019/20	£500
Planning Inspector costs for	2020/21	£100,000

examination		
Programme Officer costs for examination	2020/21	£8,000
Venue hire for examination hearings	2020/21	£2,400
Examination advertising costs	2020/21	£500
Adoption advertising costs	2020/21	£500
Adoption printing costs	2020/21	£4,000
<b>Total estimated costs</b>	n/a	<b>£128,900</b>

3.3. These costs will vary depending on the level of public engagement with the process and the duration of the examination hearings. The estimated costs are based on eight days of examination hearings. Whilst the daily amount charged for a Planning Inspector has not changed since 2008, it appears that the number of days' work being charged for an examination has increased.

3.4. As stated above consultation will be carried out via the internet and email wherever possible as this maximises efficiencies in both cost and time. However, there will still be a need for some hard copies of consultation documents to be produced and for some correspondence by letter to ensure that the consultation process is accessible to all.

#### **4. Issues, risks and innovation**

4.1. There is a legal duty under Section 16 of the Planning and Compulsory Purchase Act 2004 ("the 2004 Act") 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 2004 Act requires the Council to revise the scheme when appropriate, and in practice this duty includes ensuring that the scheme is kept up to date.

4.2. The MWDS will be published on Norfolk County Council's website and made available for inspection as required by the relevant legislation.

4.3. As part of the examination of the Minerals and Waste Local Plan Review a Planning Inspector will assess not only whether the M&WLPR is sound, but also whether it satisfies various statutory requirements imposed by the 2004 Act. These include a requirement that it has been prepared in accordance with the adopted MWDS. Therefore a revised MWDS needs to be brought into effect to enable the M&WLPR to be legally compliant.

4.4. The public consultation on the Initial Consultation document will enable interested people and organisations to provide comments about the draft policies for minerals and waste development, and the suitability of the proposed specific sites and areas of search for future mineral extraction.

4.5. The Minerals and Waste Local Plan Review process must be carried out in accordance with the 2004 Act and other relevant planning legislation. The legal compliance of the Plan will form part of the examination carried out by an independent Planning Inspector in 2020.

4.6. The environmental implications of the Minerals and Waste Local Plan Review will be formally assessed as part of the Review process, through the Sustainability Appraisal (which will include a Strategic Environmental Assessment) and a Habitats Regulations Assessment. Both of these must be carried out in accordance with the relevant legislation and include formal consultation stages.

#### **5. Background**

- 5.1. Minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. The minerals industry contributes to the economy of Norfolk as an employer and providing raw materials for the construction of buildings and roads and for glass manufacture.
- 5.2. The production of waste is a natural result of economic and social activity by businesses and consumers. The waste management industry contributes to the economy of Norfolk as an employer and providing a service which supports businesses and communities.
- 5.3. The current MWDS came into effect on 24 March 2016 and contains the timetable for the Silica Sand Review (which was adopted in December 2017) and the Minerals and Waste Local Plan Review which is currently being produced.
- 5.4. The MWDS planned for the final stages in the Single Issue Silica Sand Review, which was adopted in December 2017. Therefore this part of the MWDS is no longer required. A review of the Statement of Community Involvement needs to be included within the MWDS as the most recent version of the SCI was adopted in 2012.
- 5.5. The MWDS planned for the first consultation stage in the preparation of the M&WLPR to take place in the summer of 2017. Due to the work required on the examination of the Silica Sand Review in 2017 and the work required to assess the proposed mineral extraction sites received in response to the 'call for sites', it was not possible to undertake the first consultation stage in the M&WLPR at the time anticipated by the adopted MWDS. This consultation is now planned to take place in June 2018, as detailed in this report. The revised date for the first consultation means that the subsequent stages of the M&WLPR cannot take place in accordance with the timescales in the current adopted MWDS and realistic revised timescales need to be set out which will allow appropriate time to carry out further stages of consultation, assess and respond to responses, and undertake the process of examination and adoption. A revision of the MWDS is therefore necessary and has been prepared by officers: this is attached as Appendix 1. The 2004 Act states that a revision of the MWDS is brought into effect by the Minerals and Waste Planning Authority resolving that the revision is to have effect from a specified date.
- 5.6. Norfolk County Council, as the Mineral and Waste Planning Authority has a statutory duty to produce a Minerals and Waste Local Plan and to keep it up to date. The government can intervene in local authorities where policies in plans have not been kept up to date. As at March 2018 the government is considering whether it needs to take over the process of producing the local plans of three Local Planning Authorities where there has been a failure to produce a local plan. The Government also has powers to intervene in the MWDS process, either by directing that a revision take place, or preparing the revision and requiring the planning authority to bring it into effect.
- 5.7. **Background Papers**  
[Norfolk Minerals and Waste Development Scheme \(March 2017\)](#)  
Norfolk Minerals and Waste Local Plan Review – Initial Sustainability Appraisal Report – Part A Scoping  
Norfolk Minerals and Waste Local Plan Review – Initial Sustainability Appraisal Report – Part B  
Norfolk Minerals and Waste Local Plan Review – Habitats Regulations Assessment (Task 1)  
(available at: [Norfolk Minerals and Waste Local Plan Review webpage](#) )

## **Officer Contact**

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# **Norfolk Minerals and Waste Local Plan**

## **Minerals and Waste Development Scheme**

**May 2018**

[www.norfolk.gov.uk](http://www.norfolk.gov.uk)



**Norfolk** County Council

## **Norfolk Minerals and Waste Local Plan**

### **Minerals and Waste Development Scheme**

**May 2018**

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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')** - 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. The DPD contains measurable objectives to enable successful monitoring. This document was adopted in September 2011.
- 2.3 **Waste Site Specific Allocations DPD** – allocates 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 and updated with the adoption of the Single Issue Silica Sand Review in December 2017. The Single Issue Silica Sand Review allocated an additional site and areas of search for future silica sand extraction until the end of 2026.
- 2.5 **Policies Map**  
The Policies Map accompanies the Minerals and Waste Local Plan (currently the 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/nmwdf](http://www.norfolk.gov.uk/nmwdf). 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 Norfolk County Council's consultation strategy for involving local communities in the preparation of Norfolk's minerals and waste DPDs and in the determination of planning applications submitted to the County Council. 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 March 2017.

**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. Statement of Community Involvement Review

#### Overview

<b>Role and Subject</b>	Sets out how Norfolk County Council will involve and consult with stakeholders and the community, on the plan making process and the consideration of planning applications.
<b>Coverage</b>	The administrative area of Norfolk
<b>Status</b>	Local development document (non-development plan document)

#### Timetable for Review

The Norfolk Statement of Community Involvement was adopted by Norfolk County Council in September 2012. As more than five years has passed since the adoption of the Statement of Community Involvement, a full review of the document will take place to ensure that it remains up to date. The timetable below is for the Review of the Statement of Community Involvement.

#### Timetable

<b>Stage</b>	<b>Dates</b>
Public consultation on the draft document	June / July 2018
Adoption	October 2018

## 4. Norfolk Minerals and Waste Local Plan Review

### Overview

<b>Role and Subject</b>	To provide the strategic 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 provide criteria based policies for waste management facilities in Norfolk until 2036.
<b>Coverage</b>	The administrative area of Norfolk
<b>Status</b>	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 / July 2018  Preferred Options: December 2018 / January 2019
Pre-Submission representations period (Regulation 19)	September / October 2019
Submission (Regulation 22)	December 2019
Hearing (Regulation 24)	March 2020
Inspector’s Report	July 2020
Adoption (Regulation 26)	October 2020

## 5. Glossary

**Local Development Documents** - A term brought in by the Planning and Compulsory Purchase Act 2004. These are all documents which form part of the Local Plan, both spatial and non-spatial.

**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 Timetable 2018 - 2020

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
	Norfolk Minerals and Waste Local Plan Review						1	1					1	1									2	2

Milestone Plan	2020												2021											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
	Norfolk Minerals and Waste Local Plan Review					4		5			6													

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

# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>The Environment Agency's Rationalising the Main River Network (RMRN) Pilot Project</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> Norfolk County Council, as Lead Local Flood Authority, has the permissive powers to regulate ordinary watercourses outside of Internal Drainage Board Districts, under the terms of the Flood and Water Management Act 2010, Land Drainage Act 1991 and Water Resources Act 1991. The Environment Agency proposes to re-designate several stretches of Main River as Ordinary Watercourse, as part of a pilot project to establish a process for 'de-maining'.	

## Executive summary

The Environment Agency (EA) are proposing to transfer the management of flood risk for several stretches of Main River within Norfolk. To do this, the stretches will be re-designated from Main River, to Ordinary Watercourse.

Following this re-designation, in areas outside of Internal Drainage Districts, Norfolk County Council (as Lead Local Flood Authority), and the relevant District/Borough council will become the new Risk Management Authorities for each watercourse, with the permissive powers for regulation, and works (including maintenance), respectively.

### Recommendations:

**Members are asked to make a decision as to whether NCC support the EA's Rationalising The Main River Network (RMRN) pilot process, by deciding whether to approve the EA launching a formal public consultation, and whether to approve in principle the proposal to 'de-main' the Main Rivers listed in section 1.**

### Options for de-maining approval:

1. Agree in principle, pending the outcome of the formal consultation and subject to confirmation by the relevant District Councils, to support the de-maining of each watercourse.
2. Postpone the decision on NCC support for the de-maining proposals until Districts have expressed their views to the EA.
3. Do not agree with the de-maining proposals, irrespective of the outcome of the formal consultation or the confirmation by the relevant District Councils.

## 1. Proposal

- 1.1. The Environment Agency (EA) are proposing to transfer the management of flood risk for several stretches of Main River within Norfolk. To do this, the stretches will be re-designated from Main River, to Ordinary Watercourse, a process known as de-maining or de-mainment.

The EA are seeking NCC approval to commence a formal public consultation, as



well as NCC agreement in principle to re-designate these Main Rivers as Ordinary Watercourses.

As the watercourses would no longer be Main River, these watercourses would no longer be regulated by the Environment Agency under the Environmental Permitting Regulations.

For areas outside of an Internal Drainage Board's (IDB's) Internal Drainage District (IDD), the newly designated ordinary watercourses would instead be regulated by Norfolk County Council (NCC) as Lead Local Flood Authority (LLFA) under the terms of the Flood and Water Management Act 2010, Land Drainage Act 1991 and Water Resources Act 1991.

