

Cabinet

Minutes of the Meeting held on Monday 15 July 2019 at 10am in the Edwards Room, County Hall, Norwich

Present:

Cllr Andrew Proctor	Chairman. Leader & Cabinet Member for Strategy & Governance.
Cllr Graham Plant	Vice-Chairman. Deputy Leader and Cabinet Member for Growing the Economy.
Cllr Bill Borrett	Cabinet Member for Adult Social Care, Public Health & Prevention.
Cllr Margaret Dewsbury	Cabinet Member for Communities & Partnerships.
Cllr John Fisher	Cabinet Member for Children's Services.
Cllr Tom FitzPatrick	Cabinet Member for Innovation, Transformation & Performance.
Cllr Andy Grant	Cabinet Member for Environment & Waste.
Cllr Andrew Jamieson	Cabinet Member for Finance
Cllr Greg Peck	Cabinet Member for Commercial Services & Asset Management.
Cllr Martin Wilby	Cabinet Member for Highways, Infrastructure & Transport.

Local Members Present:

Cllr Steffan Aquarone
Cllr Ed Maxfield
Cllr Brian Watkins
Cllr Alexandra Kemp
Cllr Sandra Squire
Cllr Danny Douglas

Other Members Present:

Cllr Bev Spratt
Cllr Vic Thomson
Cllr David Harrison

Executive Directors Present:

Tom McCabe	Executive Director of Community & Environmental Services and Head of Paid Service.
Craig Chalmers	Director of Community Social Work (for Executive Director of Adult Social Care).
Abdus Choudhury	Practice Director nplaw
Simon George	Executive Director of Finance & Commercial Services
Fiona McDiarmid	Executive Director of Strategy & Governance
Sara Tough	Executive Director of Children's Services
Louise Smith	Director of Public Health

1 Apologies for Absence

No apologies were received.

2 Minutes

The minutes from the Cabinet meeting held on Monday 10 June 2019 were agreed as a correct record and signed by the Chairman.

3 Declaration of Interests

Cabinet Members declared an other interest in agenda item 7 (Norwich Western Link) as they had received a number of emails and letters lobbying them about the Norwich Western Link. Cabinet Members confirmed that the lobbying did not impact on their decision making process.

4 Items of Urgent Business

There were no items of urgent business.

5 Public Question Time

5.1 The list of public questions and their responses are attached at Appendix A to these minutes.

5.2 The Chairman invited Mr Everett to ask a supplementary question. Mr Everett said that another key priority in the "Together for Norfolk" Business Plan was to drive and grow the local economy and he asked what level of support from key local employers and businesses the Norwich Western Link route had received and how would this fulfil the ambitions of Norfolk County Council.

In reply, the Cabinet Member for Highways, Infrastructure & Transport said that strong support had been received, particularly from businesses across the whole county. Strong support had also been received from local people living in the west of the city as the Norwich Western Link could prevent rat running through their villages, improving their lives. The link would also improve the economy across Norfolk.

5.3 The Chairman invited Mr Andrew Cawdron to ask a supplementary question. Mr Cawdron referred to the mitigation measures and that Cabinet was being asked to make a decision involving advanced funding of £1.5m based on reports which had only been released on 5 July 2019, providing limited time to study them. Mr Cawdron added that he believed there were sufficient gaps and errors in the report to make further progress on the favoured option insecure and as a supplementary question, he asked Cabinet to defer making a decision until ecological studies had ruled against the road.

The Cabinet Member for Highways, Infrastructure & Transport responded that as Cabinet Member, he was confident the report contained sufficient information and there was no need for Cabinet to defer making its decision.

6 Local Member Questions/Issues

6.1 The list of Local Member questions and their responses are attached at Appendix B to these minutes.

6.2 Mr Aquarone said that he had visited the Burlingham Estate and would visit Burlingham Woods as recommended and, as a supplementary question, asked if the Council had considered rewilding.

Mr Aquarone also asked why members of Extinction Rebellion had not been allowed into the Edwards Room as there were seats available.

In response, the Cabinet Member for Commercial Services and Asset Management said that the planned programme to help improve the environment included rewilding to bring back wild flower meadows and highlighted Carrow Beck as a good example.

In reply to the question about why Extinction Rebellion had not been allowed to enter the Edwards Room, the Chairman advised that security arrangements had been put in place and these plans were being honoured.

6.3 Cllr Maxfield asked, as a supplementary question, what plans were in place to ensure portage was delivered efficiently once children's centres closed.

In reply, the Cabinet Member for Children's Services said that there was no intention to change the portage arrangements and that the service would continue as part of the County Council's responsibilities.

6.4 Cllr Watkins thanked the Cabinet Member for Adult Social Care, Public Health & Prevention for the detailed response to his question and said that the Autism Strategy, which was meant to have been considered by Cabinet on 15 July had now been delayed for over a year. As a supplementary question, Mr Watkins asked when Cabinet would have sufficient confidence to produce the Strategy and could it be confirmed that the Strategy would be included on the Cabinet agenda at its meeting on 5 August.

The Cabinet Member for Adult Social Care, Public Health & Prevention advised that the Norfolk & Waveney Health and Wellbeing Board had considered the Autism Strategy at its meeting on Wednesday 10 July. He added that he was pleased to report that all parties present had agreed the strategy and it was intended it would be presented to the next Cabinet meeting.

6.5 Cllr Kemp stated, with regard to the Norfolk Fire & Rescue Service, the Inspectorate had recently found that Norfolk Fire & Rescue Service was good at responding to fires and other emergencies; good at ensuring the service was affordable; and that it exceeded its target of responding to non-fire emergencies where life was at risk. Cllr Kemp asked if the Cabinet agreed that the Inspectorate had not fully understood the achievements of Norfolk Fire & Rescue Service as a rural fire service which needed taking into account. The Report made no mention that Norfolk Fire & Rescue Service maintained the non-statutory Flood Risk Service which showed its appreciation of the risks specific to Norfolk; did not understand the full extent of its work with Adult Social Care with vulnerable people; and did not mention that Norfolk Fire &

Rescue Service ran the oldest Fire Cadet Service in the country. Cllr Kemp asked what Cabinet was going to do about this and if it would challenge the Report.

In reply, the Cabinet Member for Communities & Partnerships advised that the report would not be challenged and that work was taking place to develop plans for the next five years which would encompass everything mentioned, ensuring all the data was available to base those improvements on.

- 6.6 Cllr Squire referred to the overall percentage gap in attainment results between girls and boys in Norfolk at KS2, which was 6% in 2016, 7% in 2017 and 9% in 2018. For KS4 and KS3, GCSE, passes for girls were broadly similar to the national average, however boys results were 2.6% below national average and those results were 8.9% below girls' results. As a supplementary question, Cllr Squire asked if Cabinet would agree that those results were widening year on year and by not looking at education results we were saying loudly that education was not of value to this council.

In reply, the Cabinet Member for Children's Services said the Council needed to consider the bigger picture which was already taking place. The Cabinet Member invited Cllr Squire to speak with officers for answers to her specific questions. He also acknowledged there was a bigger issue with aligning targets, particularly with regard to small schools' attainment targets.

- 6.7 As a supplementary question Cllr Douglas asked, given it had been admitted the Norwich Western Link scheme would disbenefit emissions, if targets would be set and what these would be in relation to carbon emission mitigation.

The Cabinet Member for Highways, Infrastructure & Transport replied that targets had not yet been set and that these would be considered and dealt with as and when required.

7 Norwich Western Link

- 7.1 Cabinet received the report by the Executive Director of Community & Environmental Services setting out the work completed to establish the need for a road-based transport solution and to evaluate each of the options, considering not only the consultation responses, but further environmental assessment work, costing of options, transport modelling, related value for money, land and property impacts, as well as other growth plans and planned projects, including the significant proposals to dual the A47 between Easton and North Tuddenham.

