

Scrutiny Committee

Date: 17 September 2019

Time: 10am

Venue: Edwards Room, County Hall, Norwich

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

Membership:

Cllr Steve Morphew (Chair)
Cllr Alison Thomas (Vice-Chair)

| | |
|---------------------|--------------------|
| Cllr Roy Brame | Cllr Keith Kiddie |
| Cllr Ed Connolly | Cllr Ed Maxfield |
| Cllr Emma Corlett | Cllr Joe Mooney |
| Cllr Phillip Duigan | Cllr Richard Price |
| Cllr Ron Hanton | Cllr Daniel Roper |
| Cllr Chris Jones | |

Parent Governor Representatives

Mr Giles Hankinson
Vacancy

Church Representatives

Ms Helen Bates
Mr Paul Dunning

Under the Council's protocol on the use of media equipment at meetings held in public, this meeting may be filmed, recorded or photographed. Anyone who wishes to do so must inform the Chairman and ensure that it is done in a manner clearly visible to anyone present. The wishes of any individual not to be recorded or filmed must be appropriately respected.

A g e n d a

1 To receive apologies and details of any substitute members attending

2. Minutes

To confirm the minutes from the Meeting held on:

- Monday 22nd July 2019 (Extraordinary meeting).
- Tuesday 30 July 2019

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3. Members to Declare any Interests

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
 - Exercising functions of a public nature.
 - Directed to charitable purposes; or
 - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

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

4 To receive any items of business which the Chairman decides should be considered as a matter of urgency

5 Public Question Time

Fifteen minutes for questions from members of the public of which due notice has been given. Please note that all questions must be received by the Committee Team (committees@norfolk.gov.uk) by 5pm on

Thursday 12 September 2019. For guidance on submitting a public question, please visit <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee>

6 Local Member Issues/Questions

Fifteen minutes for local member to raise issues of concern of which due notice has been given. Please note that all questions must be received by the Committee Team (committees@norfolk.gov.uk) by **5pm on Thursday 12 September 2019**

7 The deadline for calling-in matters for consideration at this meeting of the Scrutiny Committee from the Cabinet meeting held on Monday 2 September 2019 is 4pm on Monday 9 September 2019

8 Strategic and Financial Planning Scrutiny

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9 Scrutiny Committee Forward Work Plan

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Chris Walton
Head of Democratic Services
County Hall
Martineau Lane
Norwich
NR1 2DH

Date Agenda Published: 9 September 2019



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Extraordinary Meeting Scrutiny Committee

**Minutes of the Extraordinary Meeting Held on 22 July 2019
at 2.47pm in the Edwards Room, County Hall, Norwich**

Present:

Cllr Steve Morphew (Chair)
Cllr Alison Thomas (Vice-Chair)

| | |
|---------------------|--------------------|
| Cllr Roy Brame | Cllr Keith Kiddie |
| Cllr Ed Connolly | Cllr Ed Maxfield |
| Cllr Emma Corlett | Cllr Joe Mooney |
| Cllr Phillip Duigan | Cllr Richard Price |
| Cllr Ron Hanton | |

Substitute Members present:

Cllr Terry Jermy for Cllr Chris Jones
Cllr Brian Watkins for Cllr Dan Roper

Also present:

| | |
|----------------------|--|
| David Allfrey | Infrastructure Delivery Manager |
| Cllr Martin Wilby | Cabinet Member for Highways and Transport |
| Cllr Andrew Jamieson | Cabinet Member for Finance |
| Tom McCabe | Executive Director of Community and Environmental Services |
| Simon George | Executive Director of Finance and Commercial Services |
| Grahame Bygrave | Assistant Director Highways & Waste |
| Paula Cuthbertson | Associate, Transport and Development Planning, WSP |
| Andy Bascombe | Technical Director, Ecology, WSP |
| David Green | Associate, Town Planning, WSP |
| Craig Brennan | Technical Director, Transport Planning, WSP |

1 Apologies for Absence

- 1.1 Apologies for absence were received from Chris Jones (Cllr Jermy substituting) and Cllr Roper (Cllr B Watkins substituting)

2 Declarations of Interest

- 2.1 There were no declarations of interest.

3 Public Question Time

- 3.1 Three public questions and 2 supplementary questions had been received; see appendix A. The Chair clarified that Scrutiny Committee did not have the power to overturn decisions made by Cabinet and therefore these questions were for Cabinet to answer; the Chair had asked for the questions to be referred to Cabinet. The points raised would, however, inform discussion of Scrutiny Committee.
- 3.2 The Chair asked members of the public who were present to introduce their questions and the Committee would then formally forward them on to Cabinet for a response; members of the public who had put forward a question to today's meeting would be entitled to ask a supplementary at the Cabinet meeting where their questions were considered. Christopher Keene and Jenn Parkhouse introduced their questions to the Committee; see appendix A

4 Local Member Issues/Questions

- 4.1 One local Member question was received from Cllr Danny Douglas (appendix A).