Permissive powers to undertake works to manage a flood risk from the newly designated ordinary watercourse (including maintenance) would transfer from the EA under section 107 of the Water Resources Act, to the District Council under section 14 of the Land Drainage Act.

For watercourses de-mained within an IDD, the IDB would have the permissive powers for both regulation and works on the newly designated Ordinary Watercourse.

Based on the legal complexities around the Water Framework Directive (WFD) and Byelaws for environmental protection, the EA are proposing to take forward 4 watercourses as part of the RMRN Pilot for formal consultation in summer 2018.

These watercourses are:

<b>Watercourse:</b>	<b>Total Length (km):</b>	<b>Receiving Bodies:</b>	<b>Local Authorities:</b>
River Hun	7.0	Norfolk Rivers IDB (4.5km) and Local Authorities (2.4km)	NCC (LLFA) and Kings Lynn and West Norfolk Borough
River Tud	25.4	Norfolk Rivers IDB	-
Tunstall Dyke	1.4	Broads IDB	-
Waxham Cut	4.4	Broads IDB	-

The majority of the lengths of these watercourses fall within the Internal Drainage District.

The EA will then look to take forward the remainder of the Norfolk watercourses, outlined below, at a later date.

<b>Watercourse:</b>	<b>Total Length (km):</b>	<b>Receiving Bodies:</b>	<b>Local Authorities:</b>
River Blackwater	12.7	Norfolk Rivers IDB (0.3km) and Local Authorities (12.3km)	NCC (LLFA) and Breckland District
Spixworth Beck	13.6	Norfolk Rivers IDB (7.5km) and Local Authorities (6.1km)	NCC (LLFA) and Broadland District
River Stiffkey	11.0	Norfolk Rivers IDB (5.7km) and Local Authorities (5.2km)	NCC (LLFA) and North Norfolk District
Stone Beck	6.8	Norfolk Rivers IDB (0.5km) and Local Authorities (6.2km)	NCC (LLFA) and Broadland District
River Tiffey	3.9	Norfolk Rivers IDB	NCC (LLFA) and South

		(1.0km) and Local Authorities (2.9km)	Norfolk District
Wending Beck	20.2	Norfolk Rivers IDB (15.9km) and Local Authorities (4.3km)	NCC (LLFA) and Breckland District
River Whitewater	9.4	Norfolk Rivers IDB (7.8km) and Local Authorities (1.5km)	NCC (LLFA), Breckland District and Broadland District

## 2. Evidence

- 2.1. Appendix 1 is a report summarising the proposals, which has been provided by the EA.

## 3. Financial Implications

- 3.1. If these stretches of Main River were to become Ordinary Watercourse, NCC would be able to access permissive regulatory powers under the Land Drainage Act 1991.
- 3.2. EA data shows that 15 consents have been sought across the entire 115km of Main River in the Norfolk area proposed for de-mainment since 2013. If this volume of requests were to continue, it is estimated that this would require some 24 hours in officer time per year. Each consent application currently carries a cost to the applicant of £50.

## 4. Issues, risks and innovation

- 4.1. On the 1<sup>st</sup> September 2017, officers informed the EA that the Council had no objection to them instigating informal public engagement in the form of public drop-ins, subject to the confirmation that District Councils supported this informal engagement. Officers were clear that the approval to commence informal public engagement did not constitute agreement for the EA to commence a formal public consultation, nor did it constitute an agreement (in principle or otherwise) to transfer these watercourses to NCC as the Lead Local Flood Authority (LLFA).
- 4.2. In September 2017 the EA confirmed that they did not require NCC or District Council consent to begin the informal public sessions.
- 4.3. As of March 2018, the EA have not been informed of the position of the District Councils for each proposed watercourse. The EA are seeking approval from each of the District Councils and will be working with the IDB to secure this approval. All approvals from Risk Management Authorities will be in place prior to advertising formal consultation.
- 4.4. The EA is the competent authority for the implementation of the Water Framework Directive and must ensure that the proposals do not jeopardise the achievement of the objectives of the Directive or are likely to result in waterbody deterioration. In relation to de-maining, the EA needs to be convinced that the objectives of the Directive and the risk of not meeting the expected status are not compromised. This issue can be complex based on issues including the watercourse objectives, mitigation measures and standards of protection e.g. appropriate bye-laws being in place and the use of best environmental practice when planning and undertaking flood risk activities. WFD requirements as they apply to a particular watercourse will be assessed on a case by case basis depending on the river's classification, stated objectives and actions identified within the relevant River Basin Management Plan.

All watercourses proposed for de-maining by definition fall under the protection of the FCRM Environmental Permitting Regulations, which take a risk based approach

to environmental risk. If this protection is disapplied via de-maining, the EA must ensure that any new regulatory regime would not add unacceptable environmental risk to the environmental receptors over and above that which presently exists. The EA and IDB are currently engaging with the District Councils over the introduction of Byelaws for environmental protection.

As part of the RMRN project, the EA aim to have no ongoing liability for the land or assets on the watercourses that are transferred. There are three EA assets along these watercourses that will be transferred to the IDB as part of the de-mainment process. No assets will be transferred to NCC.

## 5. Background

- 5.1. Ordinary Watercourses are defined as; every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and passage through which water flows and which does not form part of a main river.
- 5.2. In the County of Norfolk there are approximately 5,400 km of mapped ordinary watercourses that are included in the Environment Agency's Detailed River Network dataset. This is undoubtedly a conservative figure as many ordinary watercourses in Norfolk remain unmapped. 2,600 km of these mapped watercourses are outside of IDB areas
- 5.3. The EA are currently running a pilot project, consisting of five pilot areas (one of which is Norfolk and Suffolk) to establish a process for any future de-maining proposals.
- 5.4. Under the Land Drainage Act (1991) consenting and enforcement are together described as regulation. The purpose of ordinary watercourse regulation is to control certain activities that might have an adverse flooding impact.

### 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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**Email address :** [water.management@norfolk.gov.uk](mailto:water.management@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.

## **Appendix 1: Detail information on the watercourses within Norfolk County Council Area**

### **Subject: Rationalisation of the Main River Network (De - maining Pilots)**

#### **1. Overview**

The Environment Agency want to strengthen local decision making around flood risk management by ensuring the right bodies are managing the right watercourses.

The Environment Agency has been working with a number of internal drainage boards (IDBs), lead local flood authorities and district councils to consider the option of re-designating several sections of watercourse, in a number of locations across England, from main river to ordinary watercourse – a term we refer to as de-maining.

This transfer would result in these stretches of river being removed from the statutory main river map. They would be re-designated as ordinary watercourses, with flood risk management activities passing to the new Risk Management Authorities.

#### **2. Background**

##### **2.1 Legal mechanism**

The Main River Network was first developed in the 1930s, primarily to improve land drainage, reduce the frequency of flooding to agricultural land, and boost UK food production. The Main River Network has largely remained unchanged for the last 30 years.

The Environment Agency is responsible for maintaining a map of the main river (the Main River Map) and making any changes to it, and determining whether or not a watercourse, or part of a watercourse, is to be treated as a main river or part of a main river.

Flood risk from Main Rivers is highly concentrated in England; 90% of properties at risk are within the floodplain of approximately 40% of the Main River network.

DEFRA issued guidance to the Environment Agency on the designation of “main rivers” in October 2017. The guidance is issued under section 193E of the Water Resources Act 1991 and can be found on GOV.UK [here](#). This guidance has been issued by the Secretary of State for Environment, Food and Rural Affairs and the Environment Agency is required to have regard to it.

Using this guidance, the Environment Agency is exploring the opportunity of re-designating several sections of watercourse in the Norfolk County Council Area as outlined under section 2.3 and Appendix 1.

The Norfolk and Suffolk Pilot is part of a national pilot called the 'Rationalising the Main River Network' project. There are 4 Pilots taking place across the country which are being used to test the de-mainment process.

## **2.2 Policy, roles and responsibilities**

This section outlines the policy, roles and responsibilities under which each organisation or individual operates on any given watercourse within the District Area.

### Environment Agency

The Environment Agency is classed as a Risk Management Authority under Section 6 of the Flood and Water Management Act 2010 and operates its permissive powers to regulate and maintain watercourses classified as 'main rivers'.

The Environment Agency prioritises maintenance activities on main rivers based on flood risk to people and property, and therefore focusses management at locations with high flood risk. This means that local main river watercourses, deemed at low risk of flooding, can suffer from intermittent funding.

### Internal Drainage Boards

In the Norfolk County Council area there are two internal drainage boards that operate, Norfolk Rivers Internal Drainage Board and Broads Internal Drainage Board (IDB). Both of these are members of the Water Management Alliance, a consortium of six internal drainage boards across East Anglia and Sussex.

Each IDB has permissive powers which allow them to undertake work to reduce flood risk to people and property and manage water levels within their internal drainage district. They also have statutory duties with regard to the environment and recreation when exercising their permissive powers. IDBs are not, however, responsible for watercourses designated as main rivers within their drainage districts; this sits with the Environment Agency.

Much of their work involves the maintenance and improvement of rivers, drainage channels, outfalls and pumping stations. They also oversee drainage issues in connection with new developments and advise on planning applications. This means that anyone constructing or altering a weir, bridge, embankment, culvert or similar obstruction must apply for an ordinary watercourse consent from the IDB before undertaking works.

### District Councils

District councils are a risk management authority and they play a role in managing flood risk from ordinary watercourses outside the IDB Districts. They operate and maintain existing sea defenses and carry out other work to manage

flood risk from the sea (if Coastal Authorities and with the consent of the Environment Agency).

They manage risk by working with lead local flood authorities and others to:

- take flood risk into account when making decisions on development in their area
- use permissive powers to carry out flood risk management works on ordinary watercourses to supplement riparian owner responsibilities

The maintenance funding allocation to Local Authorities is very variable throughout the country and requires local partnership working to determine where best to source the funds.

#### Lead Local Flood Authorities (LLFAs)

Norfolk County Council, as the LLFA, are responsible for providing leadership and strategic co-ordination across all sources of local flood risk (i.e. risk of flooding from surface run-off, groundwater and ordinary watercourses) and establishing local flood risk management strategies (covering all of the local risk management authorities).

