

Environment, Development and Transport Committee

**Minutes of the Meeting held on Friday, 18 May 2018 at
10am in the Edwards Room, County Hall**

Present:

Mr M Wilby - Chairman

Mr M Castle

Mr S Clancy (Vice-Chairman)

Mr P Duigan

Mr T East

Mr C Foulger

Mr A Grant

Mr T Jermy

Ms J Oliver

Mr T Smith

Mrs C Walker

Mr A White

1. Apologies and Substitutions

1.1 There were no apologies received for the meeting. Mr S Eyre was absent.

2. Minutes

2.1 The minutes of the meeting held on 16 March 2018 were agreed as an accurate record and signed by the chairman.

2.2 In reference to the point at paragraph 16.2.2 of the minutes, Mr T East confirmed this meeting would be held on 20 July 2018 at 10am in the Cranworth Room, County Hall.

3. Members to Declare any Interests

3.1 No interests were declared.

4. Urgent Business

4.1 The Chairman and Committee passed on their congratulations to the Norwich Area Drainage Team for winning the East Anglian Area CIHT project of the year award 2018. The winning £10m project included securing funding through the Department of Transport challenge fund to complete 10 miles of drainage over 3 years to reduce flooding. The scheme and the team were judged on innovation, sustainability and collaboration.

5. Public Questions

5.1 One public question was received and the answer circulated; see Appendix A.

5.2 Mrs Leggett asked a supplementary question; she was concerned by the response to her question as she had received a note from a senior officer that White Woman Lane was not suitable for HGVs and not commonly used by them. With additional road

work in the area she felt it was likely that HGV use on this road would increase and she asked Norfolk County Council to reconsider, at least until the East West route was complete. The Chairman asked Mrs Leggett to liaise with the Assistant Director of Highways.

6. Member Questions

- 6.1 Five Member questions and two supplementary questions were received, and the answers circulated; see Appendix A.
- 6.2 Cllr Eagle was pleased with his response and felt this was a positive way forward. The Chairman also noted the improvements made to Scole bypass.
- 6.3 The Deputy Leader asked a supplementary question; for the parishes in her division and anyone who used the A140 to cross East to West, the Hempnall roundabout was hugely welcomed; the Deputy Leader was keen to ensure that nothing would hinder the development and asked for clarification on whether the answer to her substantive question was “yes”. The Chairman confirmed it was and he also wanted to see the work completed as soon as possible.
- 6.4 Cllr Vincent asked a supplementary question: she was seeking more robust support than advisory signs; HGVs did not usually use White Woman Lane and had been using Spixworth Road although advised not to. She said this would continue until the junction had been reengineered, causing a risk. The Chairman asked Cllr Vincent to liaise with the Assistant Director of Highways

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

- 7.1 Mr Foulger gave an update on:
- The Broadland Northway (previously Norwich Distributor Road, NDR) Member Working Group:**
- progress on the pilot phase had been delayed however it was now open
 - feedback had highlighted improved journey times and there had been positive coverage in the EDP (Eastern Daily Press)
 - some small work remained to be completed by mid-June 2018
 - the team were looking into concerns raised about roundabout operations; all roundabouts were designed to current standards
 - there was pressure on the construction budget and issues were being resolved with the contractor at this stage; the team did not envisage exceeding the £205m budget
- The Third River Crossing Member Working Group:**
- 4 bidders were engaged in the procurement process
 - the Group had attended a visit of the site, surrounding ports and bridges
 - the programme was on track for the completion date of January 2023
 - a meeting by the project team held with local people and businesses highlighted a need to meet with Saffron Housing; the statutory process would be held in summer 2018
- 7.2 Mr Clancy updated members on the Norwich Western Link Member Working Group, which is shown at Appendix B.

8. Appointments to internal and external bodies

- 8.1 The Committee reviewed the appointments to internal and external bodies and Champions positions set out in Appendix A of the report.
- 8.2 In addition to the appointments outlined in Appendix A of the report:
- The Chairman proposed:
 - Mr T White for the Norfolk Flood Water Strategic Forum
 - Mr S Clancy for the Norfolk Strategic Planning Forum
 - Mr A Jamieson at the Cycling and Walking Champion
 - Mrs C Walker requested to come off the Regional Flood and Coastal Committee as substitute representative; Mr T Jermy was proposed for the position.
- 8.3.1 The Committee **AGREED** the appointments outlined in Appendix A of the report and **AGREED** the proposals outlined in paragraph 8.2 above.
- 8.3.2 Please see Appendix C of the minutes for detail of appointments made to internal and external bodies and Champions positions.