5 Norwich Western Link

- 5.1.1 The Committee received the report considered by Cabinet on 15 July 2019 bringing together all the work completed by the County Council on the Norwich Western Link to establish the need for a road-based transport solution and to evaluate each of the options developed following completion of an options appraisal process.
- 5.1.2 The Infrastructure Delivery Manager gave a presentation which was previously given to Cabinet when they received the report on the 15 July 2019 (see appendix B)
- Each scheme could be compared on a like-for-like basis
 - The biodiversity matrix showed impact of each option against ecological features shown in order of significance; provision had been included in the project budget to work towards biodiversity net gain
 - Traffic data was used to show how each option would perform; B, C and D generated higher levels of traffic, but routes C and D were better at reducing traffic on nearby routes
 - Option B west, then C were the best performing options according to cost benefit; option A was the cheapest overall but worst according to cost benefit
 - Option D had highest public support according to the consultation followed by option C which was well supported. There was notably less support for options A & B
- 5.2.1 Cabinet Member Cllr Martin Wilby gave background to the project:
- The Norwich Western Link was one of the Major Infrastructure Projects agreed by Council; there had been 2 public consultations, and, on the 15 July 2019, Cabinet agreed to go ahead with Option C, the benefits of which were presented in the report considered by Cabinet
- 5.2.2 The Chair reviewed the recommendations considered by Cabinet; Recommendation 1: *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

- Cllr Wilby clarified that Transport East would submit applications to the Department for Transport (DfT) for Major Road Network funding by the end of July 2019; a meeting was due the following week with Councillors from Essex, Norfolk and Suffolk to agree Transport East priorities to send to the DfT.
- The Western Link project would be agreed through Transport East in alignment with its priorities and submitted by them to the DfT
- Deadline for submission of the strategic business case to DfT was the 31 July 2019. The deadline for submission of the outline business case, which would set out the case in greater detail and seek approval of funding from DfT, was January 2020.

5.2.3 Recommendation 2: *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)*

- The Chair queried why other solutions were discarded; the Infrastructure Delivery Manager reported that a report was taken to the Environment Development and Transport Committee in October 2018 setting out the 82 options appraised and explaining how the DfT sifting tool had been used to refine them using project criteria and objectives to arrive at the final 4 options.
- Non-road-based options, including sustainable transport solutions, were considered, however, road-based solutions were shown to be the most effective at meeting the project objectives and deliver the best cost benefit

5.2.4 Recommendation 3: *To bring forward project development spend to FY2019/20 in order to maintain the project delivery programme*

- Approximately £1.5m of capital funding previously outlined as required in future financial years would be brought forward to carry out work on the procurement, effectively completing this work at an earlier stage

5.3 The following points were discussed and noted

- The Vice-Chair asked how assumptions on air quality and noise were calculated; the Infrastructure Delivery Manager reported that assessments for each option were carried out on a like-for-like basis, not including mitigations, so did not include future changes such as to vehicle types. Methodology took the current vehicle fleet into account. If Government policy changed, new methodology and guidance would be followed
- In response to a query, it was confirmed that a Sustainable Transport Strategy would be developed in line with development of the preferred option and work carried out with local communities to improve cycling and walking options and with public transport operators to improve public transport across the network
- The Infrastructure Delivery Manager confirmed that the focus of the strategic business case was on the general case for a scheme, without specific detail on a preferred route; final submission of the strategic business case had been held back to align with the Transport East decision making programme
- In response to a Member query about the route identified through consultation (ie a preference for option D and whether people wouldn't therefore use the other options), Officers noted that data showed options B, C and D had similar anticipated traffic flow and it was therefore likely that people would use the preferred route

- The Technical Director, Transport Planning, WSP, confirmed in response to a query that the DfT Traffic Modelling guidance had been used and the model for the project used 2015 origin and destination data taken from mobile phone data
- If the submission was not made in July 2019 this could risk the scheme not being included in the 2020 to 2025 round of DfT funding
- Officers and the DfT accepted there were risks to delivery of large projects such as this, therefore it was key to keep the DfT informed of changes to delivery timescale; DfT reserved the right to withdraw funding if there was a significant change to the programme
- The Council would be competing with other Transport East priorities and projects developed by other Local Authorities
- The cost of this scheme at a time when sustainable transport options and solutions to reduce carbon were being looked at was questioned; the Associate, Transport and Development Planning, from WSP, reported that a baseline review was undertaken of all issues and viability of options developed to address them calculated, informed by work with local parish liaison groups and the public consultation. This found many of the non-road options were not viable and many journeys, such as HGV journeys, would be better catered for by road-based solutions. Sustainable transport measures would be brought into the scheme to offset some of the carbon emissions
- Disruption of wildlife, particularly in the designated area near the River Wensum, from noise, traffic and construction was queried; the Technical Director, Ecology, WSP reported that environmental and habitat impacts, and mitigations needed, would be considered in detail alongside development of the preferred route; detailed surveys would be carried out of habitats and wildlife crossing points and effects of construction assessed
- Opportunities for habitat creation would be looked at where possible. A standard Defra metric was used to assess habitat lost and gained which included the time taken for habitats to establish taking into account that habitats took different times to become fully established
- There was not a fixed time for the net gain in biodiversity due to the differing timescales for establishing habitats, but the aspiration was to achieve this in line with the Defra guidance
- Officers confirmed that a design for the scheme was needed before mitigations for environmental impacts could be looked at in detail
- An environmental “deal breaker” for the scheme would be a material effect on a special area of conservation, such as the river Wensum
- The proposed route would be developed in more detail to inform the planning process and the mitigation measures would be included in the planning application
- Members queried consideration taken to offset carbon; the Associate, Town Planning, WSP confirmed that mitigations would be identified through the environmental impact assessment and planning process
- Following a query, the Technical Director, Ecology, WSP clarified that data on main bat routes had been used to inform route selection and the decision taken by Cabinet; once the preferred route had been confirmed, further detailed bat surveys would continue to be carried out in the area including radio tracking
- The Infrastructure Delivery Manager clarified for Members the option selection process; following appropriate transport analysis guidance, initial options were

drawn up with appropriate information used to inform decision making, and then, once chosen, the preferred scheme would continue to be worked up in more detail

