

Infrastructure and Development Select Committee

Date: **Wednesday 25 May 2022**
Time: **10am**
Venue: **Council Chamber, County Hall, Norwich**

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

Membership:

Cllr James Bensly (Chair)
Cllr Vic Thomson (Vice Chair)

Cllr Steffan Aquarone (Spokes)	Cllr Chrissie Rumsby
Cllr David Bills	Cllr Robert Savage
Cllr Claire Bowes	Cllr Barry Stone
Cllr Chris Dawson	Cllr Maxine Webb (Spokes)
Cllr Jim Moriarty (Spokes)	Cllr Tony White
Cllr William Richmond	

**For further details and general enquiries about this Agenda please contact the
Committee Services Officer, Nicola Ledain:
email committees@norfolk.gov.uk**

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.

Advice for members of the public:

This meeting will be held in public and in person.

It will be live streamed on YouTube and, in view of Covid-19 guidelines, we would encourage members of the public to watch remotely by clicking on the following link:

https://www.youtube.com/channel/UCdyUrFjYNPfPq5psa-LFIJA/videos?view=2&live_view=502

However, if you wish to attend in person it would be most helpful if, on this occasion, you could indicate in advance that it is your intention to do so. This can be done by emailing committees@norfolk.gov.uk where we will ask you to provide your name, address and details

of how we can contact you (in the event of a Covid-19 outbreak). Please note that public seating will be limited.

They will also be required to wear face masks when they are moving around the room but may remove them once seated. We would like to request that anyone attending the meeting does the same to help make the event safe for all those attending. Information about symptom-free testing is available [here](#).

A g e n d a

1 To receive apologies and details of any substitute members attending

2 Minutes

To confirm the minutes of the meeting held on 16 March 2022.

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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 Friday 20 May 2022**. For guidance on submitting a public question please visit www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetingsdecisions-and-elections/committees-agendas-and-recent-decisions/ask-aquestion-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 Friday 20 May 2022**.

7 Norfolk Investment Framework

Report by the Executive Director of Community and Environmental Services

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8 Minerals and Waste Local Plan

Report by the Executive Director of Community and Environmental Services

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9 Local Transport Plan

Report by the Director of Growth and Development

Page **213**

10 Safe, Sustainable Development Aims and Guidance notes for Local Highway Authority requirements in Development Management, Parking Guidelines and Pre- application charging

Report by the Executive Director of Community and Environmental Services.

Page **535**

11 Strategic and Financial Planning 2023-24

Report by Executive Director of Finance and Commercial Services

Page **668**

12 Policy and Strategy Framework – Annual Review

Report by the Executive Director of Community and Environmental Services

Page **699**

13 Forward Work Programme

Report by the Executive Director of Community and Environmental Services

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Group Meetings:

Conservative	9:00am
Labour	9:00am
Liberal Democrats	9:00am

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Date Agenda Published: Tuesday 17 May 2022



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Infrastructure and Development Select Committee

Minutes of the Meeting Held on Wednesday 16 March 2022
10.00am, held at County Hall, Norwich

Present:

Cllr Barry Stone – Chair

Cllr Steffan Aquarone
Cllr Graham Carpenter
Cllr Chris Dawson
Cllr Barry Duffin
Cllr Phillip Duigan

Cllr Lana Hemsall
Cllr William Richmond
Cllr Chrissie Rumsby
Cllr Colleen Walker
Cllr Tony White

Also Present:

David Cumming	Strategic Transport Team Manager, CES
David Dukes	Head of Inward Investment, CES
John Jones	Head of Environment, CES
Jon Peddle	Food and Farming Manager, Trading Standards, CES
Nicola Ledain	Committee Officer, Democratic Services
Tom McCabe	Executive Director, Community and Environmental Services
Vince Muspratt	Director, Growth and Development, CES
Sarah Rhoden	Assistant Director, Performance and Governance, CES
Ceri Sumner	Director, Community, Information and Learning, CES

1. Apologies and substitutions

- 1.1 Apologies were received from Cllr Claire Bowes, Cllr Robert Savage, Cllr James Bensly, Cllr Vic Thomson (substituted by Cllr Graham Carpenter, Cllr Barry Duffin, Cllr Lana Hemsall and Cllr Phillip Duigan respectively). Apologies were also received from Cllr Jim Moriarty and Cllr David Bills.

2. Minutes

- 3.1 The minutes of the meeting held on 19 January 2022 were agreed as a true record and signed by the Chair.

3. Declarations of Interest

- 3.1 There were no interests declared.

4. Items of Urgent Business

- 4.1 There were no items of urgent business.

5. Public Question Time

- 5.1 There were no public questions received.

6. Local Member Issues / Questions

6.1 There were no local Member issues or questions received.

7. Update on Developing an Overarching Policy for the Use of Glyphosate Based Herbicides by NCC

7.1 The Committee received the annexed report which set out the plans and the timetable for developing the policy following meetings with the working group and the key officers.

7.2 During discussion, the following points were noted:

7.2.1 The timetable in developing the policy outlined that it would be brought to Infrastructure and Development Committee in November. The brief had been written and been agreed by the working group that would oversee the work, and they had identified three consultants that had experience. They would be looking carefully at approach and methodology and it was possible that the recording systems would also be reviewed so that the use of this pesticide could be recorded. The consultant would also be asked to see how the use of this chemical aligns with the councils Environmental Policy. All the work should be completed towards the end of summer, with the draft policy ready at the beginning of September. It would then be reviewed by the Infrastructure and Development Committee in November and Cabinet in February 2023. The working group was represented by the various NCC departments and Norse. Part of the remit of the work was looking at alternatives, however that was quite challenging as this had already been looked into, and there could be cost implications to using alternatives.

7.2.2 Members expressed concern that the ragwort was overgrowing all along the highways and was costing thousands of pounds to control it at the cost of landowners.

7.2.3 There had been conversations with institutes such as John Innes Centre that could develop local pesticides, but they had suggested that they were not the most appropriate institute to help with this. If they had thought they were suitable, they would have also charged. The three contractors that had been identified had been recommended by JIC. It was also noted that NCC were the first County Council to address developing a policy such as this.

7.2.4 The working group felt it was necessary for an independent expert to validate the policy. All the chosen consultants have had careers spanning many years in this field and are part of various networks and associations and some had ties with the John Innes Centre.

7.2.5 NCC would be working closely with Suffolk County Council on this as they had similar issues. It was suggested that they are asked for a contribution towards the cost of the consultants.

7.2.6 The Select Committee **RESOLVED** to note the revised timetable and information regarding the development of a Policy for the use of Glyphosate-Based Herbicides by NCC

8. Invest Norfolk and Suffolk

- 8.1 The Committee received an annexed report and presentation which reminded members of the rationale for establishing Invest Norfolk and Suffolk, progress to date and plans for the coming year and beyond.
- 8.2 The following points were noted in response to questions from the Committee:
- 8.2.1 In addition to those mentioned in the presentation, there was also a project in King's Lynn which would be of allow progress but the site was selected by the company as the only UK location. The steps taken to secure the site had been sincere. To unlock more opportunities, more of this working with Food Enterprise Park was helpful. The focus on food and having a sector focus had been helpful especially with the anchor companies that had been based there. There were also opportunities in bases such as Norwich Research Park, where scientists and nutritionists were on site to develop and collaborate food and nutrition.
- 8.2.2 Newer companies were being seen to offer higher wage, more technical roles and higher skilled than they would have a few years ago. It was potentially the role of growth and development to work with partners at districts, institutions and LEP to see that shift in the rest of the economy, but this would not be changed dramatically quickly.
- 8.2.3 The £1.98million of investment mentioned in the presentation was clarified as given to a range of 140 small and medium enterprises.
- 8.2.4 The first wave of the shared prosperity fund would be shared by district councils and NCC would be using it as an opportunity by offering the collaboration with NCC to try and protect those programmes and operate them across the county.
- 8.2.5 In making the county attractive, improving broadband and connectivity had been very helpful. One single issue that could hinder investment was public transport, and providing good access for workers to a number of sites. Frequencies and number of bus stops were issues. People want to move around but were limited because of access to public transport.
- 8.2.6 Investment in renewable energies were now being made because they had too, but there was still investment being made into oil and gas. More innovation and technology had been needed to access more of the North Sea stock. However, re-investment in the oil and gas it was a question of flexibility on those companies that had now invested in the renewable sector and would they be willing to revert.
- 8.3 The Select Committee **considered** the presentation, **examined** current and past performance, discussed issues, priorities and trends and **recommended** future areas of focus.

9. Progress with delivering the Norfolk Access Improvement Plan (NAIP)

- 9.1 The Select Committee received the annexed report which provided an update for members on progress with delivering the NAIP. Norfolk County Council had set out its priorities for increasing public use and enjoyment of the Norfolk Rights of Way

network in the Norfolk Access Improvement Plan (NAIP) which was adopted by the Council in 2019 and runs for 10 years.

9.2 The following points were noted in response to questions from the Committee:

9.2.1 The NAIP were supported by Members of the committee, and it was suggested that communities and parishes were equipped to maintain footpaths and public rights of way and this should be part of the plan.

9.2.2 The Committee identified that the delivery plan showed at least seven projects that were funded by the European Union, some had ended last year or this year and some were due to be ending in the next year. Officers agreed that that projects needed a longer term legacy and viewed as a longer term strategy and vision. Work had often started through projects but continued to offer benefits to Norfolk for much longer. Some projects became larger scale projects and others helped initiate other bigger, more beneficial projects and persuaded others to invest to do a bigger and better job.

9.2.3 The Committee identified that as part of the ‘improve access for all’ on pages 31 and 32, it outlined areas for improvement and priority actions. Members asked how these were going to be achieved. Officers explained that for access for all projects, they engaged the groups that had a direct impact on those areas and were currently working with carers who work with individuals with dementia to understand the challenges, and build understanding through the engagement. For the detail on page 31 and 32, the Chair agreed that a written response could be given.

9.2.4 With reference to page 36, the Experience project would be in partnership with Cycling UK and hubs would be situated around Norfolk. Two of the hubs had been identified. The rest hadn’t been confirmed but it was important to have community involvement, engagement and agreement.

9.3 The Committee **RESOLVED**

1. To note officers’ ongoing work to deliver the Norfolk Access Improvement Plan (NAIP)
2. To note processes in place to monitor the plan

10. Trading Standards Service Plan

10.1 The Select Committee received the annexed report by the Executive Director of Community and Environmental Services which set out the Trading Standards Service Plan for 2022/23.

The plan details the activities the Service will undertake, reflecting the issues and problems Norfolk people and businesses face, ensuring that the service is focused on the needs of the county, and aligning with the Better Together, For Norfolk priorities of:

- A vibrant and sustainable economy
- Better opportunities for children and young people
- Healthy, fulfilling and independent lives
- Strong, engaged and inclusive communities
- A greener, more resilient future

- 10.2 Cabinet Member for Communities and Partnerships, Cllr Margaret Dewsbury introduced the report.
- 10.3 The following points were noted in response to questions from the Committee:
- 10.3.1 There was currently a recruitment for a graduate intake into trading standards which had over 90 applicants for nine or ten places. Officers had reached out to different sectors to try and achieve a more diverse workforce, and, along with comparable pay, this had helped. In terms of what Councillors could do to help the department, awareness of the work the team undertake, and promote it in their local areas.
- 10.3.2 It could be beneficial to set up some virtual sessions about the diverse range of work that the department carries out for councillors to join.
- 10.3.3 There was slight surprise at the low number of successful prosecutions. Officers explained that this was a consequence of the effective use of the enforcement policy. Business compliance was also reached by means other than legal action where possible, but in these cases prosecution was taken as the final step, as other interventions had failed to achieve business compliance, or offences were so serious that prosecution was the appropriate action from the start.
- 10.4 The Select Committee **RESOLVED** to;
1. Review and comment on the Trading Standards Service Plan 2022/23 (Appendix 1 of the report) including:
 - Annex I: Enforcement of Age Restricted Sales and Illicit Tobacco Products Plan 2022/23 (Appendix 2 of the report)
 - Annex II: Food & Feed Law Enforcement Plan 2022/23 (Appendix 3 of the report), and
 - Annex III: Delivery of Animal Health & Welfare Framework 2022/23 (Appendix 4 of the report) prior to consideration by Cabinet.
 2. Review and comment on the Trading Standards' Business Services Policy (Appendix 5) prior to consideration by Cabinet.

11. Local Transport Plan Implementation Plan

- 11.1 The Select Committee received the annexed report by the Executive Director of Community and Environmental Services which outlined the proposal which would help shape the LTP4 Implementation Plan.
- 11.2 The timetable for the adoption of the LTP Implementation Plan had been brought forward as, when adopted it – together with the LTP Strategy – would form the transport plan for the area. This would bring the plan up to date and state clearly where the authority wants to be, such as improvements to public transport, more energy efficient travel etc.
- 11.3 During discussion, it was noted that, before behaviours could be changed, it was necessary to understand the behaviours and the need for the travel. Behaviour changes formed part of the actions in the plan. Detail around how that would be carried out would become more apparent as the plan moved forward.
- 11.4 Officers explained this this was a high level strategy and implementation plan and, as each project went through their process, detail would become more apparent. It

was confirmed that the Habitats Regulation Assessment had been carried out, and was one of the many assessment that had supported the development of the plan. It would be published alongside all other material for consultation, once the consultation was launched.

- 11.5 It wouldn't be possible for the Committee to receive a quarterly report on the LTP indicators, but an annual report could be put on the forward plan.
- 11.6 The Select Committee **RESOLVED**;
1. To make any comments on the LTP4 Implementation Plan to be considered as part of the public consultation process, the outcomes of which will be used to finalise the strategy.
- 12. Forward Work Programme**
- 12.1 The Select Committee received the annexed report by the Executive Director of Community and Environmental Services set out the Forward Work Programme for the Committee to enable the Committee to review and shape.
- 12.2 The Select Committee reviewed the report and **RESOLVED** to
1. Review and agree the Forward Work Programme for the Select Committee set out in Appendix A.

The meeting closed at 11.53am

Chair



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Infrastructure and Development Select Committee

Item No: 7

Report Title: Norfolk Investment Framework

Date of Meeting: 25 May 2022

Responsible Cabinet Member: Cllr Plant (Deputy Leader and Cabinet Member for Growing the Economy)

Responsible Director: Tom McCabe (Executive Director of CES)

Executive Summary

This report shares with members the evidence base and proposed Investment Framework which Cabinet agreed to commission in August last year, to address the step change in pay, productivity, and skills that we wish to see, to drive our economy to a more equal footing and converge on the regional/national position.

The focus is on exponential growth, which drives the thinking and direction of the Investment Framework.

The evidence base that underpins it is the most comprehensive picture of the Norfolk economy to date, and takes account of the implications of the pandemic, sector growth projections, the national and local policy context, and investments already planned.

Based on this detailed data and analysis, the Framework itself is a set of high-level investment priorities designed to tackle the major challenges that Norfolk faces. It is framed around four 'grand challenges' that align with the Government's Levelling Up missions:

- To create new opportunities for Norfolk's residents by increasing skills and labour market dynamism
- To provide effective and efficient public services to a spatially-dispersed population
- To strengthen and future-proof business clusters, to grow the economy
- To protect Norfolk's economic and natural assets from climate change

The Framework drills down from these high-level challenges to the thematic objectives and specific example interventions, so that it is clear how delivery against each grand challenge could be achieved, and what success might look like.

Action Required

The Select Committee is asked to:

1. Endorse the draft Investment Framework, prioritise the four areas for county investment, and encourage partners to invest in these shared objectives.
2. Consider whether there is anything missing that they would like to see included, before the Framework goes to Cabinet for endorsement on 6 June.

1. Background and Purpose

1.1 On 2 August 2021 Cabinet agreed to commission an Investment Framework for the county in response to number of factors, including:

- The Government's *Plan for Growth: Build Back Better* policy response to the pandemic.
- The move away from EU funding to a new national financial framework, with more competition for funding, highlighting the need to clearly evidence our challenges, but also our scope to contribute to the national economy.
- Our desire to adopt a transformational approach, in order to create a step-change in the economic profile of the county, a direction set by the [Norfolk and Suffolk Economic Strategy](#): Many interventions have been tried over time, which have not changed some of the underlying economic trends for the local economy, which remains a broadly low wage, low skill one.

1.2 The Levelling Up White Paper set an ambitious agenda to transform places and drive local growth, aiming to:

- boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging
- spread opportunities and improve public services, especially in those places where they are weakest
- restore a sense of community, local pride and belonging, especially in those places where they have been lost
- empower local leaders and communities, especially in those places lacking local agency

The Norfolk investment Framework puts us in a strong position to deliver against that ambitious agenda, with a shared vision of what we need to do to overcome our challenges and to create exponential growth.

1.3 The Investment Framework enables a more strategic, countywide approach to investments and has been developed in collaboration with a wide range of stakeholders. The Framework and evidence-base are already proving invaluable in supporting the case for a Norfolk Deal, which, if successful, would commence in April 2025.

2. Proposal

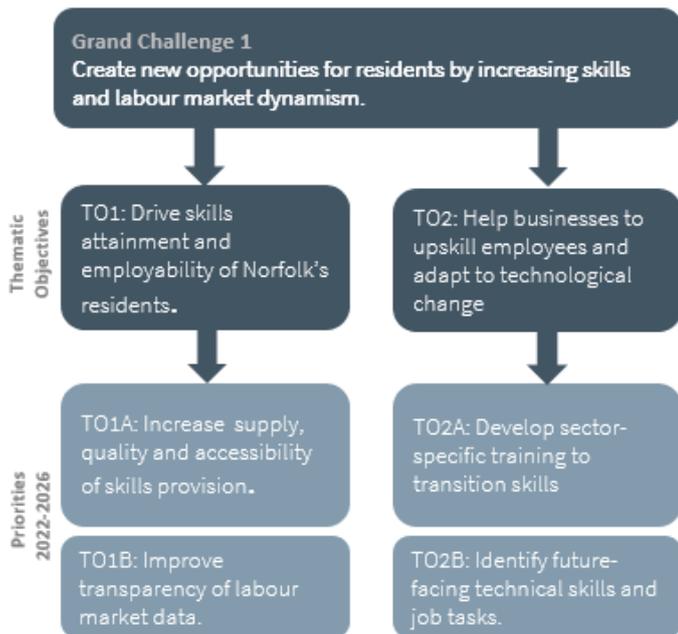
- 2.1 We need to refocus in order to accelerate growth, and look at the key challenges that will deliver long term difference, and help us play catch up in economic terms with the rest of the country. The delivery of a Norfolk Investment Framework represents a seismic shift in approach, seeking to improve pay, productivity and skills levels, and setting a framework for interventions that will deliver long-term impact.
- 2.2 It also acts as a mechanism to implement the refreshed New Anglia Economic Strategy, focussing on the specific outcomes for Norfolk.
- 2.3 In line with the approach agreed by Cabinet, a robust evidence base of trend data and their implications was commissioned, and can be found at **Appendix A**. It totals over 100 pages of key data, and their implications for the county, under the following headings:
- **Policies and current planned investments** (planned investments pages 18/19)
 - **Business base** - productivity, sectors, innovation, and access to finance (evidence summary, pages 6/7)
 - **People** - skills, economic outcomes, earnings, and deprivation (evidence summary page 53)
 - **Places** – commercial property, housing, infrastructure, districts (evidence summary page 80)
- 2.4 This evidence base underpins the set of investment priorities - the Investment Framework – which can be found at **Appendix B**.

The Framework identifies four 'grand challenges, with more detailed thematic objectives sitting below them:

Grand Challenge	Thematic Objective	Thematic Objective
1. Create new opportunities for Norfolk's residents by increasing skills and labour market dynamism	TO1: Drive skills attainment and employability of Norfolk's residents	TO2: Help businesses to upskill employees and adapt to technological change
2. Provide effective and efficient public services to a spatially dispersed population	TO3: Adoption of technology to provide more flexible public services	TO4: Innovate cross-silo public service delivery
3. Strengthen and future-proof business clusters to grow the economy	TO5: Retain and grow Norfolk's mature sectors and businesses	TO6: Support Norfolk's existing and emerging clusters to grow and expand in Norfolk

Grand Challenge	Thematic Objective	Thematic Objective
4. Protect Norfolk's economic and natural assets from climate change	TO7: Mitigate the constraints imposed on Norfolk's economy by climate change	TO8: Reduce the costs and maximise the opportunities of the transition to net zero

Each Thematic Objective is further refined into a set of Priorities to 2026, as shown in the Skills example below:



Drilling down further still, below each Priority, the Framework identifies a number of Example Interventions that might deliver the Priority.

This is to allow flexibility in delivery – while the grand challenges and thematic objectives remain the same to 2026, the interventions required to deliver them may change – hence they are only ‘example’ interventions.

The example interventions are still being developed by the Steering Committee, but should be further refined by the time the Framework is tabled for a decision by Cabinet on 6 June.

2.5 The paper to Cabinet last August indicated that:

“We hope to create a steering group, drawn from a wide range of stakeholders (eg Norfolk MPs, district councils, business support organisations, further/higher education and the voluntary and community sector) to oversee the development of the project, and which could become the Programme Board for the resulting Norfolk Investment framework”.

In line with this approach, both the evidence base and the draft framework are the result of wide-ranging consultation with the public, private and voluntary sector, including business representative groups, higher and further

education, research institutes, sector groups and district council economic development portfolio holders and town board representatives.

The Steering Group that has overseen the production of these two documents is chaired by Cllr Graham Plant, and will continue to meet to oversee the draft Framework, as it moves to the next stage of its development.

We had anticipated that the Framework would be accompanied by a funding stream to the County Council, allocated as a result of the Levelling Up White Paper. However, this has not proven to be the case. The Shared Prosperity Fund (SPF) is being allocated directly to district councils (c£1.5m per district) for the period 2022-25.

The exception to this approach is the 'Multiply' strand of Shared Prosperity Fund (SPF) for Adult Numeracy: £4.67m for Norfolk, to 2025. This funding is coming directly to the County Council and is subject to separate governance arrangements which are being developed by the Adult Learning team.

If programme funding is secured at a later date for delivery of the Investment Framework priorities, any decisions on its allocation will be taken through the normal processes.

3. Impact of the Proposal

- 3.1 The plans seek to ensure that we have a clear framework for investment that addresses the challenges of our time, and draws out the priorities that will generate growth in key sectors, supporting the ambition to create a higher skilled and more productive workforce, with a clear focus on inclusive growth, as well as harnessing the opportunities to mitigate the impacts of climate change on the Norfolk economy.

4. Evidence and Reasons for Decision

- 4.1 Cabinet agreed the commissioning of this evidence base and framework in August 2021, with the rationale clearly set out in the paper. A strong evidence base, and clearly defined investment priorities, agreed with local stakeholders, would be required to compete for future funding and help the county build back better after the pandemic. The previous evidence-base only existed at a Norfolk and Suffolk level, and was commissioned by New Anglia LEP before the pandemic.

This new evidence base will support us to deliver a seismic shift in approach, seeking to improve pay, productivity and skills levels, and setting a framework for economic intervention. It is already proving invaluable in informing our proposals for a County Deal for Norfolk and will also be shared with district council colleagues and more widely with other partner organisations to support collaborative working towards a shared growth ambition for Norfolk.

5. Alternative Options

- 5.1 The report in August 2021 outlined the alternative options, including doing nothing and simply responding to calls for funding as they arise. This was not felt to be the best policy, as it would not deliver the strategic ambition to create a step-change in the economic profile of the county
- 5.2 Alternative priorities could have been chosen for the Investment Framework, but there is a significant evidence-base that confirms that the four 'grand challenges' chosen represent the most important and pressing ones for the county as a whole.

6. Financial Implications

- 6.1 The purpose of the Framework is to identify the high-level investment priorities that will have the greatest impact on Norfolk and its economy. No funding is allocated to the delivery of Framework priorities at this time.

If programme funding is secured for delivery of the Investment Framework priorities, in due course, any decisions on its allocation will be taken through the normal processes.

Detailed funding proposals will need to be developed for each intervention that fits with the overall priorities, and each project will have its own business case.

7. Resource Implications

- 7.1 **Staff:** The County Council provides the secretariat for the Steering Group that oversees the development and delivery of the Framework. A copy the Steering Group's terms of reference is attached, as part of the background papers. Individual interventions will have their own staffing requirements built in.

- 7.2 **Property:** none arising from this report.

- 7.3 **IT:** none arising from this report.

8. Other Implications

- 8.1 **Legal Implications:** In terms of governance, the Investment Framework Steering Group has an agreed terms of reference, which will be regularly reviewed, as the Framework moves from development into implementation. A copy of the terms of reference is attached, as part of the Background Papers. The secretariat for Steering Group is provided by the Growth and Development team within CES. Transparent and comprehensive stakeholder engagement will continue to characterise our approach to implementing the framework and the terms of reference allow for appropriate reporting to Norfolk County Council

- 8.2 **Human Rights Implications:** none arising from this report.

- 8.3 Equality Impact Assessment (EqIA) (this must be included):** Expanding opportunities for all who live here is vital, and is identified as one of the four grand challenges ('to create new opportunities for Norfolk's residents by increasing skills and labour market dynamism') which project proposals will be invited to address.
- 8.4 Data Protection Impact Assessments (DPIA):** none arising from this report.
- 8.5 Health and Safety implications (where appropriate):** none arising from this report.
- 8.6 Sustainability implications (where appropriate):** Sustainability is a key focus for the Framework, both in terms of business sustainability and the fourth grand challenge around mitigating the effects of climate change on Norfolk's economic and natural assets. We would expect our joint work with business and our academic institutions to harness Norfolk's expertise in supporting the transition to net zero emissions.
- 8.7 Any Other Implications:** none.

9. Risk Implications / Assessment

- 9.1 The Framework captures the high level investment priorities to 2026. Risk assessments will be undertaken at the individual project level.

10. Recommendations

The Select Committee is asked to:

1. Endorse the Investment Framework, prioritise the four areas for county investment, and encourage partners to invest in these shared objectives.
2. Consider whether there is anything missing that they would like to see included, before the Framework goes to Cabinet for endorsement on 6 June.

11. Background Papers

- 11.1 [2 August 2021 Cabinet Report: Economic Recovery and Growth Plans.](#)
- 11.2 [Norfolk Investment Framework Steering Group Terms of Reference](#)

Officer Contact

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

Officer name: Carolyn Reid
Telephone no.: 01603 223959
Email: carolyn.reid@norfolk.gov.uk



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Norfolk Investment Framework Steering Group

Terms of Reference

Steering Group Terms of Reference

In Norfolk there is an ambition to drive our economic performance and competitiveness by taking a long-term strategic approach, to steer our investment decisions to deliver the greatest economic impacts and outcomes.

This steering group has been established to be the engine that will drive this work, raise our game with partners and Government to support Norfolk PLC being in control of the future direction and priorities for economic growth.

This steering group brings together the local authorities, educational institutions, private and voluntary sectors to provide a platform for investment and innovation and raise the profile of the County with Government to transform the performance of the economy.

1. Purpose of the Steering Group ('the Steering Group')

The purpose of the Steering Group is to define the challenges that Norfolk face to deliver exponential growth and improved skills, pay and productivity. It will do this by developing an Investment Framework that sets out the thematic priorities for investment in the medium- and long-term and secure the investment (public or private) required to deliver against those priorities.

The framework will be used as a driver for calls for projects and to commission specific outcomes.

The Norfolk Investment Steering Group will focus on the following principal functions, these are:

- To agree and sign off the Norfolk Investment Framework
- To develop a strategy for the development of interventions
- Lobbying Government for funds to be devolved to the County or overseeing the development of competitive project applications into national programmes.
- Lending support to those projects delivering best results against the Investment framework
- Prioritising calls for projects
- Approving funds if funds are delegated to Norfolk
- Reviewing the implementation of the Framework
- Examining and monitoring all issues that affect the performance of the framework

2. Membership

The current membership is set out in Annex 1.

The Membership will include a "Critical Friend" status which will provide internal scrutiny and advice on areas of technical expertise and support alignment with other policies and programmes.

Appointment to the Group shall be for the duration of the Framework (3-5 years).

The Steering Group will be Chaired by Norfolk County Council. The Chair shall preside impartially over meetings, so that business can be carried out efficiently and in the interests of the community.

3. Quorum

The quorum necessary for the transaction of business shall be 10. A duly convened meeting of the Steering Group, at which a quorum is present, shall be competent to exercise all or any of the authorities and powers in or exercisable by the Steering Group.

4. Frequency of meetings

The anticipated schedule for the Norfolk Investment Framework Steering Group is monthly, until the Norfolk Investment Framework is established and recommended for approval. Thereafter, it is anticipated that the Norfolk Investment Framework Steering Group will agree a forward plan.

5. Notice of meetings

Notice of each meeting, confirming the venue, time and date, together with agenda items to be discussed, shall be forwarded to each member of the Steering Group and any other person required to attend no later than 5 working days before the date of the meeting. Any supporting papers shall be sent to Steering Group members and to other attendees as appropriate, at the same time.

Meetings will be held virtually via MS Teams or face to face, location to be determined by Steering Group members.

6. Minutes of meetings

Full minutes of the proceedings and resolutions of all meetings of the Steering Group will be recorded, including the names of those present and in attendance.

Steering Group meetings may be audio recorded for record-keeping purposes.

Minutes of Steering Group meetings shall be circulated promptly to all Steering Group members.

Norfolk County Council will provide the secretariat function for the Norfolk Investment Framework Steering Group meetings.

7. Duties

The Steering Group will oversee and monitor the progress of the Norfolk Investment Framework

- examining and approving the methodology and criteria for selection of interventions
- examining and approving the evaluation plan, the progress made in implementing the plan and follow up actions.
- overseeing budget monitoring and management
- monitoring progress of the delivery framework and providing change control
- ensuring there is a clear, robust and transparent project and programme management process in place that is readily auditable to include risk, finance, stakeholder, legal and planning management issues and ensures that all necessary contract documentation is completed and in place
- monitoring and scrutinising the delivery framework Risk Register
- critically reviewing strategies, studies and reports commissioned for the implementation of the delivery framework
- acting as a sounding board for new Project ideas

- acting as ambassadors for the Norfolk Investment Framework
- monitoring feedback from wider community & stakeholder engagement to ensure it informs the development and delivery of the framework
- ensuring there is an appropriate interface with partner organisations who are represented on the Norfolk Investment Framework Steering Group

8. Other matters

The Steering Group will receive full updates on the framework progress through the Project Lead and members of the Growth and Economic Development team at Norfolk County Council.

9. Authority

The Steering Group will need to consider and make recommendations to Norfolk County Council on the commissioning of work required to progress the development and delivery of the Norfolk Investment Framework.

10. Code of Conduct

All sub-groups of the Steering Group are expected to respect the following core values of engagement;

- Acting with integrity and in best interests of the group
- Taking a non-judgemental approach that respects the views and opinions of other members
- Promoting diversity and inclusivity in a non-discriminatory way
- Truthfully representing the interests of the group/organisation/cohort they represent
- Holding a genuine interest in the work and purpose of the groups
- Being committed to, and being actively involved in, pursuing the outcomes sought by the sub-group within its work
- Where specifically requested by the Chair, all members are expected to retain confidentiality in the context of the matters being considered
- Any conflicts of interest which they have in any matter to be considered at the meeting should be declared to the Chair. A conflict of interest arises where a Steering Group Member, a close associate, immediate family, business, organisation or employer has an interest in a matter which is the same as, connected to or may be affected by the matter under discussion.

Members of sub-groups should also acknowledge the 'Seven Principles of Public Life' the Steering Group abides by, as set out in Norfolk County Council's constitution:

1. **Selflessness.** Steering Group Members should act solely in terms of the public interest.
2. **Integrity.** Steering Group Members must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships.
3. **Objectivity.** Steering Group Members must act and take decisions impartially, fairly and on merit, using the best evidence and without any form of discrimination or bias.

4. **Accountability.** Steering Group Members are accountable to the best interests of the project and the principal objectives of the Steering Group.
5. **Openness.** The Steering Group must act and take decisions in an open and transparent manner.
6. **Honesty.** Steering Group Members should act with honesty, objectivity and integrity.
7. **Leadership.** Steering Group Members should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs.

Annex 1

Note: red text indicates “Critical Friends”, who will provide internal scrutiny and advice on areas of technical expertise and support alignment with other policies and programmes.

Name	Job title	Organisation	Representation on NIF Board
Duncan Baker	Member of Parliament	MP for North Norfolk	Government Lead
Cllr Richard Blunt	Cabinet Member for Development and Regeneration	Borough Council of King’s Lynn and West Norfolk	District Portfolio Holder
James Bullion	Executive Director	Norfolk County Council	Adult Social Services
Henry Cator	Deputy Lieutenant for Norfolk & High Steward of Gt Yarmouth	Cator & Co	Town Deal Chair
Cllr Paul Claussen	Deputy Leader/ Executive Member for Economic Development and Growth	Breckland District Council	District Portfolio Holder
Cllr Jo Coplestone	Portfolio holder for Economic Growth	Broadland and South Norfolk Council	District Portfolio Holder
Claire Cullens	CEO	Norfolk Community Foundation (also LEP Skills Advisory Panel)	Voluntary sector lead
Andrew Dernie	Head of IT	Aviva	Norwich Town Deal Lead
Martin Dronfield	Director Opergy Ltd	East of England Energy Group	Energy Sector Chair
Vicky Etheridge	Manager	Discover King’s Lynn	King’s Lynn & West Norfolk
Dr Nick Goodwin	COO	Norwich Research Park	Enterprise Zone Lead
CJ Green	Chairman	New Anglia LEP	LEP lead
Alan Hopley	CEO	Voluntary Norfolk	Voluntary sector lead

Name	Job title	Organisation	Representation on NIF Board
CLlr Richard Kershaw	Portfolio holder for Sustainable Growth	North Norfolk District Council	District Portfolio Holder
Prof Fiona Lettice	Pro-Vice Chancellor	UEA	Education lead HE
Shan Lloyd	Assistant Director	BEIS	Government lead
Steve Miller	Director	Norfolk County Council	Culture and Heritage
Keith Moore	Sustainable Places Manager	Environment Agency	Environment Lead
Julia Nix	Regional Director	DWP	Employment lead
Prof. Simon Ofield-Kerr	Vice-Chancellor	Norwich University of the Arts	Arts and Education Lead HE
Howard Partridge	Regional Manager	Innovate UK	Innovation adviser
Corrienne Peasgood	Principal	City College Norwich	Education Lead FE
Graham Plant	Deputy Leader and Portfolio Holder for Growth and Economy	Norfolk County Council	Chair
David Pomfret	Principal	College of West Anglia	Education Lead FE
Tim Robinson	COO	Tech East	Digital tech Sector Chair
Chris Sargisson	CEO	Norfolk Chamber of Commerce	Norfolk Business Engagement lead
CLlr Mike Stonard	Portfolio holder for Sustainable and Inclusive Growth	Norwich City council	District Portfolio Holder
Sara Tough	Executive Director	Norfolk County Council	16-19 provision
Pete Waters	Director	Visit East of England	Tourism Lead
Helen Wilson	Chair, New Anglia Culture Board	New Anglia LEP	Creative and Cultural Sector

A photograph of an offshore wind farm in the ocean. Several white wind turbines are visible in the distance. In the center, a large yellow and white service vessel is positioned. The sky is a clear, pale blue, and the water is dark blue with some whitecaps.

NORFOLK COUNTY COUNCIL

NORFOLK INVESTMENT FRAMEWORK

EVIDENCE BASE – May 2022

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1.1

Introduction



Evidence Base Purpose

Introducing Norfolk's evidence base:

Hatch was commissioned to produce a five-year Investment Framework to help secure long-term growth and prosperity for Norfolk. The Investment Framework will prioritise activities, sectors and places for future grant funding rounds.

Norfolk County Council will use the Investment Framework to assess funding applications from partners and make investment decisions that deliver the greatest possible benefit to the region. The Framework is being produced proactively and ahead of anticipated announcements on future funding rounds, including the Shared Prosperity Fund.

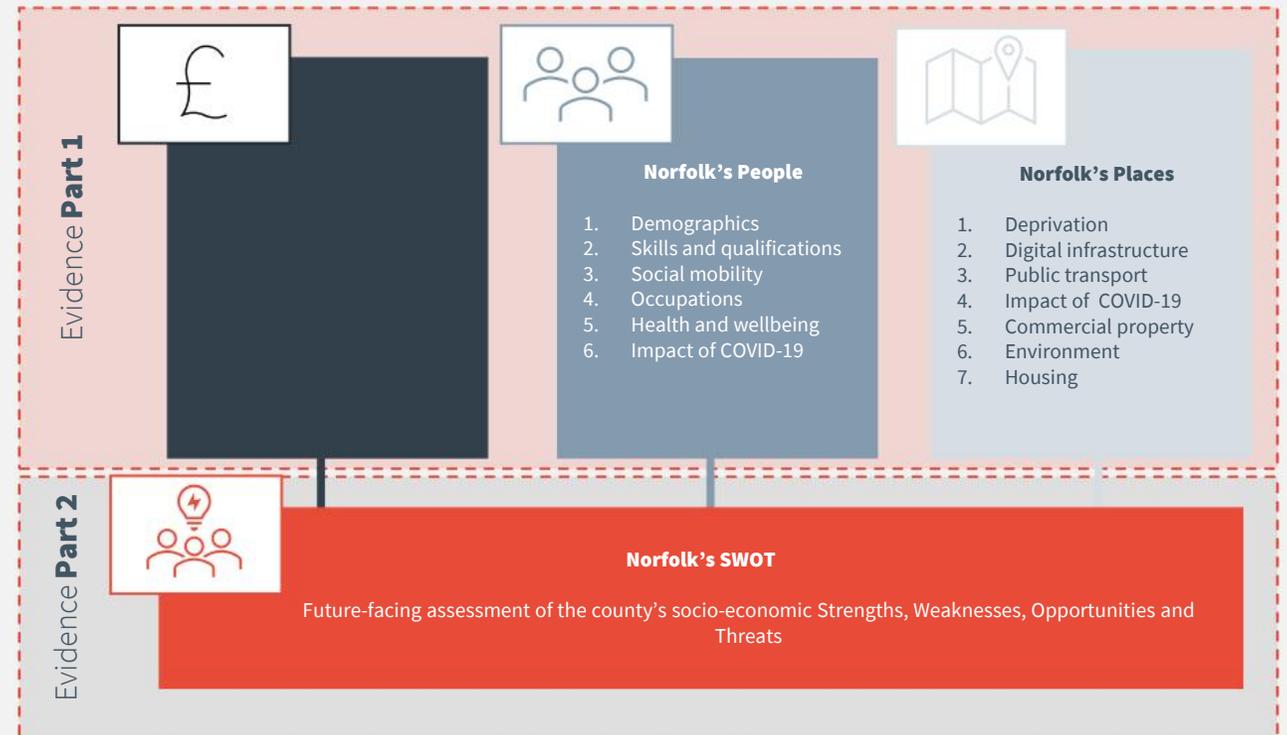
This document sets out a comprehensive assessment of the Norfolk economy and its constituent parts:

- + **Business:** *understanding Norfolk's business landscape, employment characteristics and specialisms;*
- + **People:** *understanding Norfolk's resident and worker population and socio-economic challenges; and,*
- + **Place:** *understanding the spatial, social, and environmental factors affecting the prosperity and vitality of Norfolk's places.*

An assessment of Strengths, Weaknesses, Opportunities and Threats (SWOT) has also been produced to capture key messages and provide a forward-facing assessment. Both of these elements – the economic baseline and SWOT – will shape the form and priorities set out in the Investment Framework and corresponding paper.