9. A140 Long Stratton: Hempnall Crossroads Junction Improvement

- 9.1.1 The Committee received the report outlining proposals for a roundabout to replace the existing crossroads, locally known as 'Hempnall Crossroads' at the junction of the A140 / B1527 Hempnall Road / C497 Bungay Road.
- 9.1.2 The Project Engineer (Major Projects) updated Members that Officers were engaged in discussions with Tarmac to start the project in Autumn 2019 or earlier if possible.
- 9.1.3 In response to concerns about proposed lighting at the roundabout, the Project Engineer (Major Projects) clarified that there was already street lighting at this location and removing this could increase the accident risk at what was already a high accident site. One objective of the scheme was to reduce accident risk at the site.
- 9.2.1 It was pointed out that there had been few responses from local businesses. The Assistant Director of Highways **agreed** to look at what further could be done outside of the statutory consultation process.
- 9.2.2 A breakdown of the costs was requested. The Project Engineer (Major Projects) **agreed** to provide this, noting that the original estimate was put together at an early stage of the project.
- 9.2.3 The Project Engineer (Major Projects) reported that this scheme is located to the north of the proposed Long Stratton bypass scheme which was out for consultation.
- 9.3 The Committee **CONSIDERED** the consultation responses and **APPROVED** the submission of a planning application for the Hempnall Crossroads Junction Improvement scheme.

10. New Anglia integrated transport strategy

- 10.1 The Committee received the report with detail on the Integrated Transport Strategy for Norfolk and Suffolk which was programmed to be adopted by the New Anglia LEP Board in May 2018.

- 10.2.1 Concern was raised about the lack of discussion in the strategy about rail links to the Midlands and North.
- 10.2.2 In response to a question about the amount of funding in the Growth Deal programme for transport projects in the County, the interim Team Leader for Transport confirmed there was £34m allocated but possible future opportunities would arise to make the case for additional money.
- 10.3.1 Members raised a number of points for feedback to New Anglia Local Enterprise Partnership (LEP) about the strategy document:
- It was felt that public transport initiatives should be emphasised
 - The Vice Chairman thought it was “unbelievable” that the Broadland Northway (previously Norwich Distributor Road, NDR) was missing from the strategic document and should be included. The Executive Director of Community and Environmental Services pointed out that the LEP had contributed £10m to the Broadland Northway project.
 - The amount of jargon and acronyms in the document was noted as making the document difficult for the public to understand
- 10.4 The Committee **NOTED** the Integrated Transport Strategy for Norfolk and Suffolk, while **HIGHLIGHTING** the omission of the Broadland Northway (previously Norwich Distributor Road, NDR) project in the strategic document and the above points raised.

11. Rail Update

- 11.1 The Committee received the report discussing direct rail services between Norwich and Liverpool, links to the Midlands and north west and connections to onward services.
- 11.2.1 The Chairman **PROPOSED** that all Members signed the letter to Government at Appendix A of the report, followed by a photo at the end of the meeting. The Committee **AGREED** this proposal. The letter was circulated and all Committee Members present signed it.
- 11.2.2 A media campaign including a press release would follow. The interim Team Leader for Transport would speak to the Communications team to see if there were any further opportunities for publicity.
- 11.3.1 The benefits of the Liverpool line and retaining this were discussed, and the long distances travelled by passengers to reach stations in some parts of Norfolk.
- 11.3.2 It was suggested that the homepage of the Norfolk County Council website be updated to have a standing item highlighting the importance of public views. The Executive Director of Community and Environmental Services replied that the communications team would review information on the home page.
- 11.4 The Committee **AGREED** 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.

12. Minerals and Waste Local Plan Consultation

- 12.1.1 The Committee considered the report giving information on the proposed Initial Consultation stage in the preparation of the Minerals and Waste Local Plan Review, including the proposed planning policies for minerals and waste management development and the proposed mineral extraction sites.