Under the Land Drainage Act 1991, Norfolk County Council is the 'regulatory body' for ordinary watercourses in the 79.3% of Norfolk outside the IDB Districts. Whilst riparian owners are responsible for maintaining watercourses. Norfolk County Council may take action where an event has or is likely to increase flood risk and relates to:

- Internal flooding of a residential property which can include an attached garage (please note - a detached garage or shed is not considered internal)
- Flooding of critical infrastructure eg hospitals
- Flooding of main roads eg priority 1 and 2 winter gritting routes

In such circumstances the Council will, in line with the Council's Flood and Water Management Enforcement Protocol:

- Inspect ordinary watercourses
- Contact riparian owners where maintenance is required and if necessary, serve notice to require maintenance if water flow is seriously impaired
- Take action to prevent unauthorised piping or culverting of watercourses

#### Riparian Owners

Riparian owners have responsibilities to look after the stretch of watercourse that they own. A riparian owner must let water flow naturally through their land. If a blockage on their stretch of watercourse reduces the flow or causes flooding, they may be liable to pay damages to other landowners.

They should:

- remove any blockages

- cut back trees and shrubs only if they could reduce the flow and cause flooding
- keep any trash screen, weir, mill gate or other structure clear

### **2.3 Norfolk and Suffolk Pilot**

The Environment Agency has been working closely with Norfolk County Council, Norfolk Rivers and Broads Internal Drainage Boards (all part of the Water Management Alliance) to deliver the 'Rationalising the Main River Network' Project.

The Environment Agency are currently proposing to take forward 14 watercourses in Norfolk and Suffolk for de-mainment, A number of these watercourses are currently being managed by the Internal Drainage Board under Public Sector Cooperation Agreements via the Integrated Main River Maintenance Programme.

Should de-mainment go ahead, these stretches of river would be deleted from the statutory main river map. They would be re-designated as 'ordinary watercourse', and would then be managed, regulated and/or maintained under permissive powers by the Internal Drainage Board or Lead Local Flood Authority and District Council.

During October, the Environment Agency held a number of drop-in events, where the local community had the opportunity to ask questions and influence the proposals. A consultation also took place in 2015 on the possibility of de-maining the River Whitewater, Spixworth Beck, Stone Beck and the River Tud. No objections were received during this consultation.

Formal consultation on the proposals in Suffolk took place in January 2018. Formal consultation on the proposals in Norfolk is scheduled to take place in spring 2018, following approvals from the Districts, Norfolk County Council and the Broads and Norfolk Rivers IDB Boards.

There are 11 watercourses proposed for de-mainment with sections that fall within the Norfolk County Council Authority area:

- Spixworth Beck
- Stone Beck
- Tunstall Dyke
- River Tud
- River Whitewater
- Wendling Beck
- River Tiffey
- River Hun
- River Blackwater
- Waxham Cut
- Tunstall Dyke

A detailed account of each watercourse (including distance proposed to be transferred to each RMA is set out in Appendix 1)

All of these sections of watercourse have low levels of flood risk (in line with the Statutory Main River Guidance) to people and property and are not associated with major rivers or major population centre. The Environment Agency will only look to de-main where the new RMA has the appropriate governance arrangements in place and the local community supports the change.

Information packs for the new Risk Management Authorities taking responsibility for de-mained watercourses will be produced. These will describe the main characteristics of the rivers and assets that will be transferred, and any known management and environmental issues which need to be considered.

The table below sets out the roles and responsibilities currently and in the future if the proposals go ahead.

<b>Role</b>	<b>Current responsibility</b>	<b>Future responsibility</b>
Responsibility for maintaining the bed and banks of the watercourse, and the trees and shrubs growing on the banks. Responsibility for managing flood risk to land adjacent to the watercourse. Please refer to the guide 'Living on the Edge' for more information on the rights and responsibilities associated with riverside ownership ( <a href="https://www.gov.uk/government/publications/riverside-ownership-rights-and-responsibilities">https://www.gov.uk/government/publications/riverside-ownership-rights-and-responsibilities</a> ).	Riparian landowner – the owner of land or property next to a river, stream or ditch.	Riparian landowner – the owner of land or property next to a river, stream or ditch. The responsibilities of riparian landowners would not change following de-mainment.
Overall responsibility for the flood risk management of the watercourse	Environment Agency	Broads or Norfolk Rivers IDB or Norfolk County Council
Regulation – issuing permits for works on or	To undertake any flood risk activities on these	To undertake flood risk activities on these



<p>near to the watercourse</p>	<p>stretches of these watercourses, an applicant must apply to the Environment Agency for a Flood Risk Activity Permit or exemption under the Environmental Permitting Regulations. The Environment Agency currently charges £170 for a single activity under a Flood Risk Activity Permit, with an additional £40 charge applied for each additional activity on the same application. These charges are currently under review.</p>	<p>watercourses, you would be required to contact Norfolk Rivers or Broads IDB or Norfolk County Council (depending on the location of the activity) to check if you need to apply for consent. Consents will cost £50 per activity from the IDB and £50 per structure from Norfolk County Council.</p>
<p>Permissive power to maintain the watercourse</p>	<p>The Environment Agency has permissive powers to maintain the watercourse. They use these powers to reduce flood risk to people and property.</p>	<p>Norfolk Rivers IDB, Broads IDB or District Councils would have the permissive powers to maintain the watercourse.</p> <p>The IDB would usually use its powers to reduce flood risk to people, property and critically important infrastructure.</p> <p>District Councils may use its permissive powers, however the responsibility to maintain the watercourse rests with the riparian owner.</p> <p>The Environment Agency would no longer have these powers.</p>

### 3. Technical requirements of de-mainment

### **3.1 Bye-laws to protect the environment when de-maining to a LLFA and District**

Environment Agency (EA) proposals to de-main main river watercourses, must be advanced with direct reference to specific legal and departmental criteria. These criteria not only relate to the importance of the watercourse in flood risk terms (people and property potentially affected) but also to the impact that the proposal may have on the environment. It is also legally incumbent on the EA to protect and further the conservation of specific habitats and species which may be affected by our proposals. As part of the de-maining pilot we must ensure that these legal requirements are fulfilled.

All watercourses proposed for de-maining by definition fall under the protection of the FCRM Environmental Permitting Regulations, which take a risk based approach to environmental risk. If this protection is disapplied via de-maining, we must ensure that any new regulatory regime would not add unacceptable environmental risk to the environmental receptors over and above that which presently exists.

The Agency believes that environmental risk is sufficiently mitigated through regulatory change if:

- i) The receiving Risk Management Authority has equivalent powers and duties to protect the environment as the Agency
- ii) There is or will be a regulatory regime in place to afford appropriate levels of protection as presently exists.

As internal drainage boards and local authorities also have powers relating to the environmental protection of rivers, albeit under separate statutory regimes and duties relating to the environmental protection of rivers, the risk of de-maining is low depending on how the powers have been used. However, due to limitations (within the Flood and Water Management Act 2010 amendments to the Land Drainage Act 1991), de-maining to LLFAs (County Councils) can potentially leave rivers with a reduced level of regulatory protection from activities which directly affect the river environment and the objectives of the Water Framework Directive.

A major part of addressing this potential risk is to ensure that all reaches proposed for de-maining are afforded an appropriate level of regulation by a competent authority with comparable powers and duties as the Agency i.e. IDB or District Council. In this way we ensure that we have fulfilled our Environment Act 1995, Natural Environment and Rural Communities Act 2006 requirements.

To ensure the satisfactory regulation of de-mained watercourses the Agency will insist that all de-mained watercourses will have the protection of byelaws under a RMA with similar environmental powers and duties as those which the present main river enjoys.

In the case of the pilots, the EA will consider it an acceptable legal risk to de-main once there is a MOU with the Districts that they will undertake to put bye-

laws in place. It is felt that this is the limit of the obligation to which district authorities can commit. It would not be possible for them to formally agree to introduce byelaws, as introduction can only follow approval by the Secretary of State, and so would be outside district control

Beyond the pilots, in order to de-main to a LLFA the EA will expect the Districts to have bye-laws in place prior to de-maining taking place. This will demonstrate that the new RMA has the capability to protect the environment.

### **3.2 Water Framework Directive**

The Environment Agency (EA) is the competent authority for the implementation of the Water Framework Directive (WFD) and must ensure that the proposals do not jeopardise the achievement of the objectives of the Directive or are likely to result in waterbody deterioration.

In relation to de-maining, the EA needs to be convinced that the objectives of the Directive and the risk of not meeting the expected status are not compromised. This issue can be complex based on issues including the watercourse objectives, mitigation measures and standards of protection e.g. appropriate bye-laws being in place and the use of best environmental practice when planning and undertaking flood risk activities.

Some waterbodies require few works to achieved the desired status and these may already have been identified and costed within the River Basin Plan, whilst others may be heavily modified waterbodies for specific reasons including flood risk. The risk of failing the WFD objectives in these cases may be quite different, as would be the ecological consequences of failure or the use of sub-optimal practices.

WFD requirements as they apply to a particular watercourse need to be assessed on a case by case basis depending on the river's classification, stated objectives and actions identified within the relevant River Basin Management Plan (RBMP).

Whilst the Agency is the competent authority for WFD and other public bodies e.g. IDBs /District councils need only take the RBMP into account, this is not in itself a reason to prevent de-maining if it can be demonstrated that the marginal risk to WFD from de-maining is acceptably low or the consequences of failure are insignificant in ecological or classification terms.

This decision can be made at an Area level using expert advice from EA's Fisheries, Biodiversity and Geomorphology team.

### **3.3 Assets of Uncertain Ownership**

The EA position's on assets of uncertain ownership is as follows:

- *As part of the RMRN project, we aim to have no ongoing liability for the land or assets on the watercourses we transfer.*

- *For FCERM assets we own, our preferred option is to transfer ownership of these to the new RMA. Where this is not possible, we will dispose of (or be in the process of disposing of) the assets on de-maining the watercourse.*
- *For other assets such as bridges which we don't own, we will require confirmation from the new RMA that it takes on responsibility for ensuring that these assets don't cause problems for flood risk. This includes assets that we have maintained but that we do not own. We will also need the new RMA to provide an indemnity to the Environment Agency to ensure that we have no responsibility in respect of future claims in relation to these assets.*
- *In order to confirm which FCERM assets we owned or have responsibility for on the watercourse, we have carried out searches of our databases, and where appropriate, have carried out land registry searches. We have also undertaken public consultation on the de-maining which has given riparian owners the opportunity to talk to us about asset ownership. Using this information it has allowed us to detail those assets where we have clear ownership.*
- *We will provide the most accurate information that we are able from our records, but it is up to the new RMA to undertake their own due diligence work associated with the project.*
- *In the event that evidence comes to light in the future that shows that assets or freehold land which have not been transferred does belong to us, then we would consider how to transfer this on a case by case basis.*

The EA and new RMAs are in discussion around the legal complexities of transfer of asset liability as outlined above.