All data collected as part of this document has been shared with Norfolk County Council. This will allow evidence to be replicated and updated in perpetuity – enabling monitoring of change over time and progress of key performance metrics.

Evidence base structure



Contextualising Norfolk's performance:

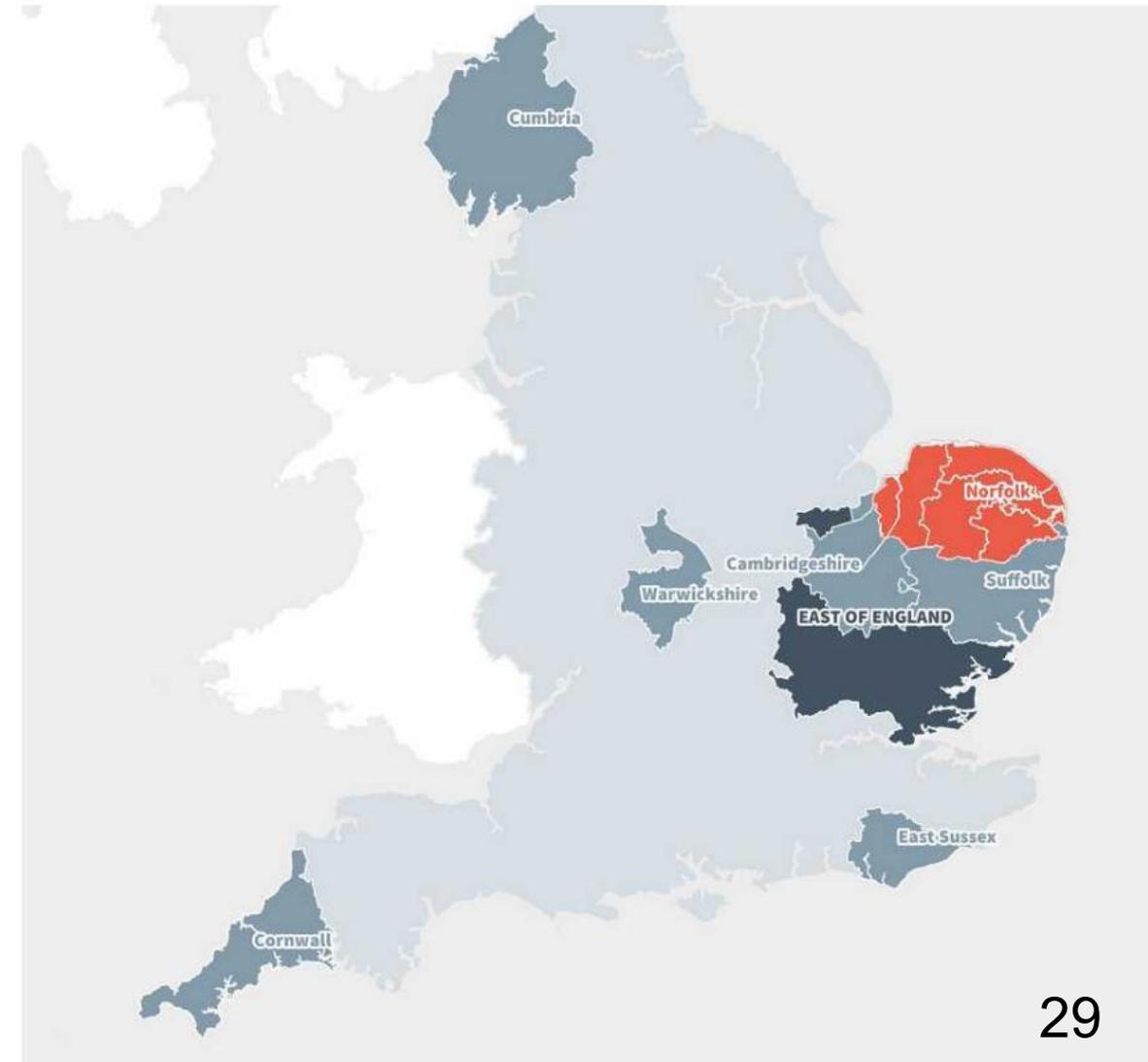
To contextualise the performance of Norfolk, county-level data has been benchmarked against several comparator areas. These include:

- + **Geographical neighbours** - Suffolk and Cambridgeshire;
- + **Places that have stronger economic performance** that the county can aspire to match – Suffolk, East Sussex and Warwickshire; and,
- + **Places that are typically considered as 'in need' of levelling up** but have similar challenges to Norfolk - Cumbria and Cornwall.

Data has also been contextualised against the East of England and England averages.

Where possible analysis has been undertaken at the district level. The seven districts across the county are:

- + King's Lynn and West Norfolk
- + Breckland
- + North Norfolk
- + Broadland
- + Norwich
- + South Norfolk
- + Great Yarmouth.



Business: Evidence Summary

An important economy



Home to **39,500** businesses and **389,000** employees that contribute almost **£19bn** in Gross Value Added to the national economy each year

An economy with important clusters



For example, Clean Energy in Great Yarmouth, Life Sciences at the Norwich Research Park, Creative and Digital in Norwich and one of the largest general insurance clusters outside of London

A slower growth economy



Business and employment figures are increasing (**+13%** and **+9%** since 2010 respectively) but more slowly than at the national level (29% and 14%)

A lower-wage economy



The biggest employment and business sectors are health, retail, education, manufacturing, construction, and hospitality

A lower-value economy



While Norfolk contributes £19bn in Gross Value Added, its contribution *per head* is well below the national average (**£21k** vs £29k)

An economy with regional variations



Norwich and Broadland make a significant contribution to the economy (£4bn and £3bn per year), which is much higher than North Norfolk and Great Yarmouth (£1.6bn and £1.8bn)

An economy with opportunities



There are growing specialisms in higher-value parts of the economy, including Clean Energy, Knowledge Economy, Life Sciences, Digital/Creative and Agri-Food

An economy with relatively low innovation



Business start-up rates (**10%**) are below the national average (13%) as is uptake of innovation funds and the proportion of high-growth businesses is lower than in comparator areas (e.g. Cambridge and Cornwall)

People: Evidence Summary

A growing population



Population has increased by **+21%** since 1991 (vs 18% nationally) and is expected to grow by another **+14%** by 2043

An ageing population



25% of people are aged 65+ (vs 19% nationally) with future population growth expected to be highest among this age group

A low-skilled population



Only **35%** of the population has an NVQ4+ qualification (vs 43% nationally) and **7%** have no qualifications at all

An economically active population



81% of people (aged 16-64) are employed or looking for work (vs 79% nationally) but the unemployment rate (6%) is above the national average.

A lower wage population



Median resident earnings are **£28,571** and median workplace earnings are **£28,421** (vs £32,944 and £31,044 across the East of England)

A population with deprivation challenges



14% of Lower Super Output Areas are within the 20% most deprived in the country but 24% of LSOAs are within the 20% most deprived in the country **for education**.

A majority UK-born population



93% of residents were born in the UK vs 86% at the national level, with other people being born in Europe (5%), the Middle East and Asia (2%), Africa (1%) and the Americas (1%)

A relatively healthy population



Life expectancy is above the national average but lower than regional comparators. People generally report positively on their 'Life Satisfaction' and 'Happiness'

Place: Evidence Summary



House prices are relatively low
 Median house prices are **£240k** which is below the national average (c£250k)



Public transport is weak
 E.g. Swaffham is accessible to 259k people by car within 45 minutes but only **8k** by public transport



Crime rates are low
 There are **72** crimes per 1,000 people annually vs 82 at the national level, and 104 and 90 in places like Cambridgeshire and East Sussex



Commercial Property availability is limited
 Light industrial, industrial and office vacancy rates are low (**<2%**, **<6%** and **<2%**)



Commercial property is poor quality
 Only **2%** of industrial, **7%** of light industrial and **6%** of office space is Grade A and B vs 11%, 3% and 29% nationally



Most places are digitally connected
 Only **1%** of premises are below the Universal Service Obligation and 93% have access to superfast broadband



Ultrafast connectivity is limited
 Only 30% of premises have access to ultrafast broadband vs 60% at the national level



Water and electricity supply is a constraint
 The Environment Agency and UK Power Networks confirm supply constraints – which will limit housing, commercial and business investment in the county

Norfolk's Barriers to Growth



SKILL LEVELS

Low skill levels are restricting the ability of local people to access higher value roles in local growth sectors



SCHOOL ATTAINMENT

GCSE pass rates at 16 are similar to national averages, but fewer children attain the highest grades and beyond 16 more young people choose work without qualification than is the case nationally.



ROAD RESILIENCE

Poor resilience on the strategic road network impacts productivity and investor decision making



PUBLIC TRANSPORT

Poor public transport connectivity in rural areas makes it difficult for some to access employment/education opportunities



DIGITAL CONNECTIVITY

Patchy digital and mobile connectivity in rural and coastal areas reduces the attractiveness of these areas for business and means some people miss out on employment and education opportunities



COMMERCIAL PROPERTY SUPPLY

The constrained and low-quality commercial property market limits business expansion and inward investment into the county



HOUSING SUPPLY

Despite lower-than-average house prices, a relatively low wage economy makes it difficult for young people to live and work in the county. A constrained housing supply in well-connected areas limits options for working age incomers



PLACE OFFER

Norfolk currently offers a more attractive way of life to families and older people, with higher skilled young graduates more typically choosing to relocate to other parts of the country



UTILITY SUPPLY

Constrained utility networks in strategic locations are restricting and slowing the level of development that can come forward

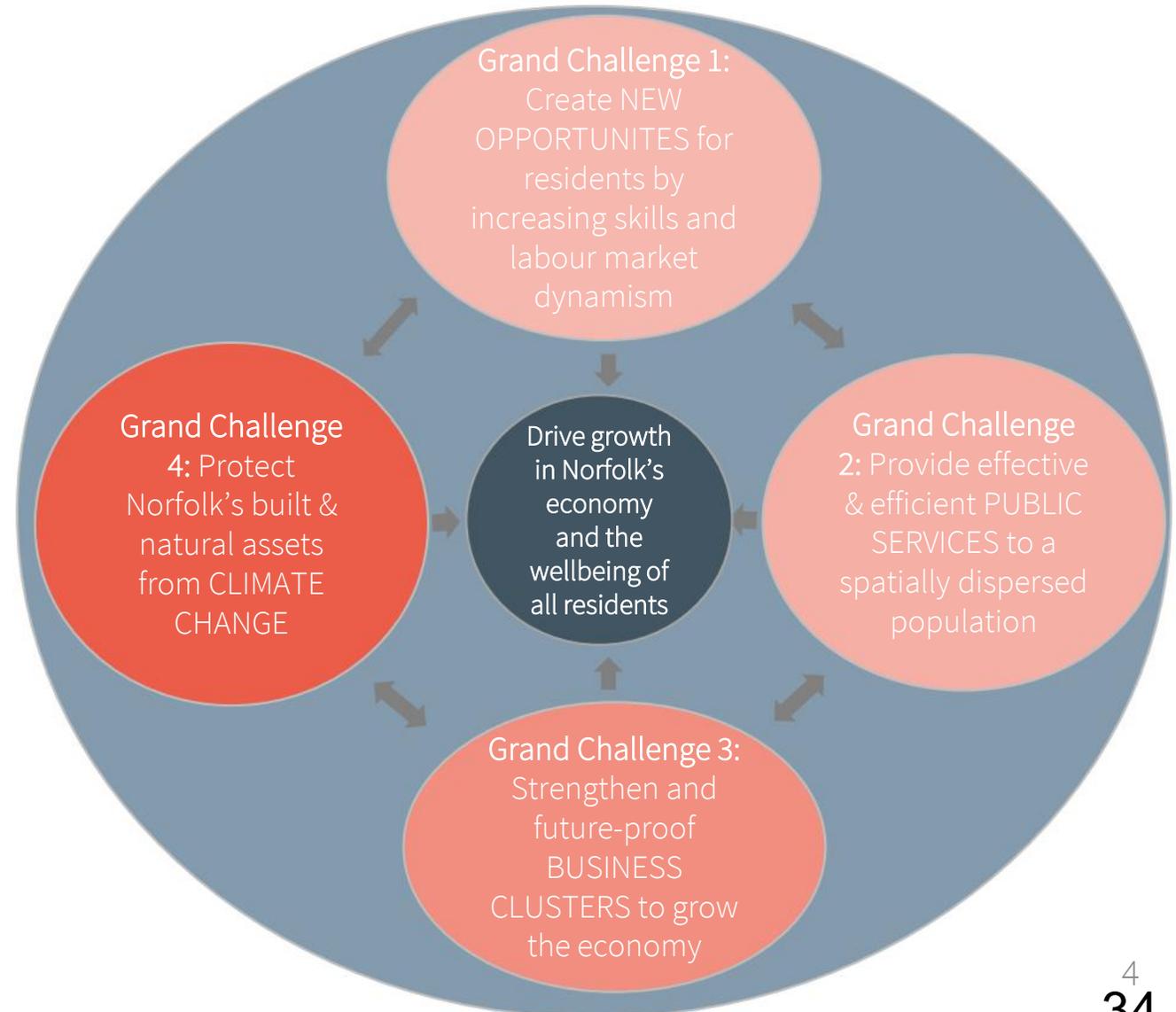
Setting Norfolk's Grand Challenges

Norfolk's Barriers to Economic Growth are complex and interlinked, including:

- skills
- infrastructure
- demographics
- deprivation
- connectivity
- innovation

Four Grand Challenges have been developed to address the most significant of these barriers with the wider aim of:

Driving growth in Norfolk's economy and the wellbeing of all residents.



1.2

Norfolk's Policies





Main Challenges Identified: Norfolk's employment rate is higher than national average but a large proportion of people are in lower paid or seasonal roles; over half the rural population survive on low wages; automation is a significant threat to the local workforce; by 2040 40% of people are predicted to be 'dependent' rather than of working age; there is a lack of affordable housing for young families; Norfolk needs 80,000 new homes to meet demand; climate change presents significant risks to coastal communities; 120,000 people live in areas classed as deprived.

Main Opportunities Identified: The population is forecast to grow from 900,000 to over 1m by 2036; Norfolk has one of the largest county economies in the country; there are growing specialisms in clean energy, biotechnology and creative digital.

Main Ambitions: Four key priorities are outlined: (1) Inclusive growth and social mobility; (2) Encouraging housing, infrastructure, jobs and business growth; (3) Developing the workforce to meet the needs of the sectors powering the local economy; and (4) Reducing impacts on the environment. This is to be achieved via three themes (1) Growing economy; (2) Thriving People; and (3) Strong Communities.

Example Activities Supported:

- Growing Economy: Invest £2m of DEFRA funding to increase digital connectivity in rural businesses; achieve 99% 4G coverage across Norfolk by 2025; release public land for new housing; create more new apprenticeships by working with local businesses
- Thriving People: Invest £120m in new special schools; continue to commission the O-19 Healthy Child Programme; invest £29m in the Living Well: Homes for Norfolk programme to support extra care housing development
- Strong Communities: Grow volunteer network to reduce loneliness; continue to develop Norfolk as a high-quality cultural visitor destination; deliver 'Norwich Castle: Gateway to Medieval England' project

Better Together For Norfolk (2021)

The Together for Norfolk Plan (2019) has been refreshed in 2021 to create the Better Together for Norfolk Strategy which focuses on the impacts of COVID-19 on life and work within Norfolk. It highlights the Council's strategic priorities for the County.



Main Challenges Identified: A survey of Norfolk residents used to understand the impact of Covid-19 and to identify key areas to focus recovery identified the main worries of Norfolk residents were for small local businesses, unemployment, social care and health, and investment in community infrastructure and hubs.

Main Ambitions: The document sets out five strategic priorities: (1) A vibrant and sustainable economy; (2) Better opportunities for children and young people; (3) Healthy, fulfilling and independent lives; (4) Strong, engaged and inclusive communities; (5) A greener, more resilient future. This is to be achieved via three themes (1) Growing Economy; (2) Thriving People and (3) Strong Communities.

Example Activities Supported:

- A Vibrant and Sustainable Economy: Develop Norfolk as a centre for innovation in life sciences and supporting new technologies with a strong inward investment proposition that promotes our county as a place to visit.
- Better Opportunities for Children and Young People: Implement a programme of work to support learning recovery in all age groups, to address disruption to learning caused by Covid-19.
- Healthy, Fulfilling and Independent Lives: Accelerate the integration of health and social care services in Norfolk, taking a leading role on prevention.
- Strong, Engaged and Inclusive Communities: Support local community or voluntary sector initiatives through discretionary funding programs, such as the Social Infrastructure Fund, and offer support for grassroots organizations to grow and develop.
- A Greener, more Resilient Future: Implement Norfolk's Environmental Policy to protect the county's biodiversity, conserve areas of natural beauty, promote the efficient use of natural resources, and achieve 'Net Zero' carbon emissions across the County's estates by 2030.

Norfolk's Strategic Infrastructure Delivery Plan (2020)

The Norfolk Strategic Infrastructure Delivery Plan sets out high level strategic infrastructure priorities for the next ten years. It includes projects being delivered by both local authorities and external partners.



Example Priorities Identified:

- **Long Stratton Bypass:** Bypass for Long Stratton which will include delivery of 1,800 new dwellings
- **Broadland Growth Triangle Link Road:** New link between Broadland Business Park and Norwich Airport through development sites and into Norwich's suburbs
- **Norwich Western Link:** Link between Broadland Northway at Taverham to the A47 to the west of Norwich
- **Broadland Rail Station:** Proposed new railway station at Broadland Business Park on the line between Norwich and Sheringham
- **Thetford Energy Supply:** Delivery of substation and new energy infrastructure to unlock Thetford Urban Extension and development of Thetford Enterprise Park
- **Snetterton Heath Energy Supply phase 2:** Delivery of new power infrastructure to unlock employment opportunities at Snetterton Business Park
- **Weavers Way Walking and Cycling Route:** New walking and cycling route between Cromer and Great Yarmouth
- **Broadland Growth Area School:** New secondary school within the Broadland Growth Triangle
- **East Norwich Regeneration Area:** New infrastructure to enable once in a lifetime regeneration opportunity (bridges, roads, cycle infrastructure, marina etc)
- **Thetford Junctions:** Upgrades to Thetford's junctions on A11 to increase capacity
- **Norwich in 90:** Improvements to rail network to improve frequency and journey times between London and Norwich
- **Great Yarmouth Flood Defences:** Upgrades to existing defences to maintain protection
- **A47 Dualling:** Plans in-train but project not currently under construction
- **Great Yarmouth Third Crossing:** Third river crossing in Great Yarmouth
- **National Grid ESO:** Proposals for a co-ordinated approach to connect offshore energy production to the national grid which will enable more energy to be produced and fed into the grid

across all areas of Norfolk County Council.

Main Challenges Identified: A significant 4-year decline in apprenticeship starts in Norfolk, from a high of 7,670 in 2015/16 to 5,740 in 2018/19. Although the rate of decline had begun to reduce in 2018/19 and 2019/20, this has been severely impacted by Covid19. National data suggests new apprenticeship starts have decline dramatically due to the impact of Covid19, but there has been a gradual increase in starts at all ages and levels after the first UK lockdown.

Main Opportunities Identified: The Strategy highlight three strategic strands identified by the Local Government Association review: 1) Children's services: supporting a broad range of pathways into Apprenticeships for pre-16 and students aged 16-18; 2) Growth and development: driving forward the provision of apprenticeships to support Norfolk's businesses to prosper and Norfolk's residents to aspire and grow throughout their working lives'; 3) Human resources leadership and coordination of the internal Apprenticeship Programme

Main Ambitions: The Strategy sets out a vision that apprenticeships will be an attractive offer that Norfolk's young people and adults aspire to go into as a high quality and prestigious path to a successful career, and that employers (including NCC) value to develop their workforce.

Example Actions:

- Identify and promote apprenticeships and traineeship opportunities in sectors of the Norfolk labour market that are actively recruiting
- Increase the volume of Apprenticeship delivery at Advanced and Higher level to meet the skills needs of Norfolk businesses
- NCC aims to be a widely recognized employer offering a wide range of attractive apprenticeship opportunities, with 90% of apprenticeship starters completing their qualifications





Main Challenges Identified: Growth prospects are limited by an inability to move daily commuters to and from employment hubs; there is patchy infrastructure provision in rural areas which means many places are not integrated with important economic markets; there are disadvantaged coastal communities that are unable to access opportunities in the local transport, logistics and clean energy sectors; Permitted Development Rights is impacting employment assets and sites; levels of graduate retention are low and there are few clear attractors for them; there is a severe shortage of housing for locals and workers.

Main Opportunities Identified: The region's expertise and assets leave it well-placed to tackle the Government's Ageing Society and Clean Energy Grand Challenges; New Anglia LEP are focusing on building excellence in STEM disciplines across their skills and education system; R&D spending in New Anglia is 1.14x the national average; there are c.1,000 wind turbines off the coast of the East of England generating 3.5GW of energy - investment has been secured for another 1,000 turbines; 60% of offshore wind energy is generated in the East of England; there is 1.4m hectares of farmland in the East of England and 79% is arable;

Main Ambitions Set Out: The strategy's vision is for the region to be a network of dynamic knowledge corridors that link key economic clusters and institutions with one another while also connecting coastal assets in the East (with specialisms in logistics, clean energy and tourism) and the London commuter belt to the south. These are to be interspersed with rural oases that themselves provide employment opportunities in the tourism and agri-food sectors.

Example Activities Supported: Provision of new housing and employment space; improvement and expansion of transport networks; creative placemaking to retain graduates; support diffusion of employment clusters from urban centres; improve in-work education provision; programmes to support technology adoption; future 'powerhouse' style co-ordinating agency.

Norfolk and Suffolk Economic Strategy (2022)

The Norfolk and Suffolk Economic Strategy is a response to the Government's Plan for Growth and provides the foundations to secure government funding. This strategy looks to 2036 but focuses on actions needed over the next three to five years to secure long term success.

Main Challenges Identified: Employment levels are higher than the UK average, yet there are not enough people to fill current vacancies and some sectors face significant skills shortages – particularly with regards to science, technology, engineering and maths (STEM) related skills and capabilities. It is essential must to support and inspire businesses to commit to developing skills in their workforce and find ways to spark innovation.

Main Opportunities Identified: Norfolk and Suffolk has a £38bn economy and makes a major contribution to UK plc. It is an outstanding place to live, learn and do business. 140 miles of coastline, three Areas of Outstanding Natural Beauty – and a diversity of landscapes, internationally important wildlife reserves and historic sites. The main urban centres of Ipswich and Norwich are dynamic with a rich cultural heritage while the market towns are a significant anchor point for businesses and individuals, growing in relevance as a result of the pandemic.

Main Ambitions:

- People – Inspire and enable all people to access employment, upskill and reskill.
- Business – Connect and empower businesses through innovation, supply chain development and access to new markets, accelerating the economy's transition to net zero.
- Place- Transforming the Norfolk and Suffolk economy into one of the best places in the world to live, learn, work and succeed in business.

Example Activities Supported:

- **People** - Delivering targeted campaigns to attract the talent from inside and outside of the region into key sectors and teaching. Develop high quality, innovative business leaders across all our sectors from start-ups to established companies including leadership training, and innovation cluster programmes.
- **Business** - Develop 'investor-led' programmes that support businesses to understand and prepare to raise equity and other forms of finance. Strengthen and stimulate supply chain opportunities through Inward Investment and enterprise zone development.
- **Place** - Identifying and addressing under-supply of suitable commercial space to accommodate business growth. Developing and promoting high-potential opportunities to foreign investors. Maximising the potential of key transport corridors for the provision of high-quality premises allied to clean growth.





Main Challenges Identified: The County has several innovation assets, but innovation is concentrated in a small number of firms; there is a lack of workers with the right technical and digital skills to meet current and future employer needs; current levels of exports are lower than in comparator regions.

Main Opportunities Identified: Norfolk and Suffolk is uniquely placed to build on centuries of innovation to pioneer the technologies and science needed to power, feed and connect a growing national and global population for a cleaner and more sustainable future. There are few places that are so uniquely equipped to make telling contributions to the major challenges facing the world in the 21st century – food and energy security, healthy ageing and living with environmental change in a world where technology is advancing rapidly.

Main Ambitions Set Out: “A globally recognised, technology-driven, creative and inclusive economy which is leading the transition to a post-carbon economy through sustainable food production and sustainable energy generation”.

Example Activities Supported:

- Clean Energy – E.g., Expand the capacity and capabilities of regional ports to better serve the offshore energy market; expand OrbisEnergy’s focus from renewables to clean energy and provide a full wrap around support service for new businesses
- Agri-Food – E.g., Invest in a Food Innovation Hub in the Honingham Food Enterprise Zone; Collaborate with partners to unleash the potential of Agri-Tech East
- ICT and Digital Creative – E.g., Create a new digital hub in Norwich for the incubation of start ups and scales up in the digital and ICT space; Develop the economic case for SETI



Norfolk County Council Environmental Policy(2019)

The Norfolk County Council Environmental Policy aims to put an approach that ensures that the development of Norfolk’s economy is socially inclusive, while championing innovative and sustainable development at the centre of all efforts. It will support investment in green jobs and infrastructure, while ensuring that the environment is both protected and enhanced.

Main Challenges Identified:

The Norfolk County Council Environmental Policy is concerned with key environmental impacts that increasing climate change has on all aspects of the environment, whether the landscape itself, the species within it, or the rich cultural heritage that occupies it. This policy reflects the areas that the Council sees as key to protecting and maintaining the health of Norfolk’s distinctive environment and its occupants.

Main Opportunities Identified:

This policy will: provide clean air for the population, ensure a clean and plentiful water supply, encourage a thriving plant and wildlife community, reduce the risk of harm from environmental hazards such as flooding and drought, use resources from nature more sustainably and efficiently, enhance beauty, heritage and engagement with the natural environment, mitigate and adapt to climate change, minimise waste, manage exposure to chemicals and enhance biosecurity.

Example Activities Supported:

- Using and managing land sustainably – E.g., Embedding an ‘environmental net gain’ principle for development, including housing and infrastructure. Improving soil health. Working with key partners to ensure an adequate water supply, including exploring water harvesting initiatives.
- Recovering nature and enhancing the beauty of landscapes – E.g., Recognising that Norfolk is losing biodiversity, particularly insect populations. Therefore, a Pollinator Action Plan will be produced as a key element of our Environmental Strategy. Providing support for designated sites, including the Norfolk & Suffolk Broads, and the Norfolk Coast Area of Outstanding Natural Beauty, Natura 2000 sites and species, and County Wildlife Sites. Working to incentivise greater water efficiency, with users, and supporting water companies.
- Connecting people with the environment to improve health and wellbeing – E.g., Helping people improve their health and wellbeing by using green spaces. Encouraging children to be close to nature, in and out of school. Planting more trees to improve biodiversity and as a potential mitigation measure for climate change in appropriate locations.
- Increasing resource efficiency and reducing population and waste.
- Securing clean, healthy, productive and biologically diverse seas and oceans.
- Protecting and improving our global environment.



Main Challenges Identified: Norfolk's Gross Value Added is expected to contract by 35.9% due to the impacts of the pandemic; employment has been hit hard in the short term and will take several years to recover under a medium severity scenario; universal credit applications increased by over 33,000 in April 2020 taking the total claimant count to 95,000 people

Example Activities Supported:

- Redundancies – individuals made redundant and businesses looking for workers will be supported via new partnership arrangements
- Advice and support for businesses – businesses will be supported to access the advice and financial support they need to recover from the pandemic
- Mental health and wellbeing – a programme to support employers and employees with the mental health and wellbeing support they need will be created
- Visitor economy – a campaign to promote Norfolk and Suffolk as a good place to live and work will be launched
- Digitisation – a campaign to support businesses to improve their online presence and improve productivity will be launched, including better use of technology as well as support for remote working
- Supply chain – LEP offices will work with local companies to capitalise on opportunities to sell more goods and services locally
- High streets – LEP officers with local authorities to re-open high streets safely

Norfolk and Suffolk Cross-Cutting Skills Report (2018)

This report sets out the major skills challenges across Norfolk and Suffolk and the LEP's proposed solutions. It feeds into and aligns with the LEP's Economic Strategy and LIS.



Main Challenges Identified: Priority sectors are growing which is creating demand for higher level technical skills which are difficult to find; digital technology is becoming more pervasive and there is a need to upskill workers and businesses; the Industrial Revolution 4.0 will create new job roles with new technical requirements; there are severe skill shortages in important front line sectors; qualification levels are low and there is a need for 'work ready' staff; the existing workforce needs to be upskilled to meet the future needs of their employers; there is a shortage of teaching staff particularly in technical fields; the working age population is expected to remain the same over the next two decades; there is an outmigration of young talent.

Main Ambitions Set Out: Equip young people for success; drive skills progression for the workforce; provide agile and responsive training for key sectors; tackle barriers to work

Example Activities Supported:

- Local Sector Partnerships: Enable employers and stakeholders to connect and articulate their skill needs
- Future Proofing Industry: Support employers realise the benefits of Industry 4.0 and ensure the availability of the right skills for these roles
- Careers Inspiration: Support young people and adults understand the outstanding local careers opportunities available locally
- Technical Skills Pathways: Ensure employer-led pathways are available for young people and adults to develop valuable technical skills
- In-Career Development: Ensure high quality skills provision to enable the existing workforce to upskill
- Teaching/Trainer Pipeline: Ensure that there are enough qualified and technically savvy teachers available to meet the needs of future employment
- Building Local Capacity: Support local skills providers to develop the expertise they need



Main Challenges Identified: It is difficult to provide education and employment opportunities to people in deprived rural and coastal areas due to poor transport links and less than optimal digital connectivity; the lowest performing areas for qualifications are Great Yarmouth, Sudbury, Kings Lynn, Watton and Thetford; new technology, data, sensors and automation (Industry 4.0) is going to create demand for new skills across many sectors particularly agri-food; there is high demand for people with the skills to work in health and social care and this is only going to increase to support the ageing population; the area tracks below the national average in HE Qualifiers by subject for relevant subject areas – most notably engineering, technology, computer science; in 2019 Norwich had the second lowest rating for social mobility in the entire country.

Main Opportunities Identified:

Major developments such as Sizewell C and Norfolk Vanguard Offshore Wind Farm will increase demand for construction related skills; apprenticeship take up in engineering and manufacturing are strong, as well as health, public services and care.

Drive skills progression for the workforce; provide agile and responsible training provision for key sectors; equip young people for success; tackle barriers to employment.

Example Activities Supported:

- Campaigns to raise awareness of training and mentorship opportunities for workforce
- Campaigns to highlight opportunities to get into Further Education teaching
- Events/engagements with school staff to help them understand the Enterprise Adviser Network.

Norfolk Rural Economic Strategy (2021 Draft)

This latest report refresh for 2021-2024 focuses on the impacts of the COVID-19 pandemic and how the Strategy can respond to the major changes to rural community life.



Main Challenges Identified: Over half the people living in the county and claiming universal credit live in rural areas; business start up rates in rural areas are well below the national average; the 2020 digital transition has been huge but rural Norfolk still needs to overcome constraints due to a lack of connectivity and skills; rural communities need better access to health and wellbeing services; Brexit is causing challenges for many rural businesses (particularly health and social care) in recruiting and retaining workers; the impact of climate change could have significant impact for agricultural businesses.

Main Ambitions Set Out: ‘Our vision for Rural Norfolk is inclusive, sustainable communities with a dynamic, connected economy and healthy natural environment, able to meet the needs of all rural residents and visitors’.

Example Activities Supported:

- Provision of business diversification grants (e.g., a new LEADER or DRIVE programme)
- Diversification of publicly-owned assets (e.g., County Farms Portfolio) to support rural diversification
- Champion the role of the Environmental Land Management Scheme to support countryside access and active forms of countryside recreation
- Skills and education programmes to support rising demand for digital and clean growth skills
- Support businesses to work with schools to raise attainment
- Utilise the County’s Innovation Mentoring Grant Programme to support innovation within businesses
- Push forward the Shared Rural Network Programme
- Introduce 5G and fibre connectivity to rural areas first

Norfolk's **Planned Investments**

Location	Planned Investments
King's Lynn and West Suffolk	A149 King's Lynn Bypass; West Winch Housing Access Road; A47 Wisbech Bypass Junction Upgrades; A47 Tilney to East Winch Dualling; Future Fens Flooding Infrastructure; New Creative Hub; Kings Lynn Multi-User Hub
Breckland	Snetterton Energy Supply; Thetford Water Supply; Thetford Sewerage Scheme; Thetford Sustainable Urban Extension; Attleborough Link Road; Thetford Energy Supply Upgrades; Attleborough Energy Supply Upgrades; Snetterton Heath Energy Supply Upgrades; A11 Thetford Bypass Junction Upgrades ; Thetford Community Shop (Employment Support)
South Norfolk	Easton, Hethersett and Cringleford Sewerage Upgrade; A140 Long Stratton Bypass; John Innes Centre HP3; Norwich Research Park Expansion; Smart Emerging Technology Institute (SETI)
Broadland	Broadland Growth Triangle Link Road; Broadland Business Park Rail Station; Broadland Growth Triangle Secondary School; Burlingham County Park Investments; A47 Acle Straight Dualling; Honingham Food Hub; Food Enterprise Park Solar Farm

Norfolk's **Planned Investments**

Location	Planned Investments
Norwich	East Norwich Regeneration; Norwich Western Link; Digital Creative Incubator Hub
North Norfolk	A148 Fakenham Roundabout Enhancements; Weavers Way Walking and Cycling Route; Earlham Substation Upgrades; Cringleford Substation Upgrades; Trowse Rail Bridge Upgrades; Bacton Hydrogen Hub (working in partnership with Hydrogen East, OGTC, ORE Catapult and North Norfolk District Council)
Great Yarmouth	Great Yarmouth Operations and Maintenance Campus; Great Yarmouth Sustainable Transport Package; Great Yarmouth Third River Crossing; Great Yarmouth Station Upgrades; Great Yarmouth Flood Defence Upgrades; Great Yarmouth North Quay Regeneration; Great Yarmouth Town Centre Improvements; Great Yarmouth North Quay Regeneration
County-Wide	A47 Dualling and Upgrades; Local Full Fibre Network; Shared Rural Network Scheme; Norfolk and Suffolk Innovation Network; Norwich in 90 Programme; Smart Emerging Technology Institute; Norfolk County Council Go Digital Programme; Invest East Investment Readiness Programme; Delivering Rural Investment for Vital Employment (DRIVE)

Norfolk's Planned Investments



This project involves the demolition of buildings, refurbishment of the quay and creation of new pontoons on the southern tip of the South Denes peninsula in Great Yarmouth. These upgrades will make the area more accessible than it is at present and attract further investment from companies engaged with offshore wind farm development and maintenance (O&M). Associated infrastructure has also been upgraded to optimise the land for future development.



Name: Norwich Research Park Expansion
Location: Norwich
Theme: Business
Timescales: 2021-2031

The Norwich Research Park has plans to bring forward 450,000 sq ft GIA of additional commercial space over the next ten years to support the Life Science sector. Priority investments include two innovation centres, a new incubator hub, a Diagnostic Assessment Centre (DAC) and John Innes Centre's proposed HP3 development (Healthy Plants, Healthy Planet and Healthy People). The first project to come forward is expected to be Innovation Centre II which will provide almost 42,000 sq ft (NIA) of new commercial space.



Name: A47 Upgrades
Location: A47 Corridor
Theme: Business and Place
Cost: £300m
Timescales: 2020-

£300m of improvements have been committed by Government and the Highways Agency to improve several stretches of the A47. Commitments include: dualling between North Tuddenham and Easton, dualling between Blofield and North Burlingham, improving the Thickthorn Junction and improving the A47 Great Yarmouth Junction. A campaign called 'Just Dual It' has been launched to encourage the Highways Agency and Government to dual the entire length of the A47.



Name: Smart Emerging Technology Institute
Location: Norwich
Theme: Business
Timescales: 2020-2024

The Universities of East Anglia, Cambridge and Essex, alongside BT and the Norwich Cambridge Tech Corridor, are working to develop the East of England Smart Emerging Technologies Institute (SETI). This has two aspirations: 1) To create a closed high-speed data loop connecting the Norwich Research Park, the University of Cambridge, the University of Essex and BT at Adastral Park. This would enable the high-speed transfer and processing of large quantities of data, which will support research and enterprise activities like the development and testing of AI algorithms. 2) To deliver education and training infrastructure at each location focused on the development of specialist big data capabilities and skills.

Selected **On-Going Investments**



New Anglia LEP are offering a series of webinars, events and resources to help businesses move towards a net zero position. The programme will help businesses learn more and develop plans and targets to help make their business operations cleaner and greener. Support is provided in relation to transport, property, construction, procurement and water.



Name: Norwich Digi Tech Factory
Location: Norwich
Theme: People
Cost: £9m
Timescales: 2020-2021

City College Norwich are currently building a new Digi Tech Factory using funds from New Anglia LEP's Growth Fund. It brings together the college's digital skills provision into a single purpose-built space, allowing the college to increase the number of students and apprentices studying digital courses. It will deliver a range of courses from creative media, to software and programming, and 'hard' digital skills in areas such as networking, infrastructure development, electronics and automated manufacturing.



Name: Norfolk Skills and Careers Festival
Location: Norfolk Showground
Theme: People
Cost: £45k
Timescales: On-Going

The Norfolk Skills and Careers Festival is an interactive event aimed at young people to help inspire them for their future career and to demonstrate the various options available. The Festival is structured around thirteen sectors covering Energy, Advanced Manufacturing, ICT – Digital and Creative, Financial and Business Services, Leisure, Tourism and Culture, Food and Farming, Science and Innovation, Health and Social Care, Construction and Logistics, Education and Training, Public Services, Retail and Enterprise, and Careers advice.



Name: Great Yarmouth Town Centre Regeneration
Location: Great Yarmouth
Theme: Place
Cost: £13.7m

Great Yarmouth Borough Council have secured £13.7m from the Government's Future High Street Fund to help revive Great Yarmouth Town Centre as a vibrant economic, cultural, and community hub. Priority projects include an enhanced library, new homes, redeveloping the marketplace, creating a heritage centre, and introducing more planting and greenery.