- 12.1.2 The Planning Services manager outlined key changes between the current adopted Plan and the draft consultation; it was proposed to no longer identify waste management sites as this had been ineffective, in Norfolk and also in other areas, but instead to move to a criteria based approach. A continuation of the current policy approach to allocate sites for mineral extraction was proposed. It was proposed to plan for 1.98m tonnes per annum of sand and gravel extraction instead of the previous sub-national apportionment of 2.57m tonnes per annum. Having assessed existing sites in the plan not yet brought forward and those additional sites recommended by landowners, the Initial Consultation identified that 25 sites for sand and gravel extraction were considered suitable, containing a total estimated mineral resource of approximately 26.17m tonnes.
- 12.2.1 It was queried, with proposed high levels of growth in Norfolk, rising requirements for minerals and high costs, whether the 1.98m tonnes per annum extraction figure was enough. The Planning Services manager clarified that this was calculated using a 20 year average and was above the amount being produced currently, allowing a contingency. Officers would consult with the Mineral Products Association which may affect the final figures. There were 2 other level options in the consultation above and below 1.98m.
- 12.2.2 There was no firm date for consultation however it was likely to be in June or July 2018 for 6 weeks, with a further consultation at the end of 2018. The Local Member asked if land at Fritton Woods had been proposed for mineral extraction; the Planning Services Manager confirmed that it had, and that an assessment of this site was included in the Initial Consultation document
- 12.3 The Committee **RESOLVED** to:
1. **AGREE** that the revised Minerals and Waste Development Scheme shall have effect from 1 June 2018.
 2. **AGREE** to the publication of the Initial Consultation document, the Initial Sustainability Appraisal Report and the draft Habitats Regulations 69 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.

13. The Environment Agency's Rationalising the Main River Network (RMRN) Pilot Project

- 13.1.1 The Committee received the report outlining the Environment Agency's proposals to transfer management of flood risk for several stretches of Main River within Norfolk.
- 13.1.2 The RMRN Pilot Lead, Environment Agency, discussed that the main river map was developed in the 1930s and the project would rationalise the map to identify what should be a Main River and what should be an Ordinary Watercourse.
- 13.2.1 Members voiced their concerns about the document and the recommendations.
- 13.3 The Vice Chairman in the chair.
- 13.4.1 It was felt that some rivers had not been well maintained and queried what survey work had been carried out. The RMRN Pilot Lead, Environment Agency, replied that work had been conducted to date under maintenance programmes, but in future, money may not be available to continue this maintenance, so willing risk

management authorities were being approached to take on these watercourses.

13.5 The Chairman in the Chair

13.6.1 It was queried whether responsibility for flood risk would move to the Internal Drainage Board if the River Tud was de-mained, and whether local responsibility for dredging would be devolved. Concern was raised about funding for this.

13.6.2 The Vice Chairman was concerned that the costs of the Environment Agency were being passed on to other authorities, District Councils and the County Council. He **suggested** the Committee should write to the Environment Agency about better meeting their obligations for flood management of water courses in Norfolk, and **PROPOSED** recommendation option 3.

13.6.3 Concerns were discussed about routine maintenance costs and unforeseen costs being passed down the line, and contingencies for dealing with problems.

13.6.4 A Member suggested postponing the decision of the Committee until hearing from all District Councils.

13.6.5 The RMRN Pilot Lead, Environment Agency, thanked Members for their comments and **agreed** to feed them back.

13.6.6 It was **suggested** that details of the Environment Agency team members responsible for each area were included in the report.

13.7 Mr White seconded the Vice Chairman's proposal to take option 3.

13.8 With 11 votes for and 1 against, the Committee **RESOLVED** to choose option 3:

- The Committee **DO NOT AGREE** with the de-maining proposals, irrespective of the outcome of the formal consultation or the confirmation by the relevant District Councils.

14. Norwich depot hub – next steps

14.1 The Committee received the report giving an update on progress towards delivering the Norwich depot hub scheme.

14.2 The Committee **RESOLVED** to:

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.

15. Finance Monitoring

15.1 The Committee considered the report providing information on the outturn position for services reporting to the Committee for 2017-18.