#### **4. Next steps**

De-maining has proved to be a complex legal and environmental challenge but significant progress has been made towards establishing a process that involves local communities and protects the environment. Co-operation between all sectors has been open and constructive.

Based on the legal complexities around WFD and byelaws for environmental protection, the EA are proposing to take forward 4 watercourses as part of the RMRN Pilot for formal consultation in summer 2018.

These watercourses are:

- River Tud
- River Hun
- Waxham Cut
- Tunstall Dyke

The majority of the length of these watercourses fall within the Internal Drainage District.

Consultation:

As part of the formal consultation for these watercourses the EA will ensure that the proposals are distributed via the following channels:

- MP briefs
- Community Newsletters
- Letters to Parish Councils and landowners
- Social media campaigns,
- Advertising the statutory notice in papers and on local community notice boards

The EA will take all comments, received during the consultation, into consideration and share this information with the new RMAs.


The EA will then look to take forward the remainder of the Norfolk watercourses at a later date.


The Internal Drainage Boards are currently engaging with the each District Council to discuss taking forward all watercourses to de-mainment. These discussions include setting out roles and responsibilities post de-mainment including the use of Public Sector Cooperation Agreements. These discussions also include the technicalities around fulfilling the technical requirements to de-main as outlined in section 3.


***Author: Marie Coleman, FCRM Advisor, Environment Agency***

Date: 25<sup>th</sup> April 2018

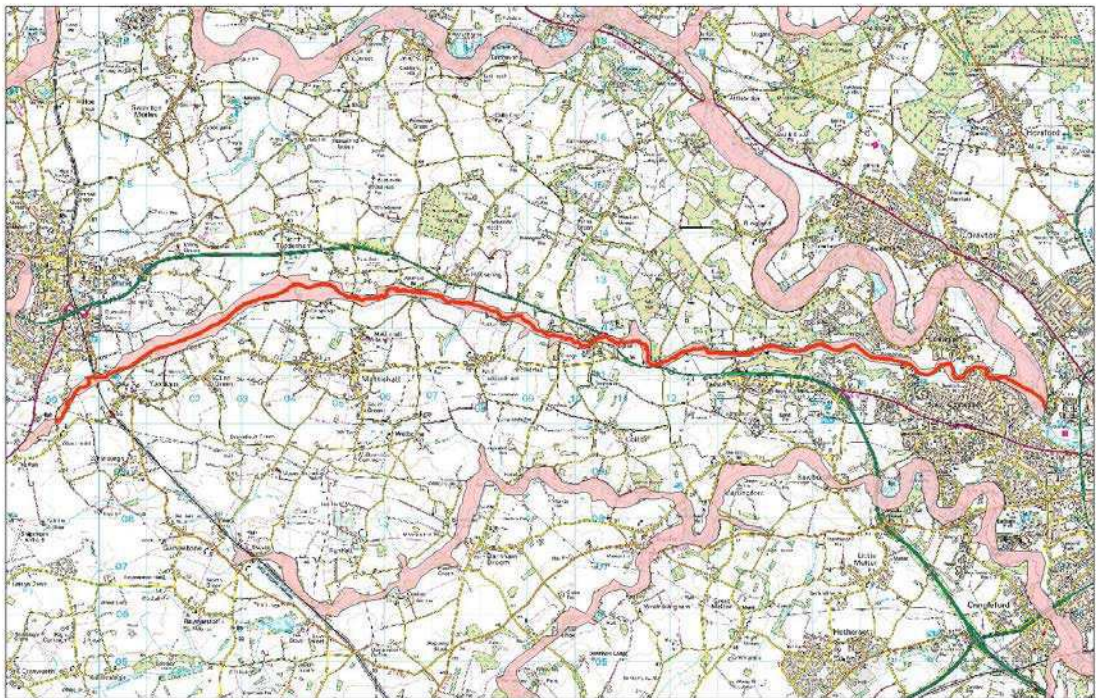
**Appendix 1**


<b>Main River</b>	Spixworth Beck, Norfolk. (13.6km, TG 16950 17322 to TG 28403 17151)
<b>Proposal</b>	<p>The Environment Agency proposes to transfer the powers to maintain and regulate the Spixworth Beck from the Environment Agency to Norfolk Rivers Internal Drainage Board or Norfolk County Council and Broadland District Council. This will result in the entire 13.6 km of the watercourse being removed from the statutory Main River map and re-designated as an ordinary watercourse.</p> <p><b>The section of watercourse inside the IDB boundary is 7.464 km. The section of watercourse outside the IDB boundary is 6.145 km.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (7.4km) the permissive powers to maintain and regulate will be transferred to the Norfolk Rivers Internal Drainage Board.</li> <li>▪ Outside the IDB boundary (6.1km) the permissive powers to maintain the watercourse will transfer to Broadland District Council.</li> <li>▪ Outside the IDB boundary (6.1km) the powers to regulate the watercourse will transfer to Norfolk County Council.</li> </ul>
<b>Flood risk</b>	<p>Spixworth Beck falls within the Tidal River Bure system. There are no properties at high risk of fluvial flooding and 31 properties at medium risk of fluvial flooding. There is a Natural England water level retention structure downstream of Crostwick Marsh, and a Hydrometry and Telemetry Gauging Station at TG 25992 16501 which will remain an EA asset.</p>
<b>Location</b>	 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>— Norfolk IDBs (IDBs)</li> <li>— Spixworth Beck demarcated stretch</li> </ul>


<b>Main River</b>	Stone Beck, Norfolk. (6.8km, TG 18842 18915 to TG 23821 16473)
<b>Proposal</b>	<p>The Environment Agency proposes to transfer the powers to maintain and the regulatory the Stone Beck from the Environment Agency to Norfolk Rivers Internal Drainage Board or Norfolk County Council and Broadland District Council. This will result in the entire 6.8 km of the watercourse being removed from the statutory Main River map and re-designated as an ordinary watercourse.</p> <p><b>The section of watercourse within the IDB boundary is 0.533 km. The section of watercourse outside the IDB Boundary is 6.7 km.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (0.5km) the permissive powers to maintain and regulate will be transferred to the Norfolk Rivers Internal Drainage Board.</li> <li>▪ Outside the IDB boundary (6.7km) the permissive powers to maintain the watercourse will transfer to Broadland District Council.</li> <li>▪ Outside the IDB boundary (6.7km) the powers to regulate the watercourse will transfer to Norfolk County Council.</li> </ul>
<b>Flood risk</b>	Stone Beck falls within the Tidal River Bure system. There are no properties at high or medium of fluvial flooding. There are no flood risk assets on this watercourse.
<b>Location</b>	 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>■ Norfolk IDBs/IDOs</li> <li>— Stone Beck demarcation stretch</li> </ul>

<b>Main River</b>	Tunstall Dyke (1.4 km, TG 42009 09038 to TG 43257 09569)
<b>Proposal</b>	<p>The Environment Agency proposes to transfer the powers to maintain and the regulate the Tunstall Dyke from the Environment Agency to Broads Internal Drainage Board or Norfolk County Council and Broadland District Council or Great Yarmouth District Council. This will result in the entire 1.4 km of the watercourse being removed from the statutory Main River map and re-designated as an ordinary watercourse.</p> <p><b>The majority of the watercourse is within the IDB boundary. 21 m falls within the Broadland District Council Authority Area and 10 m within the Great Yarmouth District Council Authority Area.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (1.3km) the permissive powers to maintain and regulate will be transferred to the Broads Internal Drainage Board.</li> <li>▪ Outside the IDB boundary (21m and 10 m) the permissive powers to maintain the watercourse will transfer to Broadland District Council and Great Yarmouth Borough Council.</li> <li>▪ Outside the IDB boundary (21m and 10 m) the powers to regulate the watercourse will transfer to Norfolk County Council.</li> </ul>
<b>Flood risk</b>	<p>The Tunstall Dyke falls within the Tidal River Bure system, however this watercourse. There are no properties at high fluvial flood risk (Flood Zone 3) or at medium risk of fluvial flooding (Flood Zone 2), though the area is at risk of tidal flooding. There are no flood risk assets on this watercourse.</p>
<b>Location</b>	 <p>The map shows the Tunstall Dyke area with various features. A red line indicates the demarcation stretch of the Tunstall Dyke. Other features include Norfolk IDBs (Internal Drainage Boards) shown in light pink, a disused windmill, a draining pump, Tunstall Bridge, Calthorpe Level Marshes, and several drains and paths. A legend at the bottom left identifies the symbols used on the map.</p>