1.3

Norfolk's Businesses



Business: Evidence Summary

An important economy



Home to **39,500** businesses and **389,000** employees that contribute almost **£19bn** in Gross Value Added to the national economy each year

An economy with important clusters



For example, Clean Energy in Great Yarmouth, Life Sciences at the Norwich Research Park, Creative and Digital in Norwich and one of the largest general insurance clusters outside of London

A slower growth economy



Business and employment figures are increasing (**+13%** and **+9%** since 2010 respectively) but more slowly than at the national level (29% and 14%)

A lower-wage economy



The biggest employment and business sectors are health, retail, education, manufacturing, construction, and hospitality

A lower-value economy



While Norfolk contributes £19bn in Gross Value Added, its contribution *per head* is well below the national average (**£21k** vs £29k)

An economy with regional variations



Norwich and Broadland make a significant contribution to the economy (£4bn and £3bn per year), which is much higher than North Norfolk and Great Yarmouth (£1.6bn and £1.8bn)

An economy with opportunities



There are growing specialisms in higher-value parts of the economy, including Clean Energy, Knowledge Economy, Life Sciences, Digital/Creative, and Agri-Food

An economy with relatively low innovation



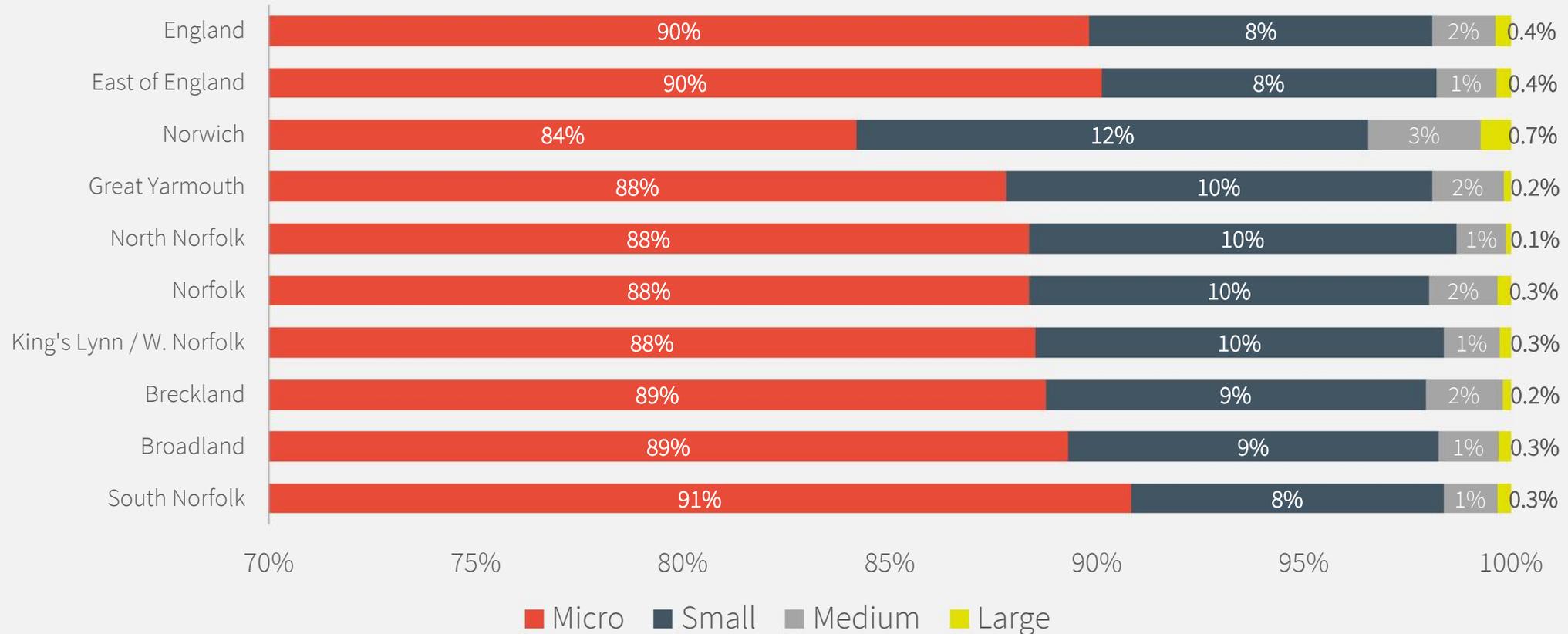
Business start-up rates (**10%**) are below the national average (13%) as is uptake of innovation funds and the proportion of high-growth businesses is lower than in comparator areas (e.g. Cambridge and Cornwall)

Norfolk's business base

A micro-business dominated economy...

Norfolk is home to around 33,150 businesses. Of which 88% are classified as micro-businesses.. Despite this apparent domination of the local economy, this is marginally lower than the East of England (90%) and England (90%). Norwich stands out as Norfolk's major urban centre with a tendency towards larger businesses.

NB business size is largely defined according to number of employees. A micro business is defined as having fewer than 10 people employed, Small (fewer than 50 employees), medium (fewer than 250 employees) and large (above 250 employees).



Norfolk's business base (2)

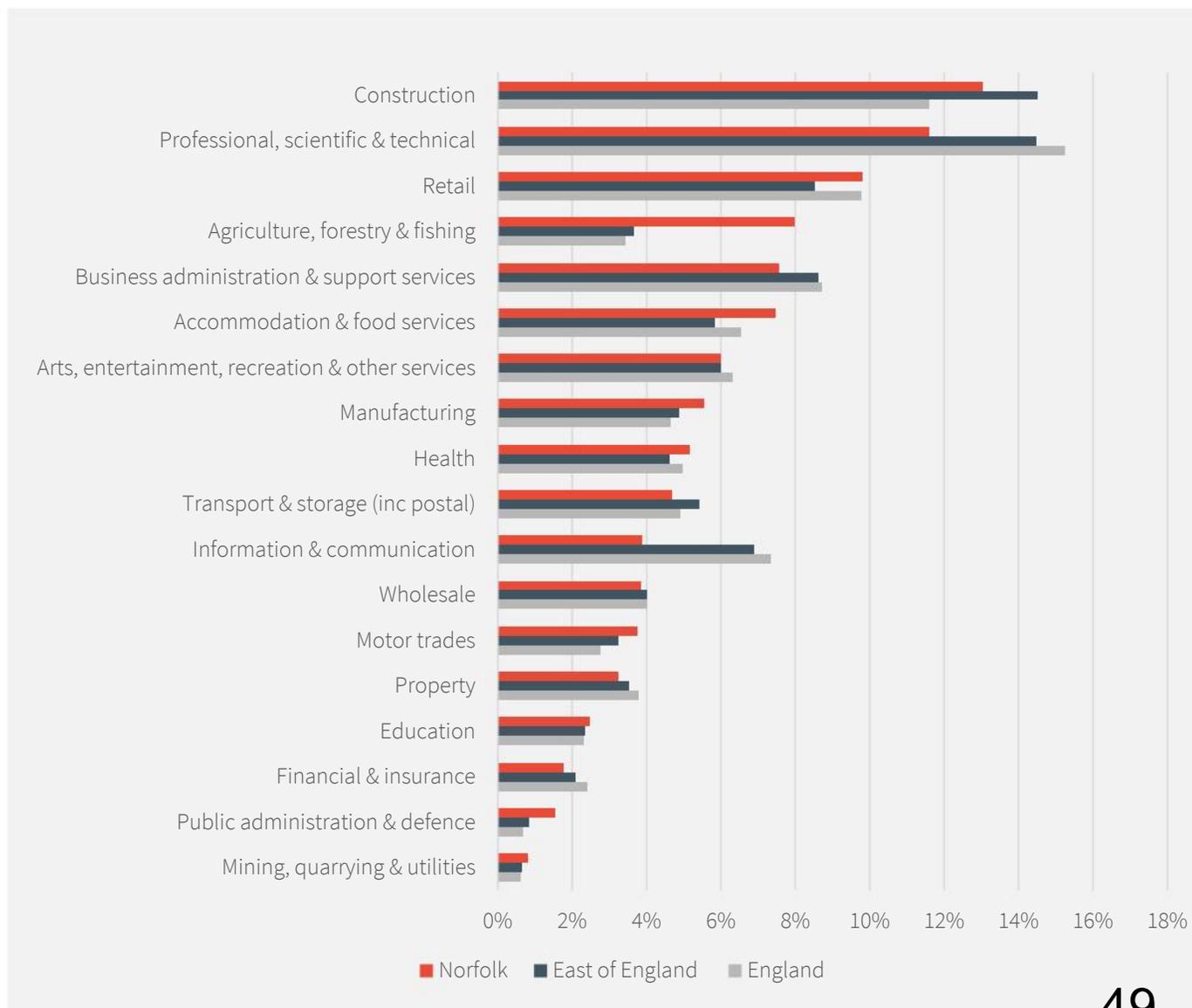
Home to a unique sectoral mix of businesses...

The sectors accounting for the largest shares of Norfolk's businesses are construction (13%), professional, scientific and technical (12%) and retail (10%).

While the retail split is in line with the national average (10%), construction businesses make up a larger proportion of the economy than they do nationwide (12%) and professional, scientific and technical businesses are much less well represented than across England as a whole (15%).

This is also the case for smaller but increasingly important knowledge economy sectors like Information and Communication. These firms represent about 7% of the East of England and national business base compared to just 4% of businesses in Norfolk.

Agriculture, forestry and fishing on the other hand represents a clear specialism in the Norfolk economy. Although this sector makes up a relatively small part of the national business base (3%) it is the fourth largest sector (by count of businesses) in Norfolk – accounting for 8% of all businesses.



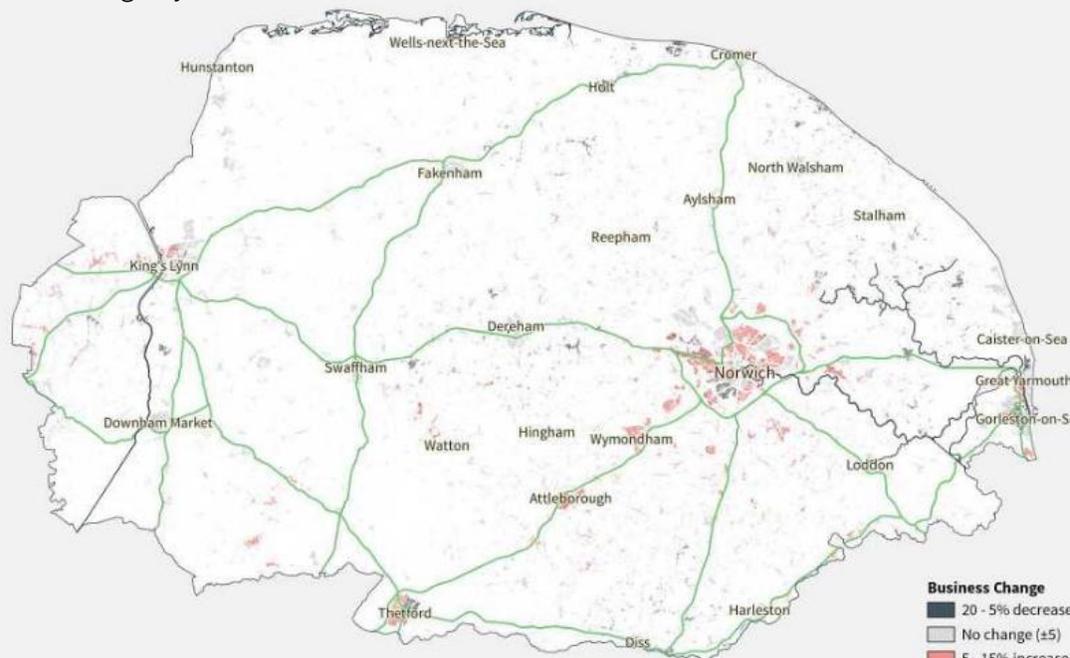
Norfolk's growing business base

Norfolk's business base has experienced slow growth over the past decade...

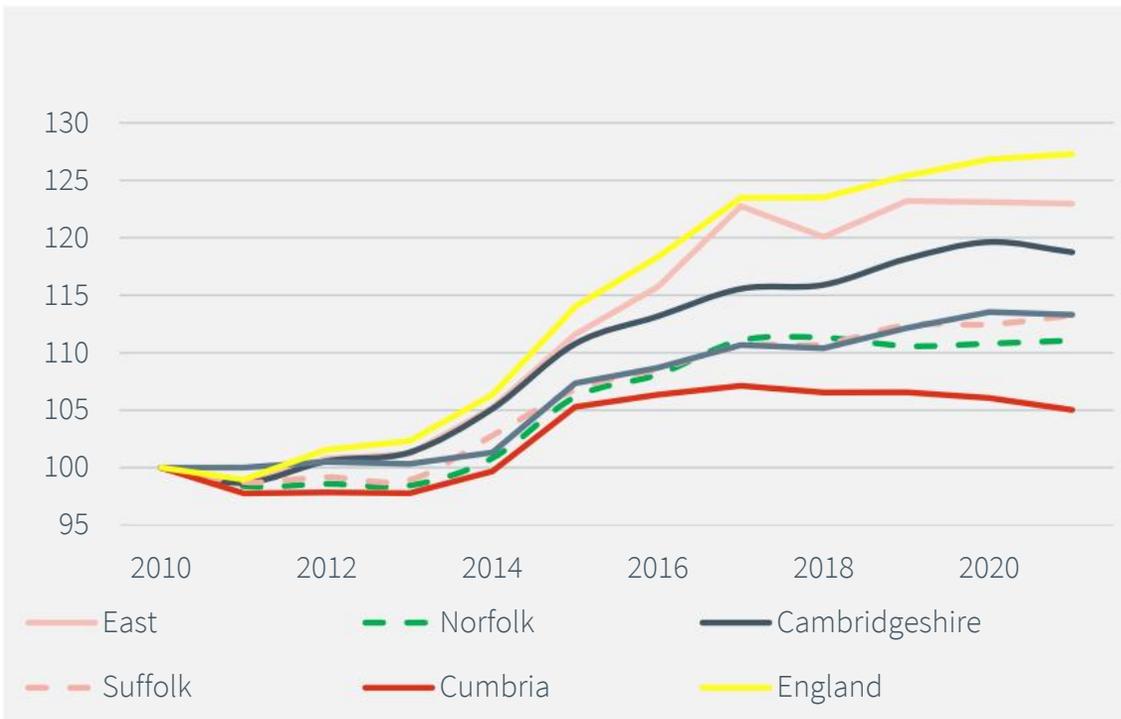
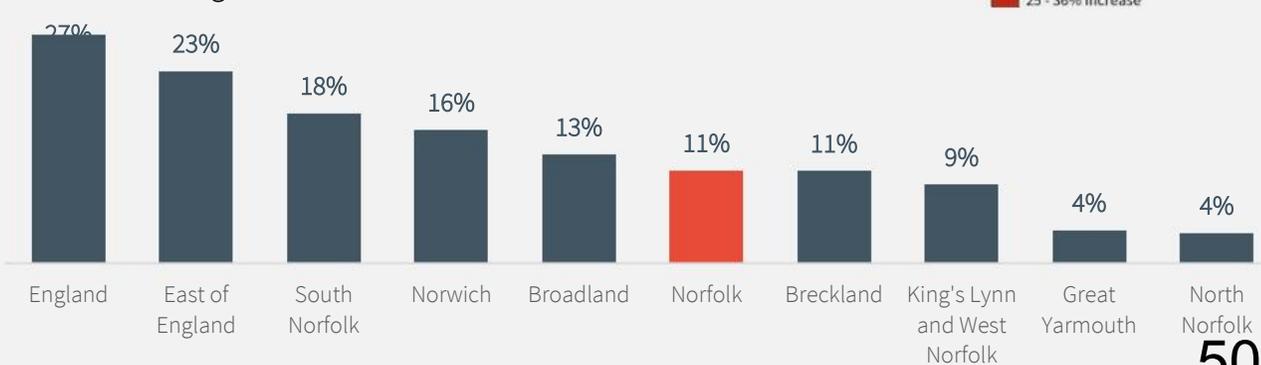
Norfolk's business base has increased by 11% since 2010, compared to the English growth rate of 27%.

Growth in the business base has been concentrated in South Norfolk (18%) and Norwich (16%) meanwhile North Norfolk (4%) and Great Yarmouth (4%) have experienced significantly lower growth rates.

Business change by MSOA, 2016-2020



Business change, 2010-2020



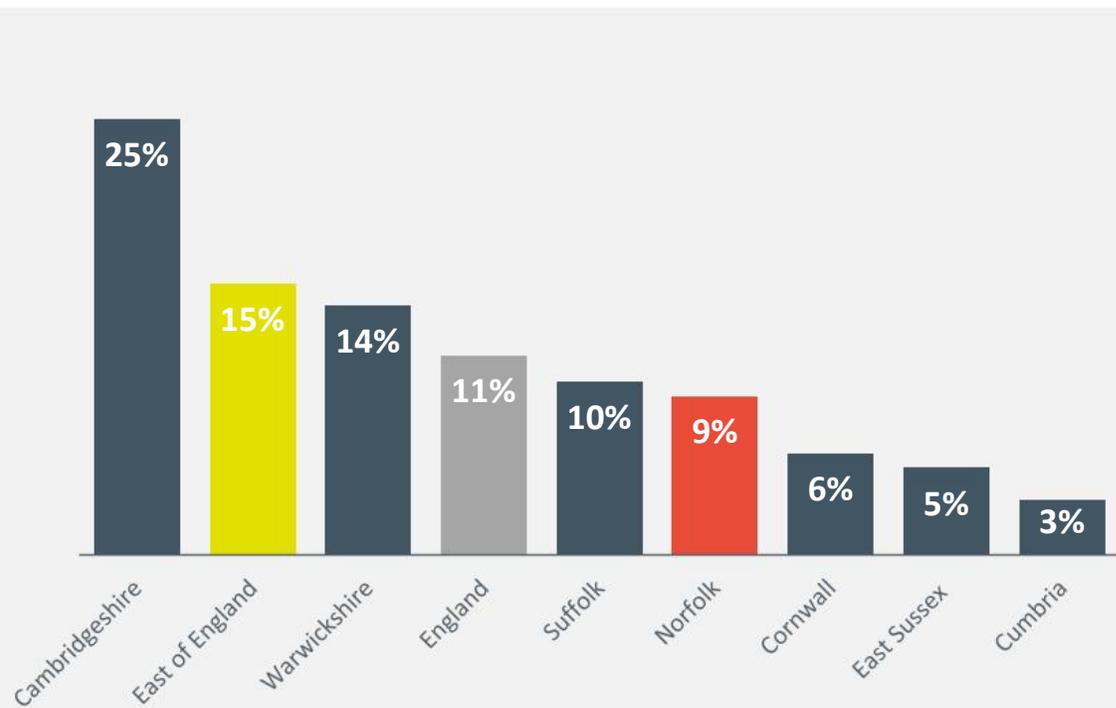
Source: ONS, UK Business Count (2021).

Scale of Norfolk's employment base

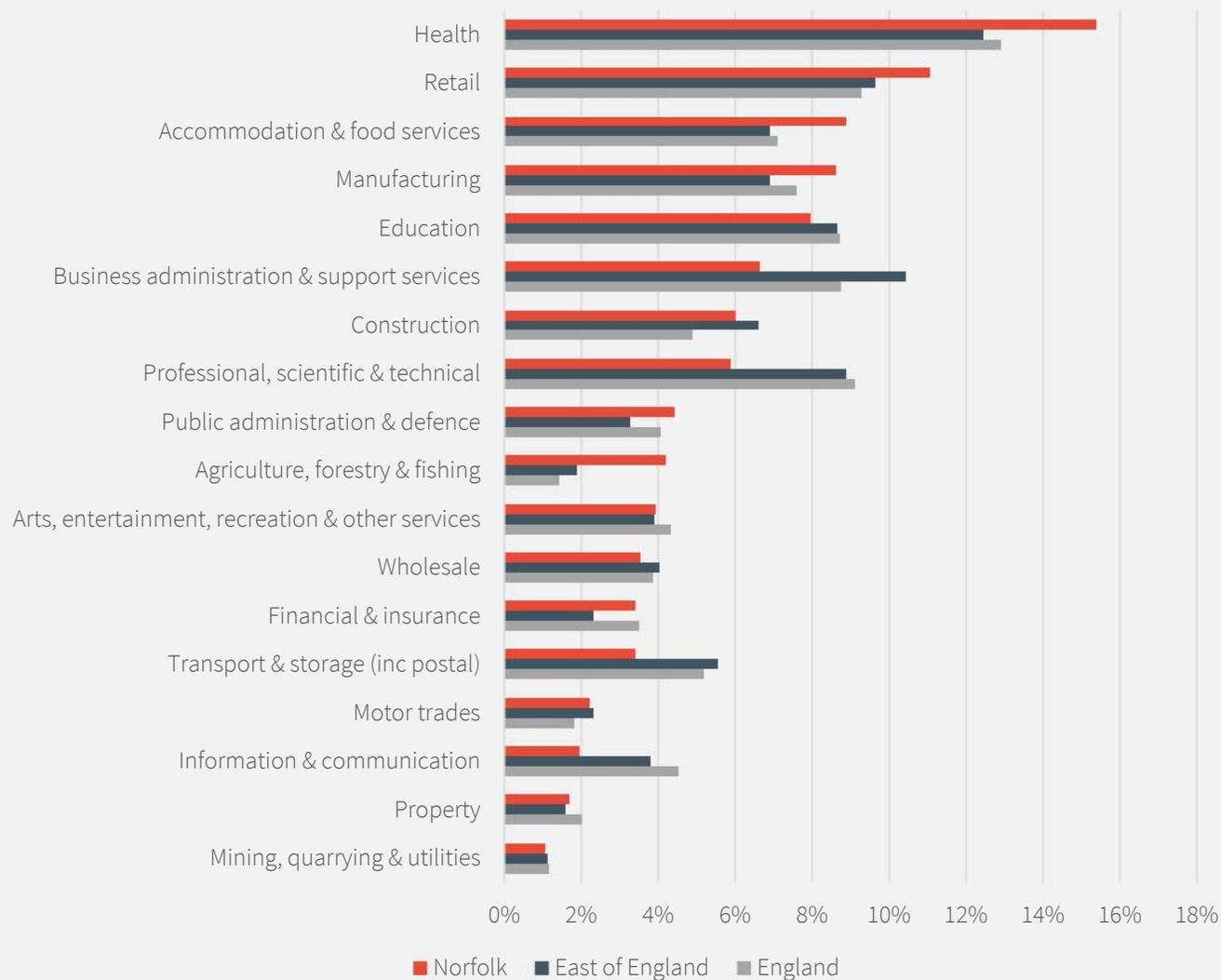
Health, retail and manufacturing are key employment sectors in Norfolk...

Health, retail and manufacturing account for 35% of total employment in Norfolk and each account for higher proportions of the employment base than is seen at the East of England and England level.

The number of employees in Norfolk has grown by 9% since 2010 equivalent to 31,500 jobs. This is lower than the scale of change seen across the East of England (15%) and England (11%).



Employment by sector, 2020



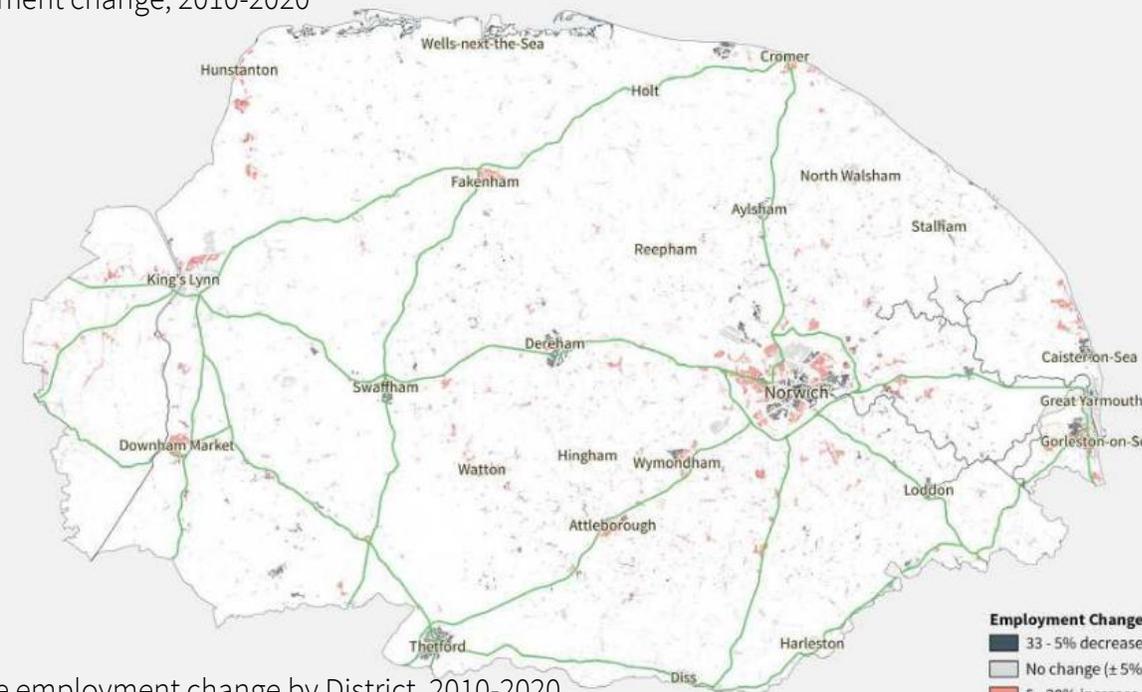
Nature of Norfolk's employment change

Employment growth has been uneven across Norfolk...

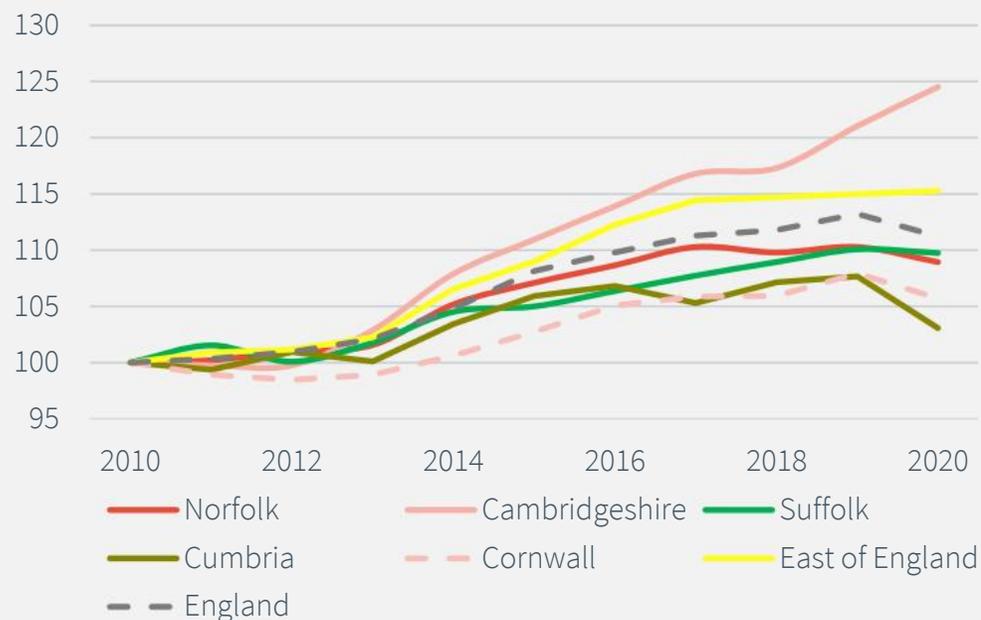
There have been dips in employment across Norfolk's coastal towns including Wells-next-the-Sea and Great Yarmouth, with pockets of losses in Norwich and Thetford.

Within Norfolk, since 2010, South Norfolk has experienced the strongest employment growth (additional 9,300 jobs or 19%) followed by Breckland (additional 7,800 jobs or 18%). Great Yarmouth is the only district to have experienced a net decline in employment over the period of 800 jobs, a 2% loss.

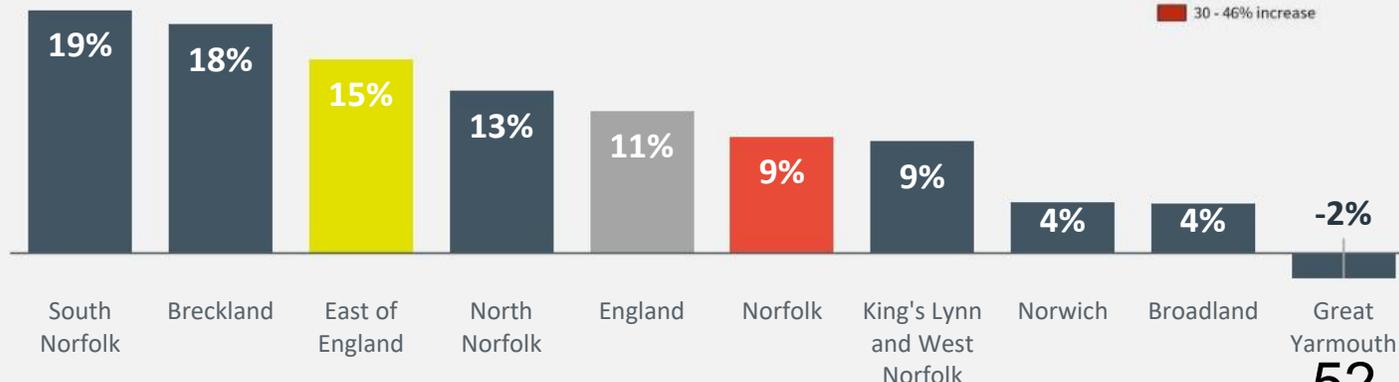
Employment change, 2010-2020



Changes to number of jobs between, 2010-2020 (Index 100 = 2010)



Percentage employment change by District, 2010-2020



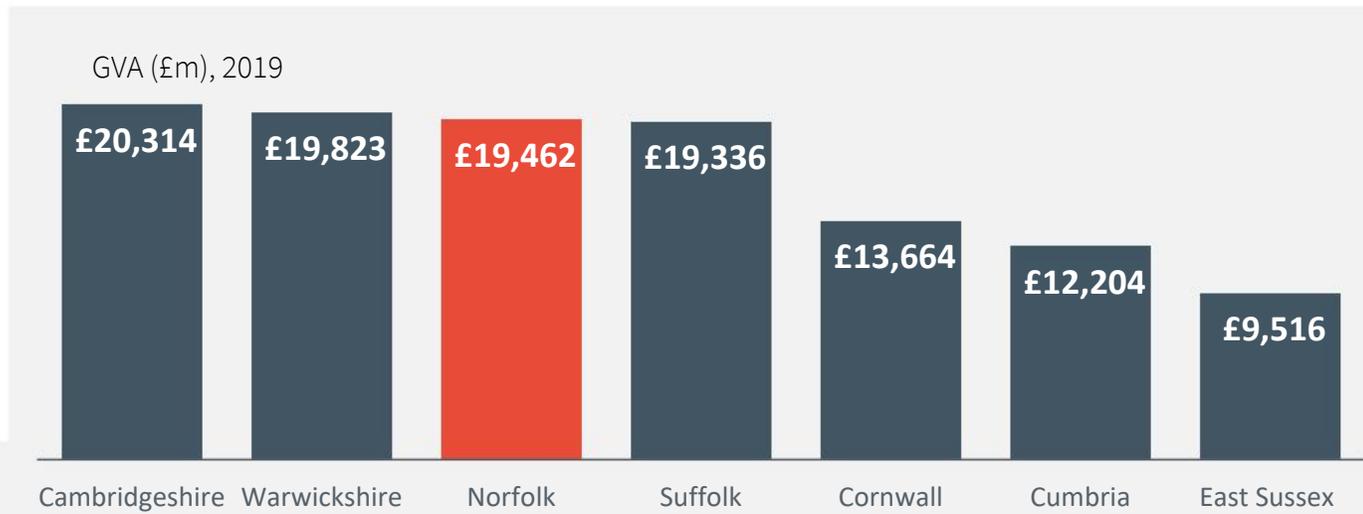
Norfolk's economic output

Despite low productivity, Norfolk's size means it is a place of significant economic output...

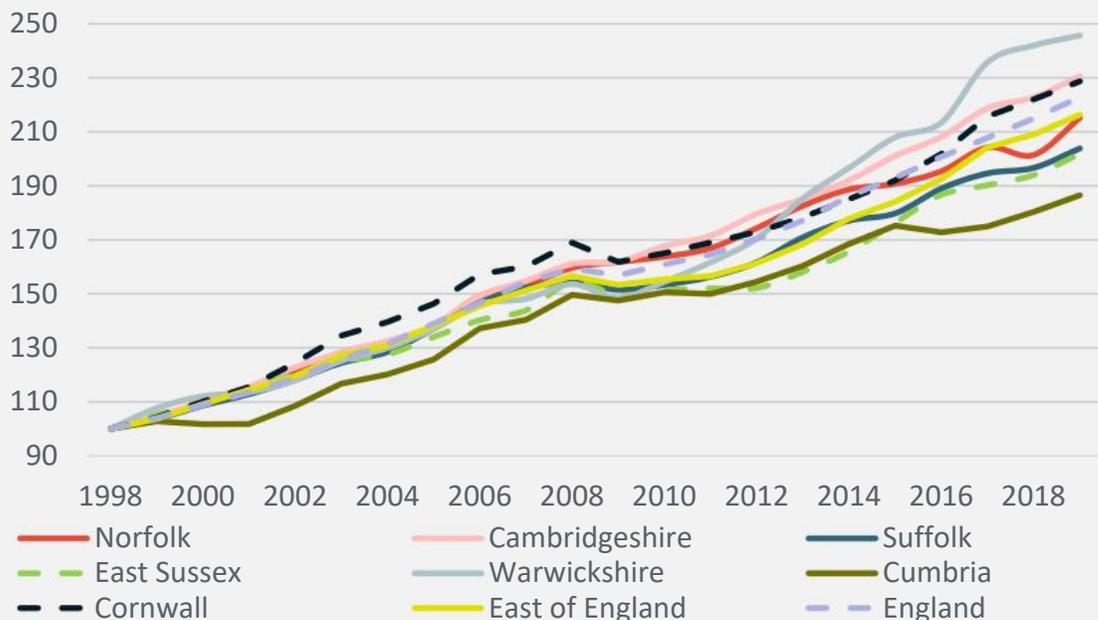
Norfolk contributed £19.5 billion in GVA during 2019.

Since 1998, Norfolk has experienced GVA growth of 215% which is below the East of England (216%) and England (223%) averages.

In 2019, Norwich contributed the largest share of Norfolk's GVA (£4.2 bn) followed by Broadland (£3.5 bn) and King's Lynn and West Norfolk (£3.1 bn).



GVA change, 1998-2019 (Index 100=1998)

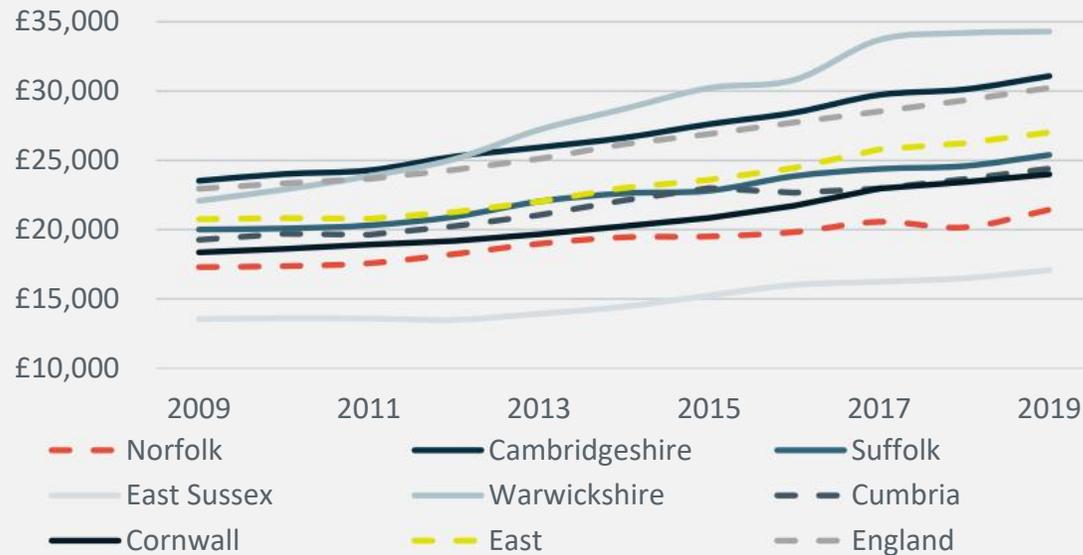
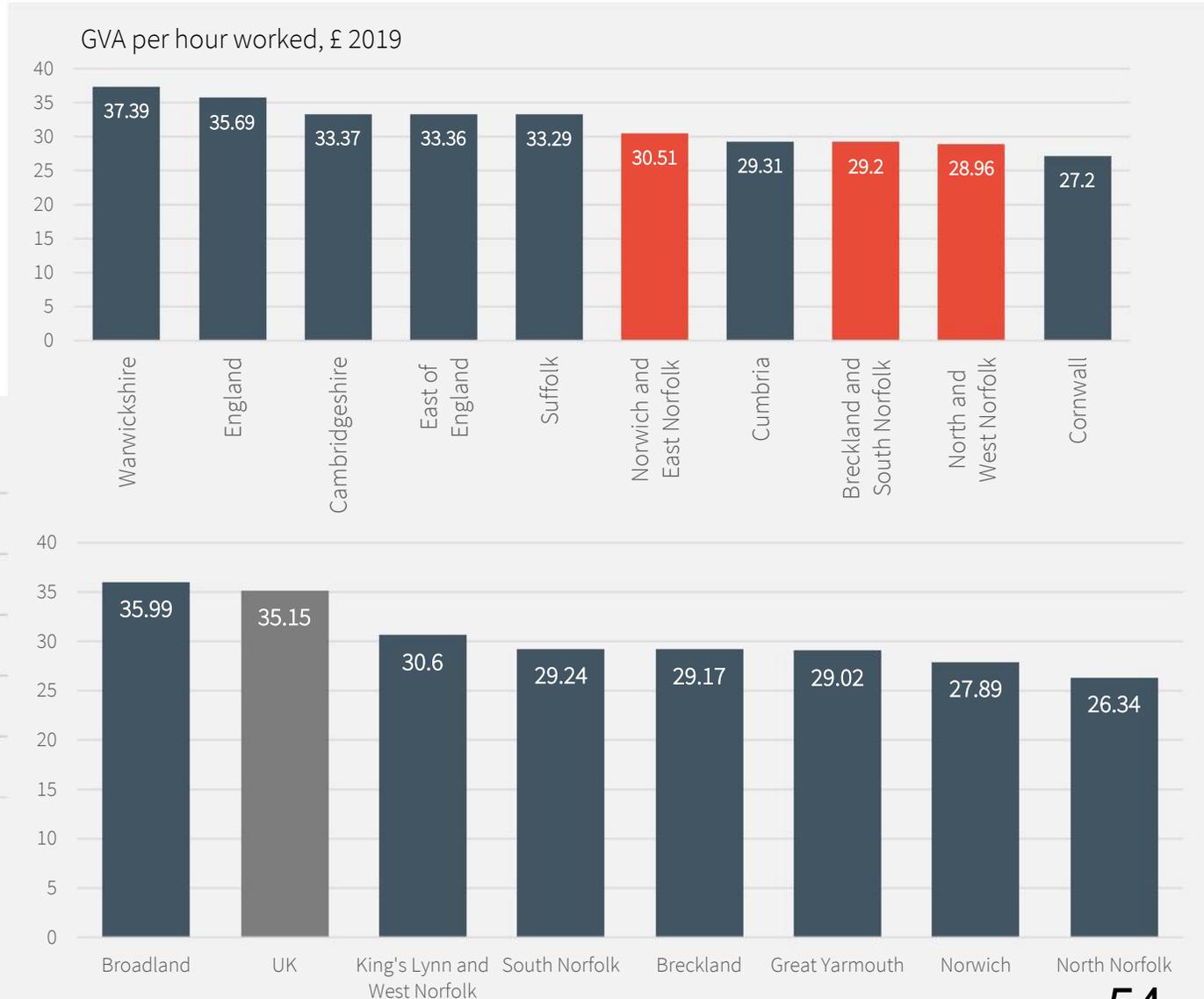


Norfolk's productivity

Output per capita trails behind other areas...

Gross Value Added (GVA) per hour worked was £29.75 in Norfolk, based on a simple average across the seven local authority districts. Broadland had the highest GVA per hour of £35.99 and North Norfolk had the lowest of £26.34. Norwich is one of the weaker districts on this measure.

When productivity is measured by economic output per person the results look quite different. Output per capita in Norfolk was £21,440 which is lower than the national average of £30,239 and East of England average at £27,015. However, Norwich has the highest average output per head of all districts (£30,048) on this measure and is the only district to exceed the East of England average (£27,015). This suggests that in commuting to Norwich causes high output per (resident) person which somewhat masks lower per hour productivity.