- The Executive Director of Community and Environmental Services confirmed that Route C was highlighted as being the best route for a range of reasons, all of which would be tested fully as part of the statutory process
- The Chair **PROPOSED** that the meeting was adjourned at 16.30 for discussion to continue at the meeting the following week, on the 30 July 2019
- Cabinet Member Andrew Jamieson gave a brief introduction on finances of the scheme
 - The cost of the project was estimated to be £152.7m; Central Government would fund up to 85% of a road of this type, leaving around 15-20% for local funding, approximately £20-30m for Route C
 - Cllr Jamieson suggested that funding could be sought through an application to the Greater Norwich Growth Board or New Anglia Local Enterprise Partnership, as with the Northern Distributor Road (now called the Broadland Northway)
 - Any contribution by Norfolk County Council would need to be borrowed, at 2% interest on a fixed rate for 50 years; The head of finance indicated this would give an additional cost to the council of around £1m per year for a £30m capital cost
 - The Executive Director of Community and Environmental Services confirmed that confidence regarding budget was linked to type of contract used and we would build on lessons learnt from the recent Great Yarmouth 3rd River crossing procurement
- Papers to Cabinet suggested cost would exclude changes at the A47 junction; it was confirmed that this work would be funded by Highways England, and Officers were working with them to monitor proposals for A47 dualling. The cost to the NWL project would be the extra-over costs for the larger junction the NWL would require
- The risks of borrowing were queried given the current political climate; Cllr Jamieson felt that, given that the borrowing would be at a fixed rate for 50 years and the annual cost to the Council would therefore be known, the risk was low, and considered that spending on infrastructure at this time was a prudent and sensible thing to do

5.4 The Scrutiny Committee

- **NOTED** the decision of Cabinet
- **ADJOURNED** the discussion to resume at the meeting of 30 July 2019

The meeting concluded at 16:35

Chair

Scrutiny Committee
22 July 2019

Item 5; Public Questions

Response from the Chairman:

Thank you to those Members of the public and Members that have sent questions through for consideration at the Scrutiny Committee. Your questions will be referred to the Cabinet as I do not consider that they are ones for the Scrutiny Committee to respond to. However, I am happy to accept them, and their contents will assist the Committee in its deliberations

Question received from Dr Iain Robinson:

I am the owner of woodland likely to be destroyed by Route C. A mature oak in my woodland can support over two hundred species of insect, which in turn support bird and mammal life. Veteran trees also provide roosting sites for bats and nesting sites for birds. Can the Councillors explain to me how they will manage to create a net biodiversity gain when habitat that has taken over two hundred years to mature will be destroyed?

Supplementary Question:

A woodland is made of more than just trees. The woodland soil ecology and understory (wildflowers, grasses, shrubs etc) might take centuries to mature and develop fungus and species diversity. How do the councillors intend to mitigate for such an irreplaceable loss?

Question received from Christopher Keene:

The United Nations' Intergovernmental Panel on Climate Change report of October 2018 states that we need a 45% reduction in carbon emissions by 2030 compared to 2010 to keep warming below 1.5C above pre-industrial levels, which will demand a radical change to our way of life. How can this occur when the Norwich Western link will increase emissions, as research has proven that new roads generate more traffic, with traffic increasing by an average of 47% above the regional equivalent in areas receiving major new roads according to a March 2017 study by Transport for Quality of Life?

Question from Jenn Parkhouse, Chair Wensum Valley Alliance

I shall be attending the Scrutiny Committee meeting on Monday and would like to ask the following question on behalf of The Wensum Valley Alliance:

Last October the IPCC reported that carbon emissions would need to be reduced to net zero by 2050 to have a reasonable chance of limiting global warming to 1.5 degrees.

If the NWL goes ahead and opens in 2025 this would increase carbon emissions by 20%+ (ref OSR Table 5.29 specific to Route C. Why is this committee discussing the merits of Route C instead of questioning the very viability of any new road? This would be in keeping with Council's own declared intention when adopting motion in April this year to consider all future key decisions with regard to their environmental impact, and in alignment with IPCC guidance.

Item 6; Local Member Issues/Questions:

Question from Cllr Danny Douglas

What does the announcement of the government's 2050 net zero target do the business case of the Western Link Road?

Supplementary:

Does the increase in the budget for the Major Schemes Department to prepare the Western Link Road in 2019 - 20 threaten the local bus budget which assists with sustainable transport connectivity in Norfolk?