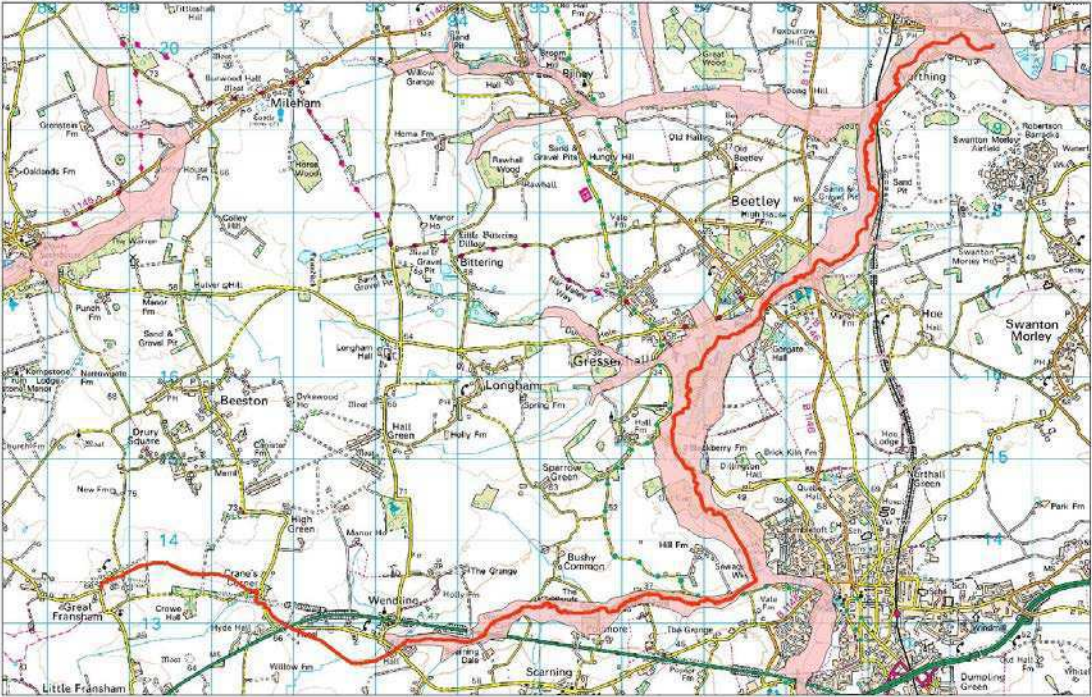


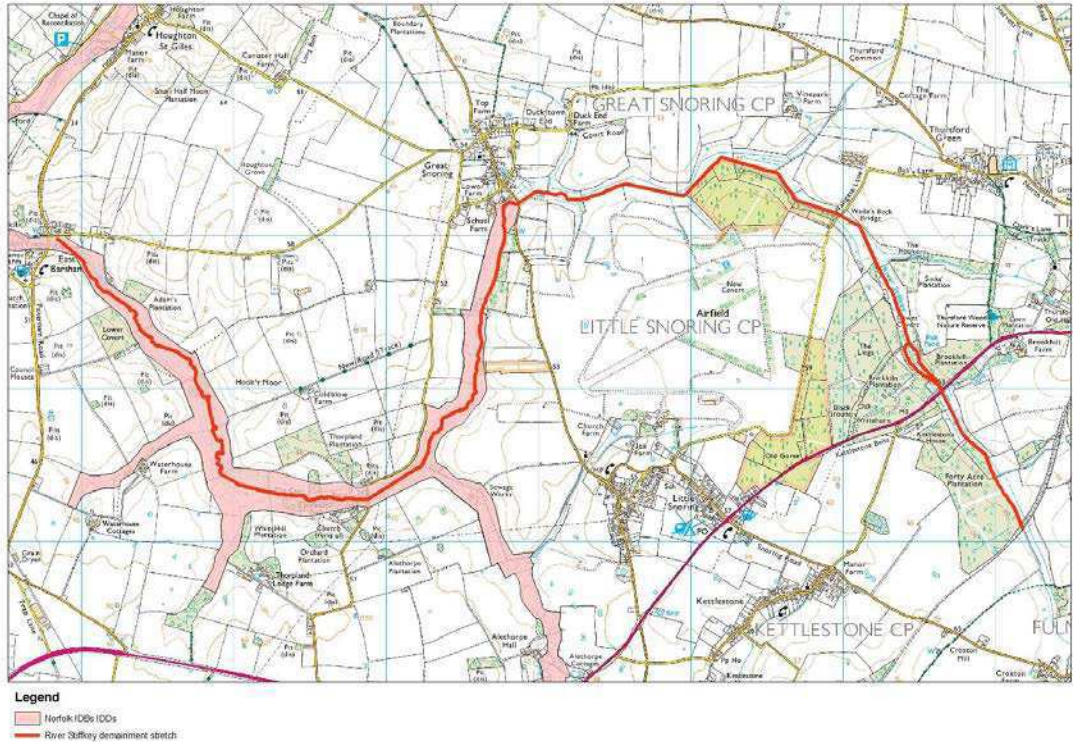
<b>Main River</b>	River Tud (25.4 km, TF9908510033 to TG1986010343)
<b>Proposal</b>	<p>The Environment Agency proposes to transfer the powers to maintain and regulate the River Tud from the Environment Agency to Norfolk Rivers Internal Drainage Board. This will result in the entire 25.4 km of the watercourse being removed from the statutory Main River map and re-designated as an ordinary watercourse.</p> <p><b>The entirety of the River Tud falls within the Norfolk Rivers Internal Drainage Board District.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (25.4km) the permissive powers to maintain and regulate will be transferred to the Norfolk Rivers Internal Drainage Board.</li> </ul>
<b>Flood risk</b>	<p>The River Tud falls within the Lower and Upper Tud low and high consequence systems, however the majority of the watercourse reaches are considered low consequence due to the low likelihood of flooding to people and property, except a 4.45 km reach through the village of Honingham. There are 17 properties at medium risk of fluvial flooding (Flood Zone 2) and 4 properties at high risk of fluvial flooding.</p> <p>There are no functional flood risk assets on this watercourse, though the transfer will include Berry's Bridge Sluice which is no longer operational. There is also an Hydrometry and Telemetry gauge at Stone Road Farm and Costessey Park which will remain the responsibility of the Environment Agency.</p>
<b>Location</b>	 <p>The map displays the River Tud domain stretch in red, situated within the Norfolk IDB districts (pink). The surrounding area shows a network of roads and other watercourses. A legend at the bottom left identifies the pink shaded areas as 'Norfolk IDBs IDBs' and the red line as 'River Tud domain stretch'.</p>

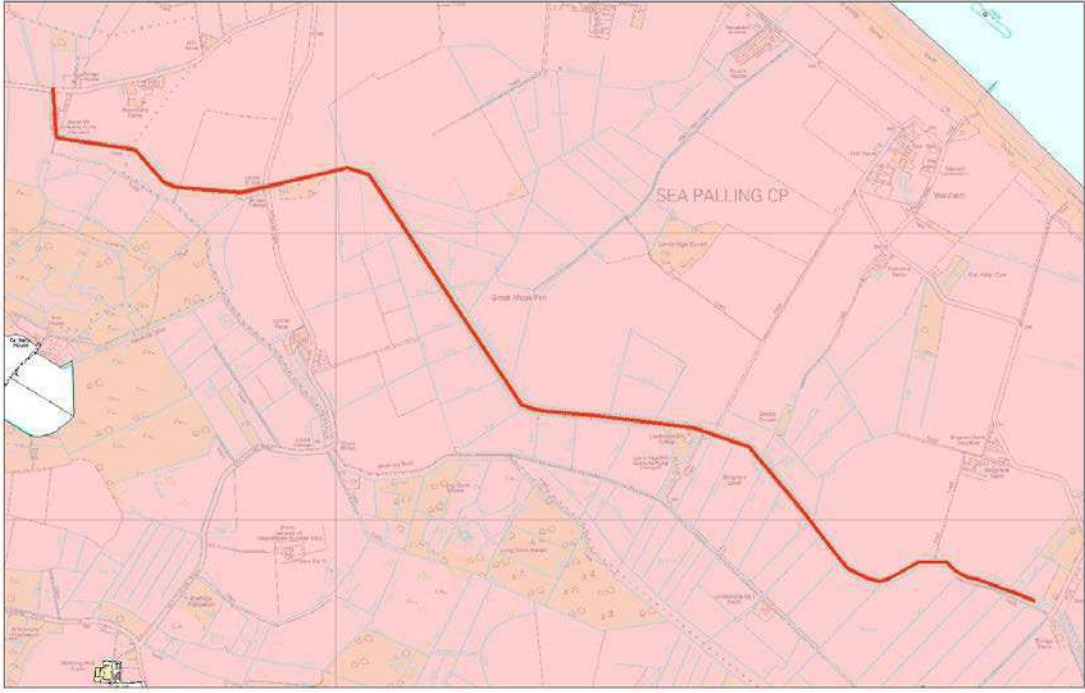
<p>Main River</p>	<p>River Whitewater (9.4 km, TG0415723197 to TG1083318690)</p>
<p>Proposal</p>	<p>The Environment Agency proposes to transfer the powers to maintain and regulate the River Whitewater from the Environment Agency to Norfolk Rivers Internal Drainage Board or Norfolk County Council. This will result in the upper 4.4 km of the watercourse being removed from the statutory Main River map and re-designated as an ordinary watercourse.</p> <p><b>The section of watercourse within the IDB boundary is 7.8km. The section of watercourse outside the IDB boundary is 0.05km (Broadland District Council area) and 1.5km (Breckland District Council area).</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (7.8km) the permissive powers to maintain and regulate will be transferred to the Norfolk Rivers Internal Drainage Board. Outside the IDB boundary (0.05m and 1.5km) the permissive powers to maintain the watercourse will transfer to Broadland District Council and Breckland District Council.</li> <li>Outside the IDB boundary (0.05m and 1.5km) the powers to regulate the watercourse will transfer to Norfolk County Council.</li> </ul>
<p>Flood risk</p>	<p>The River Whitewater falls within the River Whitewater low consequence system. There are no properties at high risk of fluvial flooding (Flood Zone 3) and one property at medium risk of fluvial flooding (Flood Zone 2). There are no known flood risk assets on this watercourse.</p>
<p>Location</p>	 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f8d7da; border: 1px solid #c3e6cb; margin-right: 5px;"></span> Norfolk IDBs</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> River Whitewater demarcation stretch</li> </ul>

<p><b>Main River</b></p>	<p>River Hun (6.9 km NGR TF6894042306 - NGR TF7270145939).</p>
<p><b>Proposal</b></p>	<p>The Environment Agency proposes to transfer the powers to manage and regulate the River Hun from the Environment Agency to Norfolk County Council and/or the Borough Council of Kings Lynn and West Norfolk and Norfolk Rivers Internal Drainage Board (IDB).</p> <p>This will result in the entire 7.0 km stretch of the watercourse being deleted from the statutory Main River map and designated as ordinary watercourse.</p> <p><b>The section of watercourse within the Internal Drainage Board boundary is 4.4 km. The section of watercourse outside the IDB boundary is 2.4 km.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (4.4km) the permissive powers to maintain and regulate will be transferred to the Norfolk Rivers Internal Drainage Board.</li> <li>▪ Outside the IDB boundary (2.4km) the permissive powers to maintain the watercourse will transfer to the Borough Council of Kings Lynn and West Norfolk</li> <li>▪ Outside the IDB boundary (2.4km) the powers to regulate the watercourse will transfer to Norfolk County Council.</li> </ul>
<p><b>Flood risk</b></p>	<p>There are 0 properties at medium risk of fluvial flooding and 0 properties at high risk of fluvial flooding along the River Hun. There are no assets in place to provide protection from fluvial flooding.</p> <p>Many properties in the area are at risk of tidal flooding due to their proximity to the coast. The area is protected by coastal defences, including an outfall with tidal flap and penstock on the Hun, preventing tidal changes in river water levels. This asset is integral to coastal defence, and therefore will remain the responsibility of the Environment Agency.</p>
<p><b>Location</b></p>	 <p>Legend</p> <ul style="list-style-type: none"> <li>■ Norfolk IDBs/IDBs</li> <li>— River Hun demarcation stretch</li> </ul>