- 7.2 Cabinet received a presentation on the Norwich Western Link – Preferred Route (attached at Appendix C) from the Executive Director of Community & Environmental Services, the Infrastructure Delivery Manager and the Project Manager (WSP).

- 7.3 The Chairman thanked officers for the presentation and invited questions from Cabinet Members.

- 7.3.1 The Cabinet Member for Innovation, Transformation and Performance urged for pressure to be maintained on Highways England, with regard to the dualling

of the A47 to ensure the A47 improvements occurred before the development commenced. The Infrastructure & Delivery Manager responded that communications were maintained with Highways England with regard to the delivery of the A47 project and to ensure it was understood what work they were carrying out and how it could impact on the Norwich Western Link project.

- 7.3.2 The Cabinet Member for Environment & Waste asked how sustainability linked in with the IPCC targets. Cabinet welcomed Dave Green (Planner at WSP) who responded that, with regard to IPCC targets, the work carried out on modelling for the webTAG assessment would show a short-term improvement in air quality and greenhouse gases. He added that over the long term, with the increased traffic, these benefits would become disbenefits. In terms of IPCC targets and government targets, the webTAG assessment had been carried out assuming a worst-case scenario.
- 7.3.3 The Cabinet Member for Growing the Economy asked what work had been done to mitigate non-carbon use vehicles over the entire scheme as by 2050 only electric cars should be being utilised. In response, it was clarified that the modelling criteria was set by the Department for Transport and used the assumption that there would be no increase in the use of electric vehicles and no decrease in emissions from cars. Therefore, the modelling exercise had been carried out assuming the current car fleet.
- 7.3.4 The Cabinet Member for Children's Services asked how it was intended to reduce the impact on Barbastelle bats. Hannah Bilston (Ecology expert from WSP) responded that the mitigation proposed for Route C would be to provide underpasses under the southern part of the scheme and the Foxborough Plantation as Barbastelle bats were known to use underpasses if they were in the right location and were built to the right dimensions. Further surveys would be conducted, including thermal imaging, to understand how the Barbastelle bats foraged, roosted and commuted. Consideration would also be given to providing green bridges, as research had proved bats used green bridges if they were in the right place and were built to the right specification (for example the Marriotts Way green bridge on Broadland Northway was being used by bats).
- 7.3.5 The Cabinet Member for Communities & Partnerships highlighted the concerns of her constituents that traffic travelling to the A11 would use the lanes through local villages, rather than using the A47. She asked for confirmation that mitigation measures, such as traffic calming and weight restrictions, would be included and if parish councils and local residents would be involved in the decisions. The Infrastructure Delivery Manager advised that mitigation measures, such as traffic calming and weight restrictions would be included, although there were still a lot of details to be worked through to develop the scheme. He confirmed that consultation would continue, including with those communities impacted by the project, landowners and statutory bodies to consider appropriate options.
- 7.3.6 The Cabinet Member for Innovation, Transformation & Performance considered that it was a matter of regret that the Broadland Northway had not been completed already. The scheme would enable traffic to move more freely, reducing journey times and would bring economic benefits to Norfolk, tourism and industry.

7.3.7 The Cabinet Member for Commercial Services & Asset Management raised concerns about the chosen route and asked if route C could be moved slightly further away from Weston Green. He added that he would also like to see road calming measures included to prevent traffic rat-running through Wood Lane into Weston Longville. The Infrastructure Delivery Manager reiterated that further work was needed to finalise the scheme, including vertical and horizontal alignment, noise screens and visual impact screens and that consultation with the community and landowners would take place. Work was also being undertaken with Highways England about how the proposed junction for the A47 improvements could impact on the design of the Norwich Western Link road.

7.3.8 The Chairman asked about cost estimates and economics and how the adjusted benefit cost ratio was determined. The Infrastructure Delivery Manager said that the base cost of the project was worked through to provide a balanced methodology which was then discounted back to a base timeline, in this case 2010. The modelling was used to derive the economic transport benefits for each option and these were balanced against the costs of the options at that discounted price, to ascertain the benefits against the costs in the base year. All the proposed options had been considered on the same basis to provide a comparison.

7.3.9 The Cabinet Member for Adult Social Care, Public Health and Prevention stated that the residents in his Division had a particular view on which option they would like to see delivered, which was Option D, as this would, in their opinion, reduce the chances of any further rat-running of traffic travelling from Fakenham towards the east and the A11. He added that his constituents wanted to see a road delivered, but they had overwhelmingly expressed an opinion for option D.

7.4 The Executive Director of Community & Environmental Services stated that the Norwich Western Link had been a priority for Norfolk County Council and local communities for a number of years. The road would help to secure investment for the future of Norfolk, putting the infrastructure in place to cope with extra homes and help create new jobs in the coming years. He added that, if Cabinet approved the proposals, the decision would move the County Council to the next stage in the process. Ultimately the case would be tested by the Department for Transport before funding could be drawn down. Plans would also be tested independently at a public inquiry, therefore the work undertaken to produce a scheme needed to be accurate.

7.5 The Cabinet Member for Highways, Infrastructure & Transport stated that County Council had agreed a motion at its meeting in December 2016 that:

“This Council recognises the vital importance of improving our road infrastructure and that this will help to deliver the new jobs and economic growth that is needed in the years ahead.

This Council also recognises the importance of giving a clear message of its infrastructure priorities to the government and its agencies, and so ensure that there is universal recognition of their importance to the people of Norfolk. We

need to consistently project this clear message and build and maintain the necessary momentum until we have eliminated this infrastructure deficit. Therefore, the council agrees the following projects as its priorities for the coming years:

- Norwich western link
- Long Stratton bypass
- Great Yarmouth 3rd River Crossing...”

He continued that the Norwich Western Link was included as one of the 3 priority schemes and since then a significant amount of work had been undertaken, including two major consultations. The first consultation had established a recognised need and clear preference for new highways infrastructure and the second had established a need for the Norwich Western Link road.

The Cabinet Member added that the report brought together the need and the options costings; the environment assessment work, as well as proposed impacts. It was recognised that Option C proved to be the best overall solution as it had received strong support from local residents and businesses; provided value for money; balanced environmental issues; there was no impact on the Wensum Valley and it would significantly improve transport journey times. The scheme would also provide improved links to Norwich Airport as well as improved access to the Norfolk & Norwich University Hospital, reducing emergency response times.

- 7.6 The Cabinet Member for Growing the Economy highlighted the economic benefits, including the improved access to Norwich and improving journey times, which could also reduce costs for some businesses. He added that the route would also improve access to Norwich Airport, which had been fully supportive of the Norwich Western Link as it could allow them to expand and increase passenger numbers, all of which would have a beneficial impact on the local economy. He added that the Norwich Western Link would also provide better access to the west of the county avoiding sometimes slow and congested journeys.
- 7.7 The Cabinet Member for Finance stated that the road should not be seen in isolation, but in the wider range of progress, for example Transport for Norwich and Transforming Cities Funding and was about changing how people accessed the city and also encouraging people to cycle, walk, etc.
- 7.8 The Chairman said it was accepted the decision may not please everyone, although considerable support for the road had been received. He added that this was the start of the planning process and a full environmental impact assessment was still required. The intention was to develop the scheme to leave wildlife habitats in the area better off than they were at present.
- 7.9 The Cabinet Member for Growing the Economy advised that the A47 Alliance had met Ministers at Westminster and would be meeting again this week to maintain the pressure on Highways England to dual the A47.
- 7.10 The Cabinet Member for Highways, Infrastructure & Transport, seconded by the Chairman, moved the recommendations in the report.

7.11 **Decision**

Upon the recommendations being put to a vote, with 9 votes in favour, 0 votes against and 1 abstention, Cabinet **RESOLVED** to **AGREE**:

1. To submit the Strategic Outline Business Case (SOBC) to Department for Transport via Transport East as part of their Regional Evidence Base by the end of July 2019.
2. That a road-based transport intervention was the most appropriate solution to address the identified transport issues affecting the area and to select Option C as the preferred route for the Norwich Western Link in order for the Council to make a Preferred Route Announcement (PRA).
3. To bring forward project development spend to FY2019/20 in order to maintain the project delivery programme.