Source: ONS, Regional Gross Value Added (2019); ONS, Mid-Year Population Estimates (2019). * No difference in area type between dashed and solid lines



Focus On: Norfolk's Sectors

Grow
Higher value sectors that are growing and could define a future local economy

Retain
Specialised sectors that make an important economic contribution

Attract
Sectors that do not have a strong local presence but are expected to drive future national economic growth

Standard Sectors

 Business administration & support services	 Accommodation & food services	 Wholesale	 Arts, entertainment, recreation and other services	 Mining, quarrying and utilities	 Health
 Property	 Manufacturing	 Agriculture, forestry and fishing	 Public administration & defence	 Financial & insurance	 Information & communication
 Motor trades	 Education	 Professional, scientific & technical	 Transport & storage	 Construction	 Retail

Cross-Cutting Sectors

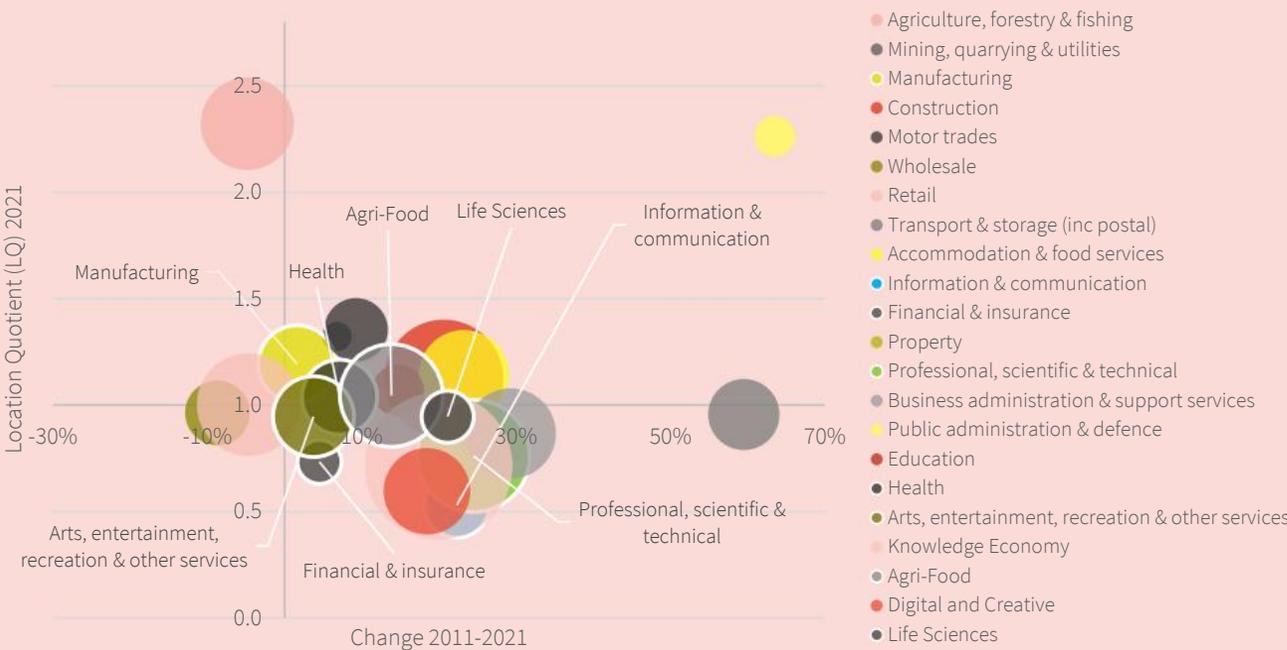
 Clean Energy	 Knowledge Economy	 Life Sciences
 Agri-Food	 Digital / Creative	



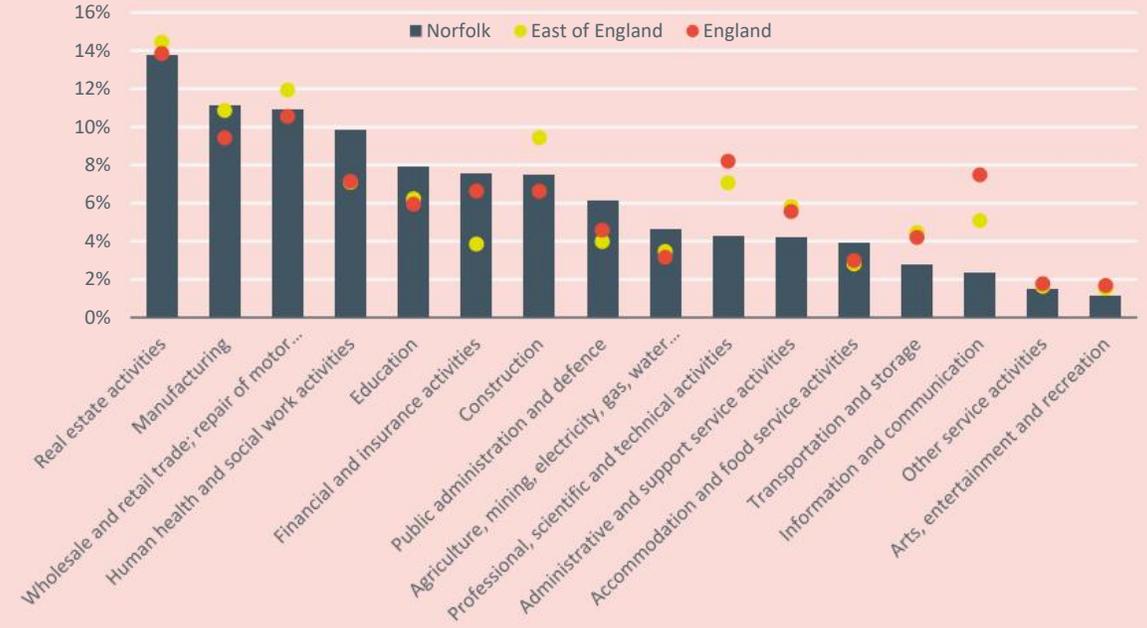
Norfolk's Sectors: **Business** Sectors

Some of Norfolk's largest business sectors are its fastest growing...

Professional, scientific & technical and business administration & support services are some of Norfolk's largest and fastest growing business sectors.



GVA Contributions By Sector, 2019



Largest Sectors

- + Construction (5,100 businesses)
- + Professional, scientific & technical (4,600 businesses)
- + Retail (3,900 businesses)
- + Agriculture, forestry & fishing (3,100 businesses)
- + Business administration & support services (3,000 businesses)

Highest Growth

- + Public administration & defence (64% growth since 2011)
- + Transport & storage (59% growth since 2011)
- + Business administration & support services (29% growth since 2011)
- + Professional, scientific & technical (25% growth since 2011)

Largest Fall

- + Wholesale (9% fall since 2011)
- + Agriculture, forestry & fishing (5% fall since 2011)

Most Specialised

- + Agriculture, forestry & fishing (LQ of 2.3)
- + Public administration & defence (LQ of 2.3)
- + Motor trades (LQ of 1.4)
- + Mining, quarrying & utilities (LQ of 1.3)

Most Valuable

- + Real estate activities (£2.7bn to GVA PA)
- + Manufacturing (£2.2bn to GVA PA)
- + Wholesale and retail trade (£2.2bn to GVA PA)
- + Human health and social work (£1.9bn to GVA PA)
- + Education (£1.5bn to GVA PA)
- + Financial and insurance activities (£1.5bn to GVA PA)

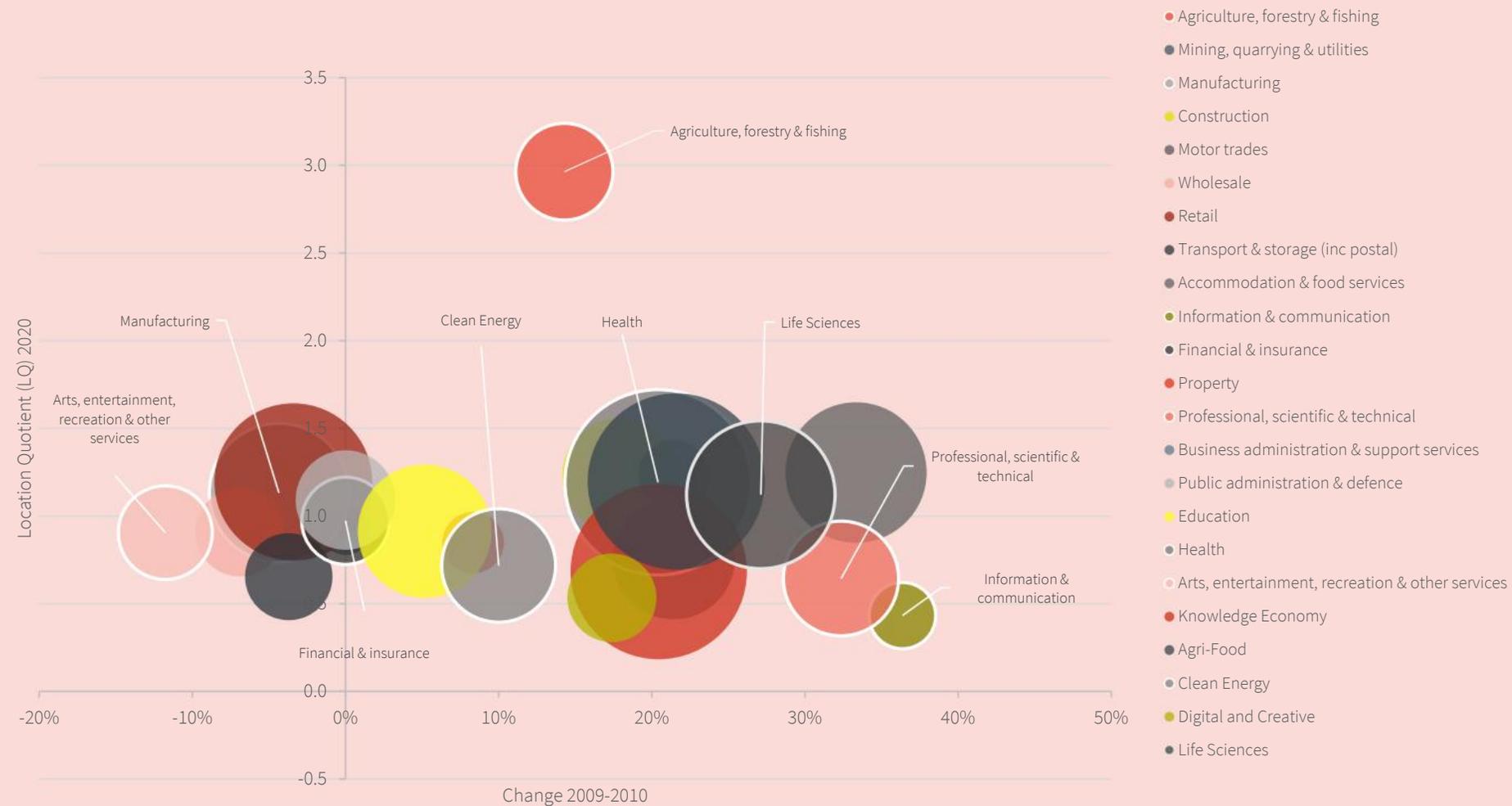
Source: UK Business Count, ONS (2021); ONS, Regional Gross Value Added (2019). Note: the size of the bubble is proportional to the size of the business sector in 2021.



Norfolk's Sectors: **Employment** Sectors

Some of Norfolk's fastest growing employment sectors are high value...

Health, retail and accommodation and food services are Norfolk's largest employment sectors, whilst growth is concentrated in information and communication, accommodation and food services, and professional, scientific and technical sectors. Real estate, financial and insurance activities, and construction are Norfolk's most productive sectors.



Largest Fall

- + Property (13% fall since 2010)
- + Arts, entertainment, recreation & other services (12% fall since 2010)
- + Wholesale (7% fall since 2010)
- + Manufacturing (4% fall since 2010)
- + Transport & storage (4% fall since 2010)

Highest Growth

- + Information & communication (36% growth since 2010)
- + Accommodation & food services (33% growth since 2010)
- + Professional, scientific & technical (32% growth since 2010)
- + Life sciences (27% growth since 2010)
- + Agri-Food (22% growth since 2010)

Largest Sectors

- + Health (59,000 employees)
- + Retail (42,500 employees)
- + Accommodation & food services (34,000 employees)
- + Manufacturing (33,000 employees)
- + Education (30,500 employees)
- + Business administration & support services (25,500 employees)

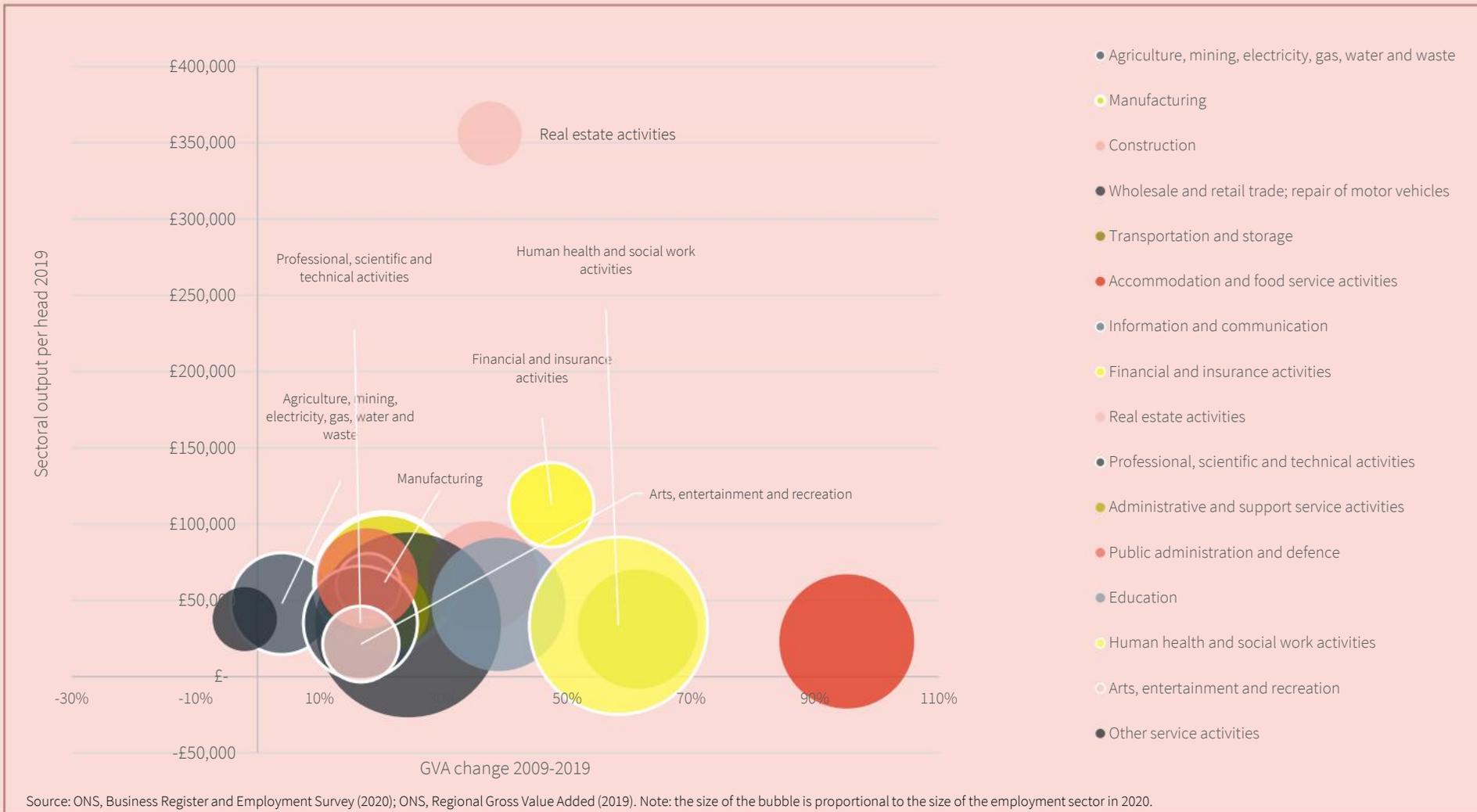
Source: ONS, Business Register and Employment Survey (2020); ONS, Regional Gross Value Added (2019). Note: the size of the bubble is proportional to the size of the employment sector in 2020.



Norfolk's Sectors: **Employment** Sectors

Some of Norfolk's fastest growing employment sectors are high value...

Health, retail and accommodation and food services are Norfolk's largest employment sectors, whilst growth is concentrated in information and communication, accommodation and food services, and professional, scientific and technical sectors. Real estate, financial and insurance activities, and construction are Norfolk's most productive sectors.



Most Specialised

- + Agriculture, forestry & fishing (LQ of 3.0)
- + Accommodation & food services (LQ of 1.2)
- + Motor trades (LQ of 1.2)
- + Construction (LQ of 1.2)
- + Agri-Food (LQ of 1.2)
- + Retail (LQ of 1.2)

High Value/High Growth

- + Real estate activities
- + Financial and insurance

High Value/Highly Specialised

- + Construction

Source: ONS, Business Register and Employment Survey (2020); ONS, Regional Gross Value Added (2019). Note: the size of the bubble is proportional to the size of the employment sector in 2020.



Norfolk's Sectors: Employment Projections

Growth



+26% Administration and support vs +25% in the UK



+25% Arts, entertainment and recreation vs +18% in the UK



+25% Human health and social work vs +23% in the UK

Decline



-58% Mining & quarrying vs -54% in the UK

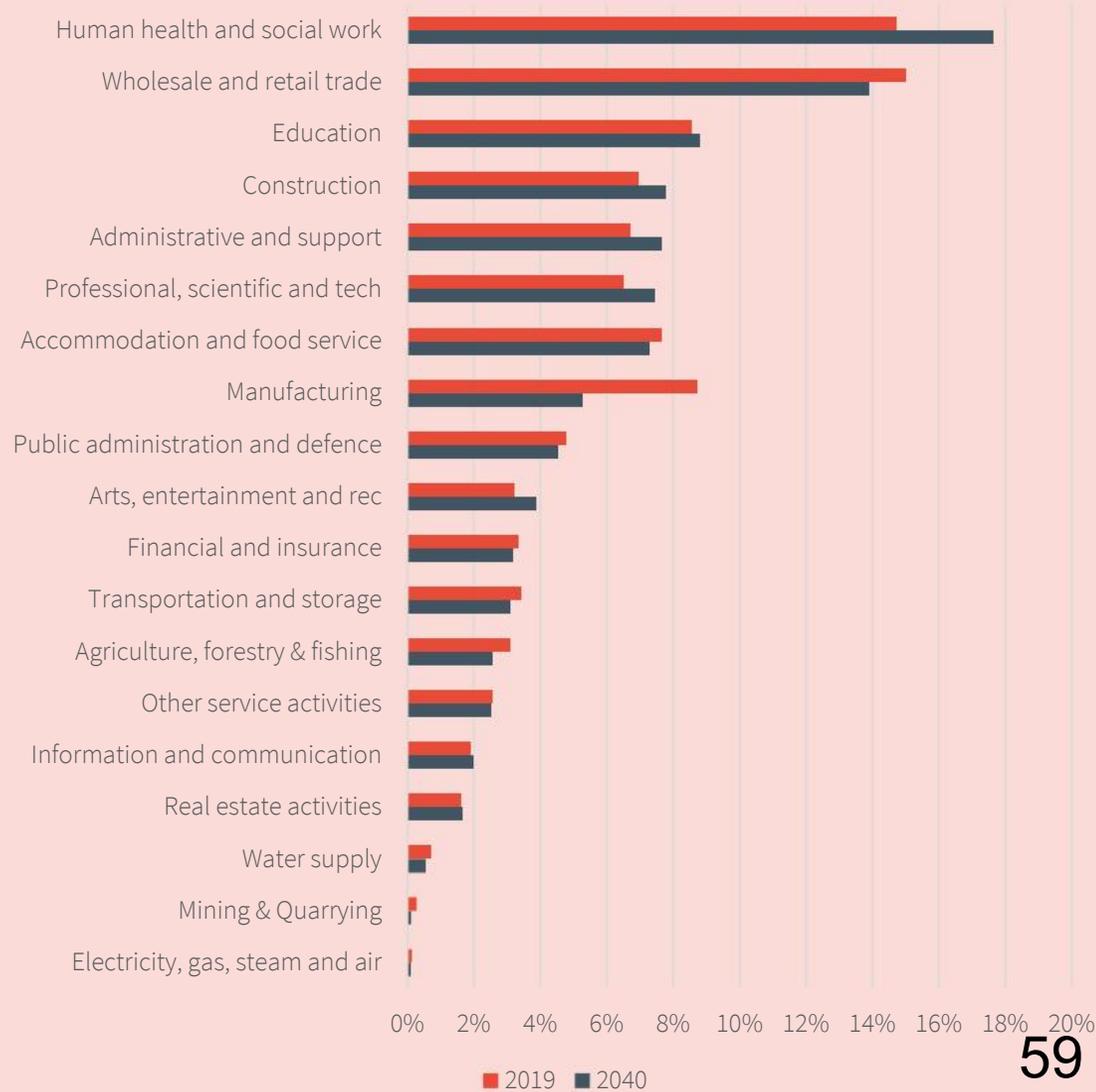


-35% Manufacturing vs -38% in the UK



-22% Electricity, gas, steam and air vs -14% in the UK

Projected Employment Growth by Sector

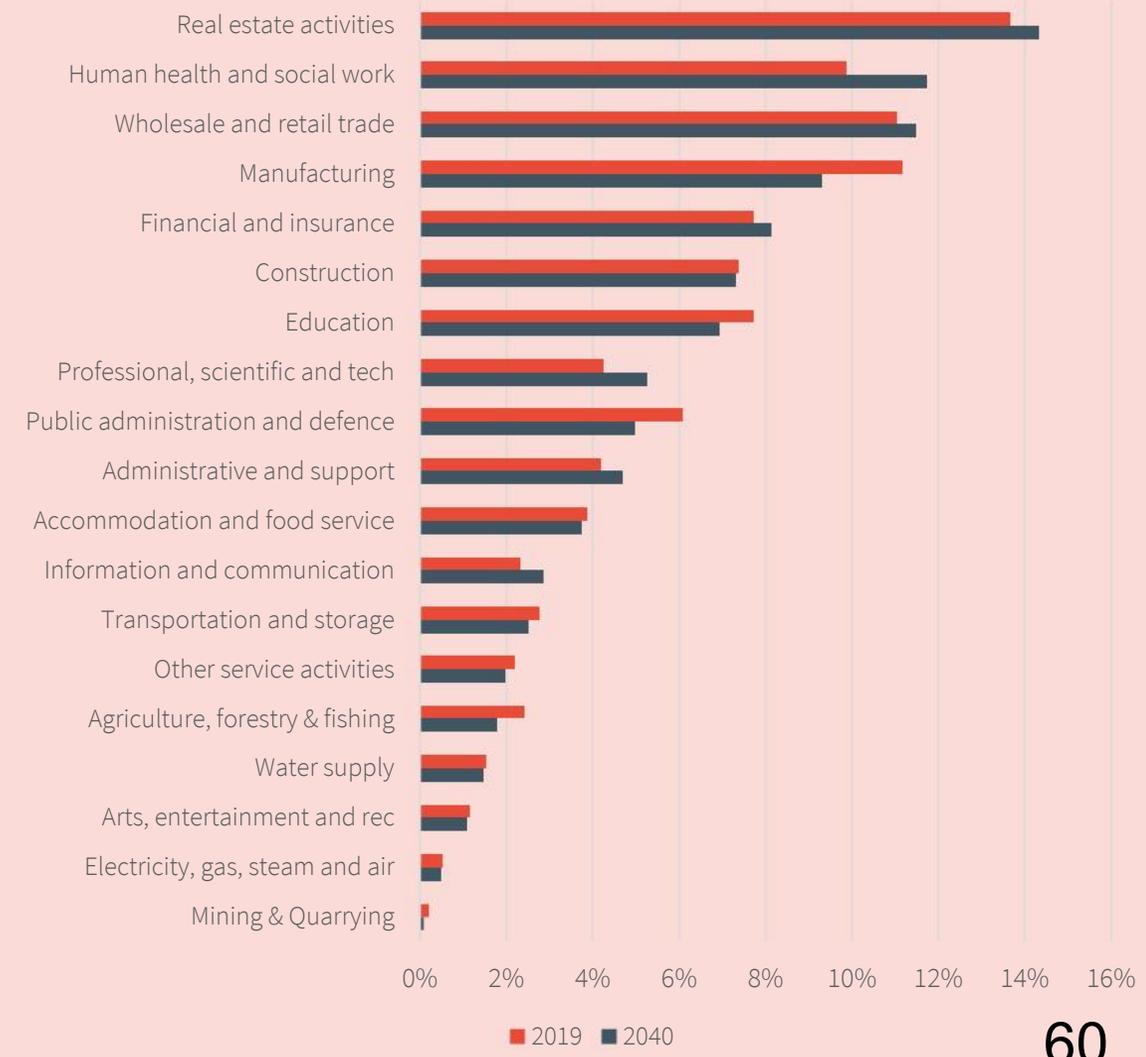


Source: Oxford Economics, Broad Employment Sector Projections (2021). <https://www.oxfordeconomics.com/uk-local-forecasts>



Norfolk's Sectors: Output Projections

Forecast % of total GVA output: 2019 vs 2040



Growth



+59% Information and communication vs +66% in the UK



+59% Professional, scientific and technical vs +68% in the UK



+53% Human health and social work vs +51% in the UK

Decline



-46% Mining & quarrying vs -45% in the UK



-6% Agriculture, forestry and fishing vs -8% in the UK

Source: Oxford Economics, Broad GVA Sector Projections (2021).



Norfolk's Sectors: **Prioritising** Sectors

Category	Sector	Justification	Policy Alignment
	Life sciences	37,500 people are employed in this sector with 27% employment growth since 2010 and around 1,000 businesses.	Norfolk and Suffolk Economic Strategy; Norfolk and Suffolk Cross-Cutting Skills Report
	Professional, scientific and technical	32% employment growth since 2010 with 25% business growth since 2011 contributes 8% to Norfolk's GVA with this expected to grow 59% by 2040.	Economic Strategy for the East of England; Norfolk and Suffolk Cross-Cutting Skills Report
	Clean energy	Norfolk's utilities sector (electricity, gas, steam, and air) is forecast to experience 22% employment decline by 2040. Meanwhile, clean energy employment in Norfolk has grown by 10% since 2010.	Together for Norfolk; Economic Strategy for the East of England; Norfolk and Suffolk Local Industrial Strategy; Norfolk and Suffolk Cross-Cutting Skills Report
	Human health and social work	Norfolk's largest employment sector in 2019 (59,000 jobs), this sector is forecast to experience significant employment growth of 15,200 jobs by 2040 and already is Norfolk's largest sector (59,000 employees). Projected to experience 53% GVA growth over this same period.	Economic Strategy for the East of England; LEP Skills Advisory Panel's Local Skills Report
	Finance & insurance activities	Equivalent £1.5 bn to GVA. High value jobs in Norfolk are relatively scarce other than finance and insurance. Aviva and Marsh are two of Norwich's largest employers. Largest insurance cluster outside of London.	Norfolk and Suffolk Economic Strategy (2022)
	Agriculture, forestry and fishing	A specialised employment sector (LQ 3.0) this sector is forecast to lose 2,000 jobs by 2040. This sits alongside recent employment growth of agri-food sector by 22% since 2010.	Norfolk and Suffolk Economic Strategy; Norfolk and Suffolk Local Industrial Strategy; Norfolk Rural Economic Strategy
	Manufacturing	Contributes £2.2bn (or 11%) to Norfolk's GVA and employs 33,000 people at present. This sector is forecast to lose 14,200 jobs by 2040. However, the data currently does not capture emerging sectors like Aerospace or MedTech.	LEP Skills Advisory Panel's Local Skills Report
	Information and communication	This sector employs 7,500 people at present representing 35% employment growth since 2010.	Norfolk and Suffolk's Emerging Renewal Plan; Norfolk and Suffolk Local Industrial Strategy
	Arts and entertainment	This sector has experienced a 12% fall in employment since 2010. Despite this, the sector employs 15,000 people and is forecast to grow by 25% by 2040.	Together for Norfolk; Norfolk and Suffolk Local Industrial Strategy

Norfolk's high growth businesses

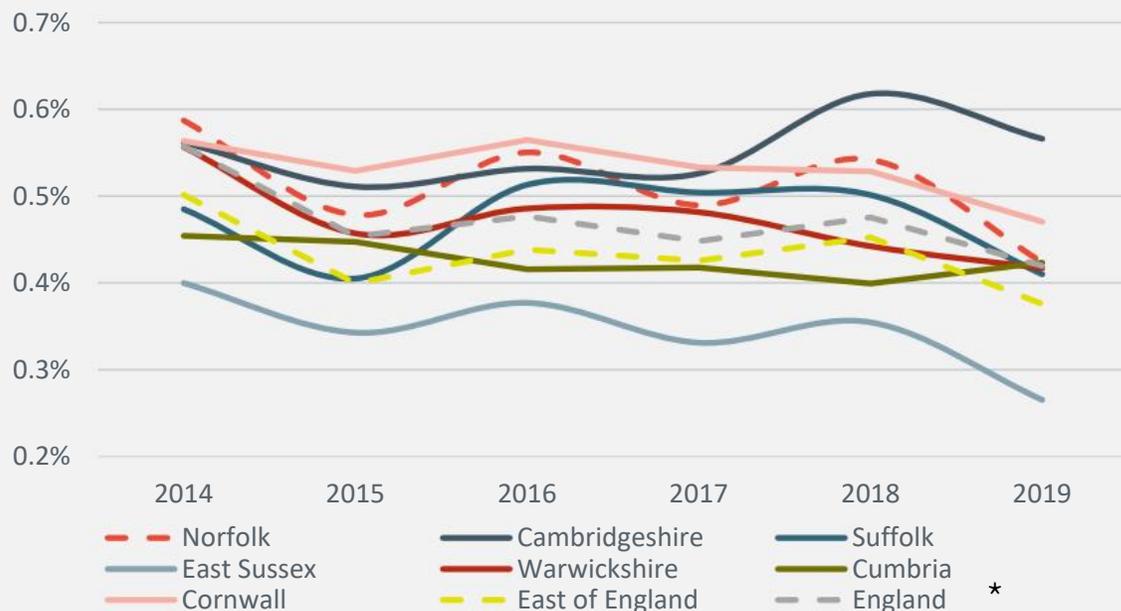
High growth businesses form an important proportion of the Norfolk business landscape...

High growth businesses are measured by the number of businesses with 10 or more employees that experienced an average growth in employment of greater than 20% per year between 2016 to 2019. The high growth rates are calculated as a proportion of the 2019 active businesses with 10 or more employees.

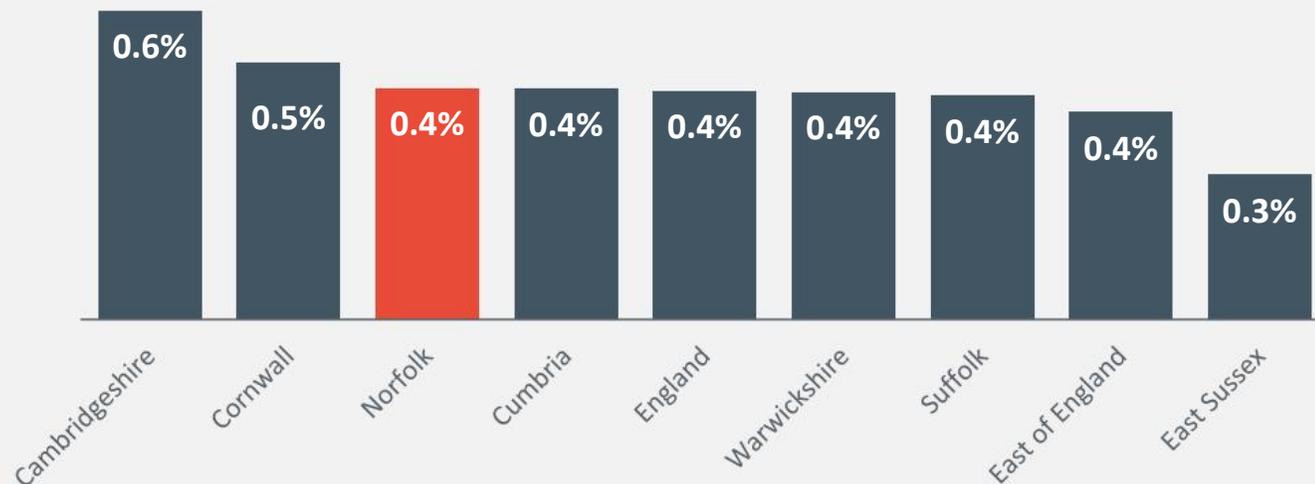
High growth businesses represented 0.4% of active businesses in Norfolk in 2019 which is in line with the East of England (0.4%) and England (0.4%) averages.

Breckland (0.7%) and Norwich (0.6%) have larger shares of high growth enterprises than the Norfolk average (0.4%).

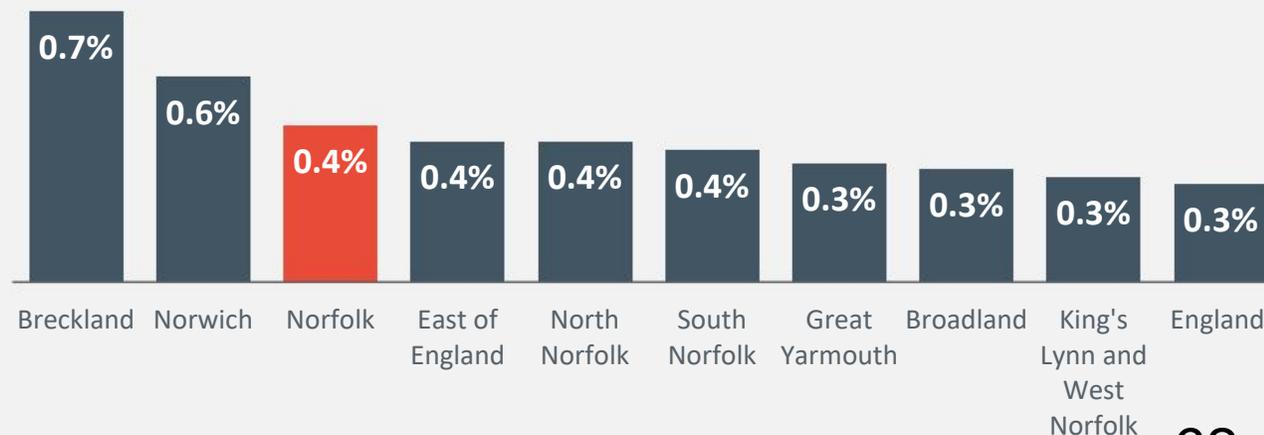
High growth enterprises as a proportion of the total business base, 2014-2019



High growth businesses as a proportion of the total business base, 2019



High growth businesses as a proportion of the total business base, 2019



Norfolk's R&D expenditure

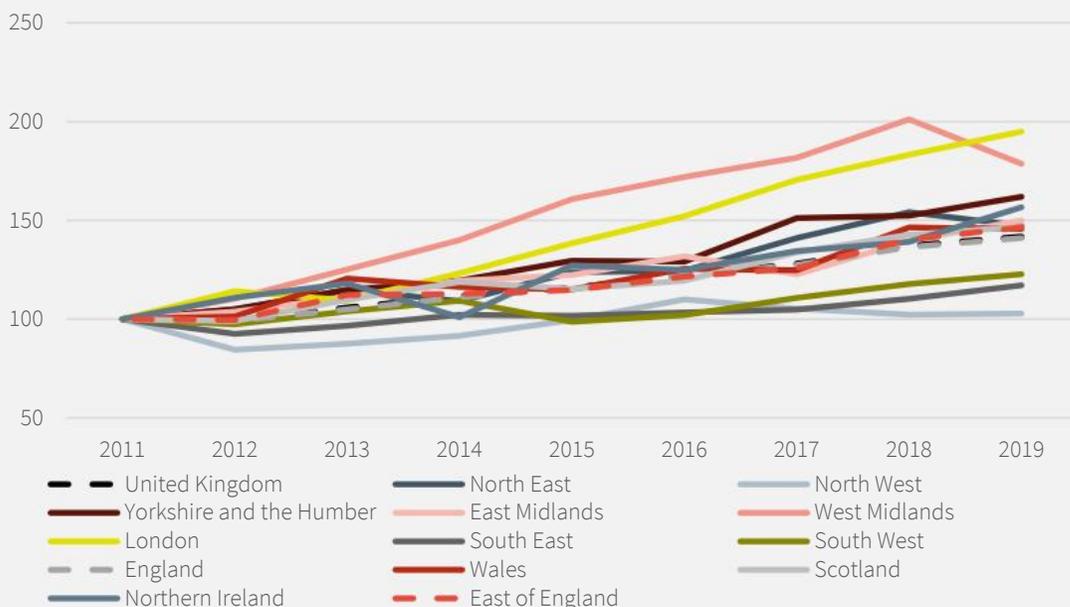
The East of England is the second largest recipient of R&D expenditure in the UK, but Norfolk lags behind...

In 2019, the East of England received £6.9 bn total R&D expenditure equivalent to 18% of all R&D expenditure in the UK. Business expenditure (£5.4 bn) accounted for the largest share of this, equivalent to 18% of total business R&D expenditure received by the UK.

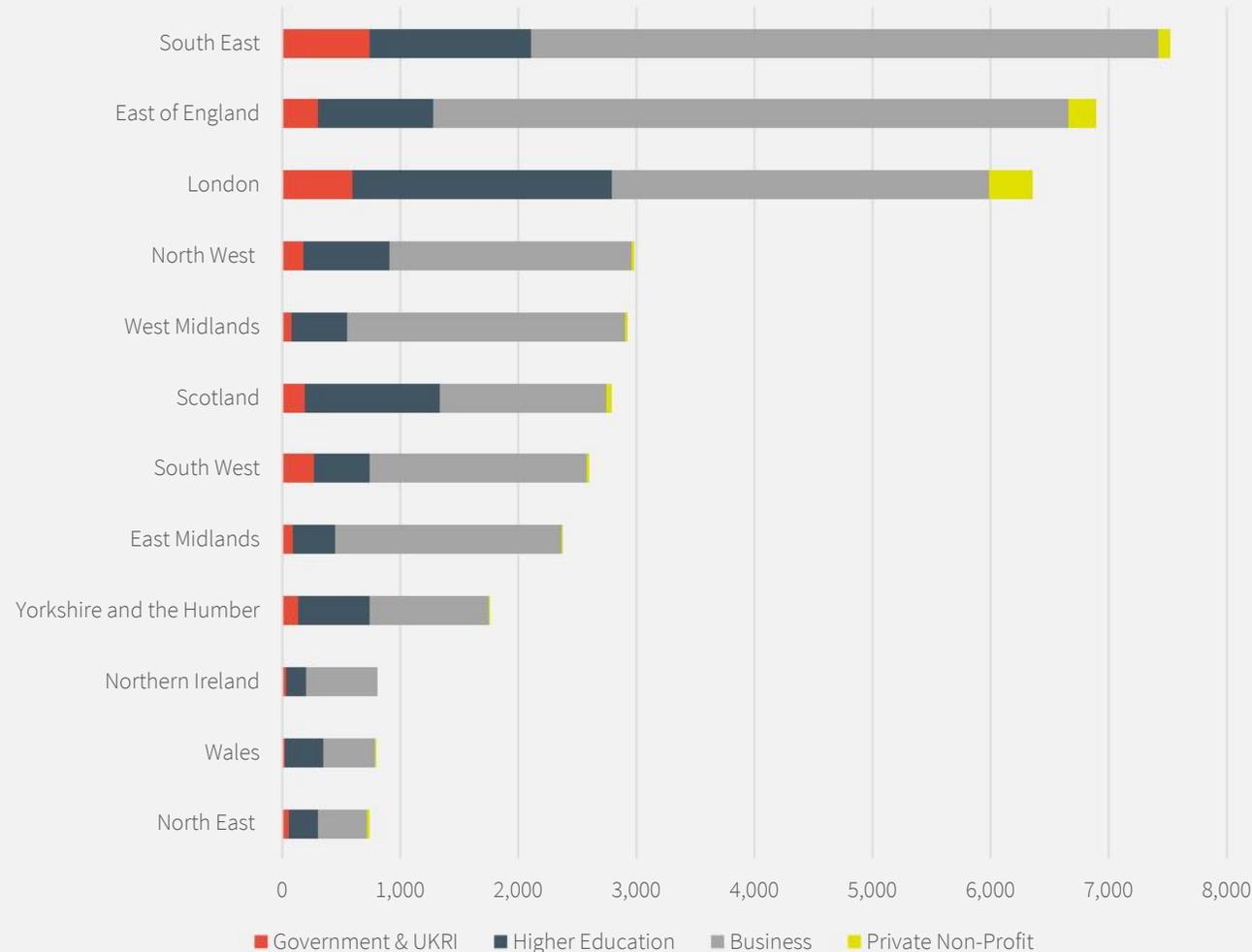
R&D expenditure in the East of England has increased by 46% since 2011, which is slightly above the average for England (41%) and the UK (42%) over this period.