Norwich Western Link - Preferred Route



wsp

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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

wsp

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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.

wsp

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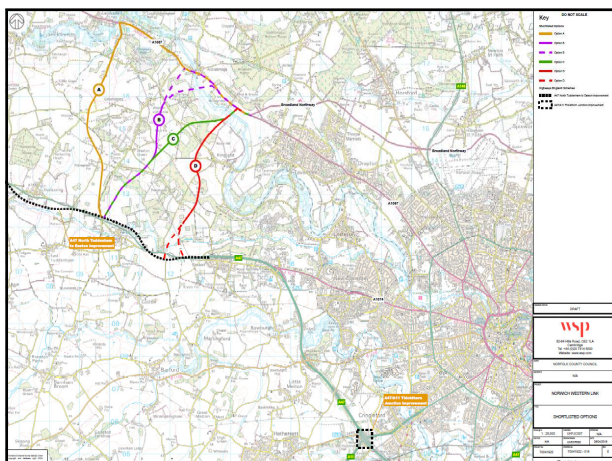
Assessment of Options

- 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.



wsp

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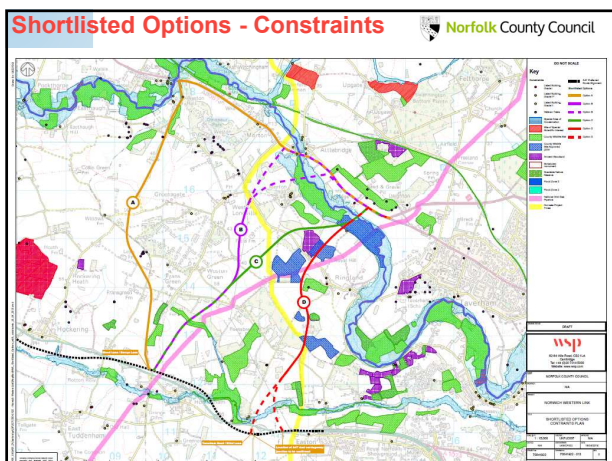
Options Consultation

- 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 |

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.

wsp

Norfolk County Council

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.

13



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.

16



OSR – Biodiversity Matrix



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

18



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



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.



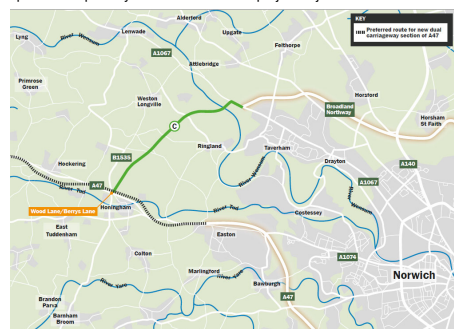
Option Summary

- 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).



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.



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 |



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.





Scrutiny Committee

Minutes of the Meeting Held on 30 July 2019
at 10:03am in the Edwards Room, County Hall, Norwich

Present:

Cllr Steve Morphew (Chair)
Cllr Alison Thomas (Vice-Chair)

Cllr Roy Brame
Cllr Ed Connolly
Cllr Phillip Duigan
Cllr Ron Hanton
Cllr Chris Jones

Cllr Keith Kiddie
Cllr Ed Maxfield
Cllr Joe Mooney
Cllr Richard Price

Substitute Members present:

Cllr Terry Jermy for Cllr Emma Corlett
Cllr Brian Watkins for Cllr Dan Roper

Also present:

| | |
|------------------------|---|
| David Allfrey | Infrastructure Delivery Manager |
| Grahame Bygrave | Assistant Director of Highways and Waste |
| Paula Cuthbertson | Associate, Transport and Development Planning, WSP |
| Cllr Margaret Dewsbury | Cabinet Member for Communities and Partnerships |
| Helen Edwards | Chief Legal Officer (Monitoring Officer) |
| Cllr Tom Fitzpatrick | Cabinet Member for Innovation, Transformation and Performance |
| Simon George | Executive Director of Finance and Commercial Services |
| Cllr Andrew Jamieson | Cabinet Member for Finance |
| Tom McCabe | Executive Director of Community & Environmental Services |
| Chris Walton | Head of Democratic Services |

1 Apologies for Absence

- 1.1 Apologies were received from Cllr Emma Corlett (Cllr Terry Jermy substituting) and Cllr Dan Roper (Brian Watkins substituting)

2. Minutes

- 2.1 The minutes of the meeting held on the 4 June 2019 were declared as an accurate record and signed by the Chairman

3. Declarations of Interest

- 3.1 There were no declarations of interest.

4. Urgent Business

- 4.1 No urgent business was discussed

5. Public Question Time

- 5.1 No public questions were received

6. Local Member Issues/Questions

- 6.1 No local Member questions were received

7. Call ins

- 7.1 No call ins had been received

8. Point of Order

- 8.1 The Committee chose to take item 9, "Strategic and Financial Planning Scrutiny", next, and then return to the running order of the agenda

9. Strategic and Financial Planning Scrutiny

- 9.1 The Committee had agreed to invite Cabinet Members and Executive Directors to future Scrutiny Committee meetings to discuss underlying risks and activities on any firm budget proposals before they were presented to Cabinet

- 9.2.1 Cabinet Member for Communities and Partnerships Cllr Margaret Dewsbury gave background to her portfolio and the associated budgets and answered the Chairman and Scrutiny Committee's questions:

- Cllr Dewsbury's portfolio covered Trading Standards, Norfolk Fire and Rescue, Museums Services, Community Resilience, Community Services, County Archives, the Record Office, Arts, Adult Education, Active Norfolk, the Library Service and Information Services
- Norfolk Fire and Rescue Service went over budget in 2019-20 due to extra costs arising from the "Beast from the East" and field fires in the summer
- Following the recent Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS) inspection, the next Integrated Risk Management Plan (IRMP), was being put together, to start in May 2020.
- Possible future challenges on the Norfolk Fire and Rescue Service budget related to ongoing discussions around potential pay increases for Fire and Rescue Staff, a possible Government ruling on pensions and the possibility of a summer fires contingency fund; the hottest July day ever recorded was a few days earlier and it was likely that the extreme summer heat and fires seen in 2019 could become more regular
- The Library and Museums Services brought in revenue through events and fees; the Castle Keep project and a historical anniversary in 2021 at Norwich Castle Museum would increase visitor turnout. Adult Learning planned to put a reserve in place to mitigate against less well attended courses
- The Vice Chair **asked** Cllr Dewsbury to investigate areas for further

development to bring in revenue to offset pressure in other, demand led areas

- Cllr Dewsbury reported that departments in her portfolio supported other departments through projects which supported vulnerable people.
- Cllr C Jones asked what criteria the Fire Service used by to decide what situations were 'exceptional' and required one off funding; Cllr Dewsbury **agreed** to send this information to Cllr Jones.
- The Executive Director of Community and Environmental Services clarified that the Fire Service had a reserve in place and could carry a large risk. The cost of supernumerary staff while training new recruits and maintaining staff training levels could be an additional challenge to the Service.
- Cllr Dewsbury hoped to see the model at Attleborough Library, which had been developed into a community hub, rolled out in other towns
- The chairman **PROPOSED** that the Committee **recommend** that the Cabinet Member quantify the value added of projects for other departments and services within the Council carried out by departments in her portfolio as part of planning for the future
- The Chairman noted that the IRMP would go to Full Council for agreement as it was part of the Policy Framework

9.2.2 Cabinet Member for Innovation, Transformation and Performance Councillor Tom Fitzpatrick gave background to his portfolio and answered the Chairman and Committee's questions:

- Cllr Fitzpatrick's portfolio area involved developing ways of working more efficiently across all departments, and therefore overlapped other Cabinet Members' portfolios
- New innovations included rolling out LoRaWAN (Long Range Wide Area Network) across Norfolk, the Internet of Things Conference, and development of the innovation Centre at County Hall, among others
- Performance was addressed by making changes to reporting systems and strengthening the performance framework
- Where possible, capacity would be built internally for projects, and if this was not possible, a business case would be put forward to develop capacity.
- revenue savings would be created by replacing HR and Financial systems which were no longer fit for purpose; there would be an initial outlay but following this, an estimated £20m saving was expected in 2022-23 with a possible further £11m savings in the following 10 years
- The ownership of schemes varied; some sat with the department in question, while others were corporate or organisational changes
- The RAG reporting system was being reviewed with the aim of making it more meaningful
- the 6-year plan would look at strengthening the improvement framework and developing consistency; a programme of projects with targets and measures would be developed
- The innovation centre was a demonstration centre for technology and innovations; Cllr Fitzpatrick **agreed** that a session could be arranged for Scrutiny Committee Members to visit
- A Member queried what strategies were in place to prevent duplication. Cllr Fitzpatrick reported that paper-based systems had enabled silo-working and made information sharing more difficult. Steps to reduce the risk of these occurring were being looked into, including mail being sent to a central point for electronic distribution to recipients, and making information accessible across the system, eliminating the need for paper

- Cllr Fitzpatrick planned to meet with Communications to promote the innovations and technologies in place across Norfolk County Council
- Improvements to and impacts on other services from innovations would be monitored through work in partnership with other Cabinet Members
- The Vice Chair **PROPOSED** that the Committee **recommend** that the Cabinet Member quantify the value added of projects for other departments and services within the Council carried out by departments in his portfolio as part of planning for the future; Cllr Fitzpatrick noted that some of the changes also saved time for other tasks to be carried out and helped improve staff morale

9.2.3 Cabinet Member for Finance Cllr Jamieson gave background to his portfolio and answered the Chairman and Committee's questions:

- Cllr Jamieson offered to discuss plans in further detail with a sub-group of the Committee after the October Cabinet meeting, before the budget consultation
- In order to meet the savings gap in 2020-21, the Council was looking to make £40m savings. This would be met through £10m savings from system improvements and innovations, £20m savings from service sectors (£9m from Adult Social Care, £4.5m from Children's Services, £5m from Community and Environmental Services, £0.5m from Strategy and Governance and £1m from Community Services) and £10m savings from financial services
- Final budget proposals would be put forward in September 2019, and brought to Cabinet in October 2019 prior to consultation
- Concerns were raised about cuts to non-essential services; Cllr Jamieson did not believe the Council would need to consider cutting back to statutory obligations at that time
- A Member asked what the impact would be to the Council of the proposed £200m borrowing; Cllr Jamieson noted that as the Public Works Loan Board was lending at a fixed rate of 2% over 50 years, it was prudent to use this facility while it was available.
- Income generation to support the Council to balance budgets was developing; examples included the Norse Group who were developing a sustainable dividend, NorseCare who were looking into growth, and Repton Property Developments who were starting to develop housing. These, and other income generation schemes, would help offset the risk of borrowing.
- Borrowing would support the Council to develop more schools and with other Capital projects
- The risk of overrun of capital projects on budgets was queried; Cllr Jamieson **agreed** to provide a written response to Cllr Maxfield on this
- Cllr Jamieson confirmed that money spent and potential underspends in all departments were monitored
- The business case for borrowing from the Public Works Loan Board would be reviewed by Cabinet and that Scrutiny Committee could look at associated projects before decisions were taken.
- Cllr Jamieson clarified for the Chairman that revenue costs were not included in assumptions of capital projects, but would be included in the business case
- Department surpluses were either used to increase departmental reserve funds or to offset overspends in other departments. Surpluses caused by unspent grants allocated within a financial year would be carried forward to the following year within departmental reserves

9.3 The Committee **RECOMMENDED** that the Cabinet Member for Innovation, Transformation and Performance and Cabinet Member for Communities and

Partnerships quantified the value added of projects for other departments and services within the Council carried out by departments in their portfolios as part of planning for the future

9.4 The Committee took a break from 12:03 to 12:15

10. Norwich Western Link

10.1 The Committee continued discussion from the extraordinary Scrutiny Committee meeting held on 22 July 2019 on the process and examination on the evidence by which the decision had been made at the Cabinet meeting of 15 July 2019.

10.2 The Chairman and Committee Members questioned Cllr Jamieson on the Financial Aspects of the Norwich Western Link project:

- The Chairman had reviewed the options appraisal report, which was considered by Environment Development and Transport Committee in October and November 2018, after the extraordinary meeting on the 22 July
- The Chairman asked about costing of non-road-based options. It was confirmed that appendices h and d of the options appraisal report showed the options, including the non-road-based options, broken down according to relative cost basis. This report acknowledged that non-road-based options would be beneficial as complementary to road-based options
- The allowance for inflation if the project over-ran was queried. Cllr Jamieson **agreed** to calculate the extra inflation required if the project overran by a year, and circulate to the Chairman; scheme delay was included in the risk assessment of the project
- Optimism bias was queried; this was a measurement used in the economic appraisal of the project to assess risk, which accounted for the uncertainty of early work which could underestimate value, cost, delays and other factors; optimism bias was calculated at net present value with the economic assessment based on 2010 prices
- It was confirmed that in the options appraisal the same criteria (using DfT's Early Appraisal Sifting Tool – EAST) were used on all 82 options.
- Clarification was requested on the construction costs for the upgrade at the A47 Wood Lane junction being delivered by Highways England. The Infrastructure Delivery Manager confirmed that only the extra over-costs of adding the Norwich Western Link junction to the Highways England junction would be met by Norfolk County Council; the junction would be designed to join as easily as possible with the Highways England junction
- Learning from delivery of the Norwich Distributor Road (NDR, now called Broadland Northway), had been applied to the Great Yarmouth 3rd river crossing and would be applied to the Western Link project
- The Associate, Transport and Development Planning, WSP, confirmed that each structure on the Norwich Western Link had a medium level optimism bias applied to them because of the risk involved in their construction; there were approximately 9 structures along the scheme including the viaduct; the cost applied was a fair representative because of the optimism bias applied.
- The Infrastructure Delivery Manager **agreed** to check and circulate to Committee the risk allowance used for the NDR at the various stages of its delivery, the original and total price of this project and the original and final local contribution to the project. He also **agreed** to include information on lessons learned, profiling of NDR costs and risk transference

- Cllr Maxfield proposed setting up a working group to look further at the process of decision making for the NWL project to inform decision making in the future, such as testing assumptions around the impact of large infrastructure projects on the County, policy, and climate change. The Vice Chair was not in support of a working group as she could not see a clear purpose or outcome.
- The Chairman **suggested** that the meeting was adjourned and that the Chair and Vice-Chair would discuss with Officers how to take discussion on this item forward and circulate this to the Committee.
- Cllr Maxfield suggested that pre-meetings were held before Scrutiny meetings to discuss and agree lines of questioning and the approach to be taken in the meeting

10.3 The Committee **AGREED** that the Chair and Vice-Chair would discuss with Officers how to take discussion on this item forward in the future, and would bring back a suggested approach to Committee at an appropriate time

11. Scrutiny Committee Forward Work Plan

11.1 The Committee considered the forward work plan

11.2 The Chair and Vice-Chair planned to meet with Chairs of Select Committees to discuss and plan the Committee's forward work plan; the Committee **agreed** with this approach