7.12 The Chairman advised that a special meeting of the Scrutiny Committee had been convened for Monday 22 July 2019. The object of the meeting was to look at the work carried out to date to ensure the process had been carried out effectively and correctly.

7.13 **Alternative Options**

Refer to Cabinet report.

7.14 **Reasons for Decision**

Refer to paragraphs 4.1 to 4.5.3 of the report.

The meeting adjourned at 11.15am and reconvened at 11.30am.

8 Greener Facilities Management

8.1 Cabinet received the report by the Executive Director of Finance & Commercial Services noting the decision to shift to green electricity, saving some 9100 tonnes of CO2 per annum, and recommending a number of further steps and studies to reduce the council's environmental impact.

8.2 The Cabinet Member for Finance advised that work to develop a new environmental policy was taking place and the aim of the report was to identify some "quick wins". He added that the intention was to place Norfolk County Council front and centre as an influencer by investigating how we could minimise the impact on the environment and have a better economy whilst being environmentally responsible.

8.3 The Cabinet Member for Communities & Partnerships suggested placing solar panels on the County Hall car park. In response the Director of Finance & Commercial Services advised that solar panels were already in place on the building and that he would ask officers to consider the proposal as part of its work when developing the new environmental policy.

8.4 **Decision**

Cabinet **RESOLVED** to:

1. **Agree** that with effect from October 2019, the council should shift to a 'green' tariff for electricity, saving some 9100 tonnes of CO2 equivalent per annum;
2. **Agree** a new approach to reduce single use container consumption in County Hall;
3. **Agree** that the council will shift to recycled paper for photocopying; and
4. **Request** that officers investigate the feasibility of switching to electric vehicles when the pool car fleet arrangements are refreshed later this year.

8.5 **Alternative Options**

Cabinet could decide to remain with the status quo in respect of the cups, the paper and the pool car arrangements.

8.6 **Reasons for Decision**

The reasons for the decisions are as follows:

- For the shift to green energy, the significant reduction in CO2 emissions is considered to outweigh the marginal increase in costs.
- For the proposed shift to ceramic cups, the reduction in residual waste, the public expectation that vendors will take steps such as these, and the benefit in the council, as a waste disposal authority, acting as an exemplar are considered to outweigh the minor cost.
- For the proposed shift to recycled paper, the environmental benefits are considered to outweigh the minor aesthetic disadvantages.
- For the proposed electric vehicles feasibility study, the relatively small investment in officer time is considered to be justified by the potential environmental benefit.

9 **Healthy Ageing Campaign**

9.1 Cabinet received the report by the Executive Director of Community & Environmental Services setting out proposals for a healthy ageing communications campaign for 2019-20.

9.2 The Cabinet Member for Adult Social Care, Public Health & Prevention stated that the key aim was to keep people healthy for longer, which fitted with the Healthy Living and Promoting Independence priority, and which could mean they were in better health and needed less intervention from Adult Social Care. Evidence had shown that feeling better would lead to a better quality of life.

9.3 In response to a question about how success would be measured, the Director of Public Health advised that the first element would be whether people engaged with the campaign, and then whether we saw a change in people's view of ageing away from a negative view of dependency to a positive approach of recognising strengths and independence.

9.4 The campaign would be carried out by the Communications team, with support from a collaboration of Partners and stakeholders, including Active Norfolk and key community groups in local areas.

9.5 **Decision**

Cabinet **RESOLVED** to

- **Approve** the proposed campaign to support the prevention priority that the Council has identified.

9.6 **Alternative Options**

Refer to Cabinet Report.

9.7 **Reason for Decision**

Outcomes for older people in Norfolk are generally good and older people's rating of their health-related quality of life is higher than England. However, Norfolk generally has an older population that is projected to increase at a greater rate than the rest of England. Almost all the population increase over the last five years has been in those aged over 65. Over the next ten years the total population is expected to increase by 50,700 with most of the increase expected in the 65 and over age bands. Modelled estimates indicate that the 75 and over population of Norfolk is likely to require about 15,000 nursing and residential beds and 7,000 housing with care units (data from Norfolk JSNA, 2019). It is therefore in the interests of all concerned that attempts are made to prevent or delay the onset of health conditions that are likely to require significant resources from the health and social care sector.

- Our approach will utilise media and campaign opportunities shown to be effective at reaching our target population group.
- There is a significant evidence base about this demographic that will help inform the campaign.
- We have a strong network of partners and stakeholders to utilise for delivery.
- Reaching retirement age is a life milestone – where people are more likely to be receptive to behaviour changes.

10 Finance Monitoring Report (P2 – May 2019).

10.1 Cabinet received the report by the Executive Director of Finance & Commercial Services providing a summary of the forecast financial position for the 2019-20 Revenue and Capital Budgets, General Balances and the Council's Reserves at 31 March 2020, together with related financial information.

10.2 The Cabinet Member for Finance highlighted the forecast revenue outturn overspend of £6.108m which was a similar position the same time in 2018-19 and had resulted in a balanced budget by the end of the financial year; the current balance of reserves; the pressure on service departments particularly Adult Social Care and Children's Services and the Treasury and Capital Bid to borrow £10m at a really low interest rate of 0.02%.

10.3 The Cabinet Member for Innovation, Transformation & Performance paid tribute to officers, particularly the Head of IMT, for developing the grant funding bid with DCMS to deliver the Norfolk Local Full Fibre Network (LFFN) project,

adding that Norfolk now paved the way as an exemplar which had been recognised by the Local Government Association (LGA).

10.4 The Cabinet Member for Adult Social Care, Public Health & Prevention recognised that there was an issue in Adult Social Care where one-off sums of money had been received for particular projects, often with an inference that more money may be available in the next financial year. This made it difficult to plan for the future. He added that he was hopeful there would be further funds for winter pressures and the Better Care Fund and that he had spoken to Ministers and informed them that providing one-off sums of money was not as helpful as providing money over a number of years. He added that he hoped Ministers would make a strong case for Norfolk in this regard.

10.5 The Cabinet Member for Finance said it was important to recognise all Members were taking a case to the Treasury, MPs and the press to demand fair funding for Norfolk.

10.6 The Cabinet Member for Children's Services emphasised the work carried out by Children's Services to reduce pressures, saying that there had been a reduction in the number of children in care, the costs of the fostering service had reduced and the transformation programme should help improve the budget deficit.

10.7 **Decision**

Cabinet **RESOLVED** to:

1. **note** the period 2 forecast general fund revenue overspend of £6.108m noting also that Executive Directors will take measures throughout the year to reduce or eliminate potential over-spends;
2. **note** the period 2 forecast shortfall in savings of £4.706m noting also that Executive Directors will take measures throughout the year to mitigate savings shortfalls through alternative savings or underspends;
3. **note** the forecast General Balances at 31 March 2020 of £19.623m, before taking into account any over/under spends;
4. **note** the expenditure and funding of the revised current and future 2019-22 capital programmes.
5. **approve** entering into a grant agreement with DCMS to deliver the Norfolk Local Full Fibre Network (LFFN) project, and note the commitment to reinvest 50% of revenue savings as set out in Appendix 2 (paragraphs 1.7-1.10).

10.8 **Alternative Options**

Refer to Cabinet Report.

10.9 **Reasons for Decision**

Two appendices attached to the report giving details of the forecast revenue and capital financial outturn positions:

Appendix 1 summarises the revenue outturn position, including:

- Forecast over and under spends

- Changes to the approved budget
- Reserves
- Savings
- Treasury management and
- Payments and debt performance

Appendix 2 summarises the capital outturn position, and includes:

- Current and future capital programmes
- Capital programme funding
- Income from property sales.