Innovate UK data shows Norfolk had received 0.4% of funds since 2004, significantly lower than other areas in the East of England. R&D expenditure does not benefit Norfolk in the same way it does the East of England and the UK.

Gross domestic R&D expenditure by region, 2011-2019 (Index 100=2011)



Gross domestic R&D expenditure by region, 2019 (£m)



Gross domestic expenditure on research and development, by region, UK (2019). * No difference in area type between dashed and solid lines.

Norfolk's innovation landscape

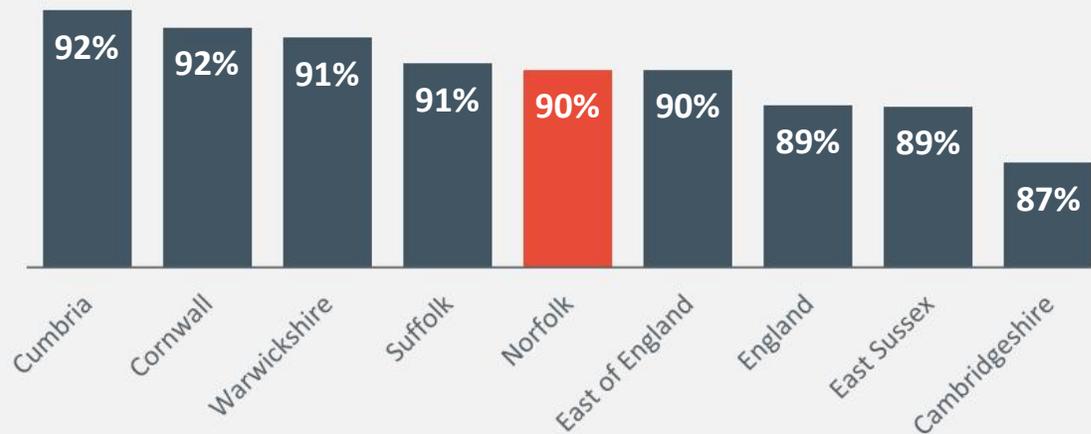
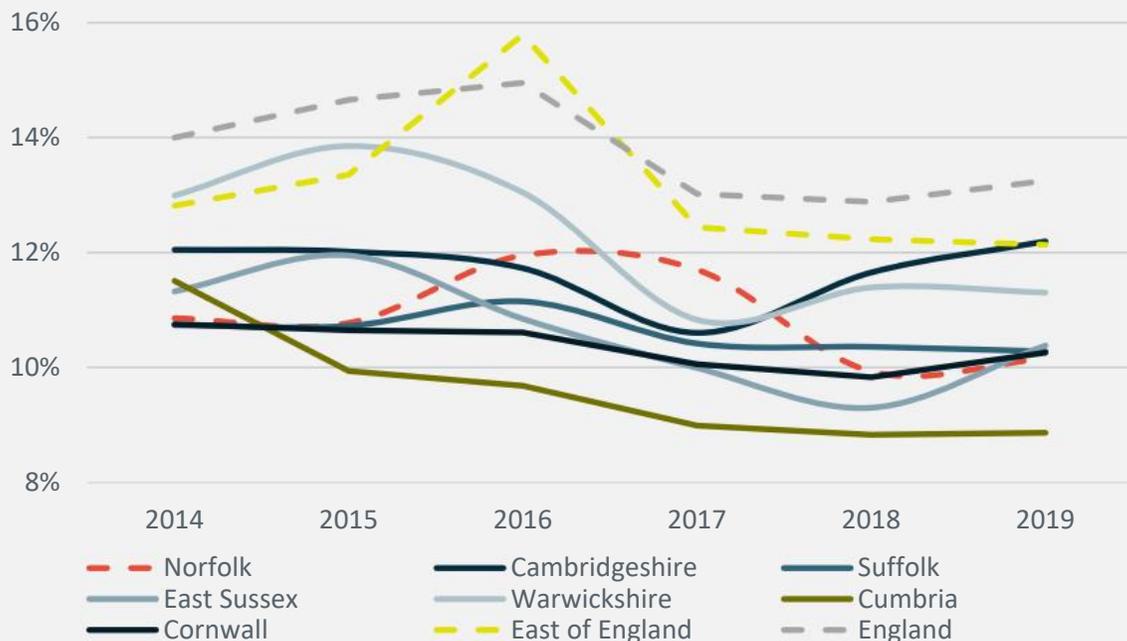
Start up levels in Norfolk are low but businesses have a higher rate of survival...

In 2019, 10% of all businesses in Norfolk were in their first year of start up. This is below both the East of England (12%) and England average (13%).

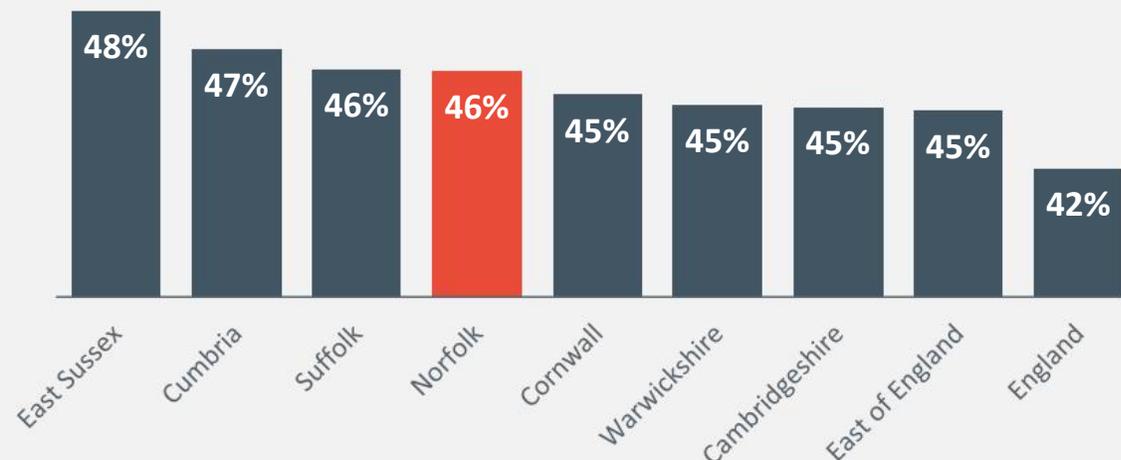
One year business survival rates in Norfolk (90%) are in line with the East of England (90%) and slightly higher than the average for England (89%).

Five year business survival rates are strong in Norfolk with 46% of businesses still operating after 5 years compared to 45% in the East of England and 42% in England.

Start up rates as a proportion of the total business base, 2014-2019



5-year business survival rates (businesses established in 2014)



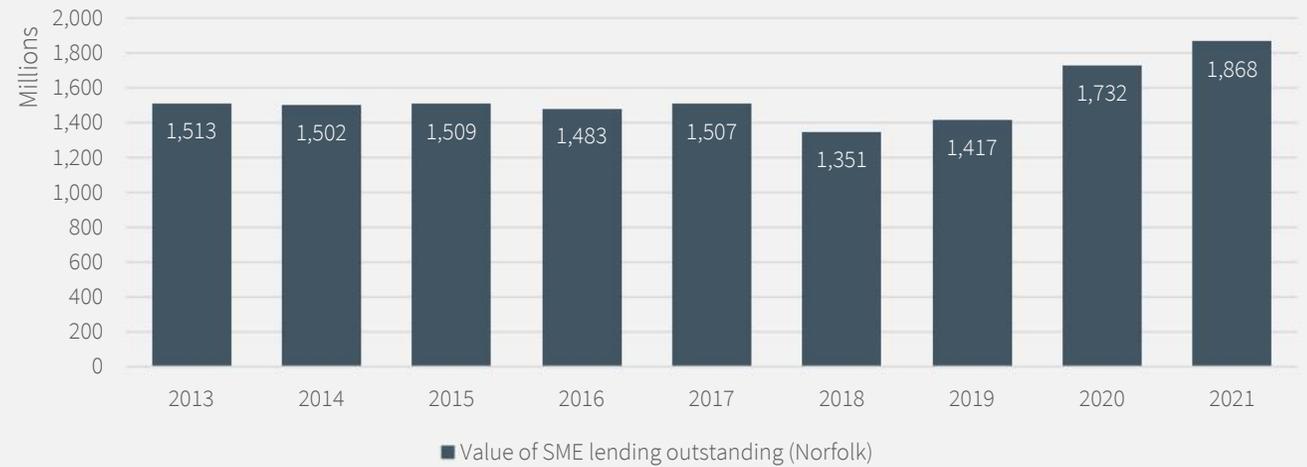
Source: ONS, Business Demography (2019). * No difference in area type between dashed and solid lines.

Access to finance for SMEs

Grant / Funding	Amount Available + Dates	Details / conditions / requirements
Omicron Hospitality and Leisure Grant	Up to £6,000 20 th Dec 2021 – 31 st Jan 2022	Grants are available to hospitality, leisure and travel businesses (with fewer than 250 employees) that have been impacted by the introduction of plan B restrictions due to the omicron variant of Covid-19.
Supply Chain Innovation for Offshore Renewable Energy (SCORE)	40% of eligible costs, or £50,000 with a minimum grant of £2,500	Grants are available for SMEs across England to develop new products, processes and ideas in offshore renewable energy. 12 hours of subsidised business support to help grow and develop businesses within the offshore renewables sector are also available.
Internationalisation Fund	Match-funded grants of £1,000 - £9,000 Currently open (started Dec 2020)	Grants are available for English SMEs with up to 250 employees to use for future business activities, aimed at helping these businesses grow into new international markets. Funds can be used to support areas including (but not limited to) market research, IP advice, translation services, or international social media.
Small Grant Fund	£1,000 - £25,000 (20% of the total cost of the proposed project). Currently open	Designed to provide funding for UK based growing SMEs. Grants can help towards the purchase of significant capital items, IP costs, development of new products or services, consultancy support, and trade fairs.
Go Digital Funding Programme	£500 and free expert advice Currently open	Free digital business support available for small and medium sized businesses in Norfolk to learn how to better use digital tools to identify business opportunities and help grow businesses. A grant of up to £500 can be applied for to help implement a digital action plan.
BEE Anglia Energy Efficiency Grants	40% of total project cost (or up to £20,000) Currently open	Specialist advice and grants to support businesses in Norfolk and Suffolk to reduce their carbon footprint. Grants are available for any upgrade or improvement that achieves an adequate energy saving.
Business Growth Grant	£500-£10,000 15 th Oct 2021 – 31 st Jan 2022	Grants are available to Norwich-based MSMEs (with fewer than 250 employees) for projects which support business growth. The grants will provide funding of up to 50% of the cost of improvement projects such as premises refurbishment or improving IT like card payment facilities or WiFi.
Start-up Grants	£1,000 Currently open	Grants to support the start-up and development of new businesses that are less than six months old. The business must be based in the South Norfolk or Broadland District Council area and operate for a minimum of 16 hours per week.
Delivering Rural Investment for Vital Employment (DRIVE)	A grant between £5,000 and £30,000 (up to 40% of total project costs)	DRIVE provides local businesses with access to a capital grant to invest in new business development that leads to job creation.

Access to finance for SMEs (2)

Total outstanding lending to SMEs



Outstanding lending per SME (£, 2021 prices)

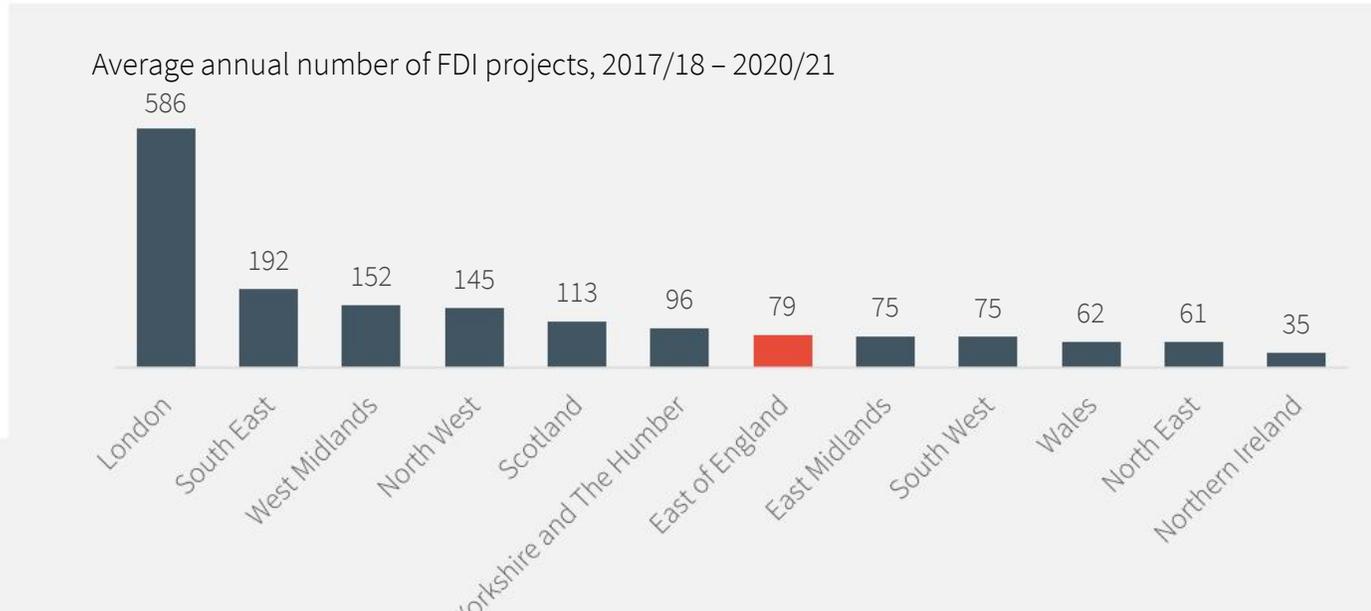


FDI and venture capital in Norfolk

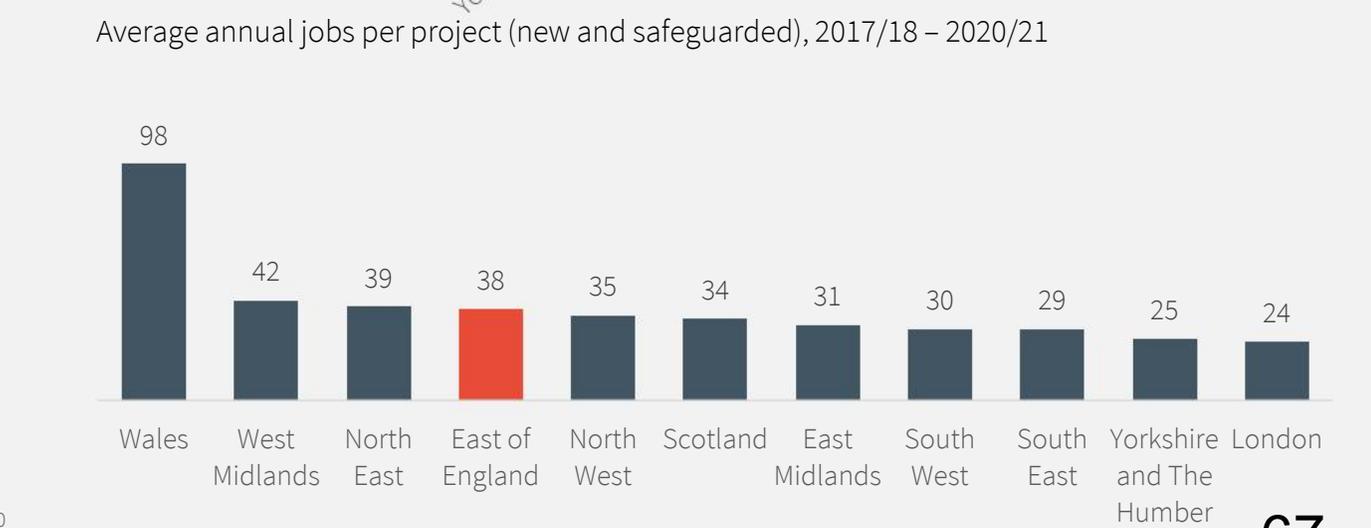
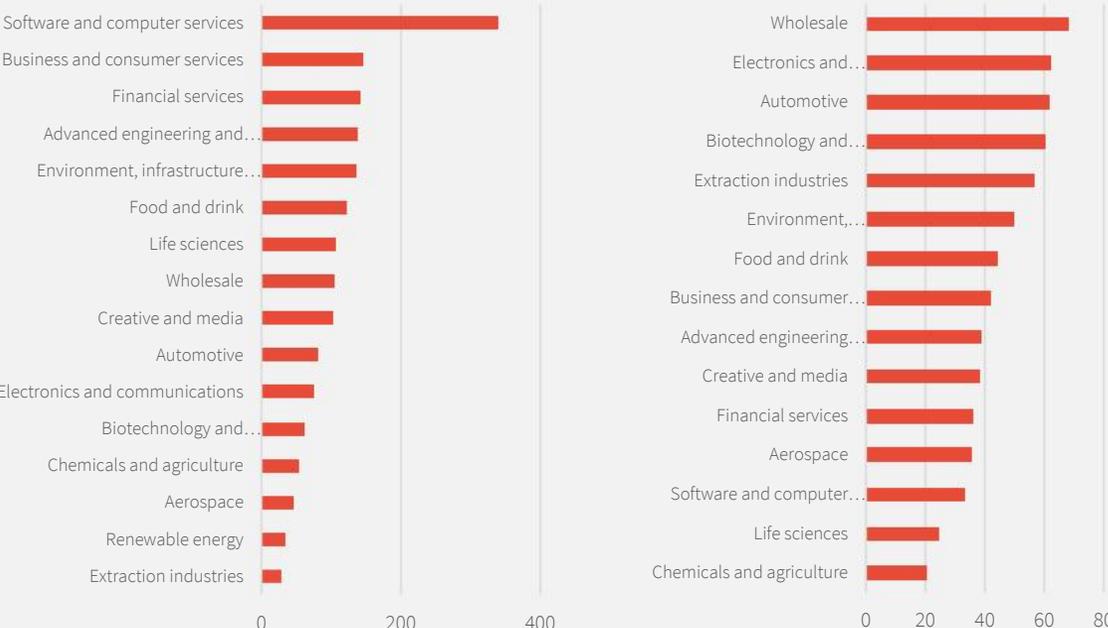
The East of England performs well for average jobs created and safeguarded by each FDI project...

An average of 79 foreign direct investment (FDI) projects were created in the East of England each year between 2017 and 2021. For every FDI project in the East of England, an average of 38 jobs were created between 2017/18 and 2020/21. This is broadly in line with the UK average (39 jobs per project) and outperforms many regional comparators including London (24) and the South West (30).

FDI jobs data by sector is only available at the UK level. This data suggests that the largest share of projects by sector have in software and computer services, business and consumer services and financial services. Sectors creating and safeguarding the largest number of jobs per project are wholesale, electronics and communications and automotive.



Average number of projects by sector (UK) Average number of jobs by sector (UK)



ONS, Country and Regional Breakdown of Expenditure on R&D in the UK by sector of performance (2021).

Norfolk's trade activity

Norfolk's trade activity reflects its regional economic specialisms...

In 2020, the East of England was home to more than 116,000 exporting businesses. 57% of total exporting businesses in the East of England exported to countries in the EU which is slightly lower than the average for the United Kingdom (59%).

The most granular level data on trade activity is available at the port level. In 2021, Great Yarmouth exported £9.3m worth of goods in 2021 whilst King's Lynn exported £30.7m. Exports to the EU accounted for 81% of goods by value at Great Yarmouth and 83% at King's Lynn.

Breakdown by sector shows that the majority of goods exported at King's Lynn were crude materials (inedible, except fuels) which totalled £19.3m in value followed by food & live animals (£5.3m). At Great Yarmouth, the most significant export categories included food & live animals (£6.1m) and machinery & transport equipment (£1.1m).

In 2021, non-EU imports to Great Yarmouth totalled £7.3m worth of goods whilst King's Lynn imported £0.8m in goods.

Trade activity by port, 2021



EU Exports by Sector, 2021



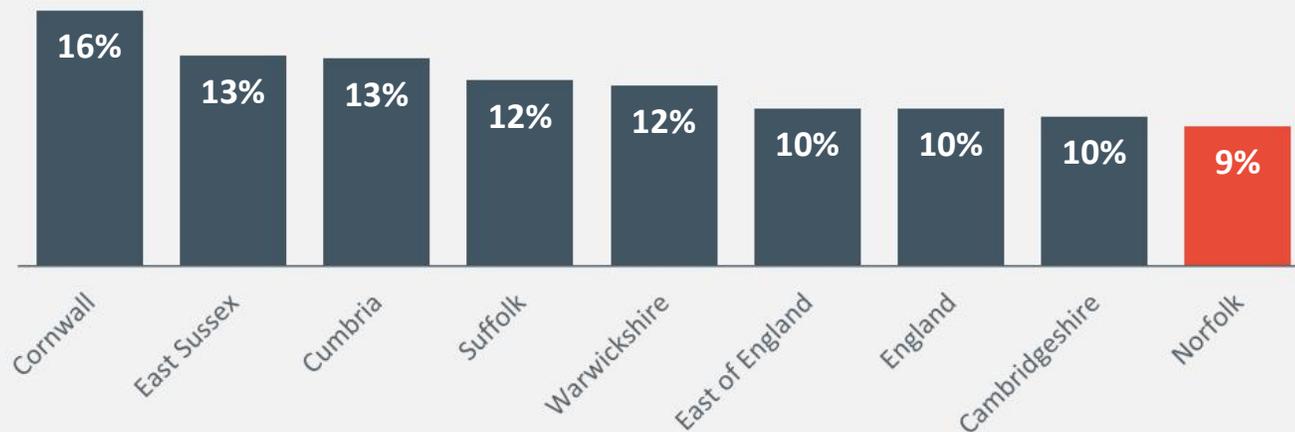
Self-employment across Norfolk

Self-employment in Norfolk is low but with significant variations across the county...

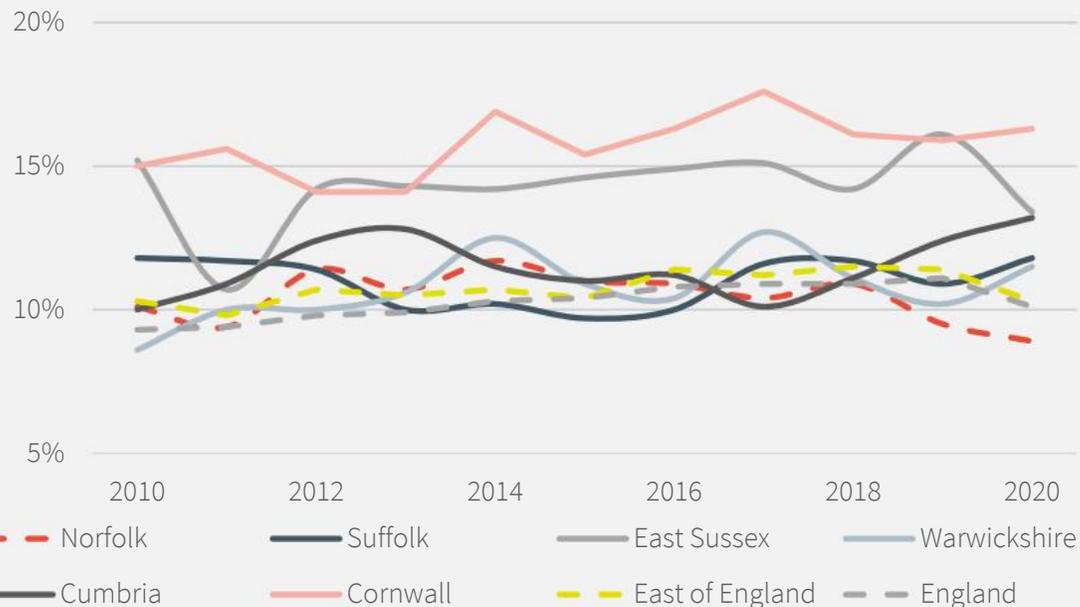
9% of working age residents (aged 16-64) in Norfolk are self-employed which is slightly lower than the East of England (10%) and England (10%).

Levels of self-employment vary significantly across Norfolk. The highest levels of self-employment are seen in North Norfolk (17%) whilst the lowest levels are seen in Norwich (5%).

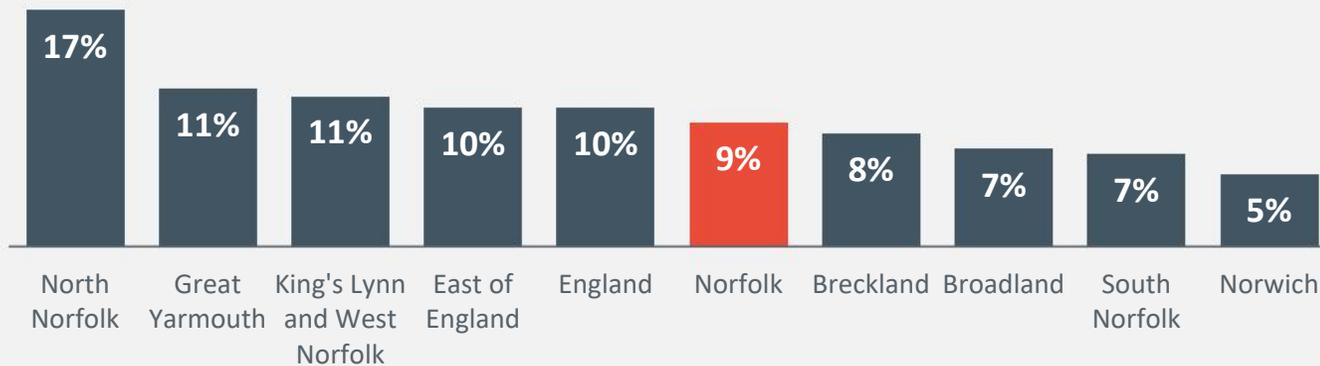
Percentage aged 16-64 who are self employed, 2020



Percentage aged 16-64 who are self employed, 2010-2020



Percentage aged 16-64 who are self employed, 2020



Sole proprietors across Norfolk

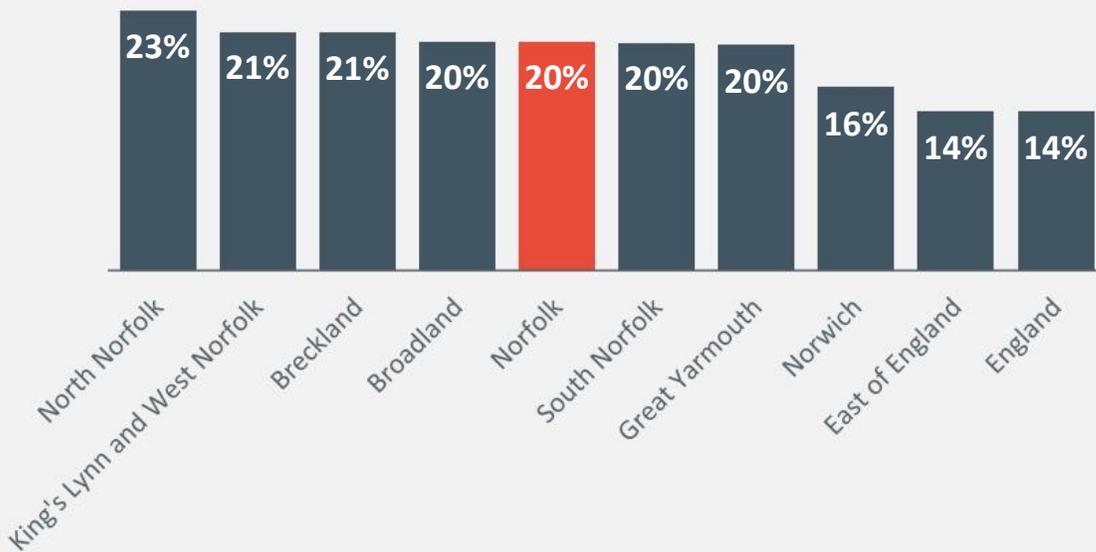
High levels of sole proprietor businesses in Norfolk...

Sole proprietor businesses can be used as an indicator for the level of entrepreneurship in a local economy. In Norfolk, sole proprietor businesses account for 20% of the business base. This is notably higher than the average for the East of England (14%) and England (14%).

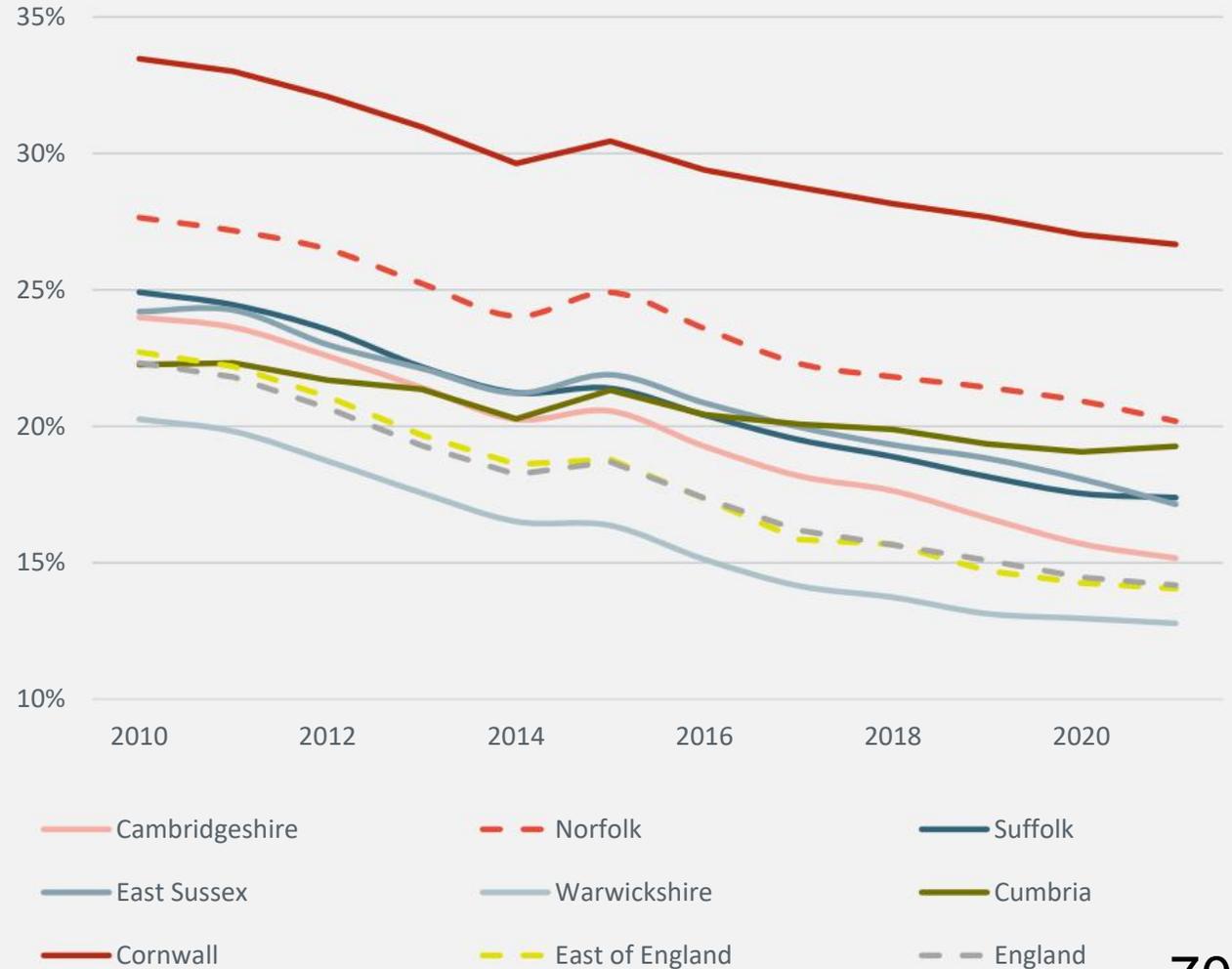
Levels of sole proprietor ownership have fallen in all areas over the past decade. In Norfolk, sole proprietor ownership has fallen from 28% in 2010 to 20% in 2021.

Within the county sole proprietor ownership as a proportion of the business base is higher than both the East of England and England averages in all districts. The level of sole proprietor ownership is greatest in North Norfolk (23%) and lowest in Norwich (16%).

Sole proprietors as a proportion of the business base, 2021



Sole proprietors as a proportion of the business base, 2021



*No difference in area type between dashed and solid lines.

COVID-19 impact: economic output

Norfolk's Gross Value Added reduced by an estimated 11% due to the impacts of COVID-19...

The latest Office for Budget Responsibility (OBR) sectoral impact estimates have been used to calculate the impacts of COVID-19 on Norfolk's economy.

It is estimated that Norfolk's Gross Value Added (GVA) was £20.4bn in 2019 and that there was a £2.2bn, or 11%, drop during 2020 which is slightly higher than for the national economy.

The chart on the right shows two scenarios for recovery in Norfolk:

- **Scenario A** is based on a historic 3.2% real growth rate per annum going forward.
- **Scenario B** is based on OBR's March 2021 growth forecast for the national economy. The OBR forecasts growth to be about 4% in 2021, 7% in 2022 and then around 1.7% thereafter.

As the graph illustrates, Norfolk needs to achieve a growth rate well above its historic rate to get back to its pre-COVID trajectory over the next decade.



COVID-19 impact: **economic output**

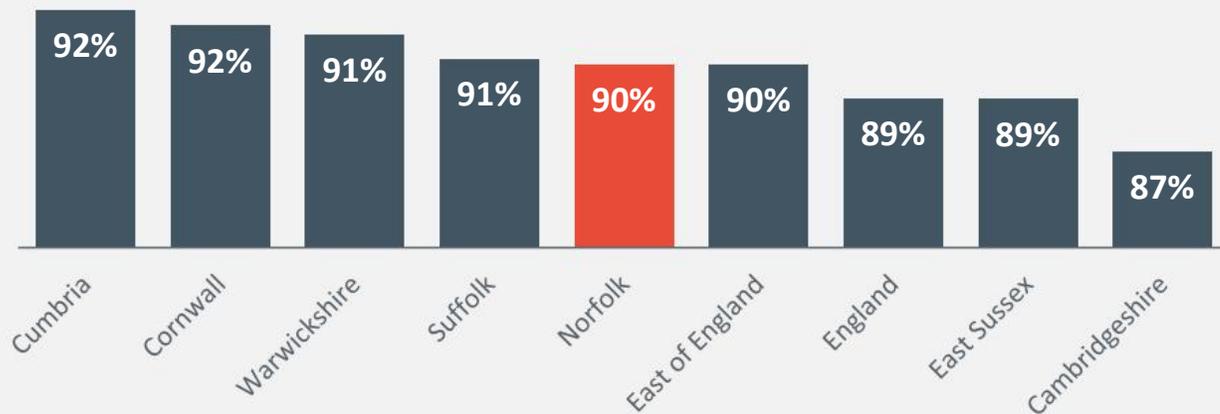
Losses were greatest for the sectors most affected by social distancing and lockdown restrictions...

The latest Office for Budget Responsibility (OBR) sectoral impact estimates have been used to calculate the impacts of COVID-19 on Norfolk's economy.

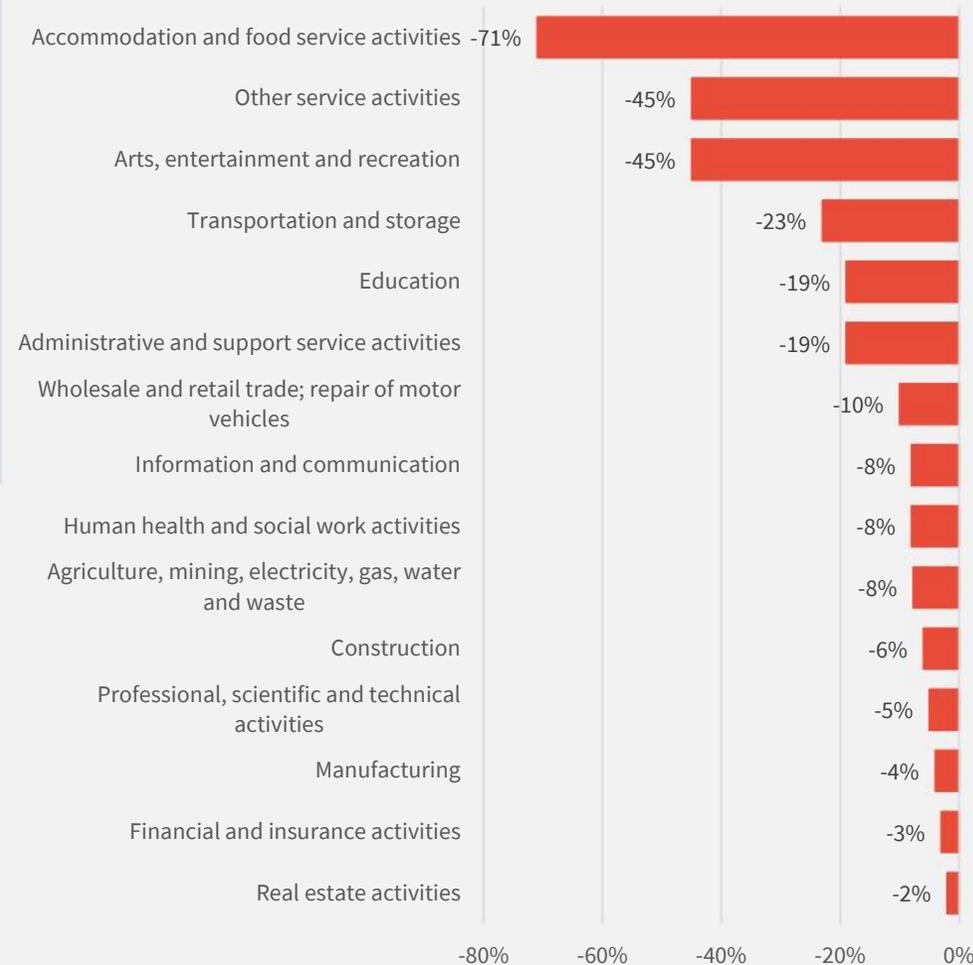
Applying the OBR Reference Scenario to Norfolk's individual sectors shows that Accommodation and Food Services was the worst hit sector in 2020. In 2020, the sector is modelled to have experienced an absolute loss of £536m, followed by Education (£273m) and Wholesale and Retail (£236m). This reflects the significant contribution these sectors make to Norfolk's GVA. Conversely, Public administration and defence experienced an absolute gain of £23m over this same period while other sectors experienced only small absolute losses in 2020 including Information and communication (£37m) and Financial and insurance activities (£38m).