11.3 The Committee **AGREED** the forward work plan

The meeting concluded at 13:18

Chair

Report to Scrutiny Committee

Item No. 8

| | |
|---|--|
| Report title: | Strategic and Financial Planning |
| Date of meeting: | 17 September 2019 |
| Responsible Cabinet Member: | Cllr Andrew Jamieson, Cabinet member for Finance. |
| Responsible Director: | Simon George, Executive Director of Finance and Commercial Services |
| Is this a key decision? | No |
| Executive Summary <p>The Scrutiny Committee has agreed that it needs to have an ongoing and effective role in the Council's budget setting cycle and to understand the Council's current and future financial position. On 4 June 2019 it was agreed to invite Cabinet members and Executive Directors to future Scrutiny Committee meetings to discuss any underlying risks and activities on any firm budget proposals before they are presented to Cabinet.</p> Action required <p>The Scrutiny Committee is asked to consider the County Council's current and future strategic and financial planning, focusing on:</p> <ul style="list-style-type: none">• The current budget position for the services within the Cabinet portfolios set out in paragraph 2.2• The current position regarding in year savings for the services• The emerging areas for savings and any pressures in the 2020/21 budget | |

1. Background and Purpose

- 1.1. At the Scrutiny Committee on 4 June 2019 Members considered a report which highlighted the effective role that scrutiny could have in the Council's budget setting cycle. It was noted that financial scrutiny needed to be ongoing rather than happening late in the budget process.
- 1.2. In considering the role that Scrutiny Committee could have in scrutinising the County Council's current and future strategic and financial planning¹ it was agreed that Cabinet Members and Executive Directors would be invited to future Scrutiny meetings to discuss the underlying risks and activities of any firm budget proposals before they are presented to Cabinet.
- 1.3. At their meeting on 2 September 2019 Cabinet considered a report which outlined 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. A copy of the Finance Monitoring Report 2019-20 P4: July 2019 can be viewed [here](#)

2. Proposals

¹ Strategic and Financial Planning – Business Planning and Budget 2020-21 – Cabinet report of 20 May 2019

- 2.1 For the Scrutiny Committee to maintain an overview of the financial position of the Council, and to continue to monitor progress, the Chair and Vice Chair have agreed to invite Cabinet Members to this meeting to discuss their own individual portfolio areas.
- 2.2 The Scrutiny Committee meeting in July 2019 focused on the Communities and Partnerships, and Innovation, Transformation and Performance Cabinet portfolios. It was agreed that this meeting would focus on the following portfolios and the relevant Cabinet members would be invited to attend:
- Children's Services (Cllr John Fisher)
 - Adult Social Care, Public Health and Prevention (Cllr Bill Borrett)
 - Highways and Infrastructure (Cllr Martin Wilby)
 - Environment and Waste (Cllr Andy Grant)
 - Commercial Services and Asset Management (Cllr Greg Peck)

In addition, the Cabinet Member for Finance, Cllr Andrew Jamieson, has been invited to give an overview of the current financial position of the Council.

- 2.3 Scrutiny Committee are mindful that at this stage in the budget setting cycle Cabinet members will not have firm budget savings proposals for the 2020/21 budget. Scrutiny will therefore be focused on the following areas in questioning Cabinet members and their views on:
- The current budget position for the services within their portfolio
 - The current position regarding in year savings for the service
 - The emerging areas for savings and any pressures in the 2020/21 budget

3. Impact of the Proposal

The proposal will ensure that non-Executive Members can play an ongoing and effective role in the Council's budget setting cycle and can understand the Council's current and future financial position.

4. Alternative Options

There are no alternative options for the Scrutiny Committee to consider.

5. Financial, Resources and other Implications

Refer to Cabinet report

6. Risk Implications/Assessment

Refer to Cabinet report

7. Select Committee comments

This report has not been considered by a Select Committee

8. Action required

The Scrutiny Committee is asked to consider the County Council's current and

future strategic and financial planning, focusing on:

- The current budget position for the services within the Cabinet portfolios set out in paragraph 2.2
- The current position regarding in year savings for the services
- The emerging areas for savings and any pressures in the 2020/21 budget

9. Background Papers

- [Strategic and Financial Planning – Business Planning and Budget 2020-21 – Cabinet report of 20 May 2019](#)
- [Finance Monitoring report 2019-20 P4: July 2019 - Cabinet report of 2 September 2019](#)
- [Cabinet minutes of meeting on 2 September 2019](#)

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

Officer name: Karen Haywood

Tel No.: 01603 228913

Email address: karen.haywood@norfolk.gov.uk



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Report to Scrutiny Committee

Item No. 9

| | |
|---|--|
| Report title: | Forward Work Plan |
| Date of meeting: | 17 September 2019 |
| Responsible Cabinet Member: | N/A |
| Responsible Director: | Executive Director of Strategy and Governance |
| Is this a key decision? | N/A |
| Actions required The Scrutiny Committee is asked to consider and agree the draft forward work plan and any future items for scrutiny. | |

1. Background and Purpose

- 1.1. At the last Scrutiny Committee meeting on 30 July 2019 Members considered a forward plan of scrutiny work. The proposed issues for future scrutiny have subsequently been considered by the Chair and Vice Chair of the Committee and a suggested way forward has been agreed for each topic, as outlined in the draft work plan at Appendix A.
- 1.2. At the request of the Committee scrutiny training was provided for Members and Select Committee Chairs on 29 July 2019. The training focused on:
 - how non-executive Members could add value and impact on the performance of the Council
 - developing effective questioning skills
 - developing focused work plans
- 1.3. One of the outcomes from the training was the need to try and ensure that any suggested items for scrutiny should aim to:
 - Have a clear process and methodology
 - Be aligned to Council priorities
 - Reflect the priorities of the community
 - Be Member led

When considering items for scrutiny the Committee could also consider:

- What the benefits are that scrutiny could bring to this issue?
- How the committee can best carry out work on this subject?
- What the best outcomes of this work would be?
- How this work could engage with the activity of the Cabinet and other decision makers, including partners?