11 Standing Advisory Council for Religious Education (SACRE) and Norfolk Agreed RE Syllabus

11.1 Cabinet received the report by the Executive Director of Children's Services setting out the details of the statutory process to review and agree the syllabus for Religious Education in Norfolk. Cabinet was asked to adopt the new Norfolk Religious Education Syllabus.

11.2 The Cabinet Member for Children's Services advised that the syllabus for Religious Education in Norfolk had been reviewed and highlighted the need for four County Councillors to be appointed to Committee D. He asked any Councillors interested in sitting on the Committee to speak to the Head of Democratic Services.

11.3 Decision

Cabinet **RESOLVED** to:

1. Adopt the new draft RE Syllabus for Norfolk in line with the recommendation by SACRE.
2. Agree the amended constitution, which included a representative of the Humanist Society as part of Committee A.

11.4 Alternative Options

Refer to Cabinet Report.

11.5 Reasons for Decision

- It is a statutory expectation to review the RE syllabus every 5 years.
- The Agreed Syllabus Conference had followed a rigorous process and sought national professional advice as part of its work.
- SACRE had followed legal and national guidance.

12 Delegated Decisions Reports

12.1 Cabinet **noted** the Delegated Decision made by the Cabinet Member for Commercial Services and Asset Management to approve the freehold sale of the former PRU, Elm Road, Thetford to Breckland District Council.

13 **Norwich Airport Equity Sale**

13.1 Cabinet received the report by the Executive Director of Finance & Commercial Services setting out the details of the sale of Norfolk County Council's shares in Norwich Airport Limited to Regional and City Airports Limited.

13.2 Cabinet **agreed** to consider the exempt Appendix in conjunction with the public report.

13.3 The Cabinet Member for Finance advised that, since selling its shares in Norwich Airport, no income had been received by Norfolk County Council, although costs had been incurred in carrying out its due diligence if Norwich Airport had considered refinancing.

13.4 Cabinet expressed its support for the proposals which would help Norwich Airport to expand, growing the economy and would also support the County Councils objective of growing the economy by providing jobs.

13.5 **Decision**

Cabinet considered the report, including the Appendix containing exempt and confidential information, and **RESOLVED** to:

- **Approve** the sale of Norfolk County Council's shares in Norwich Airport Limited to Regional and City Airports Ltd.
- **Agree** to enter into a 15-year ongoing engagement agreement with Norwich Airport Limited.

13.6 **Alternative Options**

Refer to Cabinet report.

13.7 **Reason for Decision**

The Council had received an approach to buy its shares in Norwich Airport Limited and has made an assessment that the offer demonstrated value for money. The sales proceeds will be used to deliver other council services.

The meeting ended at 11.55am.

Chairman



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**Cabinet
15 July 2019**

**Agenda Public Question Time
item 5**

Question from Mr Graham Everett

How does the Norwich Western Link preferred route option fit in with NCC's ambition to reduce the impact on the environment and quality of life for residents in areas such as, but not limited to, Ringland, Taverham, Costessey and Drayton as per the recently announced Together, For Norfolk ambitions document.

Response from the Chairman:

Together, for Norfolk is the County Council's new six-year business plan. It outlines our priorities and how we will work with partners to boost the economy, support our communities and protect our environment.

Good infrastructure is vital to the future success of our county, helping to bring in investment and create jobs, supporting population and housing growth, and enabling our businesses to grow. Continued investment in a range of transport infrastructure is needed to respond to population growth, to support our communities to thrive and to give our residents more opportunities for improved health and quality of life.

The Norwich Western Link is one of Norfolk County Council's key infrastructure priorities because it will deliver all these benefits by significantly improving travel between two of Norfolk's major roads, the A47 and Broadland Northway. Traffic congestion and rat-running are significant issues on minor roads to the west of Norwich and the Norwich Western Link will reduce this by taking vehicles off the existing road network, creating positive outcomes for local residents.

Question from Sophie Fronek

I would be interested in seeing the cost-benefit analysis which directed the outcome of the research that has led to the proposal of replacing paper cups with ceramic ones. Does the cost of the ceramic cups, the fuel and time required to collect and return them, the water and energy needed for washing them, the continued human resources necessary for admin for the service create a considerable saving, taking into account the lifetime of the cups as well as the paid time of those involved as a resource at cost? If so, great, but if not, maybe it's far more green and cost-efficient to keep the system as it is now.

Response from the Chairman:

Thank you for your interest in the proposal to reduce waste by moving away from disposable coffee cups to using a reusable alternative at one coffee outlet at County Hall instead. This approach of reuse would be in line with the approach already taken in other parts of the catering operations at County Hall and part of ongoing measures to reduce waste. It is widely recognised that when a ceramic cup is reused numerous times it is a more sustainable and cost effective option than continuous use of disposable cups. That is because when a full set of impacts is taken into account it has to include the costs and impact of dealing with the rubbish produced.

Question from Mr Andrew Cawdron

As a veteran supporter of Dad's Army who are being grossly, unfairly likened to describe the inept Government performance in taking effective action on the consequences of and preparations for Climate Change, may I ask this Cabinet to justify a further one and a half million pounds of public money being used developing a road scheme which will add to carbon emissions and climate change, whilst destroying the delicate plant and wildlife ecosystems of the Wensum Valley area ?

Response from the Chairman:

Cabinet is not being asked for "a further one and half million pounds". Rather it is being asked to bring forward spending of £1.5 million on the Norwich Western Link into the current financial year. This is not additional spend but money that is already allocated to the project.

It is also important to highlight that the County Council is committed to creating this road in an environmentally responsible way. We are aiming to achieve 'biodiversity net gain', leaving habitats for wildlife in a measurably better state than they were before construction began.

The County Council is doing a great deal to encourage people to switch to more sustainable forms of transport. This is a major focus of our multimillion Transport for Norwich work and, as part of this, Cringleford Bus Interchange opened last month, making it easier for people to get to the hospital, UEA and Norwich Research Park by bus.

Question from Ms Lex Barber.

A parent has been invited to meetings at County Hall on the ongoing work of the project around the Children's Centres closures, and has been told they will be involved moving forward. This is public knowledge and has been posted on social media channels. Why has only one parent, from one ward, been involved in the ongoing work on this project and the opportunity for such involvement not made public and invitations for expressions of interest not made?

Response by the Chairman:

We want parents to help shape the new service and we value any help that individuals can offer in helping to ensure local families are engaged/ kept aware of the new service and what support will be available.

We will be working alongside Action for Children from July and over August at a range of open sessions with families accessing children's centre activities. This will provide an opportunity for parents to inform the development of the service and give their feedback about some of the practical details, including how families can self-refer or be referred to the new service, what they are worrying about and their hopes, as well as how the new service gets a clear message out in different areas about what is on offer to families. As Action for Children engage with parents and families, starting over the next few weeks, we can build on the opportunities families already have within centres, to help shape local services for families with young children.

Action for Children would be pleased to hear from any parents interested in knowing how they might get involved; they can contact Action for Children at the following: ECFS-Families@actionforchildren.org.uk

Appendix B

Agenda Local Member Issues/Questions item 6

Question from Cllr Steffan Aquarone

A recent report by the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services found that human activity is killing species in greater numbers than ever before. It suggests that around a million species now face extinction within decades, a rate of destruction tens to hundreds of times higher than the average over the past 10 million years.

The primary driver of this change is land use whether this is the replacement of grassland with intensive crops, or replacing ancient woodland with a plantation forest, or the clearing of forests to grow crops.

What is the Council doing to mandate environmentally friendly farming practices beyond those prescribed by the government?