15.2.1 It was queried whether the management of vacancies underspend affected posts that were critical for service delivery and if it would continue. The Executive Director of Community and Environmental Services assured Members that during consultations with Assistant Directors and heads of service, essential posts were identified for

recruitment. He also highlighted that, given the County Council's overall budget shortfall, there was likely to be a need to continue to reduce staff numbers in the Department, to deliver savings.

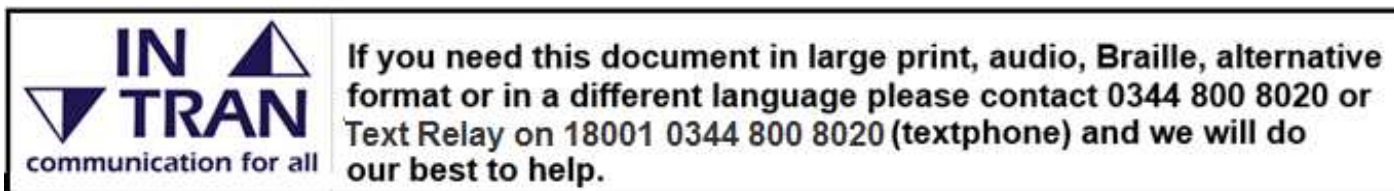
- 15.2.2 The Executive Director of Community and Environmental Services clarified that the Community and Environmental Services department had a relatively low turnover rate in many areas and that there was no significant use of consultants to fill one off roles.
- 15.2.3 The overspend for winter maintenance was queried as lower than expected in light of recent heavy snowfall; the Finance Business Partner for Community and Environmental Services clarified that the figures in the table on paragraph 2.4 of the report showed additional costs after use of the winter maintenance reserve.
- 15.3 The Committee **RESOLVED** to **AGREE**:
- a) The 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.
- 15.4.1 A Member queried a petition which had been raised against the DIY waste charges at recycling centres. The Chairman confirmed that all petitions would be processed through the proper procedure. The Executive Director of Community and Environmental Services confirmed that any overspends relating to waste would be reported to Committee as part of budget monitoring; correspondence between Norman Lamb MP and the Managing Director had taken place regarding his concerns about the charges.
- 15.4.2 Mr Grant shared that the "illegal charge" referred to a charge to enter recycling centres. It was legal to charge for DIY waste, which is what the County Council were doing, however, not legal to charge people to enter recycling centres owned by the Council.

16. Forward Plan and decisions taken under delegated authority

- 16.1 The Committee:
- **REVIEWED** the forward plan and requested the following additions:
 - A report on the potential to turn off traffic lights at night on roads where there was little or no traffic; the Executive Director of Community and Environmental Services replied that the Chairman and Officers would look into this to find out if there was potential for debate at Committee
 - Review the cost of processing a Traffic Regulation Order (TRO)
 - Mr Jermy requested an update on the data on fly tipping
 - Noted the delegated decisions taken by Officers

The meeting closed at 11:41

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



MEMBER/PUBLIC QUESTIONS TO ENVIRONMENT, TRANSPORT AND DEVELOPMENT COMMITTEE: Friday 18 May 2018

5. PUBLIC QUESTIONS

5.1 Question from Judy Leggett

Regarding recent changes to Chartwell Road / Spixworth Road junction. Old Catton

Restricting HGVs using this route to/ from the north with no reasonable access to the NDR means diverting traffic to less appropriate roads eg using roads where larger vehicles cannot pass each other, making right hand turns across Chartwell Road, increasing traffic on a road pass a school with 300 plus pupils.

What steps is NCC taking to ensure the safety of residents, including school children walking to and from school and other road users?

Response by Chairman of EDT Committee

HGVs are able to access Spixworth Road from the north via the NDR and White Woman Lane, which represents the Local Access Route in this area. This arrangement of providing appropriate routing for this type of vehicle in this area is firmly established and has not been changed by recent works on the Chartwell Road / Spixworth Road junction. White Woman Lane is a traffic calmed route with a 20mph limit in the vicinity of the school.