<p><b>Main River</b></p>	<p>River Blackwater (12.6km NGR TF9506806717 - NGR TG0477506170).</p>
<p><b>Proposal</b></p>	<p>The Environment Agency proposes to transfer the powers to manage and regulate the River Blackwater from the Environment Agency to Norfolk County Council and Breckland District Council. This will result in the entire 12.7 km stretch of the watercourse being deleted from the statutory Main River map and designated as ordinary watercourse.</p> <p><b>The section of watercourse within the Internal Drainage Board boundary is 0.3km. The section of watercourse outside the IDB boundary is 12.3 km.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (0.3km) the permissive powers to maintain and regulate will be transferred to the Norfolk Rivers Internal Drainage Board.</li> <li>▪ Outside the IDB boundary (12.3km) the permissive powers to maintain the watercourse will transfer to the Breckland District Council</li> <li>▪ Outside the IDB boundary (12.3km) the powers to regulate the watercourse will transfer to Norfolk County Council.</li> </ul>
<p><b>Flood risk</b></p>	<p>There are 2 properties within the high risk of fluvial flooding and 3 properties within the medium risk of fluvial flooding.</p>
<p><b>Location</b></p>	

<p><b>Main River</b></p>	<p>Wendling Beck (20.2 km NGR TF 89643 13422 - NGR TG 00525 20059).</p>
<p><b>Proposal</b></p>	<p>The Environment Agency proposes to transfer the powers to manage and regulate the Wendling Beck from the Environment Agency to Norfolk County Council, Breckland District Council and Norfolk Rivers Internal Drainage Board (IDB).</p> <p>Additionally, it is proposed that management of the weir and control gate at Gressenhall Mill will be transferred from the Environment Agency to Norfolk Rivers IDB. This will result in the entire 20.2 km stretch of the watercourse being deleted from the statutory Main River map and designated as ordinary watercourse.</p> <p><b>The section of watercourse within the IDB boundary is 15.8km. The section of watercourse outside the IDB boundary is 4.3 km.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (15.8km) the permissive powers to maintain and regulate will be transferred to the Norfolk Rivers Internal Drainage Board.</li> <li>▪ Outside the IDB boundary (4.3 km) the permissive powers to maintain the watercourse will transfer to the Breckland District Council</li> <li>▪ Outside the IDB boundary (4.3 km) the powers to regulate the watercourse will transfer to Norfolk County Council.</li> </ul>
<p><b>Flood risk</b></p>	<p>There are 7 properties at medium risk of fluvial flooding and 23 properties at high risk of fluvial flooding along the Wendling Beck. The majority of the properties at risk are located towards the downstream end of the reach in Worthing. There are additional properties at risk of flooding along ordinary watercourses that flow into the Wendling Beck. These properties are not protected by any flood defence assets.</p>
<p><b>Location</b></p>	 <p>The map shows the Wendling Beck watercourse highlighted in red, flowing from the west towards the east. Key locations marked include Mileham, Beeston, Longham, Gressenhall, Beetley, and Worthing. The map also shows various roads, fields, and other geographical features. A legend at the bottom left identifies the pink shaded areas as Norfolk IDBs (Internal Drainage Boards) and the red line as the Wendling Beck demarcation stretch.</p>

<p><b>Main River</b></p>	<p>River Stiffkey (10.9km NGR TF 98179 32077 - TF 91838 33981).</p>
<p><b>Proposal</b></p>	<p>The Environment Agency proposes to transfer the management and regulation of the River Stiffkey from the Environment Agency to Norfolk County Council and/or North Norfolk district Council and Norfolk Rivers Internal Drainage Board (IDB), part of the Water Management Alliance group of IDBs. This will result in a 10.9 km stretch of the uppermost watercourse being deleted from the statutory Main River map and designated as ordinary watercourse.</p> <p><b>The section of watercourse within the IDB boundary is 5.7 km. The section of watercourse outside the IDB boundary is 5.25 km.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (5.7km) the permissive powers to maintain and regulate will be transferred to the Norfolk Rivers Internal Drainage Board.</li> <li>▪ Outside the IDB boundary (5.2 km) the permissive powers to maintain the watercourse will transfer to the Breckland District Council</li> <li>▪ Outside the IDB boundary (5.2 km) the powers to regulate the watercourse will transfer to Norfolk County Council.</li> </ul>
<p><b>Flood risk</b></p>	<p>There are 0 properties at high risk fluvial flooding along the River Stiffkey and 11 properties at medium risk of fluvial flooding. The majority of these properties are located in East Barsham around the downstream end of the reach to be de-mained. There are several additional properties at risk of fluvial flooding immediately downstream of the reach to be de-mained. These properties are not protected by any flood defence assets.</p>
<p><b>Location</b></p>	 <p>The map shows the River Stiffkey flowing through the area. A red line highlights the section of the river to be de-mained, which is approximately 10.9 km long. The map also shows the boundaries of Norfolk Internal Drainage Boards (IDBs) in pink. Key locations marked include Great Snoring CP, Little Snoring CP, and Kettlestone CP. The legend indicates that the red line represents the 'River Stiffkey de-maintenance stretch' and the pink shaded areas represent 'Norfolk IDBs'.</p>

<b>Main River</b>	Waxham Cut (4.3km NGR TG4101826504 - TG4443024717)
<b>Proposal</b>	<p>The Environment Agency proposes to transfer the powers to maintain and regulate the Waxham Cut from the Environment Agency to Broads Internal Drainage Board IDB.</p> <p>This will result in a 4.4 km stretch of the upper section of the watercourse being removed from the statutory Main River map and re-designated as an ordinary watercourse.</p> <p><b>The entirety of the Waxham Cut falls within the Broads IDB District.</b></p> <p>The new responsibilities will be as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the IDB boundary (4.4km) the permissive powers to maintain and regulate will be transferred to the Broads Internal Drainage Board.</li> </ul>
<b>Flood risk</b>	There are no properties at medium or high risk of river flooding along this stretch of the watercourse.
<b>Location</b>	 <p>The map displays a network of watercourses and land parcels. A prominent red line traces the path of the Waxham Cut demarcation stretch. The area is shaded in light pink, indicating it is within the Norfolk IDBs IDBs. Key locations labeled include 'SEA PALLING CP' and 'Great Wood Fen'. A legend in the bottom left corner provides context for the map's features.</p>

# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Norwich Depot Hub – Next Steps</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> A replacement recycling centre is required in the Norwich area from September 2021, the key driver behind the Norwich Depot Hub project.	

## Executive summary

A business case was prepared for a joint depot hub to include a household waste recycling centre, highways depot and Broadland District Council waste and street cleansing depot.

Co-locating these services could deliver benefits, however, the capital investment required combined with current discussion on future service strategy, means progressing a joint highways and waste services depot at this time is not feasible.

A replacement recycling centre for Norwich is required by September 2021, as this is when the contract for Mile Cross Recycling Centre ends and because the County Council does not own the Mile Cross site. Early consultation with residents on a replacement recycling centre is planned for summer 2018 and discussions on a suitable location for a replacement site are continuing.

### Recommendations:

- 1. Agree that the depot hub scheme is not taken forward at this time but that work continues on securing a suitable replacement site for a recycling centre.**
- 2. Agree that the member task and finish group established to oversee the depot hub project will now focus on overseeing the process to secure a suitable site for the delivery of the replacement recycling centre.**

## 1. Business Case Update

- 1.1. A business case has been developed for a joint depot hub on land near Norwich Airport. A summary of this is included as Appendix A. The scheme considered new facilities for the County Council and Broadland District Council to operate statutory functions including waste collection, street cleansing, provision of a recycling centre and highway maintenance.
- 1.2. At this stage it is not possible to demonstrate that revenue savings would be delivered for either the highways or district depot elements to offset the required capital investment. A revenue saving is expected to be delivered for the replacement recycling centre through improvements in recycling and diversion of waste.
- 1.3. Following the development of the business case senior officers at the County Council and Broadland District Council recommend that the depot hub is not



taken forward due to the identified issues and the high costs of development compared to the current arrangements.

- 1.4. There is still a need to deliver a replacement recycling centre for Norwich by September 2021 as this is when the contract for Mile Cross Recycling Centre ends and because the County Council does not own the Mile Cross site. Discussions are ongoing regarding a preferred site at Norwich Airport and further work is underway on alternative locations outlined in section 2.
- 1.5. It is recommended that the member task and finish group established to oversee the depot hub project will now focus on overseeing the process to secure a suitable site for the delivery of the replacement recycling centre.

## **2. Recycling Centre Provision**

- 2.1. The need to deliver a replacement recycling centre for Norwich by September 2021 means that alternative sites are being considered.

Reviews of available sites have been carried out by NPS and have considered a number of sites against criteria including size and location of plot, access and proximity to residential property.

- 2.2. Further investigations and detailed discussion with relevant stakeholders on available sites will be carried out. This will confirm suitability and deliverability within the programme should discussions not progress further on any preferred location.
- 2.3. A decision on the final site selection is expected to be needed by the end of 2018 to allow time for design, planning, permitting and construction by September 2021.

## **3. Communications and Consultation**

- 3.1. The first stage of public consultation is planned for June 2018. The consultation will seek views on what would be important on a new site. Further consultation on the proposed site design and location will be undertaken in late 2019, subject to securing an appropriate site.
- 3.2. The consultation will be supported by a communications plan including information on the Norfolk County Council website and social media.

## **4. Financial Implications**

- 4.1. A bid as part of the One Public Estate programme for £95,000 towards feasibility and design work was unsuccessful. The initial feasibility study was funded by the partners and work on later phases identified as part of the One Public Estate project will not be undertaken at this time. Future design and planning work on the recycling centre will be funded through the existing waste budget.
- 4.2. £2.75m capital funding has been allocated for a recycling centre in the 2018/19 capital programme.