Response from the Chairman:

It should first be noted that Norfolk is a predominantly arable farming environment however, County Farms and our tenants do understand the need to encourage more environmentally friendly farming techniques across the estate. There are six environmental and community objectives around County Farms and any applicants for a new farm will be assessed around how their proposals will help improve the environment. These will include proposals around:

- 1) Entering into mid and higher tier stewardship schemes
- 2) Putting in new hedgerows, providing a key habitat for species
- 3) Soil management and improvement (therefore reducing inputs)

The County Farms team are working a number of schemes with tenants across the County – but I would like to draw the Councillors attention to three specific projects:

1) Welney Wetland centre, where a substantial piece of County Farms land is provided to help support wildlife, particularly the black-tailed godwits – a species of national importance. Alongside a wide range of birds and insects, there is the opportunity to see the rare waders, who are being raised as part of Project Godwit - a partnership between WWT and RSPB, now in its third year. The mission aims to restore the UK breeding population.

2) More locally, I would encourage the Councillor to visit Burlingham Woods, part of the County Farms estate, where substantial improvements to the hedgerows, and woodlands has helped not just provide accessible paths and artworks, but a fantastic facility for a wide range of insects, animals and plants

3) Finally, I would point the County Councillor to Emmorsgate seeds, a current tenant and Royal Warrant Holder – who have just taken on the 440 acre Bank House farm – to provide British wildflowers, grass seeds, clovers and legumes that will be used commercially across the Country to provide new and more sustainable habitats.

Alongside the small local schemes undertaken, County Farms is helping to deliver real environmental improvements.

Question from Cllr E Maxfield

Norfolk's Portage Service has seen no increase in its budget for almost a decade but in that time the number of families supported by the service has increased almost three-fold. What plans does the Cabinet have for ensuring that this vital service for children with disabilities and additional needs is adequately funded in the future?

Response from the Chairman

We recognise the significant increase in the work of this service, and as part of our SEND transformation programme we will be reviewing the funding for services, like Portage, to reflect the significant work that they do with many children and families with SEND. We're investing millions of pounds in education for children with special educational needs and disabilities and, as part of this transformation we're looking at all of the support that we offer children and young people with SEND and their families, from pre-school right through to adult life. The budget for Portage is made up of a number of different contributions.

Question from Cllr Brian Watkins

Do you agree with the definition of co-production as being the:

- co-design, including planning of services
- co-decision making in the allocation of resources
- co-delivery of services, including the role of volunteers in providing the service
- co-evaluation of the service?

Response from the Chairman.

Adult Social Services in Norfolk have signed up to the Count me in Pledge, a promise from the directors of Adult Social Services of the eleven authorities across the East of England. The Pledge is shown in full at the end of this response and is also available on the Norfolk County Council website.

The promise is for the authorities to empower people and families to work with them as partners in making sure people with care and support needs get the best services possible.

By giving service users and carers a voice, these groups can influence the design, planning, delivery and monitoring of services people use to help them to live as full independent lives within the community.

Count me in Pledge

This pledge is a promise from the eleven authorities across the East of England

.....

We promise to empower people and families to work with us as partners in making sure people with care and support needs get the best care and support possible.

We call this coproduction.

What is Coproduction?

- Coproduction means people and families working together with commissioners and providers to improve the lives of people with health and social care needs in our communities.
- When coproduction is working well, people and families have the training and support they need to work alongside commissioners and providers as equal partners
- We see people and families are part of the decision-making process and this is a long-term relationship

Why is Coproduction important?

- Coproduction helps improve the lives of people with care and support needs
- It allows us to make sure people have the right person-centred care and support around them
- Coproduction improves support for the families of people with care and support needs
- Coproduction helps us build stronger communities and social networks
- Coproduction is cost effective. It makes sure we use the resources we have on the things that matter most to local people

Who is coproduction for?

Coproduction is for people and families, commissioners and providers

Coproduction allows everyone to work together as equal partners

It's a long-term relationship sharing power with people to make change happen

Working together in this way helps us improve the lives of people with support needs in our communities

What we are pledging to do?

We will build our capacity for coproduction

- We will work to increase the knowledge, skills and confidence of people and families so they can work with us as strategic partners
- We will do this by providing a range of accessible training, support and mentoring for people and families

We will take coproduction seriously

- We will create accessible ways for people and families to take a strategic role in planning, delivering and improving care and support for local people

- We will make sure people and families can come together with the right people at the right time and work with us as equal partners
- We will resource sustainable ways to support and train people in embedding coproduction in daily decision making
- We will use coproduction to help us make key decisions about how we can best use the resources we have to improve the lives of people with care and support needs

We will be open in sharing our progress

- We will make sure people can come together to understand and review our success
- We will take the time to celebrate our progress and our successes
- We will work together to learn what works well in implementing coproduction, so we can improve

How will we implement this pledge?

- We will ensure this pledge is part of local coproduction work
- We will work with people and families to create the plan together
- We will work with people and families to help us review our progress and set priorities for improving our level of coproduction (with the help of a toolkit)
- We will publish accessible reports to share how we are doing, this includes producing a local account on our performance which will be published

How will people and families know if this pledge is being taken seriously and working?

People with support needs, advocates and families came together with providers and commissioners to draft this pledge. They told us some of the things we would expect people and families to be saying if the pledge is used effectively in local areas.

Coproduction is being taken seriously by us all

- o *‘Leaders are guided by people and families with lived experience around what’s important to them’*
- o *‘I see a variety of views being taken into consideration from a variety of people (not necessarily the same people all of the time)’*
- o *‘I see real action being taken from my views’*
- o *There is investment in building people's capacity to engage in coproduction activity*

o *'I have access to the training and support I need to understand the health and social care system'*

o *'I feel confident to take part in coproduction activity'*

o *'I have the practical support I need to take part in coproduction activity'*

People are valued and supported

o *'I understand the process and feel part of it'*

o *'I feel valued and recognised for my contribution'*

o *'I feel I am part of the solution now and not the problem'*

o *'I understand how my views have helped to make positive change'*

Coproduction is having a positive impact for those involved

o *'I feel that I have choice and I am in control'*

o *'Coproduction is helping me to get back to work'*

o *'I have learnt and been supported to understand how to make a difference'*

Coproduction meetings are working well

o *'I feel happy to be involved in the meetings'*

o *'I have plenty of opportunities to be involved'*

o *'I enjoy helping to make coproduction work'*

o *'I don't always get my way but I understand why'*

Coproduction is having a positive impact

o *'I feel as though I have been given the power to inform changes'*

o *'I see real action taken from my views'*

o *'I am seeing positive change which is improving service delivery and improving lives'*

o *'I understand what can be done and cannot be done at this moment in time'*

Question from Cllr Alexandra Kemp

Norfolk Fire Rescue Service: Improving Risk-Based Analysis

HM Inspectorate judged Norfolk Fire Rescue Service good at responding to fires and other emergencies; good at ensuring the service is affordable; good at obtaining the right staff with the right skills; and the service exceeded its target of responding to non-fire emergencies where life may be at risk.

What is the "wide range of up-to-date data" from which the Fire Service will build a comprehensive understanding of the current and future risks facing Norfolk - including flood risk, climate change, safety risks from living with dementia and other vulnerabilities, given this needs to be available for public scrutiny?

Response by the Chairman:

The HMICFRS inspection identified the following as an area for improvement for Norfolk Fire and Rescue Service: -

- The service should ensure that its integrated risk management plan is informed by a comprehensive understanding of current and future risk. A wide range of data should be used to build the risk profile and operational data should be used to test that it is up-to-date.

The Improvement Plan to address all of the areas of improvement identified by the inspection, is being considered by the Infrastructure and Development Committee later this week. As you will see from the draft Improvement Plan that has been published with the papers for that meeting, work is already underway to develop a new Integrated Risk Management Plan (IRMP) for the service for 2020-23.

A public consultation on the draft IRMP 2020-23 will be carried out in the Autumn. This will give the opportunity for Norfolk communities to have their say about our assessment of the level of community risk, and how we organise and target the service to mitigate this risk. Information about the data used to build up the risk profile detailed in the Plan will also be made available as part of the public consultation process.