2. Proposals

- 2.1. It is suggested that the Committee considers the attached draft forward work plan and agrees any future possible items for scrutiny, considering the guidance

raised at the Scrutiny training on 29th July.

- 2.2. The Committee may also wish to consider the Cabinet Forward Plan of key decisions and work plan in order that it can schedule any pre-scrutiny it wishes to undertake in advance of a Cabinet decision. A copy of the Cabinet Forward Plan is attached [here](#).
- 2.3. The current Select Committee forward work programmes are available at the following links to ensure any suggested areas for scrutiny are considered by the most appropriate body and to avoid duplication of topics.
- [Corporate Select Committee](#)
 - [Infrastructure and Development Select Committee](#)
 - [People and Communities Select Committee](#)

3. Resource Implications

3.1. **Staff:**

Support for the Council's scrutiny function is provided by the Head of Democratic Services and the Democratic Support and Scrutiny Manager.

3.2. **Property:**

None

3.3. **IT:**

None

4. Other Implications

4.1. **Legal Implications:**

In considering their forward work plan the Scrutiny Committee should have regard to the government's Statutory Guidance on Overview and Scrutiny in Local and Combined Authorities. A copy can be found [here](#).

4.2. **Human Rights implications**

None

4.3. **Equality Impact Assessment (EqIA) (this must be included)**

None

4.4. **Health and Safety implications (where appropriate)**

None

4.5. **Sustainability implications (where appropriate)**

None

4.6. **Any other implications**

None

5. Risk Implications/Assessment

5.1. None

6. Select Committee comments

- 6.1. The Scrutiny Committee should take into consideration any comments raised by the Select Committees regarding their own forward work plans to avoid duplication.

7. Recommendation

- 7.1. The Scrutiny Committee is asked to consider and agree the draft forward work plan and any future possible items for scrutiny.

8. Background Papers

- 8.1. [Ministry of Housing, Communities and Local Government- Statutory Guidance](#)

Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

Officer name: Karen Haywood **Tel No:** 01603 228913

Email address: Karen.haywood@norfolk.gov.uk



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Scrutiny Committee Forward Work Plan

| Date of meeting | Scrutiny Topic | Areas for focus | Cabinet member | Executive Director |
|-------------------|-------------------------------|---|--|--------------------|
| 17 September 2019 | Budget Scrutiny | <p>Focus on the following Cabinet portfolios:</p> <p>Adult Social Care, Public Health and Prevention Children's Services Highways and Infrastructure Environment and Waste Commercial Services and Asset Management</p> <p>Areas for consideration:</p> <ul style="list-style-type: none"> The current budget position for the services within the Cabinet portfolios The current position regarding in year savings for the services The emerging areas for savings and any pressures in the 2020/21 budget | <p>Bill Borrett Martin Wilby Andy Grant Greg Peck Andrew Jamieson</p> <p>Andrew Proctor (Leader) will be attending in place of the Cabinet Member for Children's Services who is unable to attend.</p> | Simon George |
| 22 October 2019 | Regional Schools Commissioner | <p>To provide an update on the role of the Commissioner and the role of the Local Authority in particular regarding exclusions and SEND provision. (NB the Regional Schools Coordinator will be invited to attend this meeting so depending on availability this may be subject to change)</p> | | Sara Tough |
| | Norwich Opportunity Area | <p>To provide an update on the role, priorities and achievements of the Norwich Opportunity Area.</p> | | |

| | | | | |
|-------------------------|---|---|--|------------------|
| 19 November 2019 | Cumulative impact of cutting services for families with disabilities. | | | James Bullion |
| 17 December 2019 | Peer Review | To review the outcomes of the Peer Review | | Fiona Mc Diarmid |
| 28 January 2020 | | | | |
| 18 February 2020 | | | | |
| 17 March 2020 | Changes to the Child and Family Support Service | Six-month review of changes | | Sara Tough |
| 21 April 2020 | | | | |

- **To be scheduled:**

Major Infrastructure Projects, including:

- **Review of the NDR** process and the lessons learned and whether these were being applied to future projects in terms of process, planning and funding.
- **Third River Crossing.**

1) Update on further items following consideration by the Chair and Vice Chair of Scrutiny Committee:

- **New Schools** – A briefing note has been circulated to the Committee to provide Members with an update on this issue. The Chair and Vice Chair have suggested that this item does not need to be scrutinised further at this stage.
- **Norfolk's Cycling Strategy** - To develop more traffic free cycling routes in Norfolk.

This item has been raised with the Chairman of Infrastructure and Development Select Committee to ask the Committee to consider adding this as an issue on their forward work plan.

- **Revenue Generation-** Particularly the wider implications of revenue generation, e.g. property portfolio and maximising the bottom line, as well as the social impact on users and buildings as well as on the property portfolio.

It is suggested that this issue be initially raised with Cabinet member Greg Peck at the 17 September meeting and be kept on the work programme for consideration in 2020.