## **5. Issues, risks and innovation**

- 5.1. Key risks for the delivery of a recycling centre facility for Norwich from 2021 include securing land for development, obtaining planning consent and constructing the facility before the expiry of the current contract.
- 5.2. Failure to deliver a replacement recycling centre for Norwich could result in reputational damage to the County Council and compromise its ability to provide an efficient service in line with its statutory responsibility as a Waste Disposal Authority. All alternative sites are being considered to minimise this risk.

## 6. Background

### 6.1. Background Papers:

- [EDT Committee November 2017 – Norwich Depot Hub Project Initiation](#)

### 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:

**Officer name :** David Allfrey **Tel No. :** 223292

**Email address :** David.allfrey@norfolk.gov.uk

**Officer name :** Nicola Young **Tel No. :** 224439

**Email address :** Nicola.young2@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.

## Norwich Depot Hub Business Case Summary - April 2018

### 1. Summary

- 1.1 A new household waste recycling centre for Norwich is needed by September 2021 when the existing contract for Mile Cross Recycling Centre ends. This necessity has brought forward the potential to integrate a number of depot related properties around the Norwich area covering a range of services including highway maintenance, fleet, vehicle storage and strategic salt store. A business case has been prepared to look at the feasibility and cost of such a development alongside the benefits and risks.
- 1.2 A preferred site has been identified accessed via the Norwich Northern Distributor Road on land at Norwich Airport. The site is located on the boundary of Norwich City and Broadland District Council. Discussions have been held with Norwich Airport and officers at both Norwich City Council and Broadland District Council throughout the preparation of the business case.
- 1.3 Following the development of the full business case, senior officers at Norfolk County Council and Broadland District Council recommend not to pursue the depot hub at this time. This is due to the high costs of development compared to the current depot costs and the current discussions on future service arrangements.
- 1.4 A solution for the household waste recycling centre must still be pursued with a decision on a site required by the end of 2018 and alternative options will continue to be fully explored.

### 2. Statement of Need

- 2.1 The project proposal addresses a number of service needs for both Norfolk County Council and Broadland District Council, including:
  - A replacement recycling centre for Norwich at the end of the current contract for the existing Mile Cross site, required to prevent breach of planning and permitting at alternative sites, prevent reputational damage and provide a site for Norfolk's largest centre of population.
  - Provision of fit for the future depot facilities as a base for the County Council and District Council to operate statutory functions from including waste collection, street cleansing, waste disposal and highway maintenance.
  - Provision of a salt barn from the end of the current PFI contract from 2020 to replace existing facilities at Aylsham and Swaffham to cover north and east Norfolk.
  - Provision of depots in appropriate locations away from residential housing and well connected to the existing road network to allow efficient operation.

- Address forecast housing growth to the north east of Norwich through provision of a new recycling centre and larger depot to accommodate additional service vehicles needed for kerbside waste and recycling collections.

### 3. Benefits of a Co-located Depot Hub

- 3.1 Co-location of a joint depot and recycling centre through a strategically located hub for delivery of statutory services could bring many benefits. These include developing improved facilities whilst sharing the costs, locating vehicle based services at a site well connected to the road network and away from residential property and replacing three existing sites with one new hub. Additionally it would allow the existing facilities to be replaced with new, modern sites improving standards and the opportunity to include new technology, such as electric vehicles.

### 4. Finance

- 4.1 An estimate of the capital investment required for the depot hub has been carried out as part of the feasibility work. Some of the significant costs associated with the development of a depot include a workshop and a salt store. Currently the site has no access road or utilities and provision of these will need to be included in land negotiations. Whilst the cost of construction would be off-set by some one-off savings, the value of existing depot sites at Frettenham and Aylsham is lower than initially anticipated and would not significantly contribute to offsetting the capital investment required to develop a new depot facility.

### 5. Key Issues and Associated Risks

- 5.1 There are some significant issues identified with progressing a depot hub scheme. Proceeding with development of a new depot at the current time, whilst these elements of work are still being investigated and reviewed, would be a financial risk to the authority. If either the highways or district depot remain in their current location at this stage but require relocation at a later date, there will be a lost opportunity for the sharing of facilities and development costs.
- 5.2 Future changes to the way the authorities operate current services could impact depot requirements and occur for a number of reasons including legislative change, fiscal measures, procurement, financial constraints and administrative or political change.
- 5.3 There is a risk around deliverability of the full depot solution and the need to provide a recycling centre by 2021 including securing the land. A deal on land purchase will be based on commercial values and an agreement would need to be reached should the depot hub be taken forward.

# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Finance monitoring</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> This report provides the Committee with information on the outturn position for services reporting to Environment, Development and Transport Committee for 2017-18. It provides information on the revenue budget including any over or underspends. It also provides an update on the use of reserves and the details of the capital programme.	

## Executive summary

The services reporting to this Committee are delivered by Community and Environmental Services.

The 2017-18 net revenue budget for this committee is £103.999m and this report reflects the out-turn position for 2017/18.

The total capital programme relating to this committee is £146.266m, with £138.227m currently profiled to be spent in 2017-18. Details of the capital programme are shown in section 3 of this report.

The balance of EDT Committee reserves as of 1 April 2017 was £26.725m and the balance at March 2018 is £27.016m

### Recommendations:

Members are recommended to note:

- a) **The note out-turn position for the Environment, Development and Transport Committee revenue budget**
- b) **The Capital programme for this Committee.**
- c) **The actual use of the reserves and the balance of carried forward at the end of March 2018.**

## 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 are considered.
- 1.2. This report reflects the budgets and out-turn position for the financial year ending 2017/18.

## 2. Evidence

- 2.1. The services reporting to this Committee are delivered by Community and Environmental Services which also manage services reporting to Communities Committee, Digital and Innovation Committee and Business and Property Committee.
- 2.2. The 2017-18 NET revenue budget for this committee is £103.999m, the services reporting to this committee delivered a net underspend of £0.318m, 0.3% of the net budget.

<b>Table 1: Environment, Development &amp; Transport NET revenue budget 2017-18</b>				
	2017-18 Budget	Actuals outturn	Out-turn variance	Prior period Forecast Variance
	£m	£m	£m	£m
Business Support and development	1.641	1.551	(0.090)	0.000
Culture and Heritage – Environment	1.594	1.593	(0.001)	0.000
<b>Highways</b>				
Flood and Water management	0.435	0.303	(0.132)	0.000
Highways Operations	14.722	14.856	0.135	(0.096)
ITS management	0.049	0.010	(0.039)	(0.020)
Major projects	0.357	0.325	(0.031)	0.000
Highways Network	0.869	0.782	(0.086)	0.000
Highways depreciation	28.765	28.765	0.000	0.000
<b>Total highways</b>	<b>45.195</b>	<b>45.042</b>	<b>(0.153)</b>	<b>(0.116)</b>
<b>Planning and Economy</b>				
Residual Waste	23.104	22.928	(0.175)	(0.180)
Waste and Energy	17.123	17.000	(0.122)	(0.147)
Infrastructure and Economic Growth	0.564	0.564	0.000	0.000
Travel and Transport Services	14.368	14.558	0.190	0.126
Planning Service	0.410	0.444	0.034	0.083
<b>Total Planning and Economy</b>	<b>55.569</b>	<b>55.495</b>	<b>(0.074)</b>	<b>(0.118)</b>
	<b>103.999</b>	<b>103.681</b>	<b>(0.318)</b>	<b>(0.233)</b>

- 2.3. Table 1 above reflects the services net revenue budget and therefore the actuals to date are affected by patterns of income and expenditure.

<b>Table 2 – Gross Budgets</b>			
	Current year budget	Actuals	
	£m	£m	
Expenditure	190.435	193.697	
Income	(86.436)	(90.016)	
<b>Net</b>	<b>103.999</b>	<b>103.681</b>	

- 2.4. The variance on Gross budgets relates mainly to the additional work delivered in highways including the additional cost winter maintenance.

#### Summary of Key variances

<b>Service Area</b>	<b>Outturn variance</b>	<b>Prior period Forecast Variance</b>	<b>Narrative</b>
	<b>£m</b>	<b>£m</b>	
Business Support and Development	(0.090)		Underspend due to the management of vacancies
Culture and Heritage - Environment	(0.001)		Underspend on staff costs
<b>Highways Operations</b>			
Fast lane training	(0.058)	(0.038)	Underspend due to reduced staff costs
Highways Lab	(0.089)	(0.035)	Underspend due to additional income
Highways Technicians	(0.063)	(0.063)	Underspend through management of vacancies
ITS	0.164	0.215	Overspend due to delay in delivery of planned savings (EDT028 – Intelligent transport systems – new technology and models), offset by reduced energy costs of traffic signals.
Programme management	(0.025)	(0.025)	Underspend through management of vacancies
Programme management	(0.012)	(0.012)	Underspend the management of Overheads
Winter Maintenance	0.296		Net additional cost of winter maintenance after use of winter maintenance reserve.
Street lighting	(0.018)	(0.018)	Underspend through management of vacancies
Highways Design	(0.060)	(0.119)	Underspend through management of vacancies within the design teams
<b>Subtotal Highways Operations</b>	<b>0.135</b>	<b>(0.095)</b>	<b>Net position</b>
ITS management	(0.039)	(0.020)	Underspend due to the reduced cost of maintaining traffic signals
Flood and Water management	(0.132)		Underspend on staff costs and additional grant income.
Major Projects	(0.031)		Underspend due to additional income

			from charges to capital schemes.
Highways network	(0.086)		Underspend due to additional income
<b>Total Highways</b>	<b>(0.153)</b>	<b>(0.115)</b>	<b>Forecast net underspend</b>
<b>Planning and Economy</b>			
Residual Waste	(0.175m)	(0.180)	Underspend based on reduced waste volumes
Energy and efficiency and waste teams	(0.063)		Underspend on staff costs
Recycling Credits	0.056	(0.156)	Overspend due to under accrual of 2016/17 tonnages leading to greater costs in 2017/18
Household waste recycling centres	(0.248)	(0.110)	Underspend due to operational savings and additional income due to high commodity prices.
Closed landfill sites	0.133m	0.119	Overspend due to income being forecast lower than the budget.
Concessionary Fares	0.083	0.093	Overspend due to additional costs of re-issuing passes.
Transport Services	(0.022)		Underspend on staff costs
Transport	0.025		Additional cost of supporting the LEP transport Studies
Travel plans	0.014		Additional costs to support the development of travel plans
Public Transport interchanges	0.090	0.033	Overspend due to additional maintenance costs of Cromer and Thetford Bus stations.
Planning services	0.034	0.083	Overspend due to additional staff costs and income being forecast lower than the budget.
<b>Total Planning and Economy</b>	<b>(0.074)</b>	<b>(0.118)</b>	<b>net underspend planning services.</b>
<b>Net Underspend</b>	<b>(0.318)</b>	<b>(0.233)</b>	

- 2.5. The total capital budget for the services reporting to this committee is £146.266m, with £137.228m profiled for delivery in 2017-18.