Question from Cllr Sandra Squire

After a request by the Independent Group, the previous Children's Services committee put the subject of the widening gap of educational attainment levels between boys and girls in Norfolk onto the forward plan for the new 'People & Communities' panel. We have since been informed the subject "does not fit with the agenda for the new committee" with a Members briefing offered instead. Despite the well-publicised evidence of underachievement of boys in Norfolk, why does this council not want it discussed publicly, or are boys not a segment of our population that commands any priority regarding educational improvement?"

Response by the Chairman:

The gap between educational achievement in boys and girls is a national issue. The Norfolk gap is the same as the national and this is not widening year on year. All attainment gaps are a matter that the Council take seriously, and we have a duty to challenge local authority maintained schools on outcomes, and share concerns about academy performance with the Regional School's Commissioner. We do this through a process of risk assessment of every school, and this determines our engagement with them, and whether or not we intervene with local authority maintained schools. We hold schools to account, but we have no role to determine how they manage their curriculum or organisation of provision for pupils. Our traded offer provides advice, training and support for raising standards in reading, writing and mathematics, which schools can purchase. This includes improving boys attainment.

It is not the case that the Council does not wish to discuss this publicly. However, discussing the issue would not provide a solution, when the Council has no power to intervene with schools to improve this outcome, other than through challenge. The three Select Committees cover a wide range of Council functions between them, and it is for each Committee to determine where their input could add most value.

Cabinet Member for Children's Services will arrange a meeting with the interested parties and officers to explore this issue more fully.

Question from Cllr Danny Douglas

Does the cabinet expect the completion of the Western Link Road to reduce the carbon emissions of transport in Norfolk and do they expect the complimentary measures to be now developed in cycling, walking & bus use to completely offset the carbon impact of the Western link road through modal shift onto the above complimentary measures?

Response by the Chairman:

Any option taken forward for a Norwich Western Link will be accompanied by a package of supporting non-motorised user interventions to encourage active and sustainable travel.

In order to mitigate the effects of the scheme a sustainable transport strategy will be produced as part of the next stage of work. This is set out in the Options Selection Report. The traffic relief to routes parallel to the NWL will improve opportunities for walking and cycling.

The Norwich Western Link will provide opportunities for improvements in public transport routes and bus journey time reliability due to reduced traffic along existing routes.

Dis-benefits in carbon emissions are not uncommon for schemes that create additional road space to relieve congestion in other areas. As such, an increase is presently predicted.

It should also be noted that the air quality assessment undertaken to date has not yet factored in improvement to vehicle efficiency and electrification of the vehicle fleet and so offers a worst-case scenario at this stage.

Mitigation to counteract carbon emissions will also be given careful consideration as the project moves forward, this will include carbon sequestration through appropriate habitat creation.

Norwich Western Link - Preferred Route

--- Highways England route alignment for A47 Tuddenham to Easton
--- Broadland Northway

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Why do we need a Norwich Western Link?

- Sustained calls for a Norwich Western Link (NWL) to connect the western end of Broadland Northway (NDR) to the A47 trunk road.
- Concerns from communities about traffic volumes and speed of traffic, severance and loss of local identity and amenity within their communities.
- People also report not feeling safe to walk or cycle within and between their local communities.
- There is a need to improve connectivity between new and emerging housing and employment areas to ensure there is infrastructure in place that facilitates planned growth.
- The business community is clear that good transport infrastructure is key to economic success and growth.
- The new designation of a Major Road Network (MRN) provides a recognition of more significant routes within the local network that connect with the Strategic Road Network (SRN).
- Broadland Northway is part of the MRN but there is currently a gap to the A47 that the Norwich Western Link would resolve.

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Scheme Objectives

A range of objectives have been developed to align with the current strategic objectives presented in national, regional, and local policy and associated guidance

High level objectives

- Support sustainable growth
- Improve the quality of life for local communities
- Support economic growth
- Promote an improved environment
- Improve strategic connectivity with the national road network

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Specific Objectives

- Reduce congestion and delay, and improve journey time reliability, on routes through the study area
- Improve network resilience and efficiency of the strategic and local transport network
- Reduce the number of Heavy Goods Vehicles using minor roads
- Improve emergency response times
- Make the transport network safer for all users (including Non-Motorised Users)
- Provide traffic relief (and reduce noise & emissions) within residential areas
- Minimise any detrimental impact on valued landscapes, the built environment and heritage assets, including through high quality design
- Not affect the ecological integrity of the Wensum Valley SAC
- Improve access to green space
- Contribute to the improved health and well-being of local residents
- Encourage modal shift to more sustainable modes of transport
- Enable improved accessibility to existing and new housing and employment sites
- Improve connectivity and accessibility to Norwich Airport, Norwich Research Park and Norfolk & Norwich University Hospital

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Initial consultation

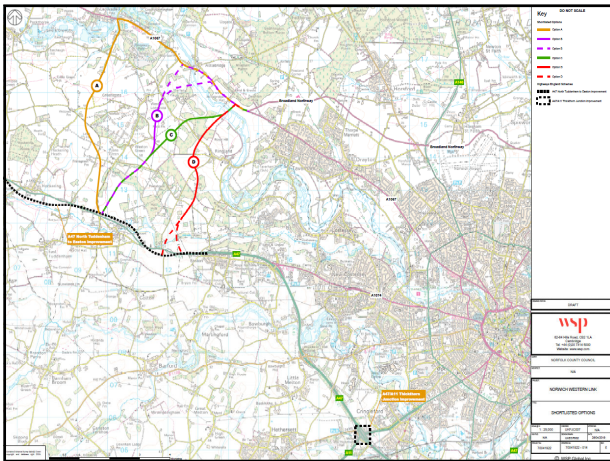
- We carried out a non-statutory public consultation, summer 2018, to understand people's experience of living in, and travelling through, the area to the west of Norwich.
- More than 1,700 consultation responses were received which demonstrated very strong support for creating a link between A1270 Broadland Northway (formerly known as the Northern Distributor Road) and the A47, with the majority of those responding suggesting a new road as their preferred solution
- The results demonstrated that respondents perceive the roads in the area to be unsuitable for the current levels and type of traffic, with rat-running and slow journey time concerns mentioned with a clear preference for developing a new road between the A1270 and A47.

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Assessment of Options

- From July 2018 to November 2018 an optioneering and appraisal process was carried out to assess options which would potentially address the issues identified.
- Using the DfT's Early Assessment Sifting Tool (EAST), a long list of 82 potential options was reduced to a short list of 3 new highway link options and an existing highway link upgrade option
- As they did not perform as well non-highways options are to be considered as part of potential packages of measures together with the Highways option.

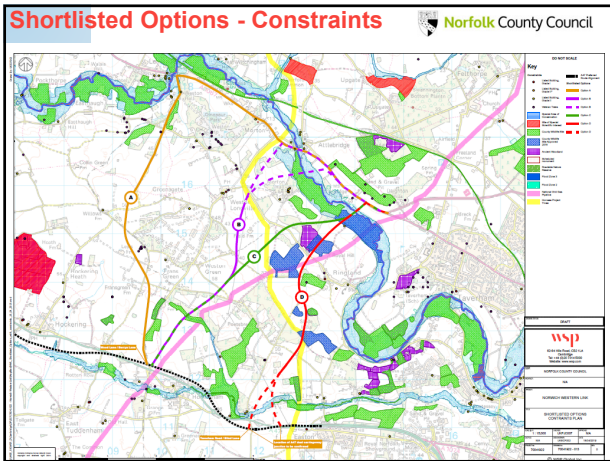
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Options Consultation

- Held between 26 November 2018 and 18 January 2019
- Presented shortlisted route options and associated information in order gauge support for each option and gain knowledge which could inform the preferred route recommendation and the development of the Strategic Outline Business Case
- 1,930 responses to the consultation received, most via the online questionnaire
- 64 stakeholder organisations, 41 members of the public and nine landowners responded by letter or email.