Norfolk performs well in terms of short-term business survival rates. For businesses established in 2018, 90% were still operating one year later.

1-year business survival rates (est. 2018)



Norfolk estimated GVA loss in 2020 by sector (£m), 2020



COVID-19 impact: **businesses**

Businesses have been particularly susceptible to closures during lockdown restrictions...

The Business Impact of Coronavirus (COVID-19) Survey (BICS) provides the most up to date picture of business impacts at the regional level. Applying these monthly results to Norfolk's economy allows estimation of the impacts of COVID-19 on the local economy.

Around 1,024 businesses in Norfolk were estimated to have paused or temporarily ceased trading in July 2020. The most affected sectors by number of businesses temporarily closed included wholesale (210), construction (206) and administrative and support services (196).

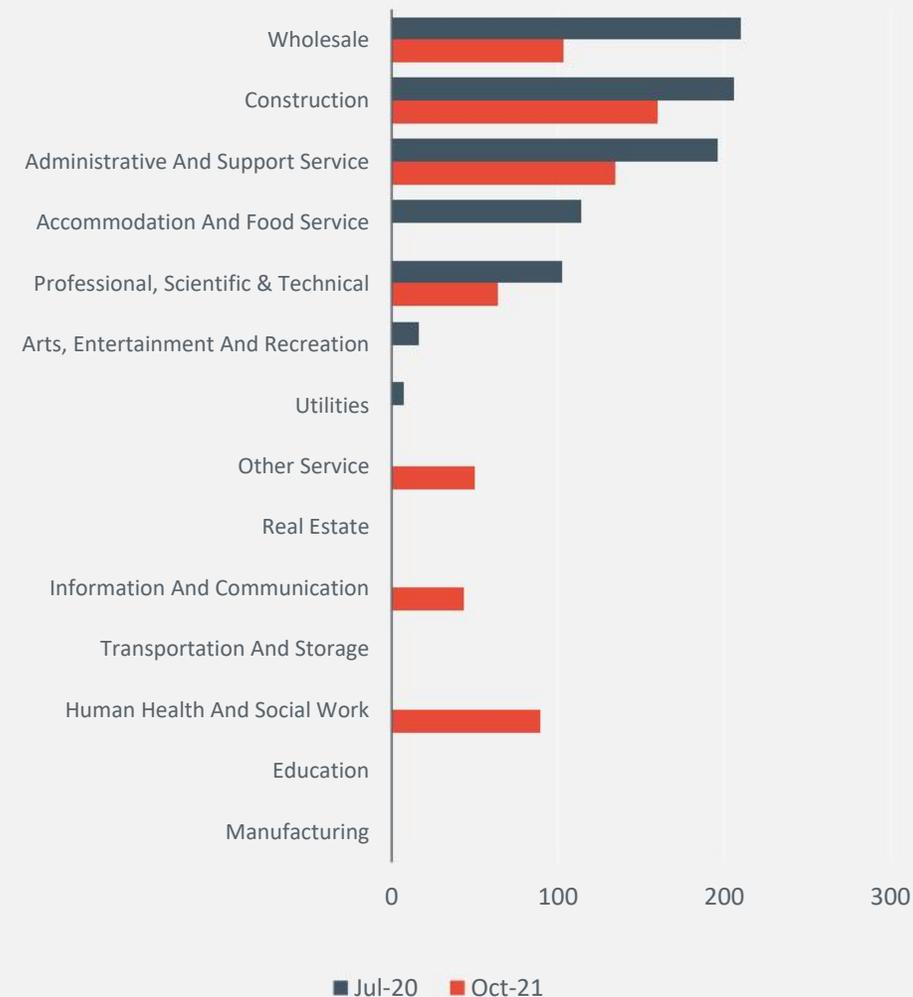
The most recent data from BICS is October 2021. From this data it can be estimated that as of October 2021, around 100 businesses are paused or temporarily closed.

Business insolvencies peaked at 173 in March 2020 followed by 141 in March 2021.

Business insolvencies in the East of England, January 2020 – September 2021



Number of businesses that have stopped trading by sector, July 2020 – October 2021



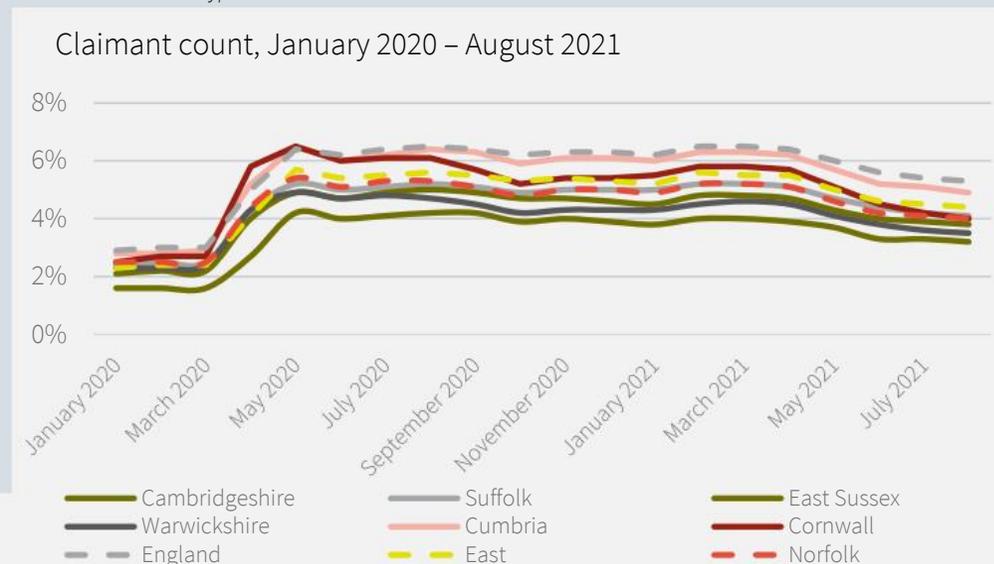
COVID-19 impact: employment

Claimant levels increased significantly during the pandemic exacerbating existing challenges in employment...

The Claimant Count is a measure of the number of people claiming benefits principally for the reason of being unemployed, based on administrative data from the benefits system. The Claimant Count does not attempt to measure unemployment, which is a concept defined by the International Labour Organisation (ILO) as all those who are out of work, actively seeking work and available to start work. Therefore, Claimant Count data also captures challenges such as underemployment.

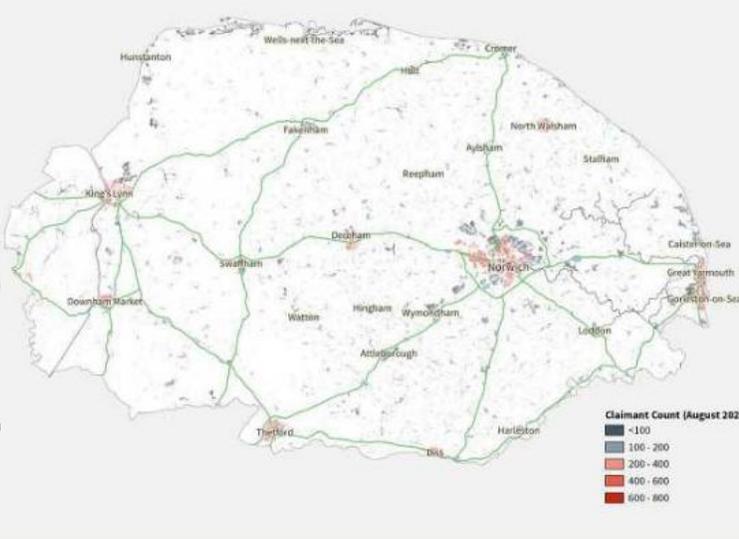
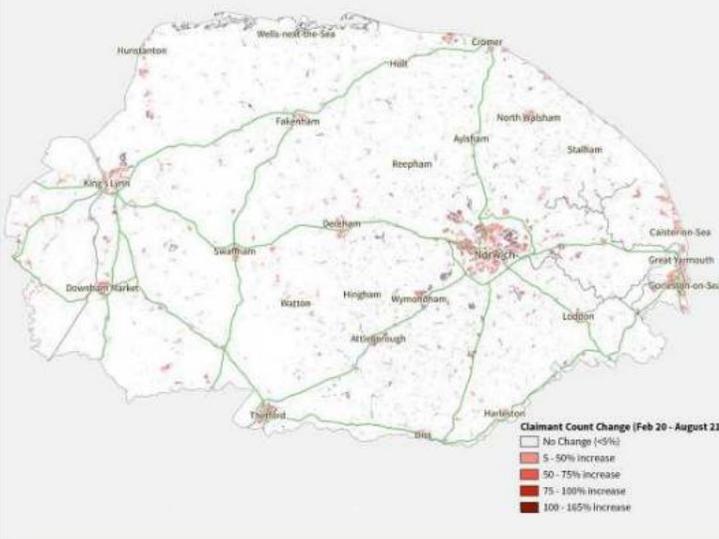
As of August 2021, there were an additional 8,100 claimants in Norfolk compared to January 2020 equivalent to a 61% increase in claimants over this period. This is lower than the proportional increase seen in both the East of England (94%) and England (+85%) and of all comparators with the exception of Cumbria (+50%).

*No difference in area type between dashed and solid lines.

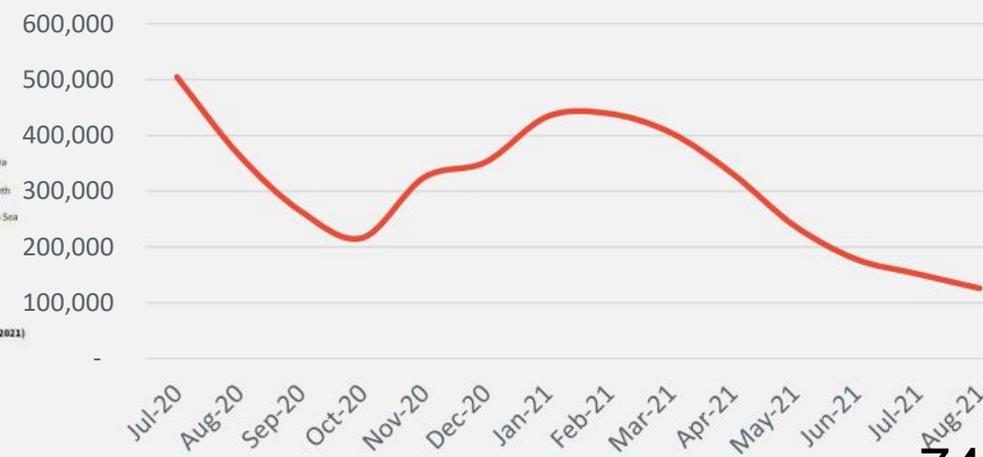


Claimant Count Change February 2020 to August 2021

Claimant Count August 2021



Redundancies in the East of England, July 2020 – August 2021



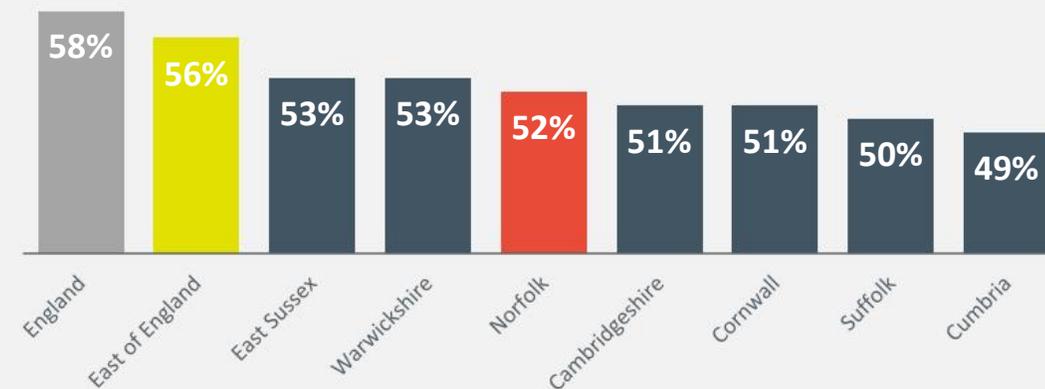
COVID-19 impact: local economy

Norfolk's businesses were reliant on financial support throughout the pandemic, although self-employed residents were less dependent than other areas...

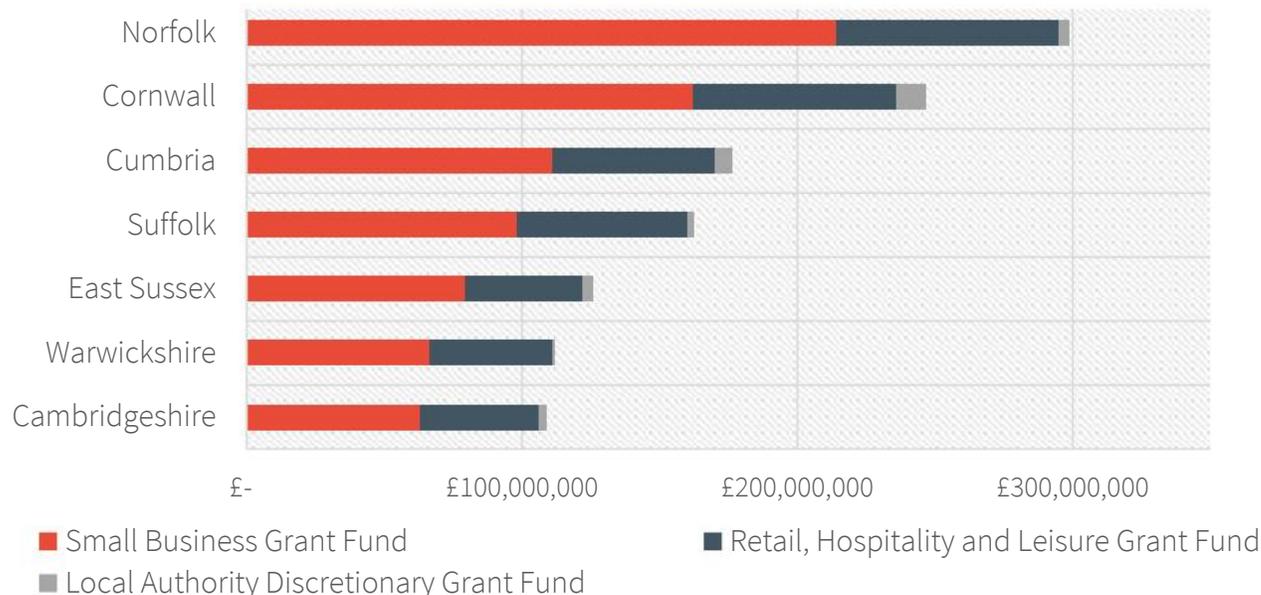
For the period from March 2020 to June 2021 Self Employed Income Support Scheme (SEISS) claims total value £70 million in Norfolk representing 25,300 claimants or a 52% take-up rate amongst those eligible. This take-up rate is lower than both the East of England (56%) and England (58%) level.

Around 20,900 businesses in Norfolk received a combined total of £299 million in business grants of which 72% were Small Business Grant Fund allocations, 27% were Retail, Hospitality and Leisure Grant Fund and 1% were the Local Authority Discretionary Grant Fund. Within Norfolk, North Norfolk received the largest total value of claims (£53 million) followed by King's Lynn and West Norfolk (£38 million) and West Norfolk (£38 million) and Norwich (£38 million).

SEISS take-up rate made to 06/06/21 (£m)



Total value of claims, as of July 2020



Total value of claims, as of July 2020



. Note: Small business grants are worth £10,000.

1.4

Norfolk's People



HATCH

People: Evidence Summary

A growing population



Population has increased by **+21%** since 1991 (vs 18% nationally) and is expected to grow by another **+14%** by 2043

An ageing population



25% of people are aged 65+ (vs 19% nationally) with future population growth expected to be highest among this age group

A low-skilled population



Only **35%** of the population has an NVQ4+ qualification (vs 43% nationally) and **7%** have no qualifications at all

An economically active population



81% of working age people are employed or looking for work (vs 79% nationally) but the unemployment rate (6%) is just above the national average

A lower wage population



Median resident earnings are **£28,571** and median workplace earnings are **£28,421** (vs £32,944 and £31,044 across the East of England)

A population with deprivation challenges



14% of neighbourhoods are within the 20% most deprived in the country. But major pockets of deprivation are found in Great Yarmouth, Norwich, King's Lynn, Thetford and some rural areas

A relatively homogeneous population



93% of residents were born in the UK vs 86% at the national level, with other people being born in Europe (5%), the Middle East and Asia (2%), Africa (1%), and the Americas (1%)

A relatively healthy population



Life expectancy is above the national average but lower than regional comparators. People generally report positively on their 'Life Satisfaction' and 'Happiness'



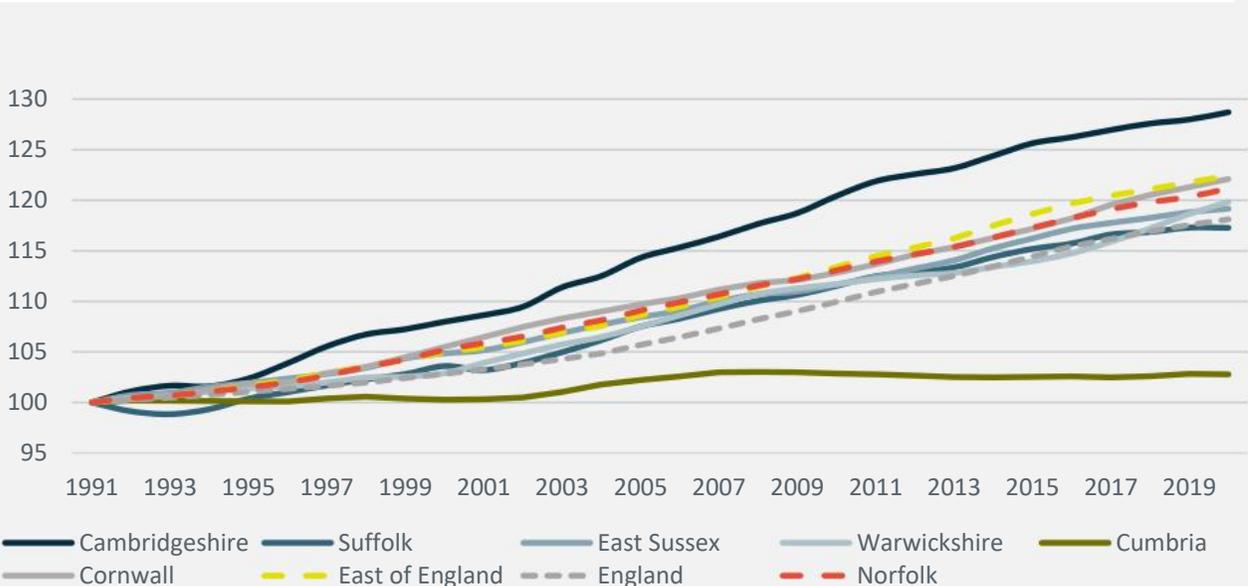
Norfolk's population (1)

Norfolk has experienced a higher population growth rate than the national average ...

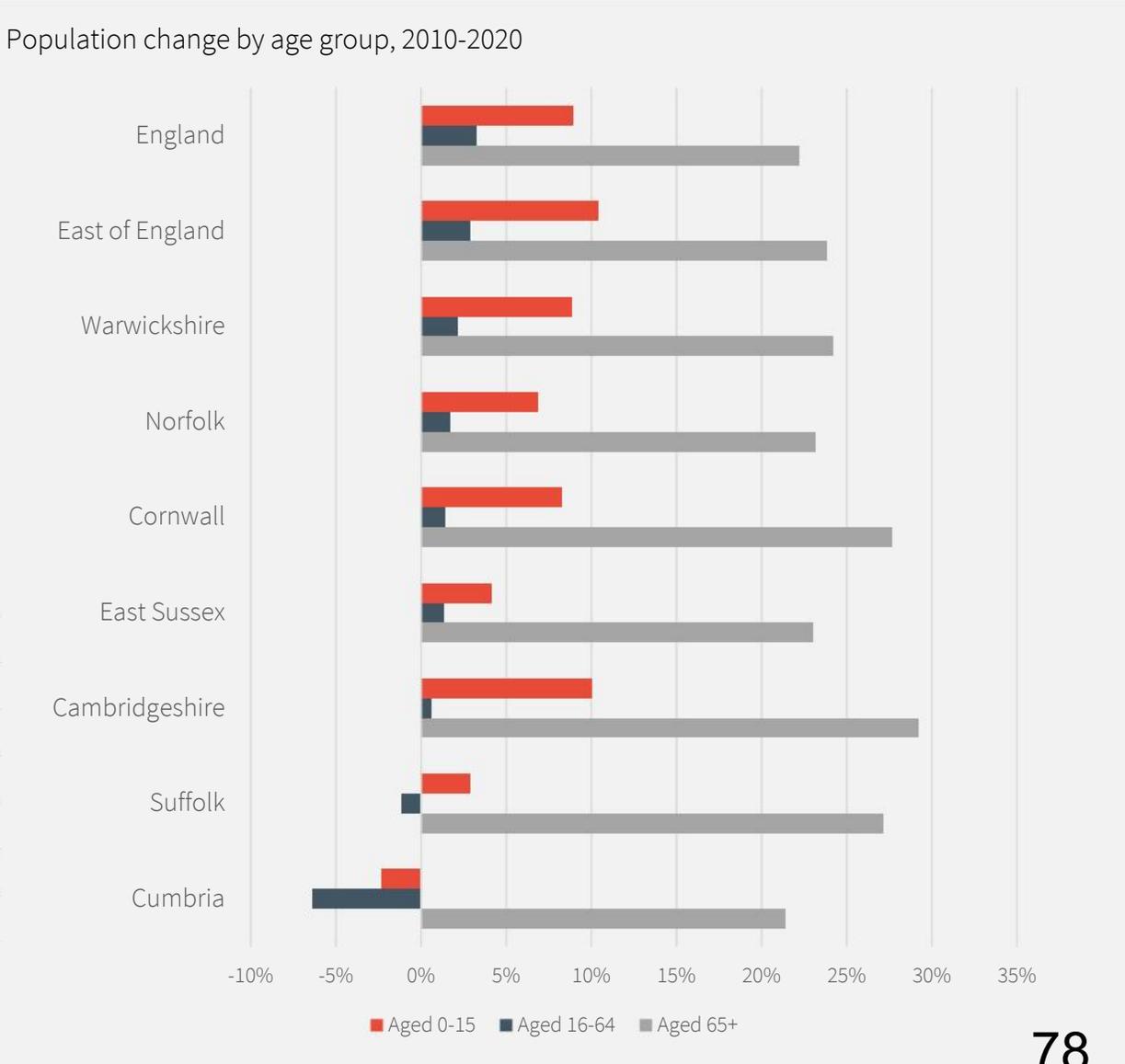
Norfolk is home to 914,000 people. Its population has increased by 21% since 1991, compared to 22% for the East of England and 18% nationally. This is equivalent to 160,000 net additional residents in Norfolk.

Norfolk's population growth has been concentrated in older age groups (aged 65+), with this cohort growing by 23% in the last decade. This compares to 24% in the East of England and 22% nationally.

Norfolk's working age population (aged 16-64) has grown at slower rates than comparators. Over the last decade, the population aged 16-64 grew by 2% in Norfolk compared to 3% in East of England and 3% for England.



Source: Population estimates - local authority based by single year of age, ONS (2019) *No difference in area type between dashed and solid lines.





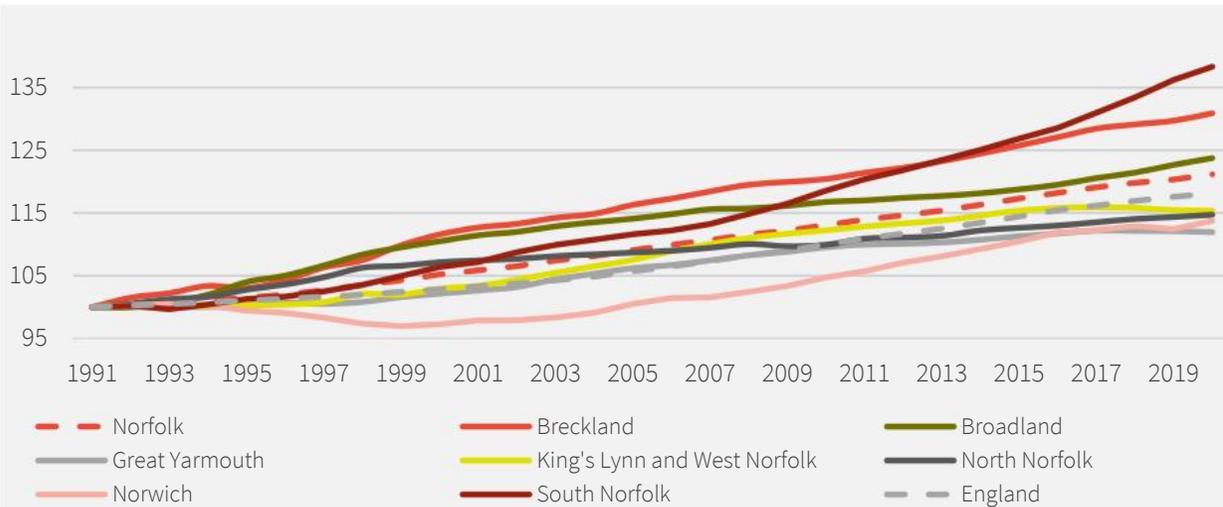
Norfolk's population (2)

Norfolk's population growth has been concentrated in its rural districts...

Norfolk's more rural districts have experienced the greatest population growth since 1991. The highest rates of overall growth have occurred in South Norfolk (38%), Breckland (30%) and Broadland (24%) which are all higher than the average for Norfolk (21%), East of England (22%) and England (18%).

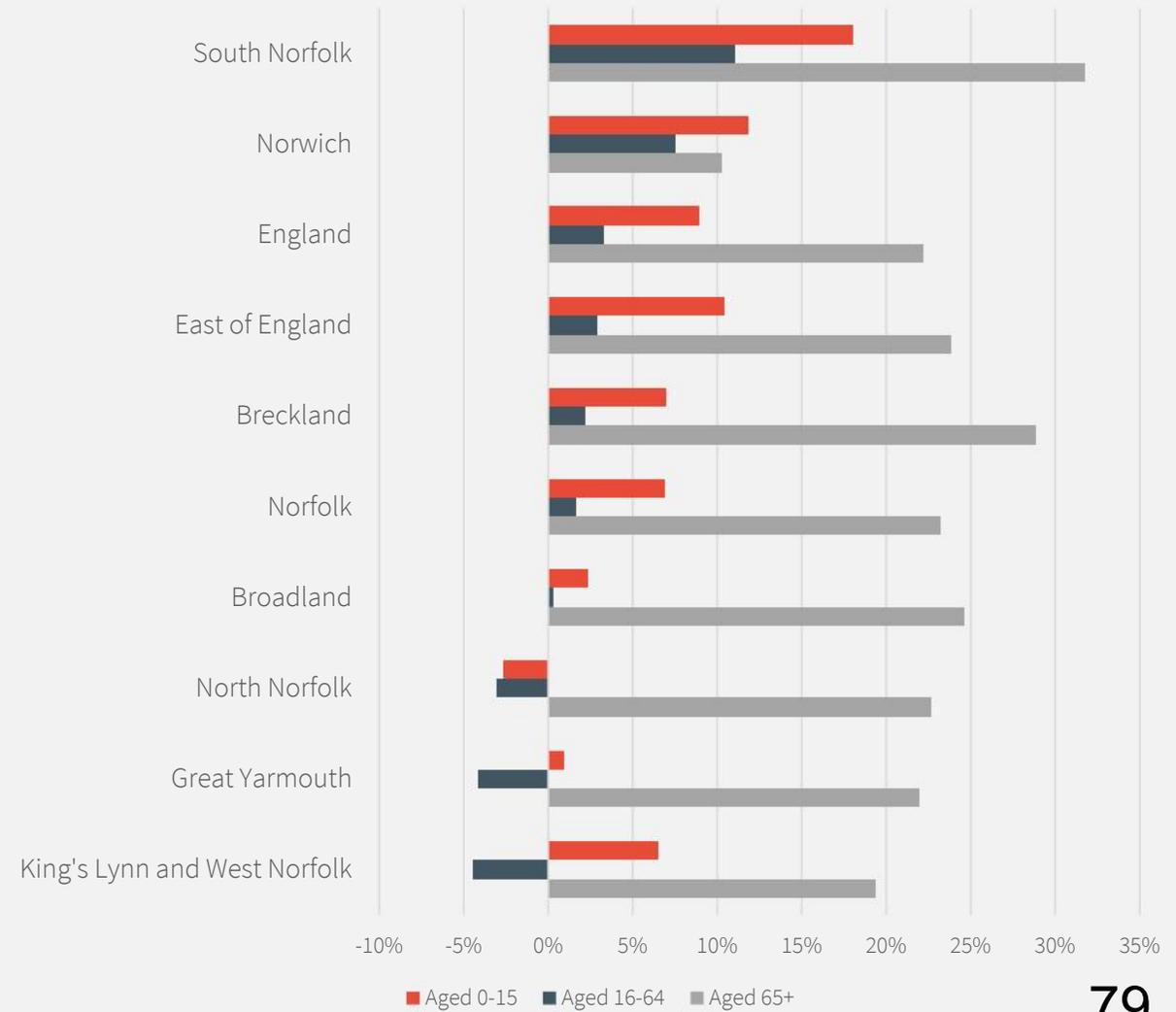
Norfolk's population growth since 1991 has been driven by an increase in the population aged 65+ in all districts. The districts with the highest growth in the population aged 65+ include South Norfolk (32%), Breckland (29%) and Broadland (25%).

The change in the working age population (aged 16-64) has been highest in South Norfolk (11%) and Norwich (7%) which are both higher than the levels seen in Norfolk (2%), East of England (3%) and England (3%). Conversely, King's Lynn and West Norfolk (-4%), Great Yarmouth (-4%) and North Norfolk (-3%) have all seen decline in their working age populations.



Source: Population estimates - local authority based by single year of age, ONS (2019) *No difference in area type between dashed and solid lines.

Population change by district and age group, 2010-2020





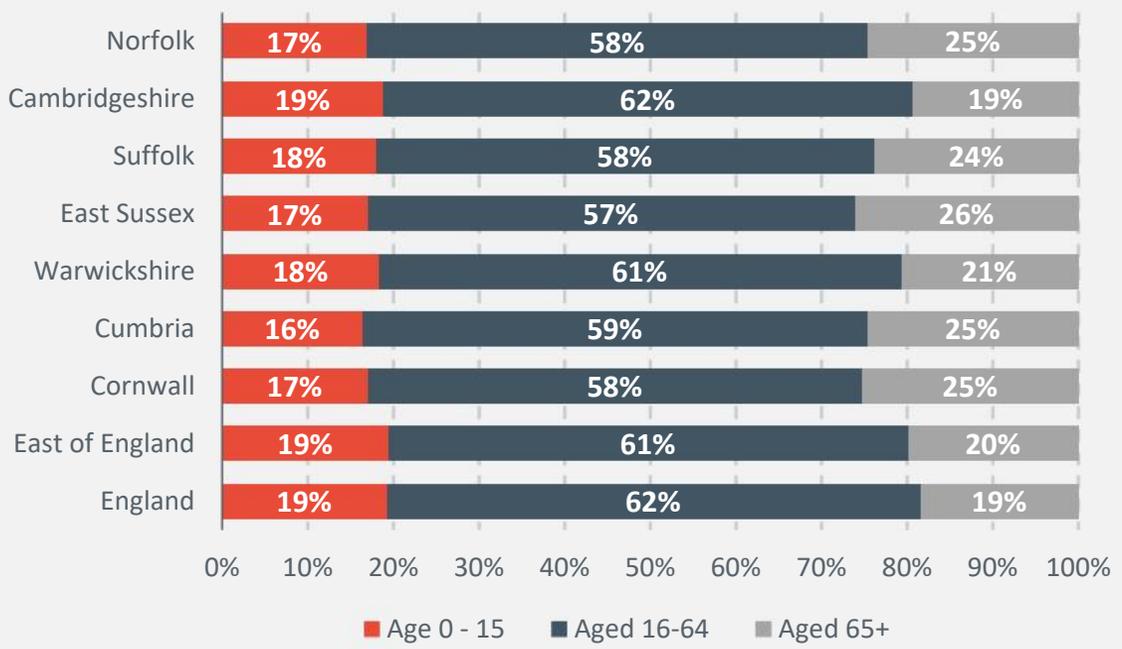
Norfolk's population profile (1)

Norfolk is home to an older population...

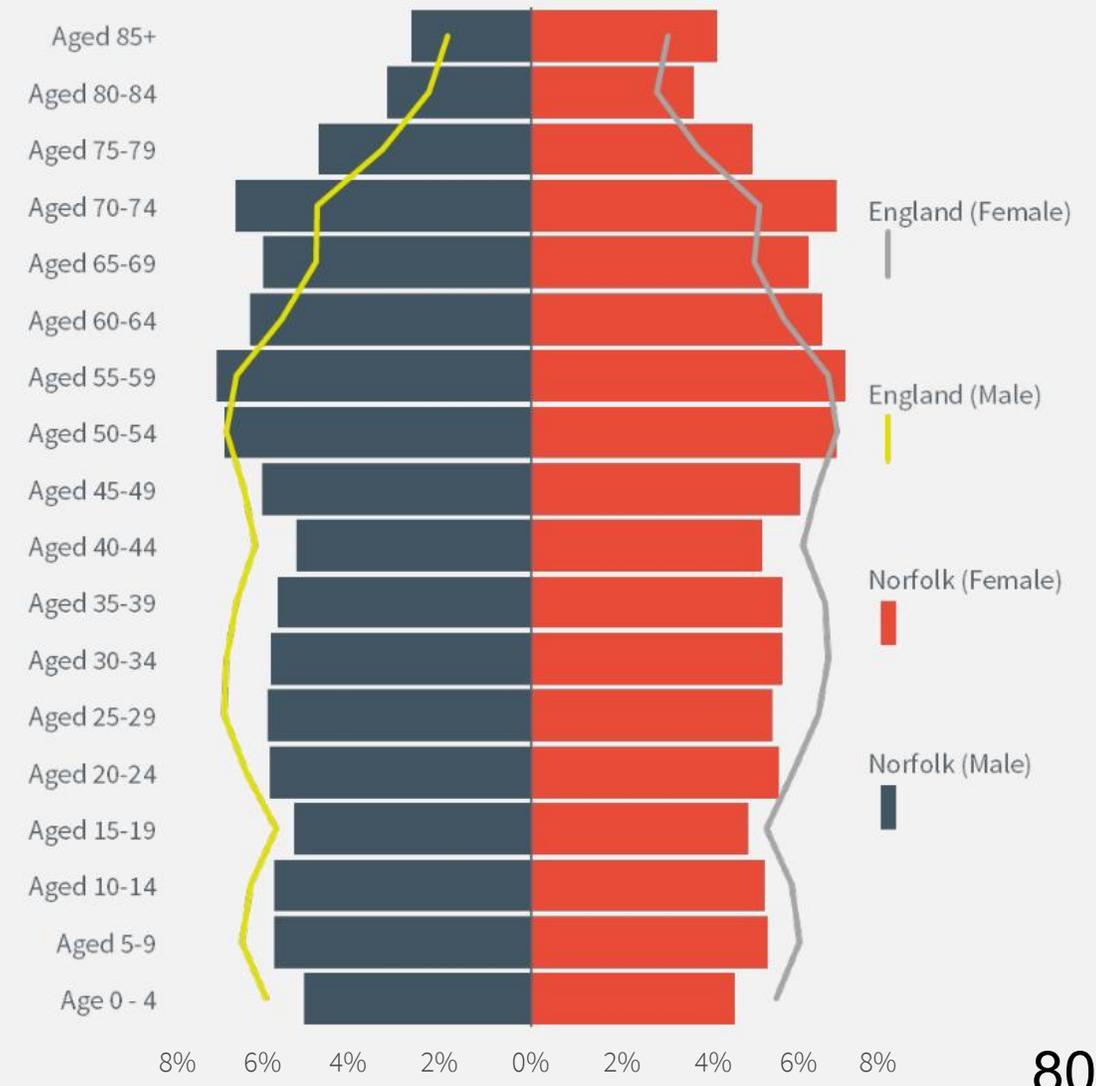
Norfolk's working age population (aged 16-64) accounts for 58% of the total population which is lower than either the East of England (61%) or England (62%).

The population aged 65+, in contrast, accounts for 25% of Norfolk's total population which is higher than both East of England (20%) and England (19%) figures.

Total population, 2020



Norfolk's population structure, 2020



Source: ONS, Population estimates - local authority based by single year of age (2019).



Norfolk's population profile (2)

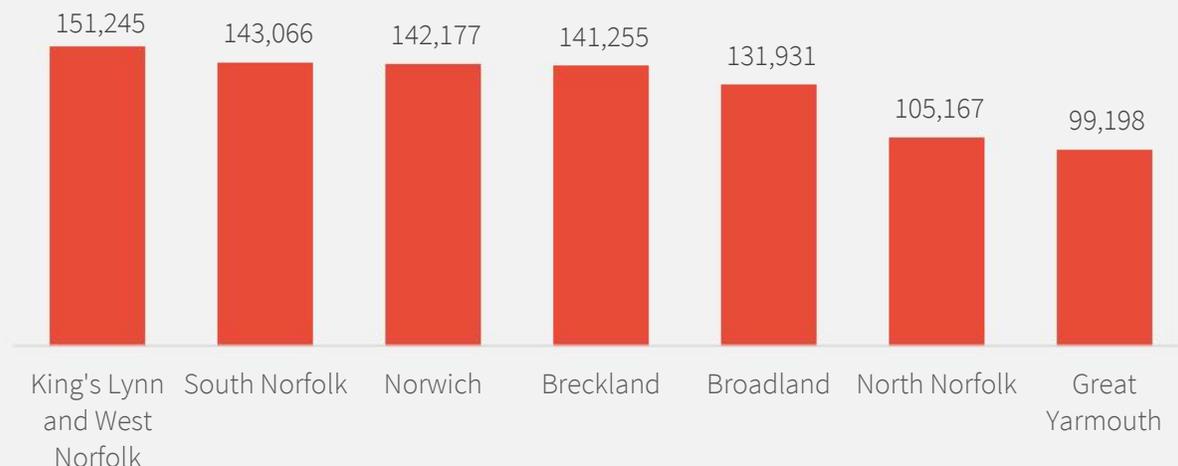
Norwich is a hub for Norfolk's working age residents...

King's Lynn and West Norfolk has the largest population in Norfolk (151,200 people) followed by South Norfolk (143,000) and Norwich (142,200).