	2017-18 Budget £m	2018-19 Budget £m	2019-20+ Budget £m	Total Programme £m	Actuals 2017-18 £m	Variance 2017/18
Highways	137.902	1.900	1.700	141.502	137.902	0.000



Waste management	0.162	4.014	0.075	4.251	0.162	0.000
Other programmes	0.162	0.350		0.512	0.126	(0.036)
<b>Total Programme</b>	<b>138.227</b>	<b>6.264</b>	<b>1.775</b>	<b>146.266</b>	<b>138.191</b>	<b>(0.036)</b>

The underspend on the Other Programmes relates to the Clean Bus Technology project in Transport. This is a timing issue and will be rolled forward to meet commitments in 2018/19.

### 3. Reserves 2017-18

- 3.1. The reserves relating to this committee are generally held for special purposes or to fund expenditure that has been delayed, and in many cases relate to external grants and contributions. They can be held for a specific purpose, for example where money is set aside to replace equipment of undertake repairs on a rolling cycle, which help smooth the impact of funding.
- 3.2. A number of the reserve balances relate to external funding where the conditions of the grant are not limited to one financial year and often are for projects where the costs fall in more than one financial year.
- 3.3. Services continue to review the use of reserves to ensure that the original reasons for holding the reserves are still valid.
- 3.4. The balance of unspent grants and reserves as at 1<sup>st</sup> April 2017 stood at £26.725m
- 3.5. Table 4 below shows the balance of reserves held and the current actual usage for 2017-18.

3.6. Table 4: Environment, Development and Transport reserves

	Balance at 1 April 2017	Balance 31 March 2018	Net change	Previous Forecast Change
	£m	£m	£m	
Culture and Heritage - Environment	0.400	0.283	(0.116)	(0.135)
Business Support and Development	0.085	0.180	0.095	0.231
Highways	10.894	10.272	(0.622)	(0.740)
Planning and Economy	15.347	16.281	0.934	(0.971)
<b>Total</b>	<b>26.725</b>	<b>27.016</b>	<b>0.291</b>	<b>(1.480)</b>

### 3.7. Reserves Movements

Culture and Heritage – Environment	(0.116)	Draw down of funding to support project expenditure. Reserves held to support externally funded projects where the conditions of the funding are not specified to one financial year. Draw down of funding to support project expenditure.
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Business support and development	0.095	Consolidation of departmental ICT reserves now managed at a departmental level.
Highways	(0.355)	Use of winter maintenance reserve to meet the exceptional costs of dealing with Winter Maintenance.
	0.790	Additional Commuted sums contribution
	(0.102)	Transfer of IT funds to Business support and development as now managed at a departmental level
	(0.240)	Use of Street Lighting PFI reserve to fund PFI costs and investment in LED project.
	(0.568)	Release of match funding for capital schemes.
Planning and Economy	1.284	Increase in the closed landfill site provision
	(0.168)	Draw down of funding to support project expenditure. Reserves held to support externally funded projects where the conditions of the funding are not specified to one financial year. Draw down of funding to support project expenditure.

#### 4. Financial Implications

- 4.1. There are no decisions arising from this report and all relevant financial implications are set out in this report

#### 5. Issues, risks and innovation

- 5.1. This report provides financial performance information on a wide range of services in respect of this committee.

#### 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:

Officer name : Andrew Skiggs

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# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Forward Plan and decisions taken under delegated authority</b>
<b>Date of meeting:</b>	<b>18 May 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> Providing regular information about key service issues and activities supports the Council's transparency agenda and enables Members to keep updated on services within their remit. It is important that there is transparency in decision making processes to enable Members and the public to hold the Council to account.	

## Executive summary

This report sets out the Forward Plan for EDT 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 17 April) 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 (or his team), within the Terms of Reference of this Committee. There are two relevant delegated decisions to report to this meeting.

### Recommendations:

Members are recommended to:

- 1. Review the Forward Plan at Appendix A and identify any additions, deletions or changes to reflect key issues and priorities the Committee wishes to consider.**
- 2. Note the delegated decisions set out in section 2 of the report.**

## 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 communities issues in Norfolk.
- 1.2. The current version of the Forward Plan (as at 17 April) 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. 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 two relevant delegated decisions to report for this meeting.

2.2. **Subject: Traffic Regulation Order: Great Yarmouth Seafront Parking Amendments**

Decision: To approve the Order, as advertised. The changes amend the existing Traffic Regulation Orders along north Drive and Marine Parade to:-

- Enable virtual payment options, including 'pay by phone' in the residents' parking zones
- Enable 'pay by phone' options in the Pay and Display bays on the seafront
- Amend the period of operation of the Pay and Display bays in the central area of the seafront (Marine Parade) to operate all year (rather than seasonal)

In addition, some changes will be made to help tackle anti-social behaviour in the area:-

- Increasing the time duration for the overnight waiting restrictions in the parking bays on South Beach Parade
- Introducing parking restrictions to the Eastern footway, between Main Cross Road to the south and King's Road in the north.

A public consultation was carried out and six objections were received.

Taken by: Executive Director in consultation with the Committee Chair and Vice Chair

*Note that there is no delegated power for officers to approve Traffic Regulation Orders where objections are received. The decision to approve this Order was taken under the urgent business procedure.*

Taken on: 16 April 2018

Contact for further Dave Stephens, Team Manager Network Safety and Sustainability

Information: Email [dave.stephens@norfolk.gov.uk](mailto:dave.stephens@norfolk.gov.uk)  
Phone 0344 800 8020

2.3. **Subject: Government consultation on proposals for the creation of a Major Road Network**

Decision: To respond to the consultation.

A copy of the consultation response can be made available to Members.

Taken by: Executive Director in consultation with the Committee  
Chair, Vice Chair and Local Member

Taken on: 5 April 2018

Contact for further Information: David Cumming, Interim Team Leader Transport  
Email [david.cumming@norfolk.gov.uk](mailto:david.cumming@norfolk.gov.uk)  
Phone 0344 800 8020

### **3. Evidence**

3.1. As set out in the report and appendices.

### **4. Financial Implications**

4.1. There are no financial implications arising from this report.

### **5. Issues, risks and innovation**

5.1. There are no other relevant implications to be considered by Members.

### **6. Background**

6.1. N/A

### **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:

**Officer name :** Sarah Rhoden **Tel No. :** 01603 222867

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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
<b>Meeting: Friday 6 July 2018</b>			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	None	To receive feedback	Members
Highway Asset Performance		Review and comment on the highway asset performance report against the performance and asset management strategy. To consider whether any changes are required.	Assistant Director Highways (Nick Tupper)
Commercialisation of Highways Services	Communities Committee - Highways services include providing a fleet service to Fire and Rescue'	To consider a Business Plan from Norse (NPS) to ascertain whether delivery of traded highway services is financially viable through a Joint Venture with Norse	Assistant Director, Highways (Nick Tupper)
Performance management	None	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin Goreham)
Hardings Way South Traffic Order	None	King's Lynn and West Norfolk Borough Council (KLWNBC) applied for, and were consented, a planning application to provide three new access to serve development at the southern end of Hardings Way. As a TRO is required as part of the planning permission, Norfolk	Assistant Director, Highways (Nick Tupper) /Interim Highway Design & Development Manager (Paul Donnachie)

# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
		County Council (NCC) must be involved in their capacity as Traffic Authority. This report updates members on progress in view of objections, and seeks approval to proceed	
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) / Risk Management Officer (Thomas Osborne)
Finance monitoring	None	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
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	Head of Support and Development (Sarah Rhoden)
<b>Meeting: Friday 7 September 2018</b>			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	None	To receive feedback	Members
Statement of Community Involvement for the Norfolk Minerals and Waste Local Plan	No	Agree the revised updates to the document	Head of Planning (Nick Johnson)

# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
Finance monitoring	None	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
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	Head of Support and Development (Sarah Rhoden)
<b>Meeting: Friday 12 October 2018</b>			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	None	To receive feedback	Members
Annual review of the Enforcement Policy	Communities Committee is also asked to confirm the CES Enforcement Policy meets the requirements of Communities services  Policy & Resources Committee is the approval body for the policy	To confirm the revised CES Enforcement Policy and its annex documents meet the requirements of Communities services, prior to consideration by Policy & Resources committee.	Head of Trading Standards (Sophie Leney)
Performance management	None	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin



# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
			Goreham)
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) / Risk Management Officer (Thomas Osborne)
Finance monitoring	None	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
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	Head of Support and Development (Sarah Rhoden)
<b>Meeting: Friday 9 November 2018</b>			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	None	To receive feedback	Members
Waste services	None	To agree the preferred site for a Norwich Recycling Centre beyond 2021. To identify a preferred approach to funding district recycling and waste reduction activities. To consider whether to extend existing waste arrangements from 2020 to 2021.	Head of Waste (Joel Hull)
Finance monitoring	None	To review the service's financial position	Finance Business Partner

## Forward Plan for EDT Committee

Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
		in relation to the revenue budget, capital programme and level of reserves.	(Andrew Skiggs)
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	Head of Support and Development (Sarah Rhoden)

Regular items	Frequency	Requested committee action (if known)	Lead officer
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	Head of Support and Development (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) / Risk Management Officer (Thomas Osborne)
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)
Highway Asset Performance	Annually – July	Review and comment on the highway asset performance report against the performance and asset management	Assistant Director (Nick Tupper)

# Forward Plan for EDT Committee

Appendix A

Regular items	Frequency	Requested committee action (if known)	Lead officer
		strategy. To consider whether any changes are required.	
Highway capital programme and Transport Asset Management Plan (TAMP)	Annually - January	To approve the highways capital programme/funding, and any proposed changes to the Transport Asset Management Plan.	Assistant Director (Nick Tupper)
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on	Every meeting	To receive feedback	Members