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Options Selection Report (OSR)

- The OSR aims to provide a more detailed analysis for the NWL options based on a stage 2 assessment of the shortlisted options.
- The OSR assesses;
 - Engineering
 - Environment & Ecology
 - Traffic & Economics
 - Consultation
- The purpose of the OSR is to compare options with the aim of establishing a preferred route.

Complementary Measures and Mitigation

- The OSR makes recommendations on a Preferred Route and further work to be undertaken to determine a package of complementary sustainable transport measures and environmental mitigation, taking into account feedback from consultation.

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OSR – Engineering Assessment

A simple six-rank matrix engineering decision matrix has been prepared to rank the relative performance of the route Options against decision criteria. 1 = best performing, 6 = worst performing.

Engineering	Route A	Route B (west)	Route B (east)	Route C	Route D (west)	Route D (east)
Horizontal Alignment, Land Use and Constraints	6	5	4	1	3	2
Junctions and Links	6	3	2	1	4	4
Topography and Profile	1	3	4	2	6	5
Structures	1	4	2	3	6	5
Drainage	1	1	1	1	1	1
Public Utilities	4	3	2	1	6	5
A47 Tie-in	1	2	2	2	5	6
Departures from Standard	1	6	5	1	1	1
Buildability	4	3	2	1	6	5
Overall	3	4	2	1	6	5

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OSR – Engineering Assessment

- **Horizontal Alignment, Land Use and Constraints**
 - Option A is within an existing narrow corridor with property frontages. Option B West and East have property accesses along the widened A1067, that need to be maintained. Option D West has several properties close to the A47 junction, and together with Option D East, is close to an existing reservoir.
- **Junctions and Links**
 - Route Option A requires several junctions with existing local roads. Options B-D are Grade separated so have junctions only at A1067 and A47.
- **Topography**
 - land is steeper further east, so Option D variants are the most challenging with more cut and fill and requirement to cross both Wensum and Tud rivers. Option B west is constrained to existing road levels at A1067 where it crosses the Wensum. Option C follows more closely to existing contours and Option A has best fit with the existing topography.
- **Drainage**
 - Sustainable drainage solution for all options, all assumed to perform the same.

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OSR – Engineering Assessment

- **Structures**
 - Based on number and form of structures Option D crosses both Rivers Wensum and Tud. Option B West requires partial demolition and reconstruction of existing A1067 bridge(s) to widen the route.
- **Public Utilities**
 - Options B, C and D cross the Hornsea Strategic Cables and existing overhead powerlines but Option D also crosses strategic HP gas main. Online options affect existing utilities in the roads which would require diversion or protection.
- **A47 Connection**
 - Option A is expected to need minimal change to the HE A47 future junction. Options B and C are expected to require minor changes. Connection to Blind Lane/Taverham Road junction is more difficult for Option D West and East.
- **Buildability**
 - Option A is mostly online construction, so causes more disruption during construction and requires more traffic management. Options B cause more disruption to A1067.

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Environmental Modelling and Methodology

- **General**
 - Work done to date enables a comparison of alternate routes options on a like-for-like basis in order to identify the best route option in relative terms. In the next stage (EIA) we will assess the scheme and identify improvements and mitigation measures.
- **Noise**
 - The noise modelling was carried out in accordance with the WebTAG method referred to by the Government for assessing new road schemes. This modelling does not include mitigation measures such as acoustic fencing and low noise road surfaces, and takes a worst case scenario by assuming every sensitive receptor is down wind of the road (which is not possible in practice).
- **Air Quality**
 - The air quality appraisal has been carried out in accordance with WebTAG government guidance and makes no allowance for future advances in technology that are expected to reduce vehicle emissions. Similarly there is no account taken of emerging government zero carbon targets.
- **Green House Gases**
 - The modelling does not take account of any potential mitigation or make any allowances for the Government's target of the electrification of the vehicles fleet beyond 2030.

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OSR – Environmental Assessment

Environmental Impacts	Route Options				
	Option A	Option B West	Option B East	Option C	Option D (west and east)
Noise	Considered to be the best option as it adversely affects (in terms of moderate and major impacts) the fewest properties.	Considered to be the worst option as it adversely affects (in terms of moderate and major impacts) the most properties.	Considered the third best option in terms of moderate and major adverse impacts on properties.	Considered the second best option in terms of moderate and major adverse impacts on properties.	Considered the second worst option in terms of moderate and major adverse impacts on properties.
Air Quality	Slight beneficial local air quality impact; affects fewest numbers of properties	Negative local air quality impact	Negative local air quality impact	Negative local air quality impact	Worst negative local air quality impact; affects largest numbers of properties
Greenhouse Gases	Net present value (CO ₂ e) of £8,651,484; lowest emissions of greenhouse gases	Net present value (CO ₂ e) of -£1,362,774; second lowest emissions of greenhouse gases	Net present value (CO ₂ e) of -£4,916,242; second highest emissions of greenhouse gases	Net present value (CO ₂ e) of -£4,163,216; third highest emissions of greenhouse gases	Net present value (CO ₂ e) of -£10,610,340; highest emissions of greenhouse gases
Landscape	Slight Adverse	Slight Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse
Historic Environment	Large Adverse	Large Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse
Biodiversity	Very Large Adverse	Very Large Adverse	Very Large Adverse	Large Adverse	Large Adverse
Water Environment	Minor Adverse	Minor Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse
Geology and Soils	This Option has the least exposure to the construction of embankments/piled structures over Alluvium layer.	This Option has a limited exposure to construction of embankments and piled structure over Alluvium layer.	This Option has a considerable exposure to construction of embankments and piled structure over Alluvium layer.	This Option has a considerable exposure to construction of embankments and piled structure over Alluvium layer.	This Option has the greatest exposure to construction of embankments and piled structure over Alluvium layer.



Environmental Effects Explained

- **Noise**
 - The noise modelling shows a mixed picture. Along the route of the NWL there will be an increase in noise, however, depending on the option, there will be a drop in some areas such as Ringland and Weston Longville as the NWL will take traffic away from the existing route network.
- **Air Quality**
 - In the short term there would be Air Quality benefits for all of the route options. However in the longer run, increases in vehicle km mean that there will be a negative impact on air quality for all options, except Option A. Option D has the worst negative local air quality impact.
- **Green House Gases**
 - In the short term the scheme will reduce Greenhouse Gas emissions, but over the sixty year modelling period it will attract more vehicle km, on all options except option A, and lead to an relatively small increase in greenhouse gases.
- **Landscape**
 - The landscape impacts have been assessed without any mitigation such as ancillary planting and the use of cuttings to screen the road. The "moderate adverse impact" on landscape for Route Options C, B (East) and D relates primarily to the crossing of the Wensum, but this route option offers some opportunities for mitigation such as ancillary planting and screening.

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OSR – Biodiversity Matrix

Impact	Routes					Route with biggest impact
	A	B (Western variant)	B (Eastern variant)	C	D Both variants	
Ecological* Feature						
River Wensum SAC	Red	Red	Red	Yellow	Yellow	B (Western variant)
Barbastelle bats	Red	Red	Red	Yellow	Yellow	A and B
Site of Special Scientific Interest (SSSI)	Blue	Blue	Blue	Yellow	Yellow	B (Western variant)
Ancient woodland – direct and indirect – approx. within 200m	Blue	Blue	Blue	Yellow	Yellow	D
Habitat of Principle Importance (HPI)	Blue	Blue	Blue	Yellow	Yellow	C and D
Woodland	Blue	Blue	Blue	Yellow	Yellow	C and D
County Wildlife Sites	Blue	Blue	Blue	Yellow	Yellow	D
Watercourses (excluding the River Wensum)	Blue	Blue	Blue	Yellow	Yellow	D
Habitat fragmentation	Blue	Blue	Blue	Yellow	Yellow	D
Pond loss	Red	Red	Red	Yellow	Yellow	A
Reduction in HPI quality	Blue	Blue	Blue	Yellow	Yellow	D
Number of hedgerows dissected	Yellow	Yellow	Yellow	Yellow	Yellow	B (Western variant)

Key
Red Likely Impacts
Orange Major
Yellow Moderate
Blue Minor
Grey Not applicable

*Features are presented in order of significance in relation to legislation and policy.
 NB: Mitigation not included in assessment



Achieving Biodiversity Net Gain

Definition:
Biodiversity net gain is development that leaves biodiversity in a better state than before. It is the end result of a process applied to development so that overall, there is a positive outcome for biodiversity.