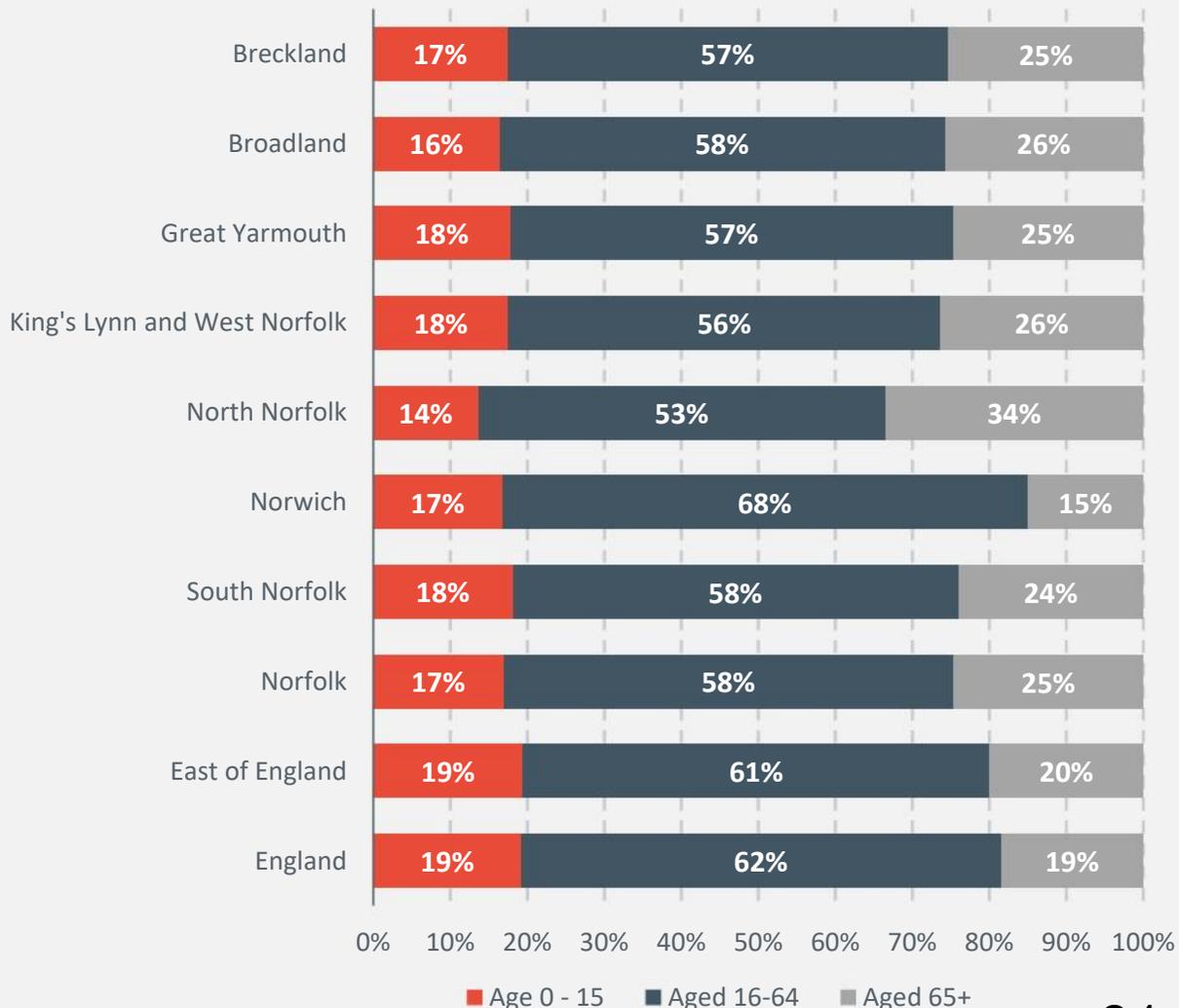
The working age population (aged 16-64) accounts for 68% of the total population in Norwich which is notably higher than the averages in Norfolk (58%), the East of England (61%) and England (62%). At the other end of the scale, the population aged 65+ represents the largest share of residents in North Norfolk (34%) compared to 25%, 20% and 19% at the Norfolk, East of England and England.

The population aged 0 to 15 is greatest in Great Yarmouth (18%), King's Lynn and West Norfolk (18%) and South Norfolk (18%). This is slightly above the average for Norfolk (17%) but lower than averages for both the East of England (19%) and England (19%).

Total population, 2020



Population by age group, 2020



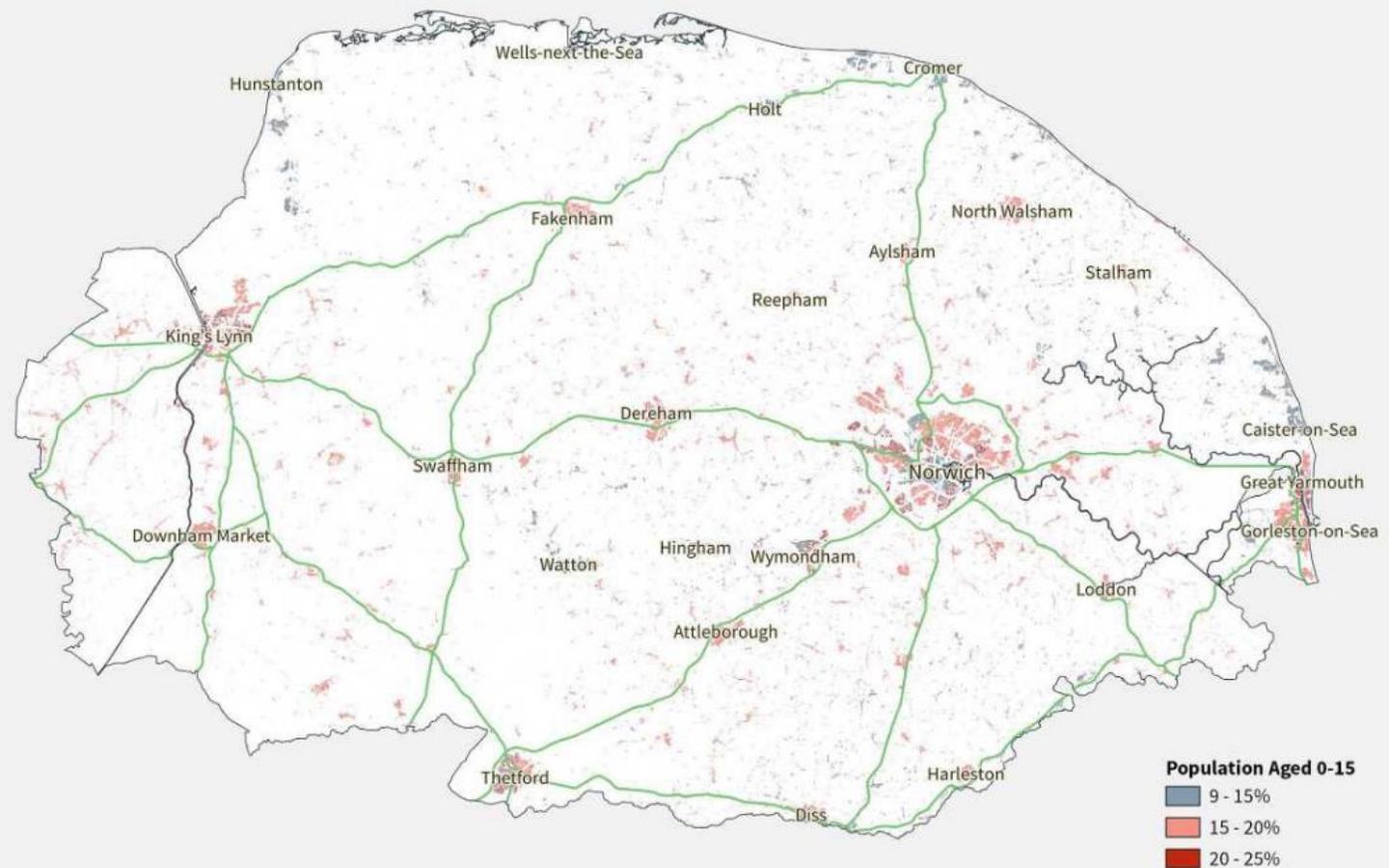


Norfolk's population profile (3)

Norfolk's cities and larger towns are hubs for its working age population...

Young people and working age residents are concentrated in Norwich, King's Lynn, Great Yarmouth and some of Norfolk's market towns such as Attleborough, Downham Market and Thetford. Older residents (aged 65+) predominantly reside along Norfolk's coastline, including in places like Hunstanton, Wells-next-the-Sea, Cromer and Caister-on-Sea.

Aged 0-15

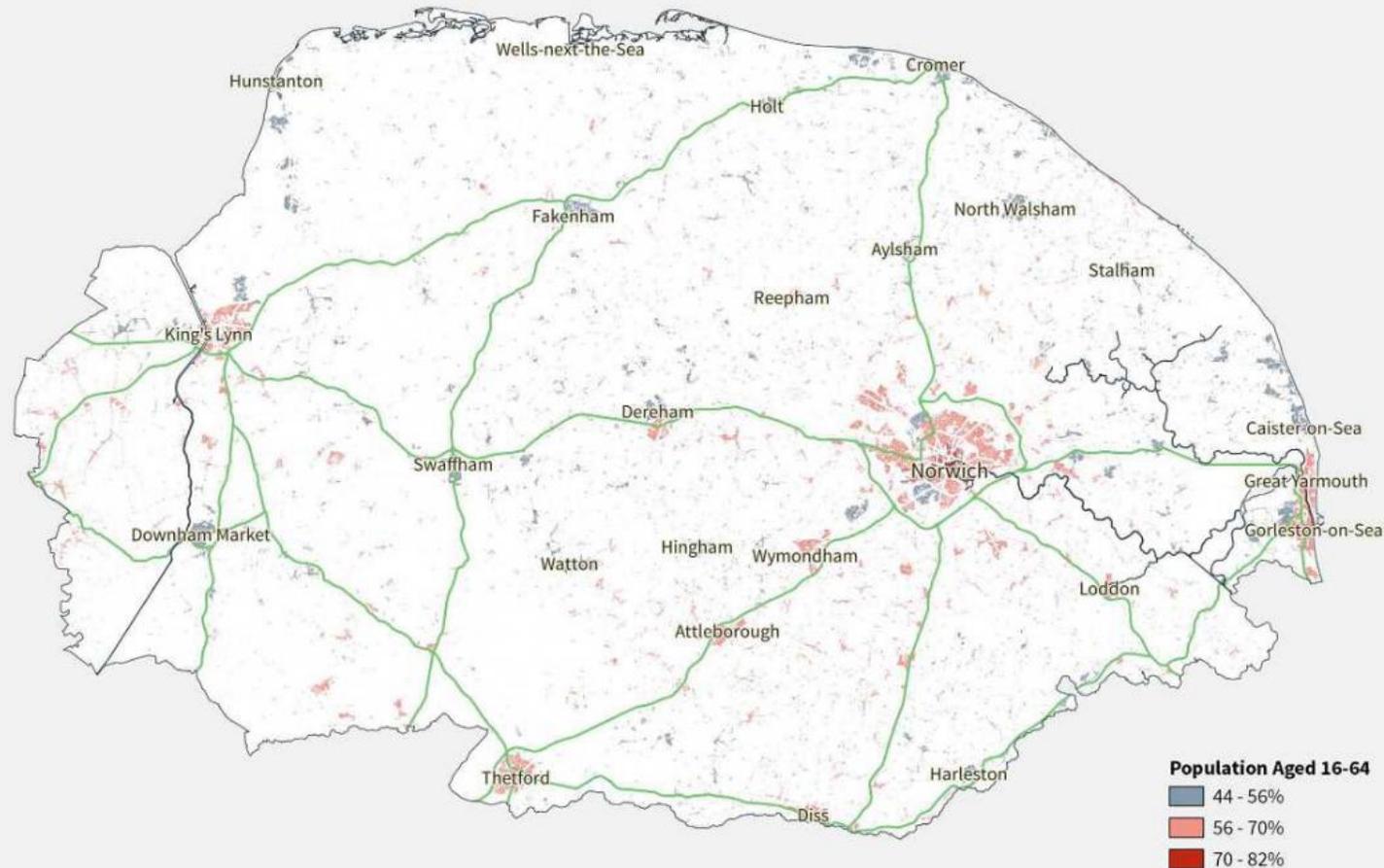


Source: ONS, Population estimates - local authority based by single ye

Norfolk's population profile (4)



Norfolk's cities and larger towns are hubs for its working age population...



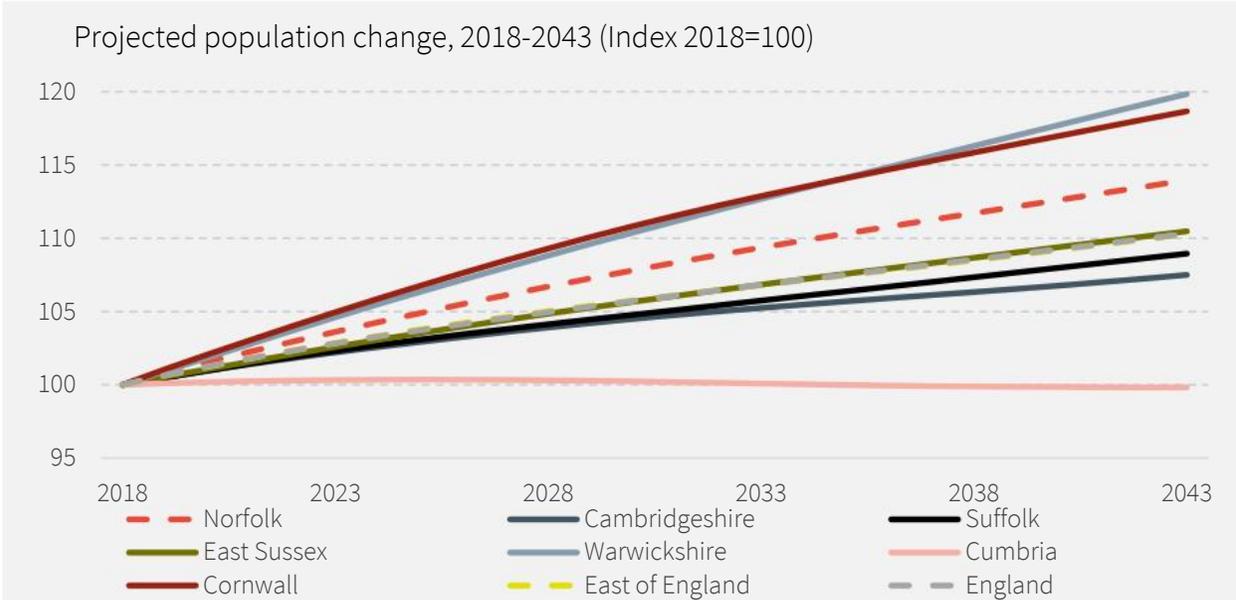
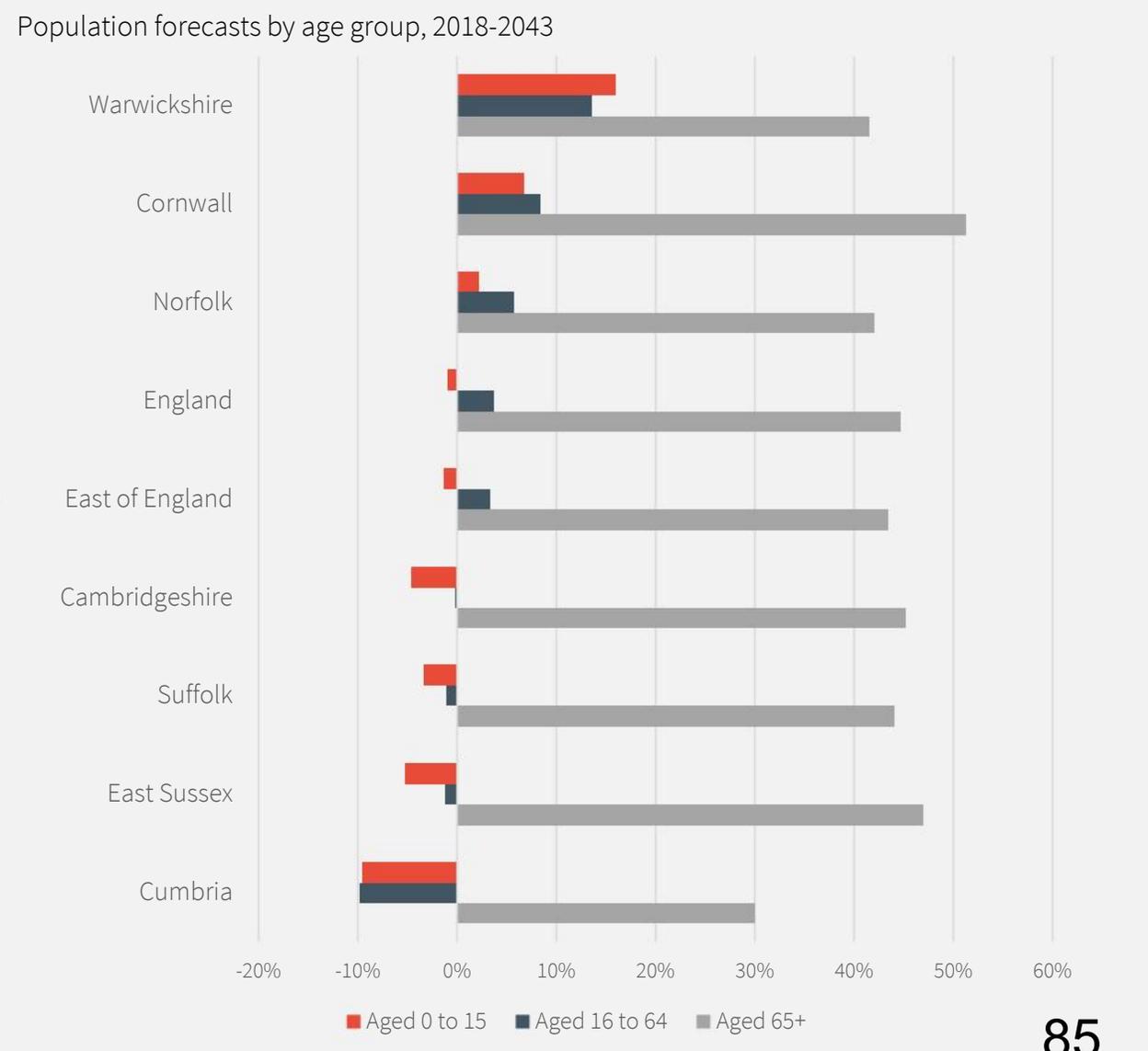


Norfolk's future population (1)

Norfolk's demographic profile is projected to become further entrenched, with population growth expected to be driven by retirees...

Norfolk's population is projected to increase to 1.02 million by 2043. This is equivalent to 14% growth which is higher than expected for the East of England (10%) and England (10%).

Over this period the highest rate of population growth is expected in Norfolk's population aged 65+ (42%). The working age population (aged 16-64) is projected to increase by only 6% in Norfolk, although this is higher than both East of England (3%) and England (4%).



Source: Population projections - local authority based by single year of age, ONS (2019).



Norfolk's future population (2)

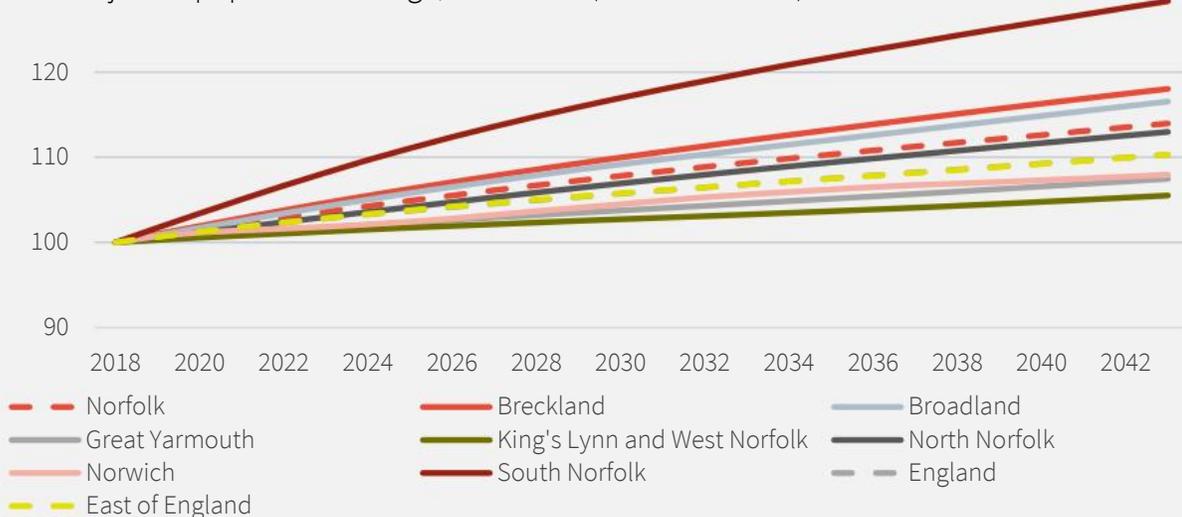
Population growth is forecast to be highest amongst older people in rural districts...

Population projections from 2018 until 2043 indicate that the highest rates of population growth are expected to be in South Norfolk (28%), Breckland (18%) and Broadland (17%) which are all significantly above the Norfolk (14%), East of England (10%) and England (10%) averages for this period.

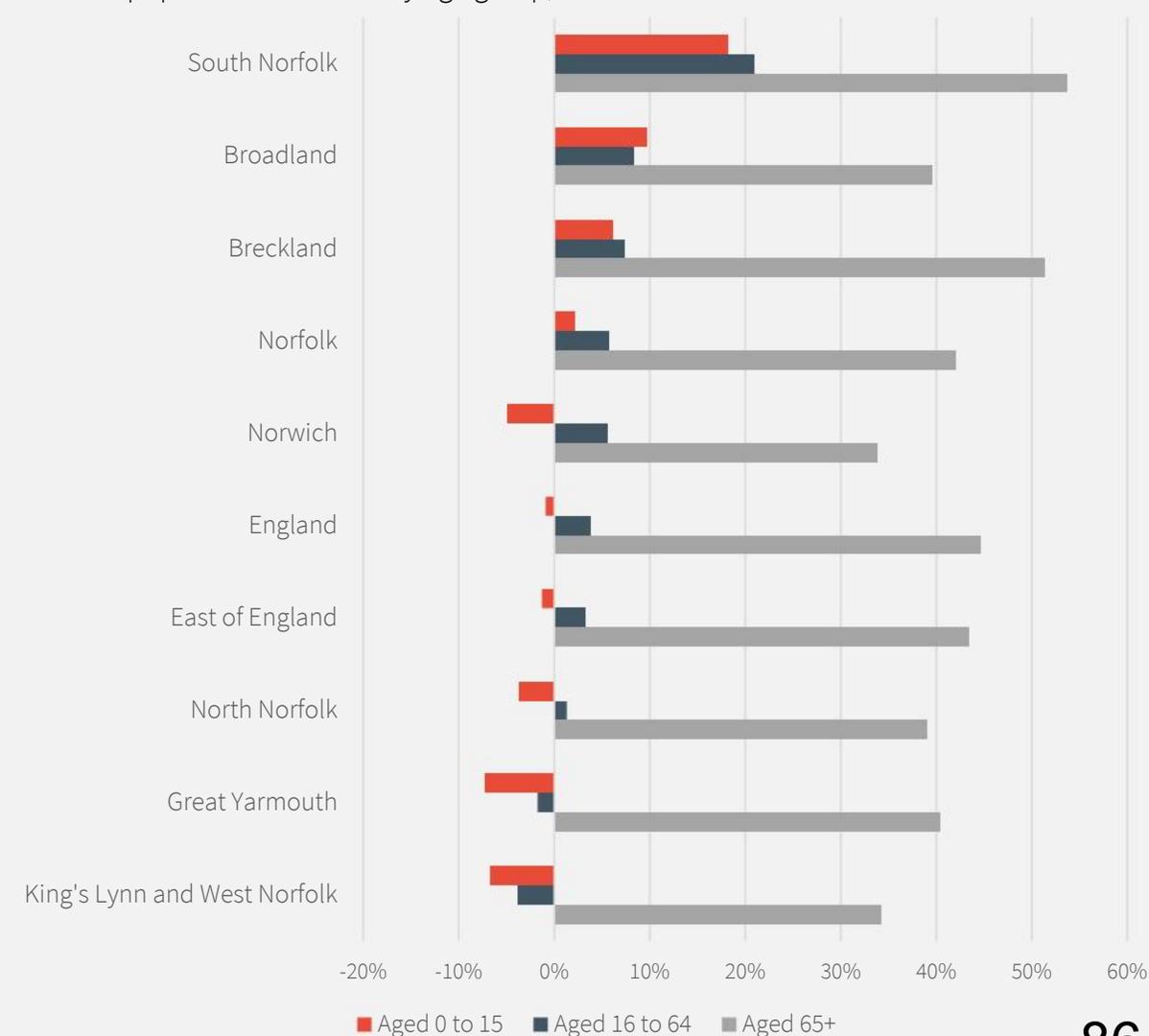
Growth in the population aged 65+ is forecast to be highest in South Norfolk (54%) and Breckland (51%) which are both above the East of England (43%) and national averages (45%). The working age population (aged 16-64) is projected to decline in only King's Lynn and West Norfolk (-4%) and Great Yarmouth (-2%) which differs from the increases expected at the East of England (3%) and England (4%) levels.

The population aged 0-15 is projected to increase in South Norfolk (18%), Broadland (10%) and Breckland (6%) while this age group is expected to decline overall at the East of England (-1%) and England (-1%) levels.

130 Projected population change, 2018-2043 (Index 2018=100)



Norfolk's population forecasts by age group, 2018-2043



Source: Population projections - local authority based by single year of age, ONS (2019)



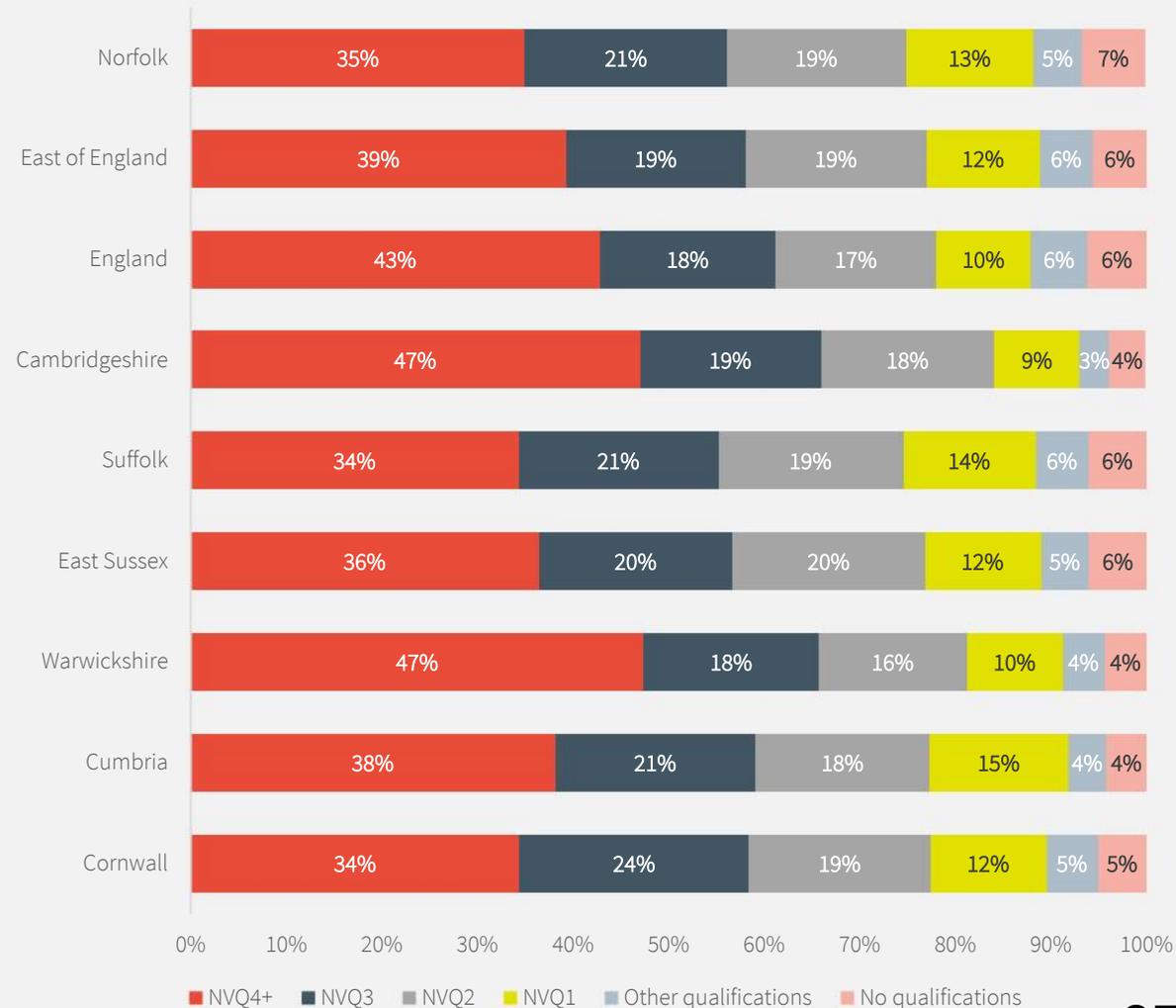
Norfolk's skills

Norfolk has a smaller proportion of people with higher education qualifications...

The percent of the population with higher education qualifications is lower in Norfolk than the National average:

- 35% of residents hold NVQ Level 4+ qualifications which is lower than both the East of England (39%) and England (43%);
- 7% of residents hold no qualifications which is higher than both the East of England (6%) and England (6%);
- 53% of residents hold qualifications between NVQ Level 1 to NVQ Level 3 qualifications which is higher than both the East of England (50%) and England (45%).

Qualification levels by county, 2020





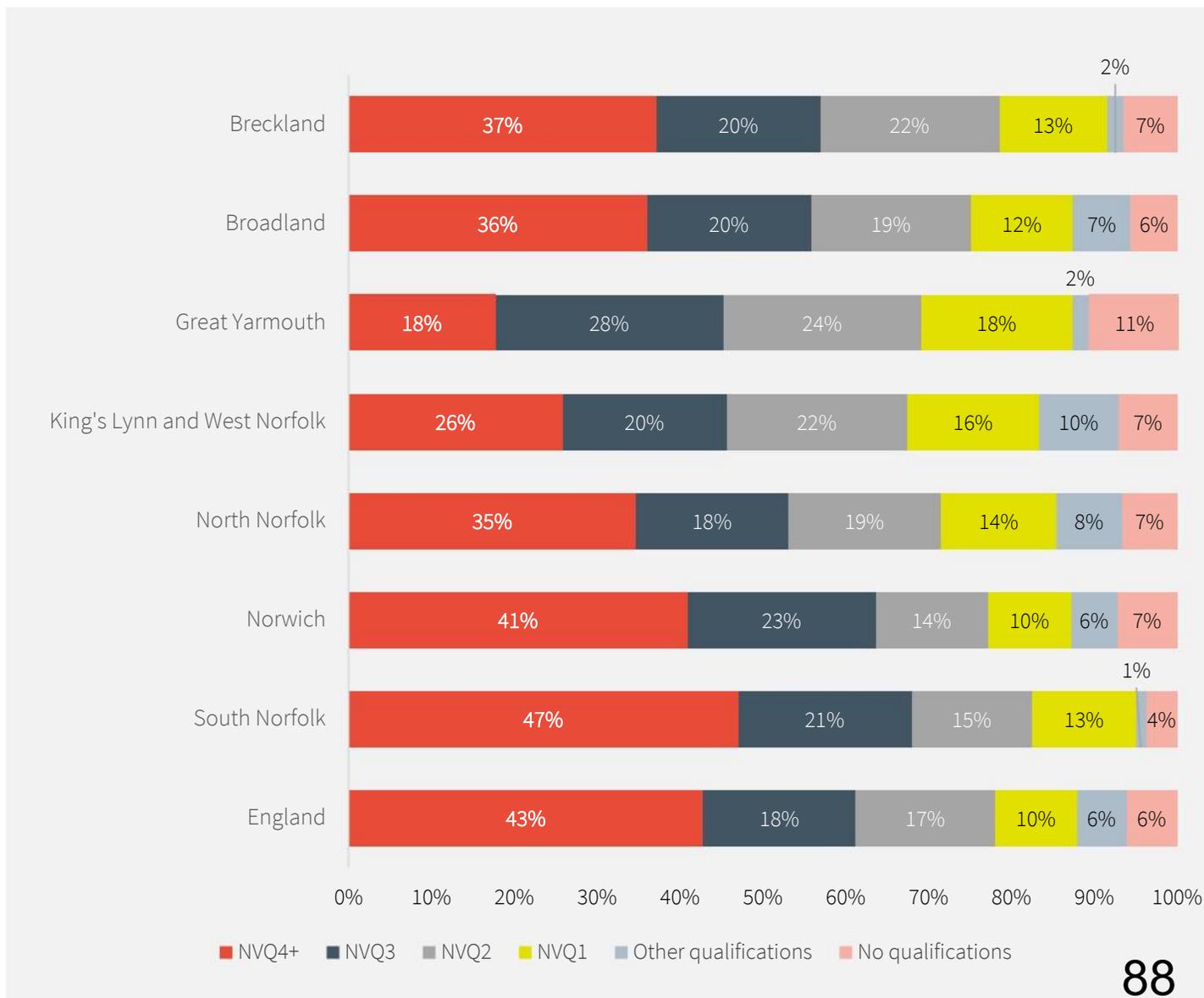
Norfolk's skills inequality

Norfolk's skills and qualifications attainment varies across the County ...

While almost half (47%) of residents in South Norfolk hold degree level qualifications, only 18% hold the equivalent in Great Yarmouth. This compares to 39% in the East of England and 43% in England.

The proportion of residents holding no qualifications is highest in Great Yarmouth (11%) compared to a much lower level in South Norfolk (4%). These rates compare to 6% in the East of England and 6% in England.

The proportion of residents holding low and mid level qualifications (NVQ Level 1 to Level 3) also varies across the county. 70% of residents in Great Yarmouth hold qualifications at this level compared to the lowest levels in Norwich (47%).





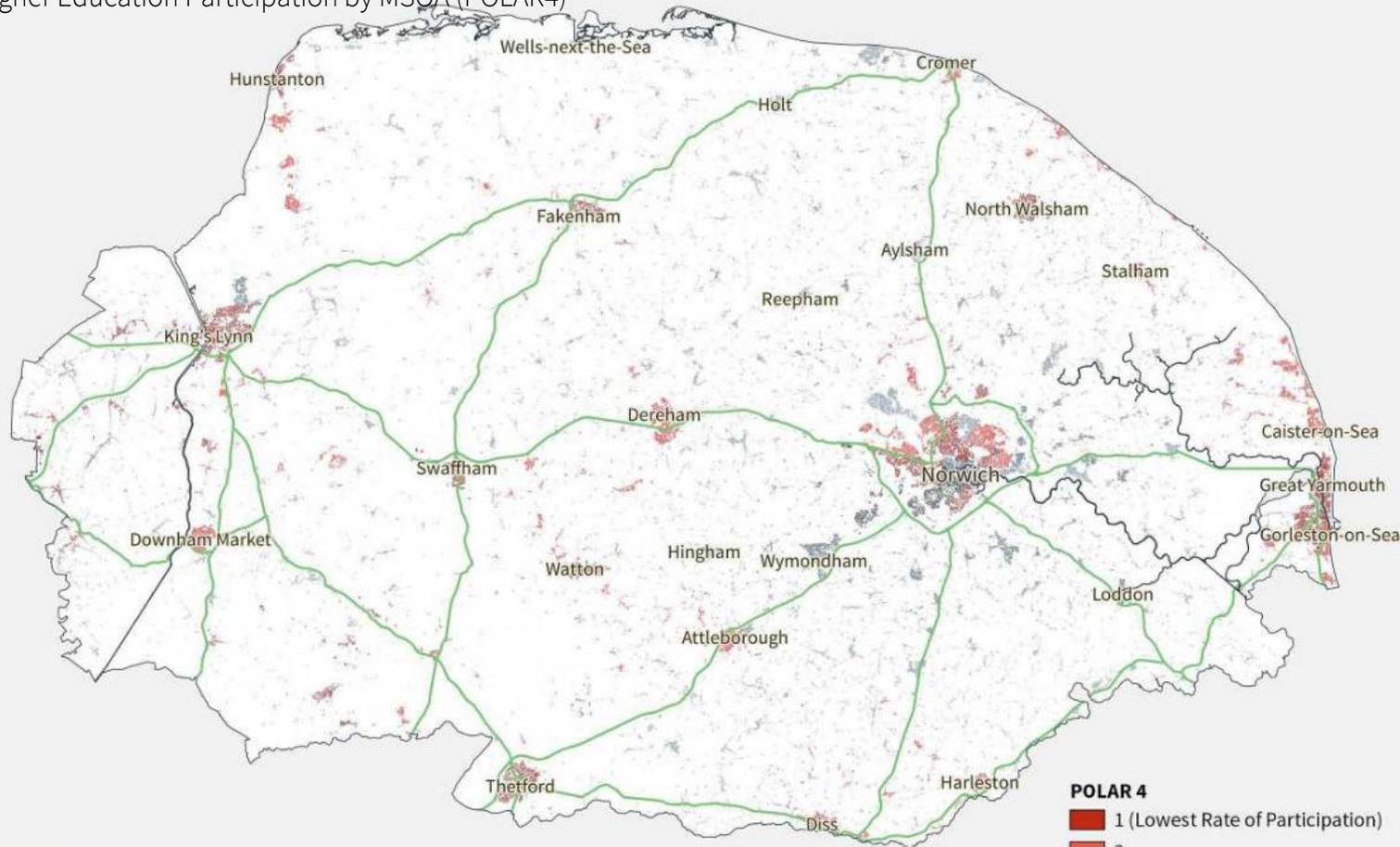
Norfolk's educational attainment

Educational attainment in Norfolk is lower than all comparator areas ...

In 2019, only 60% of KS2 pupils in Norfolk reached the expected standard in reading, writing and mathematics. This is lower than the average for the East of England (64%) and England (65%). At KS4, pupils in Norfolk achieved an average Attainment 8 score of 49.2, which is again lower than both the East of England (50.3) and England (50.2) averages.

The Participation of local areas (POLAR) classification groups areas across the UK based on the proportion of young people who participate in higher education. Norfolk has an average POLAR4 quintile score of 2.3 which is lower than the East of England (3.0) and England (3.1) averages – indicating that the rate of participation of young people in higher education in Norfolk is below average. Within Norfolk, the rate of higher education participation is particularly low in Great Yarmouth (1.5) and King's Lynn and West Norfolk (1.7).