6. MEMBER QUESTIONS

6.1 Question from Cllr Fabian Eagle

I have been informed by an expert in road surfacing that many of the current problems with road deterioration is due to hot rolled asphalt being replaced by SMA in 1994 although this type reduces road spray and noise it only has a lifespan of 10 years compared to Hot rolleds 20 - 30 years. If NCC are using SMA can we go back to Hot Rolled .

Response by Chairman of EDT Committee

The Highways teams consider a wide range of options when considering what materials to use for road resurfacing schemes. This not only involves taking account of national best practice and industry developments, but also advice from the nationally respected NCC Highways Laboratory. Tarmac also advise, given their industry expertise. Schemes typically use either SMA or hot rolled asphalt (HRA) depending on the situation and taking account of many factors including buildability and whole life costing.

SMA treatments have only been used in Norfolk for the past 12 years, and these sites are performing well. The main national issue has been with Thin Surface Course Systems (TSCS). These systems have a poor life span and are primarily used by Highways England on their network. Norfolk County Council have not used TSCS for over 10 years now, as they have high void contents, low binder contents and are prone to failure by stripping. In comparison, SMA's are a durable product with low void contents and binder contents in the range similar to that of HRA's.

Scole bypass has had its SMA surface for approximately 10 years now and we have some sites in Gt Yarmouth which are approximately 12 years old. HRA is not without its problems, which include the need for more road closures to lay chippings into its surface, and the product is also prone to rutting and can suffer from chip loss in the winter time. Therefore, we try to avoid using HRA surfacing in winter as it goes cold too quick to get the chips to adhere to the asphalt.

Going forward, both materials will continue to be considered on a case by case basis, taking account of all factors including initial cost, disruption, buildability and whole life cost.

6.2 Question from Cllr Alison Thomas

Given that the Long Stratton applications may take some time to be determined. Can the Chairman confirm that any delay in that process will not hinder finalising an agreement on the Developer funding contribution to meet the shortfall in NPIF finance quoted in 3.1 of the papers?

Response by Chairman of EDT Committee

A number of funding options are being pursued to secure the local contribution that are not reliant on the determination of the Long Stratton planning applications to ensure that the delivery of this important improvement is not delayed. We are working closely with the New Anglia LEP to secure growth deal funding and have in principle agreement to use Pooled Community Infrastructure Levy should any shortfall remain.

A developer contribution will be negotiated through the planning application process towards the package of transport measures including a Long Stratton bypass required to support the growth.

6.3 Question from Cllr Chris Jones

In October 2017 officers told the EDT Committee that "there is no evidence that Winter road gritting has any effect on accident rates or safety" when debating proposed cuts to gritting services. In the light of this Winter's events, in particular the Council's own public statement following the night of 25th - 26th January, when it acknowledged that gritting would have prevented some of the high number of accidents that night. Do officers now

wish to reconsider this earlier statement and comment on the link between gritting and its contribution to road / pedestrian safety?

Response by Chairman of EDT Committee

Firstly, I do not recognise this quote. Secondly, any reductions in service are not considered lightly but have to be seen in context of the financial pressure on all public services. Although suggested as a potential option, the proposed reduction in gritting services was not taken forward by Committee.

If Members have particular individual winter gritting related queries or concerns, Officers are happy to talk these through in detail.

6.4 Supplementary Question from Cllr Chris Jones

Will Norfolk County Council be reviewing the introduction of the Local Highway Improvement Budget? And in particular, look at the concerns of Norwich members who in many cases received contradictory information which resulted in money left unspent to the detriment of local communities.

Response by Chairman of EDT Committee

Last year saw the introduction of the very successful Local Highway Improvement budget. Being the first year of this initiative, it was a learning curve for both Officers and Members alike. A number of briefing notes were distributed throughout the year to ensure all were aware of what the funds could be spent on and the timescales involved in developing and implementing schemes.

Due to its success and popularity, the scheme will be repeated this year and Officers will proactively promote the scheme through briefing notes to again raise awareness of the opportunity for communities and remind all about the timescales.

6.5 Question from Cllr Terry Jermy

Can the Chairman of EDT Committee confirm the total income for the month of April 2018 for the new charges introduced at Household Waste Recycling Centres from 1st April 2018?

Response by Chairman of EDT Committee

The amount will be confirmed when the accounts for the period are complete, which is expected to be by the end of May.