- We are currently assessing the condition of the habitats likely to be impacted by the NWL and will be using the national Defra metric to assess biodiversity loss and then devising a compensation strategy in consultation with local wildlife groups.
- The strategy to achieve biodiversity net gain through habitat creation and restoration, is likely to focus on woodland and wetland which is in line with Natural England's aspirations for the project.
- The habitat creation will focus on benefiting species of conservation concern which have been recorded within the study area including the Barbastelle bat.

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OSR – Traffic

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- The NWL model covers the majority of Norfolk with all of the roads within the Norwich urban area included in the simulation network.
- The diagram below shows the base year 2015 network extents.

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OSR – Traffic

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Traffic Flow Map

Key data points from the map:

- 54 km² 2 way traffic flow:** Do Nothing: 9,614; Option A: 9,614; Option B: 9,614; Option C: 9,614; Option D: 9,614
- Do Nothing:** 5,575; Option A: 5,575; Option B: 5,575; Option C: 5,575; Option D: 5,575
- Do Nothing:** 19,895; Option A: 19,895; Option B: 19,895; Option C: 19,895; Option D: 19,895
- Do Nothing:** 15,303; Option A: 15,303; Option B: 15,303; Option C: 15,303; Option D: 15,303
- Do Nothing:** 5,007; Option A: 5,007; Option B: 5,007; Option C: 5,007; Option D: 5,007
- Do Nothing:** 5,242; Option A: 5,242; Option B: 5,242; Option C: 5,242; Option D: 5,242
- Do Nothing:** 7,389; Option A: 7,389; Option B: 7,389; Option C: 7,389; Option D: 7,389
- Do Nothing:** 43,317; Option A: 43,317; Option B: 43,317; Option C: 43,317; Option D: 43,317

OSR – Cost Estimates & Economics

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Cost £	Option A	Option B West	Option B East	Option C	Option D West	Option D East
Base cost	45,686,567	99,598,036	120,279,642	114,780,854	134,854,823	125,523,543
Risk	10,742,272	21,504,589	27,352,083	26,872,937	30,729,522	29,020,000
Inflation	4,218,618	9,254,385	10,485,666	11,030,579	12,580,924	11,892,958
TOTAL	60,647,447	130,357,009	158,117,391	152,684,370	178,165,269	166,436,501

	Option A	Option B West	Option B East	Option C	Option D West	Option D East
Adjusted Benefit Cost Ratio	1.4	2.6	2.2	2.5	1.9	2.0
Adjusted VFM Category	Low	High	High	High	Medium	High

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Analysis of Monetised Costs and Benefits - Adjusted

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	Route Options					
	Option A	Option B West	Option B East	Option C	Option D West	Option D East
Present Value of Benefits (PVB)	76,991	313,143	326,245	358,358	311,164	311,164
Present Value of Costs (PVC)	54,351	119,584	147,782	142,858	166,523	155,251
Net Present Value (NPV)	22,640	193,559	178,463	215,500	144,641	155,913
Benefit Cost Ratio (BCR)	1.42	2.62	2.21	2.51	1.87	2.00

E000s 2010 prices, discounted to 2010

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OSR – Consultation

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Response type	Number of qualitative responses
Questionnaire responses	1,711
Letters/emails from public	41
Letters/emails from stakeholder organisations	64
Total	1816

Which options did people support as a Norwich Western Link?

Option	Number of supporters
Option A	52
Option B - Route using existing bridge	90
Option B - Route with new viaduct	118
Option C	298
Option D	507
None of them, but something should be done	44
None of them, do nothing	104

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OSR – Consultation

Norfolk County Council

Responses to consultation questionnaire

How effective did people think each of the options would be as a Norwich Western Link? (100% stacked)

Legend: Not very effective (Red), Fairly ineffective (Orange), Neutral (Yellow), Fairly effective (Green), Very effective (Dark Green)

Option	Not very effective	Fairly ineffective	Neutral	Fairly effective	Very effective
Option A	~60%	~20%	~10%	~8%	~2%
Option B - Route using existing bridge	~30%	~20%	~10%	~30%	~10%
Option B - Route with new viaduct	~20%	~10%	~10%	~40%	~10%
Option C	~10%	~10%	~10%	~50%	~10%
Option D	~10%	~10%	~10%	~50%	~10%

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OSR – Consultation

Letter and email responses

- 64 responses from stakeholder organisations, 41 from members of the public and nine from landowners
- Stakeholders who responded included:
 - District and parish councils and elected representatives
 - Statutory environmental and heritage bodies
 - Non-statutory environmental and campaign groups
 - Walking and cycling groups
 - Businesses
 - New Anglia Local Enterprise Partnership
 - Norfolk Chamber of Commerce
 - Norfolk Constabulary
 - Norfolk and Norwich University Hospital
 - Highways England

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OSR – Consultation

Letter and email responses

- Generally, support for individual options mirrored that from the consultation questionnaire:
 - Most support for Option D followed by Option C
 - Comparatively little support for either version of Option B or Option A
- Landowners affected by one or more options were generally in favour of the alternatives proposed
- Common theme in stakeholder comments related to environmental effects and concerns about the impact of all options.

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Option Summary

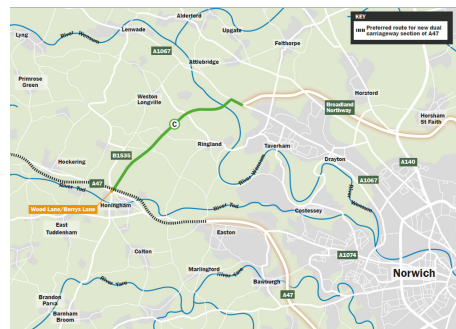
- Option A has the lowest value for money and the least support.
- Option B west has a poor level of support, and has a significant impact on the river Wensum SAC.
- Option B east also has a poor level of support, and whilst it mitigates the impact on the SAC, it does (like Option A and B west) impact on Barbastelle bats (an Annex 2 protected species).
- Option C provides the best balance in terms of engineering, environment and ecology impacts, public support, cost and traffic benefits.
- Option D (west and east) is the most popular option based on consultation responses, however it is also the most expensive (D west also being more than D east), has a greater environmental impact (compared with option C), and offers less value for money (compared with both B options and C).

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Preferred Route

Option C is recommended as on balance, it provides the overall best route for the NWL in terms of value for money, traffic benefits, environmental impact, engineering complexity, impact on communities, public acceptability and fulfilment of the project objectives.



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Next Steps

Milestone	Current estimate
Regional priority status agreement – Transport East meeting	July 2019
Preferred route established – decision at July Cabinet	15 th July 2019
Strategic Outline Business Case (SOBC) together with the Regional Evidence Base (REB) submission to DfT	July 2019
Outline Business Case (OBC) submission	January 2020
Design and Build Contractor appointment	October 2020
Formal Pre-application Public Consultation	February 2021
Planning Application submission	April 2021
Full Business Case (FBC) submission	July 2022
Start of construction work	Late 2022
Road open	Early 2025

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Recommendations

Cabinet are asked to agree:

- To submit the Strategic Outline Business Case (SOBC) to DfT via Transport East as part of their Regional Evidence Base by the end of July 2019.
- That a road-based transport intervention is the most appropriate solution to address the identified transport issues affecting the area and to select Option C as the preferred route for the Norwich Western Link in order for the Council to make a Preferred Route Announcement (PRA).
- To bring forward project development spend to FY2019/20 in order to maintain the project delivery programme.

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