

## MEMBER/PUBLIC QUESTIONS TO SELECT: INFRASTRUCTURE AND DEVELOPMENT COMMITTEE: 15 September 2021

### 5. PUBLIC QUESTIONS

5.1	<b>Question from Lynda Groves</b>
	Is anything being done to address flooding in high-risk areas of Norwich?
	<b>Response by Chairman of I&amp;D Committee (Assigned to Grahame Bygrave)</b>
	<p>There is a considerable amount of work being done to proactively reduce the risk of surface water flooding in Norwich.</p> <p>A key part of this is the Council's proactive highway's gully cleaning programme, which runs throughout the year. Gullies are routinely cleaned in a cyclic manner, but those in higher-risk areas are cleaned more often in order to prevent surface water flooding. These routine works are complemented by small drainage improvement schemes.</p> <p>The Council have also been working with partners on the CATCH EU Interreg project in the high flood risk areas of Norwich since November 2018. This project has installed over 1,703 specially designed water butts and raised planters in properties that capture rainwater from roofs during a storm and release it back into the sewer network after the storm has passed. The installed units can hold up to a total of 320,000 litres of water, helping reduce the pressure on existing sewers and reduce the impact and frequency of surface water flooding. It is hoped that the findings from this pilot project will be incorporated in future surface water mitigation projects as they progress.</p> <p>Although the Council is responsible for highway drainage, most of our gullies connect into Anglian Water drainage systems which also drain private properties. Anglian Water have resources to improve capacity and their priority tends to be where foul sewage flooding occurs. However, we also look for opportunities to improve drainage where we can and work closely with Anglian Water. An example of this is the recently completed (2018) Norwich Fringe Drainage improvements which brought in some £10.3m of funding to improve drainage assets across Norwich.</p> <p>In addition, the Norfolk Strategic Flood Alliance (NSFA) has been set up this year to further co-ordinate the 36 different agencies that have flood and water management responsibilities across Norfolk, in order to provide a better coordinated response. As part of their work, 16 sites across Norfolk that are regularly at risk of flooding have been identified. These sites form the first tranche of locations that the NSFA will inspect with a view to proposing how to minimise or mitigate local flooding risk. Sites in</p>

	Norwich will be considered during future phases as funding becomes available.
--	---

## 6. LOCAL MEMBER ISSUES/ MEMBER QUESTIONS

6.1	<b>Question from Cllr Councillor Jamie Osborn</b>
	<p>Question: The Government's recent Decarbonising Transport plan requires councils to set out how local transport plans will deliver quantifiable carbon reductions in transport in line with national carbon budgets and net zero ambitions. The Transport for Norwich Strategy includes a commitment to building the Western Link road. The carbon emissions from that scheme will not be calculated until an environmental impact assessment is carried out by the contractors. Does [addressee] agree that a robust and transparent calculation of the full carbon emissions of the NWL should be available before adoption of the TfN Strategy?</p> <p>Supplementary: The Committee on Climate Change recommends that to achieve required carbon targets, a reduction of overall traffic levels is required. Will [addressee] consider inclusion of targets for reducing overall traffic as part of the LTP4?</p>
	<b>Response by Chairman of I&amp;D Committee (Assigned to Vince Muspratt)</b>
	<p>The new Transport for Norwich Strategy, currently out for consultation, sets a long term and ambitious policy commitment to reduce carbon emissions and promote sustainable transport measures. It commits the Council to reducing carbon emissions from transport in Norwich to make the necessary contribution to the national target of reducing emissions from all sources by 78% by 2035 compared to 1990 levels and achieving net zero by 2050. The proposed strategy recognises that there are a number of new and improved strategic connections being developed, including the Norwich Western Link. This new Transport for Norwich Strategy also commits the Council to develop a carbon budget for the transport programme to demonstrate how it will ensure emissions are contained within the budget.</p> <p>This strategy puts in place the commitment to develop a carbon budget and to set a baseline and gather evidence for far-reaching interventions including restrictions in travel demand, mode shift through an increased emphasis on active travel and accelerating the switch to electric vehicles. It would be premature to require the detailed carbon budget baseline work to be carried out before deciding to adopt a strategy which commits the Council to develop a carbon budget.</p> <p>Supplementary</p>

	<p>The draft Fourth Local Transport Plan sets out a policy commitment to meet the County's Environmental Policy and recognises that there is further work to do through development of an implementation plan and it will be at that stage that a range of targets and interventions will be set out in detail.</p>
--	---