6.6 Supplementary Question from Cllr Terry Jermy

Can the Chairman of EDT Committee confirm the total number of fly-tipping incidents reported in Norfolk in April 2018 compared to the same

month in 2017? If this data is not available, can the Chairman confirm when members will be informed of this?

Response by Chairman of EDT Committee

The national local authority reporting system requires quarterly submission, although data can be entered on a monthly basis.

The deadline for data submissions by district councils for the first quarter is 25 July and after the data is externally validated, which is due on 5 September, this data with the comparative data for the previous year will be provided together.

6.7 Question from Cllr Karen Vincent

Why are issues with the Spixworth/Chartwell Road junction not being corrected?

It is not fit for purpose and dangerous. Since altering it to provide a cycle crossing it is impossible for HGVs to turn the corner without significantly overrunning the kerb and narrowly missing the pedestrian crossing.

For months I have urged for action to be taken before someone gets hurt. I am now told it was always planned to tighten the junction, which would make it less suitable for HGVs. However, this not consulted upon and restrictions were not included in the scheme.

Introducing advisory signage to redirect HGVs will not solve the problem; these are purely advisory.

Response by Chairman of EDT Committee

The newly implemented junction was designed to deter regular use by HGVs as White Women Lane is the designated local access route. A post construction safety audit (Stage 3) has been carried out on the completed scheme and this has concluded that the junction is safe. A degree of over-running of the kerb due to the tightened layout is noted but is not considered a safety concern.

We are engaging with the local supermarket, Morrisons, who operate HGVs for their deliveries, in terms of deterring their continued use of this junction and advising them of the suitable access routes in the area.

We will be installing 'Unsuitable for long vehicles' advisory signage on the approaches to the junction on Chartwell Road in advance of Spixworth Road, on Spixworth Road in the vicinity of the White Women Lane junction and one on the N. Walsham road in advance of George Hill.

We will continue to monitor the situation.

Norwich Western Link Project - Update for EDT Committee from Working Group(for 18 May 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 16 May 2018 to provide a progress update. The following provides a brief summary of the meeting:

1. The Group received a further update on the progress for the NWL project. WSP provided details of the options assessment work being undertaken during 2018, using the Department for Transport's sifting tool. The team confirmed the project is currently on programme and it is therefore hoped that a report on options, taking account of the current consultation, will be provided to Committee in October as planned.
2. The Group received further details from the delivery team on the consultation for the project, which started on 8 May. The first exhibition event at Ringland was reasonably well attended and the number of responses using the online consultation site (CommonPlace) has been very encouraging so far. It is important to get as many people to engage with the consultation as possible and the team will continue to work on this during the consultation period, which closes on 3 July.

Meetings have been held with the N&N Hospital and Norwich Research Park and support for the project established with them. Consultation events are due to be held at both venues to engage with staff and visitors. Meetings have also been arranged to discuss the project with local environmental groups.

3. Highways England's (HE) latest progress for the A47 proposals from North Tuddenham to Easton was discussed. The project team set out that little progress has been made recently and they are waiting for a meeting with a new HE project manager (being arranged). There is concern that this project is not moving forwards and the NCC team agreed to write to HE to seek confirmation that the programme for construction of the Easton to Tuddenham project remains the same and that the funding is still secure. The Member Group Chair wants to be kept informed of progress and wants to see the letter to HE before it is sent.
4. The Local Plan Review process was briefly discussed.
5. The latest local group meeting (with parish council representatives) was held on 17 April and the details from this were discussed with the Member Group. That meeting was provided with an update on the planned consultations during May to July 2018. It also provided an overview of the transport modelling and wider data that can be used to assess journeys. The local group was also updated on planned traffic surveys during May at the western end of the NDR and at locations between the A1067 and A47 - details also to be provided to the Member Group. The next meeting of the local group is planned for early June where they will see indicative link analysis details from the model as it is developed and discuss the ongoing consultation.

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

Environment, Development and Transport Committee Boards/Panels and Outside Bodies

2018/19 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 Terry Jermy)
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)

Tony White

11. Norfolk Strategic Planning Member Forum (1)

Stuart Clancy

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 – Andrew Jamieson
Historic Environment – Brian Watkins