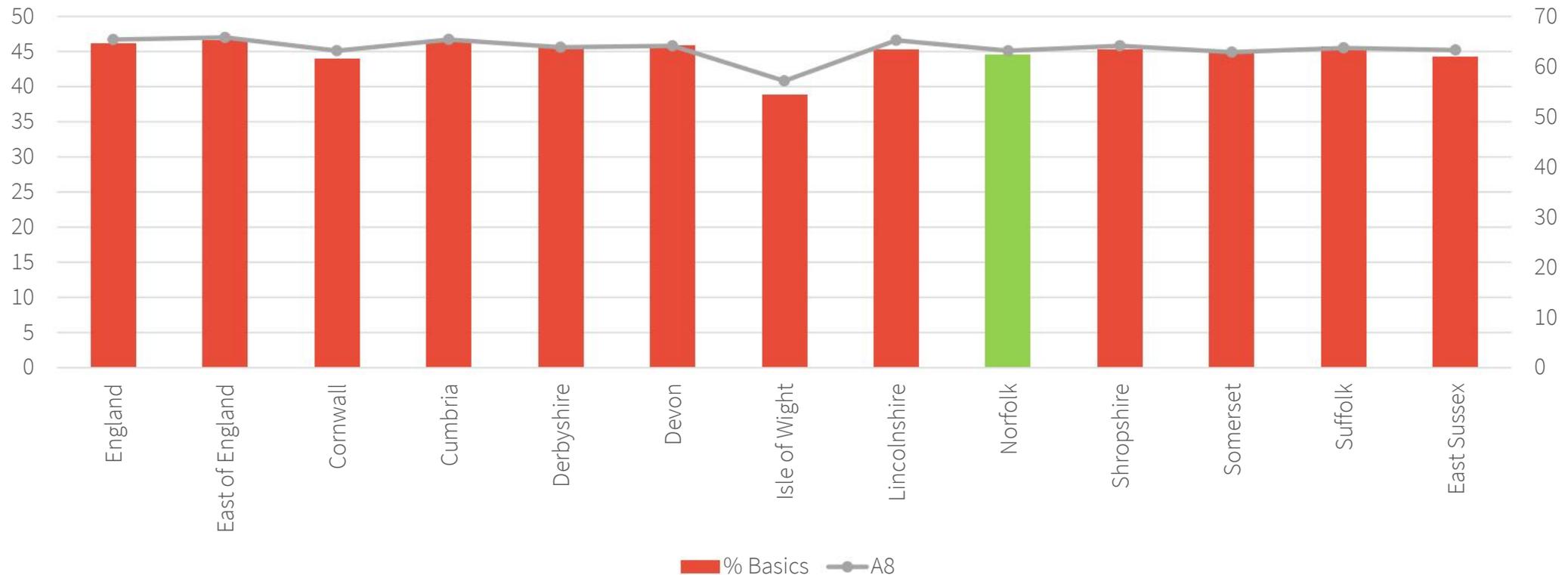
Higher Education Participation by MSOA (POLAR4)



Norfolk's educational attainment

- In 2019 pupil attainment at GCSE is similar to national average with 63% passing English and Mathematics, compared to 64.6% nationally. Children make better than average progress at secondary school, but a legacy of underachievement at primary school results in fewer children attaining higher grades compared to national figures.
- Attainment 8 measures the progress across a student's eight best performing subjects. Norfolk is in line with national average for English and Mathematics (65% England vs. 62% Norfolk). Norfolk is also in line in Attainment 8 (England 47% vs. 45% Norfolk)

% Achieving Basics: English & Mathematics at Grade 4+ & Attainment 8



Norfolk's Higher Education and Further Education Colleges

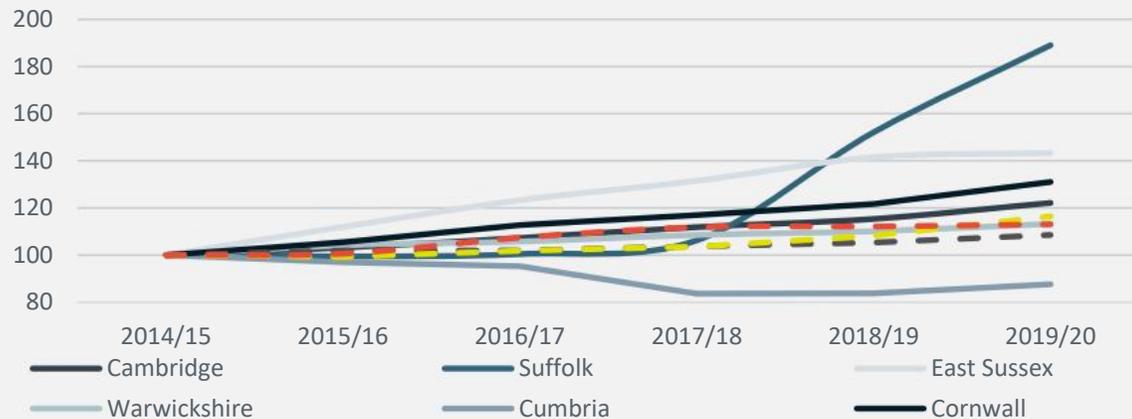
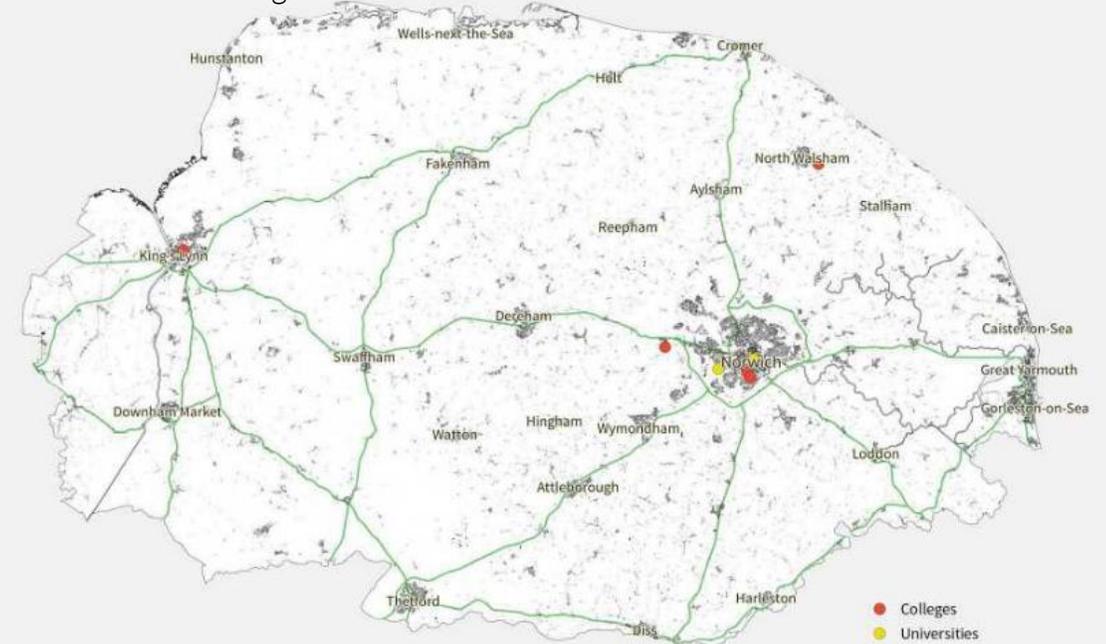
Norfolk's HE providers perform similarly to regional and national averages...

The growth in total student enrolment across Norfolk's HE providers is lower than in the East of England, at 13% compared to 16%. However, it is above the national average of 9%.

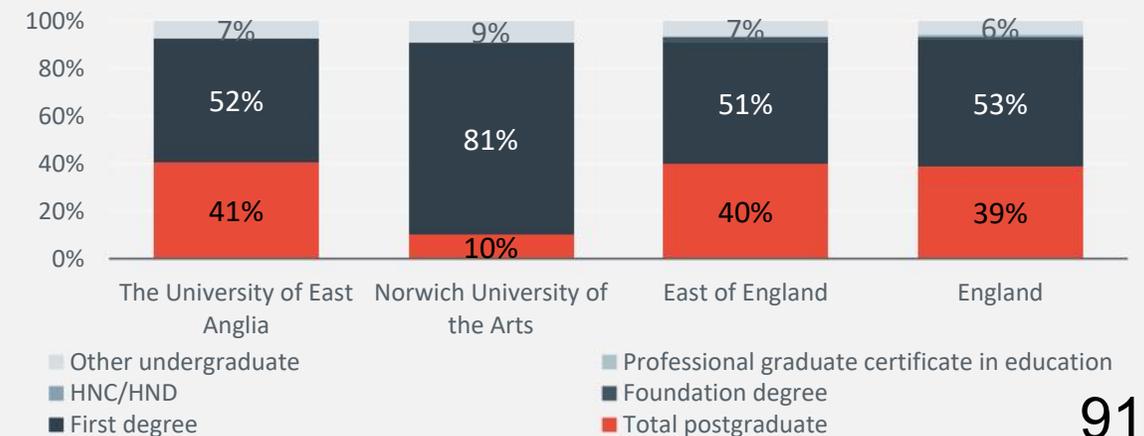
Norfolk is home to two universities and five Further Education colleges. The Norwich University of Arts (NUA) has consistently been ranked in the UK Top 25 Universities over the past five years and has a high proportion of students enrolling onto Creative Arts and Design courses (79%). The University of East Anglia (UEA) has a broader range of popular subjects, with 19% of students studying Business and Management which is also the most popular subject across the East of England. 15% of students studied social sciences subjects, and 13% studied subjects allied to medicine.

The level of qualification obtained at UEA broadly aligns with regional and national averages. However, at NUA, much fewer students study postgraduate degrees at just 10%, compared to 39% in England.

Location of HE and FE Colleges



Level of Qualification Obtained 2019/20



Source: HESA (2019/20). *No difference in area type between dashed and solid lines.



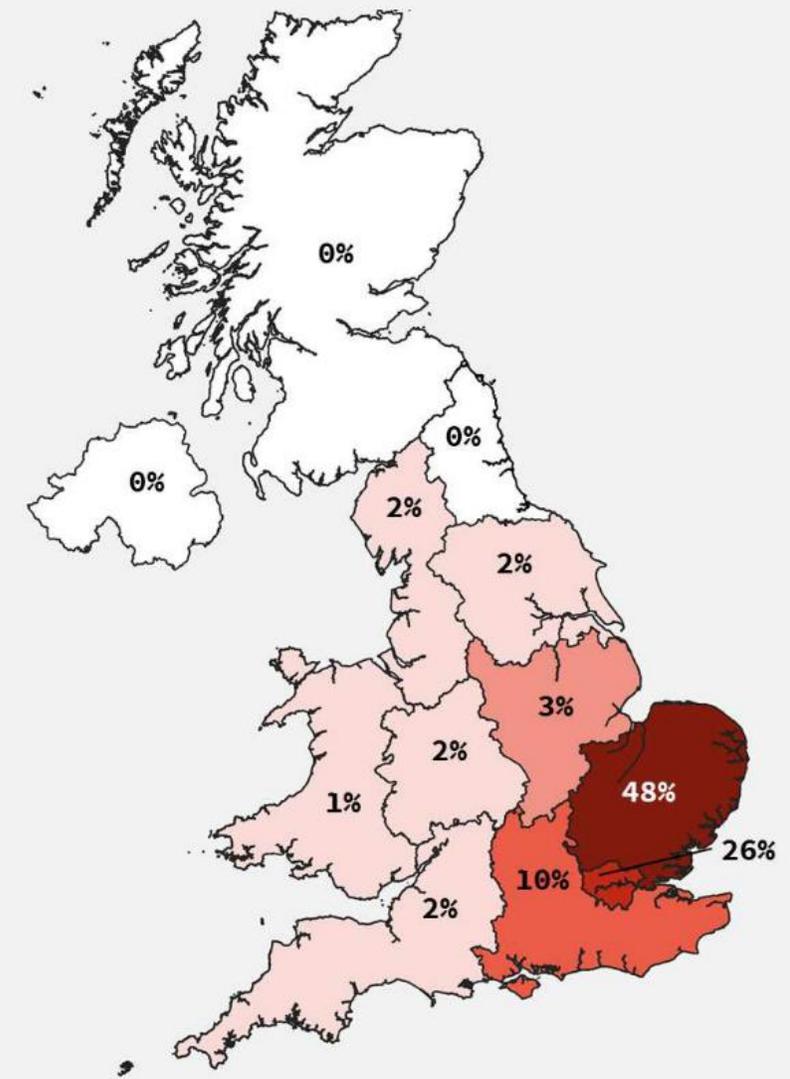
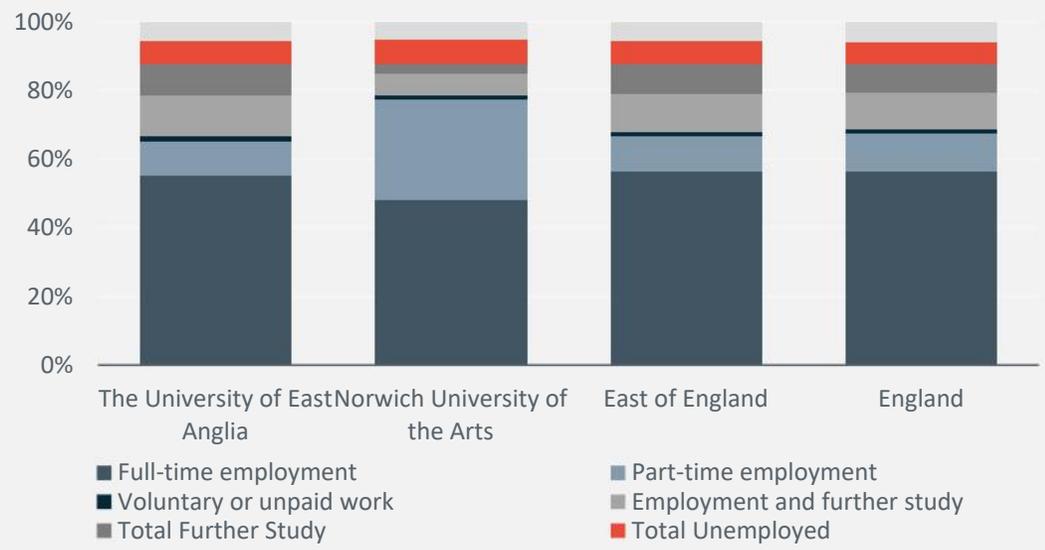
Norfolk's Graduates

Graduates are well retained in the region, with large percentages entering the workforce...

The East of England retains a large proportion of undergraduates who have studied in the region, with 48% of graduates (from Norfolk universities) remaining in the East of England to work. The largest outflow of graduates outside of the region is to London, with 26% of graduates, followed by the Southwest with 10% of graduates. However, there is a large proportion of 18-25 who although have grown up in Norfolk move elsewhere for higher education.

Graduate outcomes from Norfolk's higher education providers are broadly in line with regional and national averages, with most graduates entering full or part time employment. However, Norwich University of Arts has a lower percentage of graduates in full time employment at 48% compared to 56% in England, but a higher percentage of graduates in part-time employment at 29% compared to 11% in England.

Graduate Outcomes 2018/19



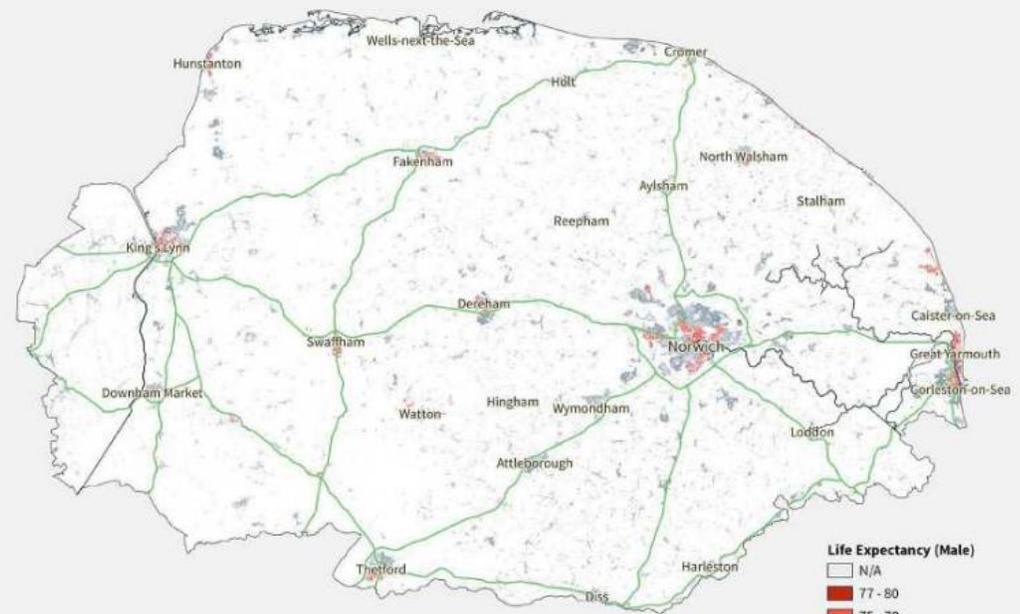
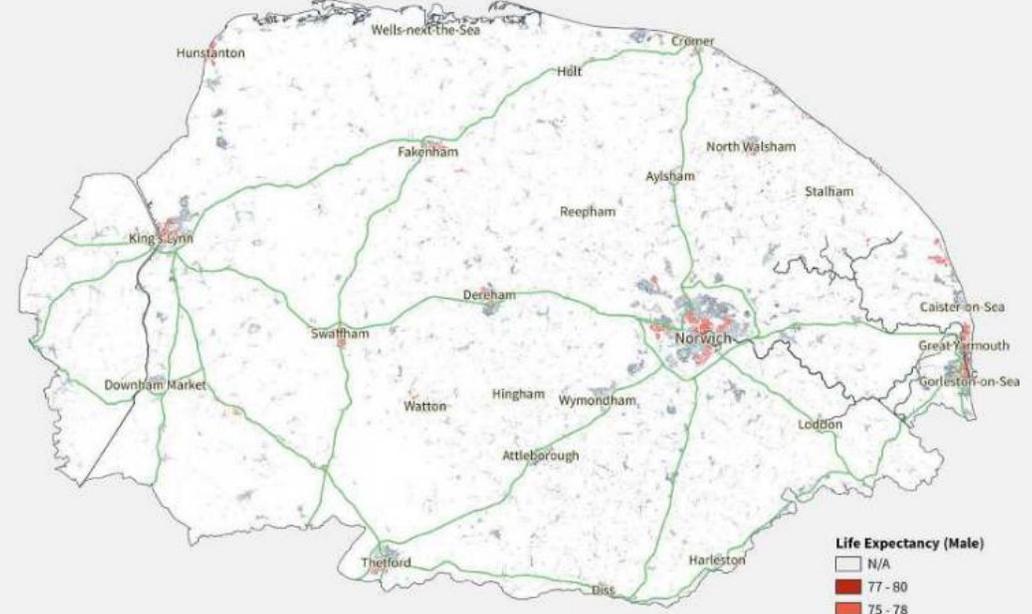


Norfolk's health outcomes

Life expectancy in Norfolk is above the national average but below that for regional comparators...

Male life expectancy in Norfolk is 80.1 years and female life expectancy is 83.9 years. Life expectancy for both male and female Norfolk residents is below the East of England average with significant variations across the county. Some of the lowest life expectancies are seen in Norfolk's main cities and towns, while life expectancy for both genders is higher in more rural locations.

Male life expectancy at birth (2015-2019)



Source: Public Health England, Local Area Profiles (2019).



Norfolk's wellbeing

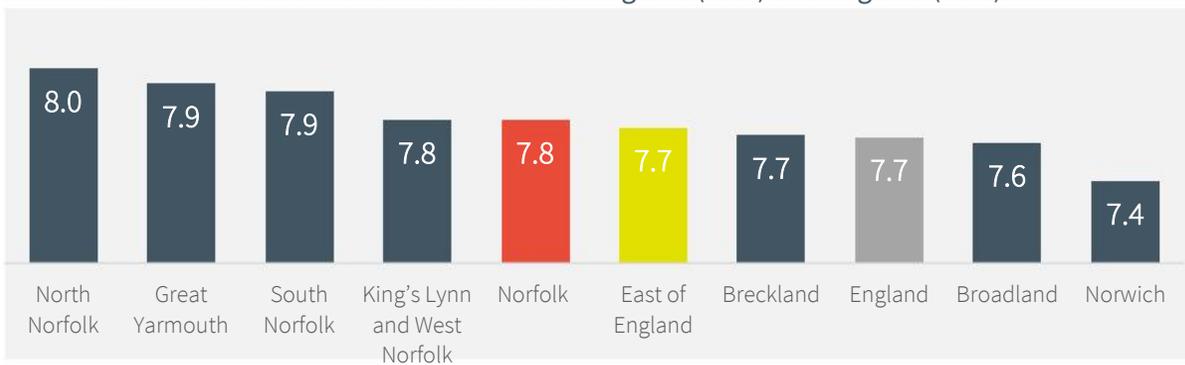
Wellbeing levels in Norfolk are largely in line with regional averages...

Measures of personal wellbeing for residents at the Norfolk level indicate:

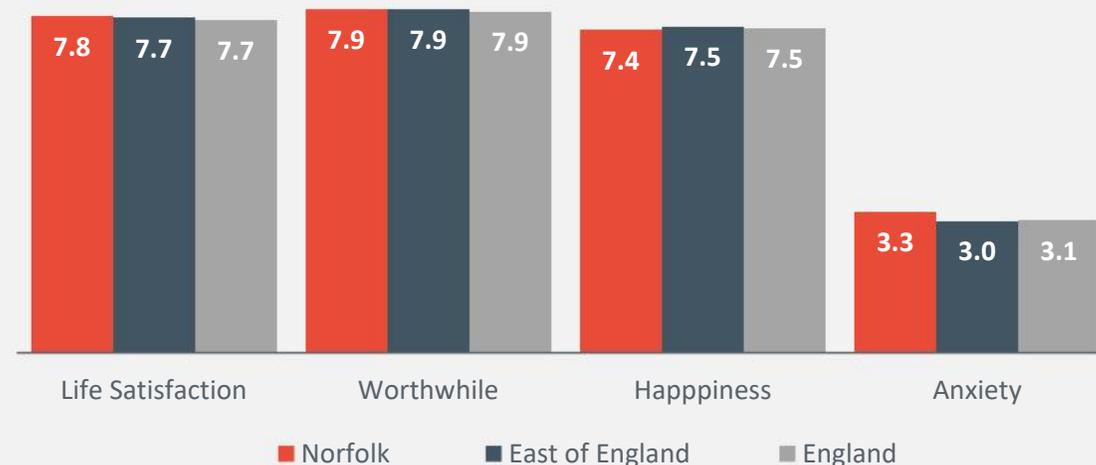
- + Life satisfaction is above average with residents reporting 7.9 compared to the East of England (7.7) and England (7.7).
- + Resident feeling that things done are worthwhile is in line with averages with Norfolk scoring 7.9 compared to the East of England (7.9) and England (7.9).
- + Resident happiness is slightly below average at 7.4 compared to the East of England (7.5) and England (7.5) averages.
- + Resident anxiety is higher than average at 3.3 in Norfolk compared to the East of England (3.0) and England (3.1) averages.

In terms of physical activity, Norfolk performs in line with East of England and England averages:

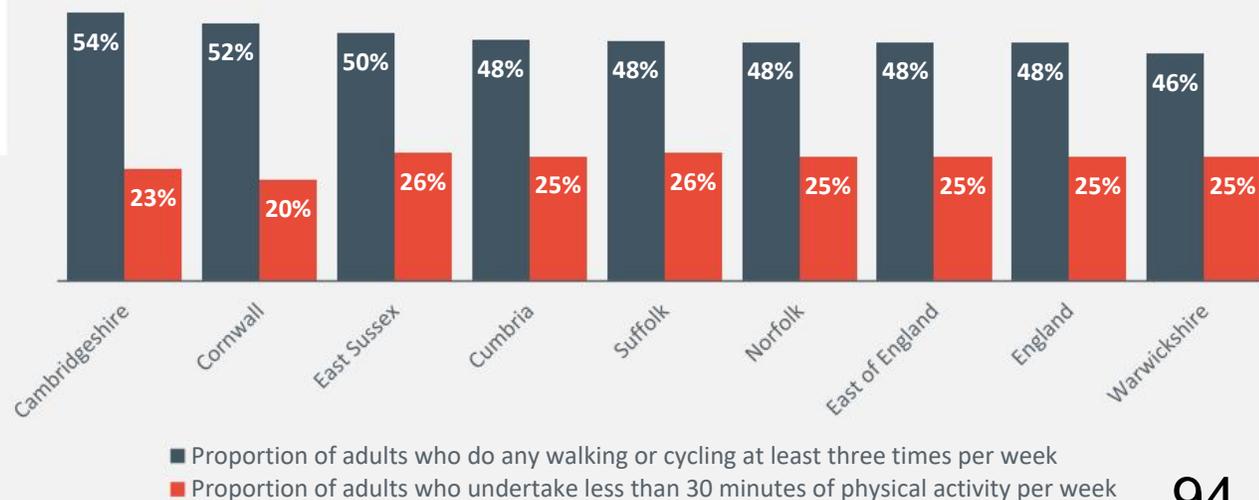
- + 48% of Norfolk's adult residents walk or cycle at least three times a week which is in line with the East of England (48%) and England (48%).
- + 25% of Norfolk's adult residents undertake less than 30 minutes of physical activity per week which is also in line with the East of England (25%) and England (25%).



Wellbeing scores, 2019/20



Physical Activity Levels, 2018/19



Source: ONS, Annual personal well-being estimates (2020).

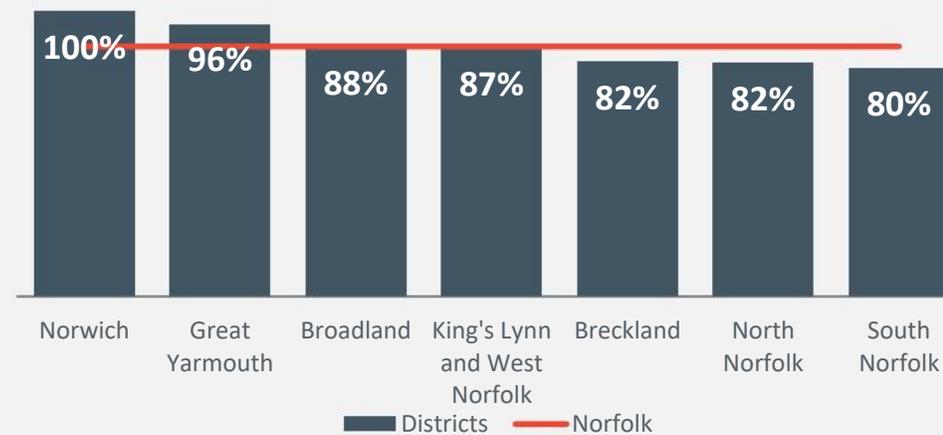
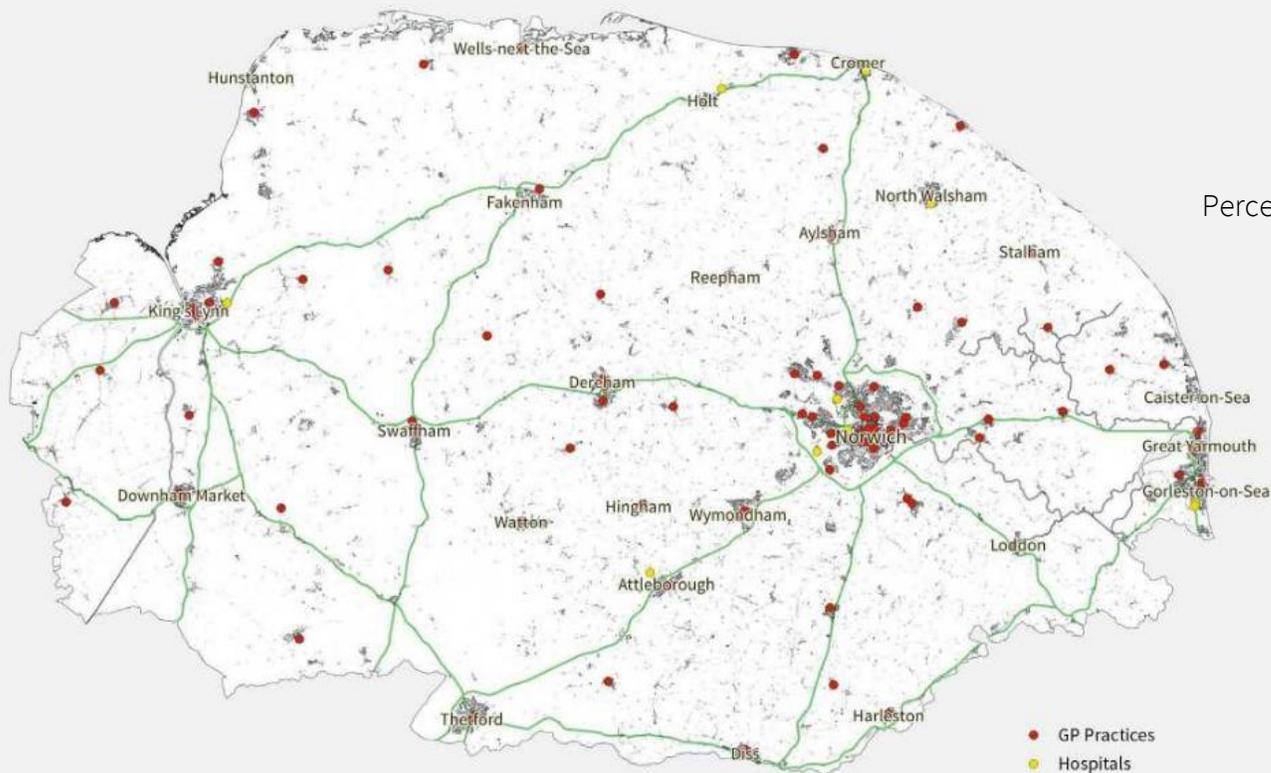


Norfolk's health services

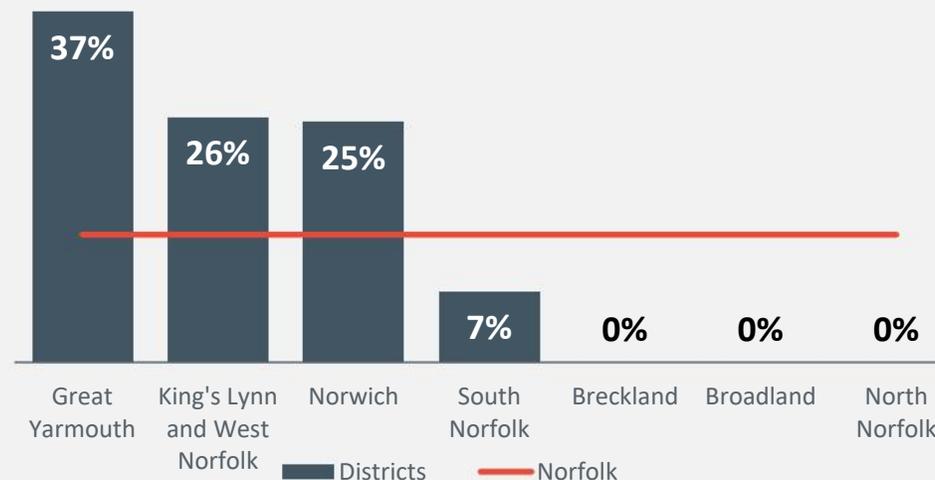
Access to Norfolk's health services varies geographically...

Health services within the County are concentrated in Norwich, King's Lynn, and Great Yarmouth. In the Norwich and Great Yarmouth Districts, 100% and 96% of service users respectively are within 30 minutes by public transport/walking to a GP service. However, in the districts of North Norfolk and South Norfolk this figure falls to just below 80%.

The percentage of users within 30 minutes of hospitals by public transport/walking is lower. Great Yarmouth records the highest percentage at 37%, but in Breckland, Broadland, and North Norfolk, 0% of users are within 30 minutes of hospitals by public transport/walking.



Percentage of users within 30 minutes of hospitals by public transport / walking, 2019





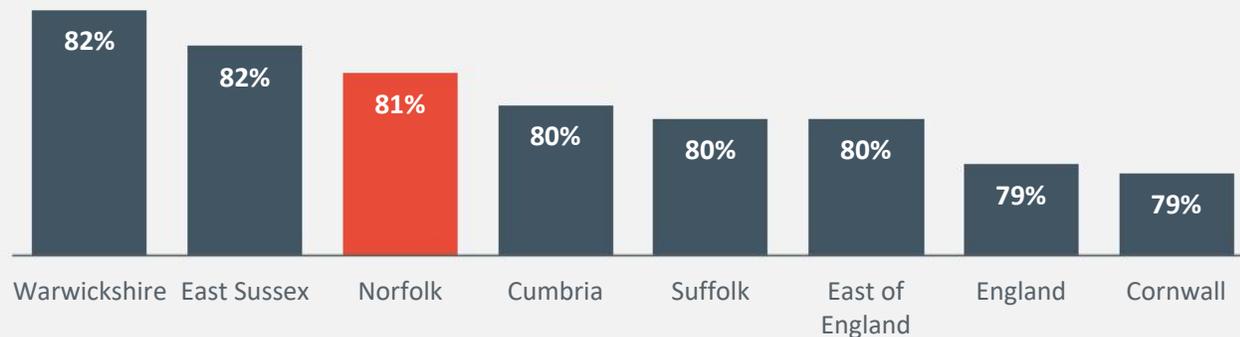
Norfolk's economic activity rates (1)

Norfolk has an economically active population with pockets of unemployment ...

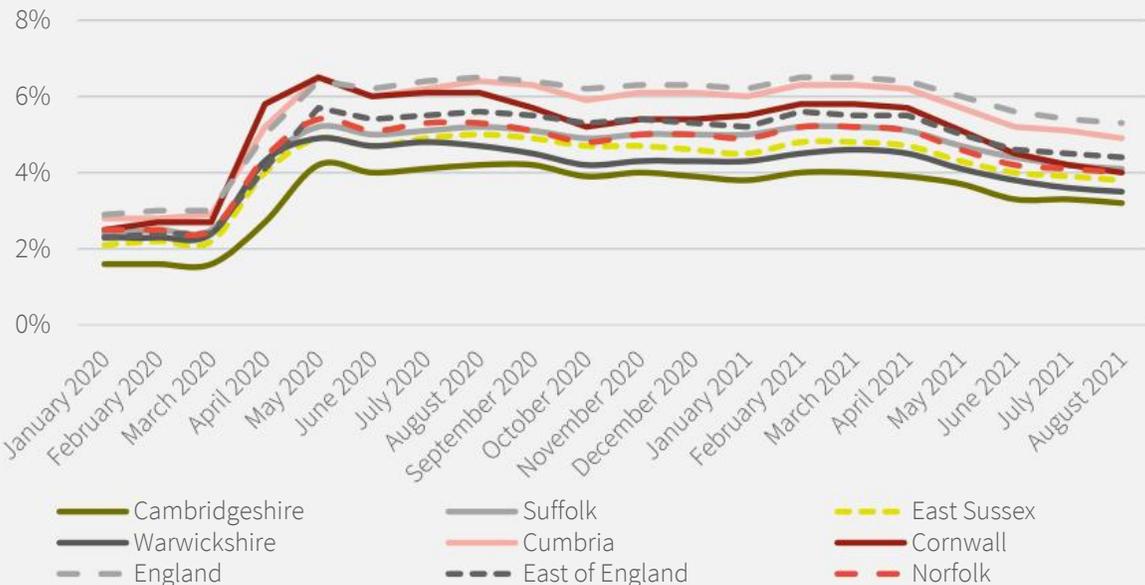
Norfolk has a large labour market as a proportion of total residents in the county. Economically active residents account for 81% of the population, which is higher than the economic activity rate for both the East of England (80%) and England (79%). Despite this, Norfolk has a higher unemployment rate (6%) compared to the East of England (4%) and England (5%).

A long-term overview of claimant count demonstrates that the rate of claimants in Norfolk has consistently been in line or below the national average for England. Claimant count in Norfolk has however remained above the levels in comparator areas.

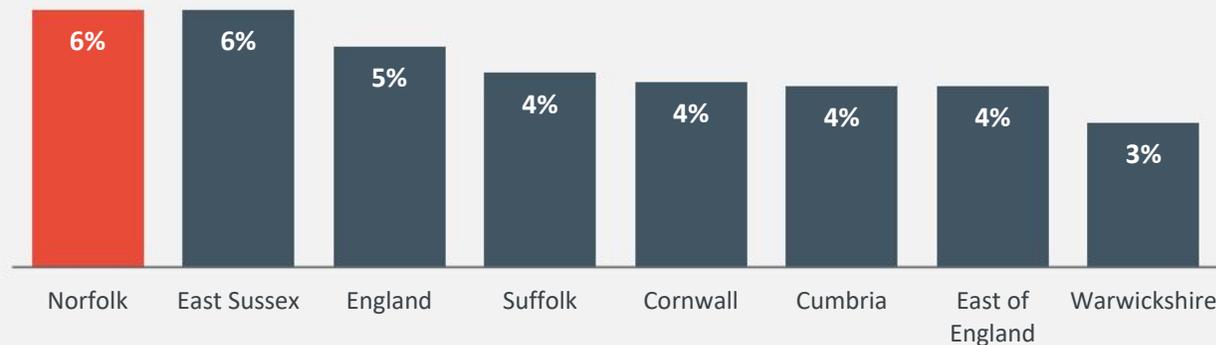
Economic activity rate, 2020



Claimant count, 2010-2021



Unemployment rate, 2020



Unemployment rate: the number of unemployed residents aged 16 and over as a proportion of the total economically active population.



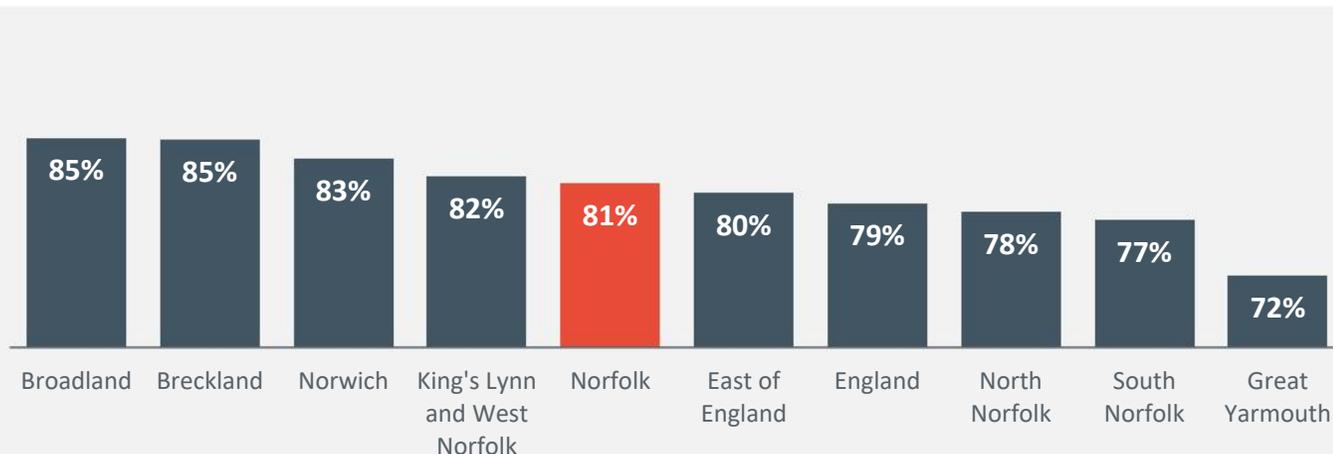
Norfolk's economic activity rates (2)

Norfolk's main economic activity challenges are in Great Yarmouth...

Economic activity rates are highest in Broadland (85%) and Breckland (85%) which are both higher than the Norfolk (81%) average. Conversely, Great Yarmouth has an economic activity rate of 72% which is significantly lower than all other districts and the East of England (80%) and England (79%) averages.

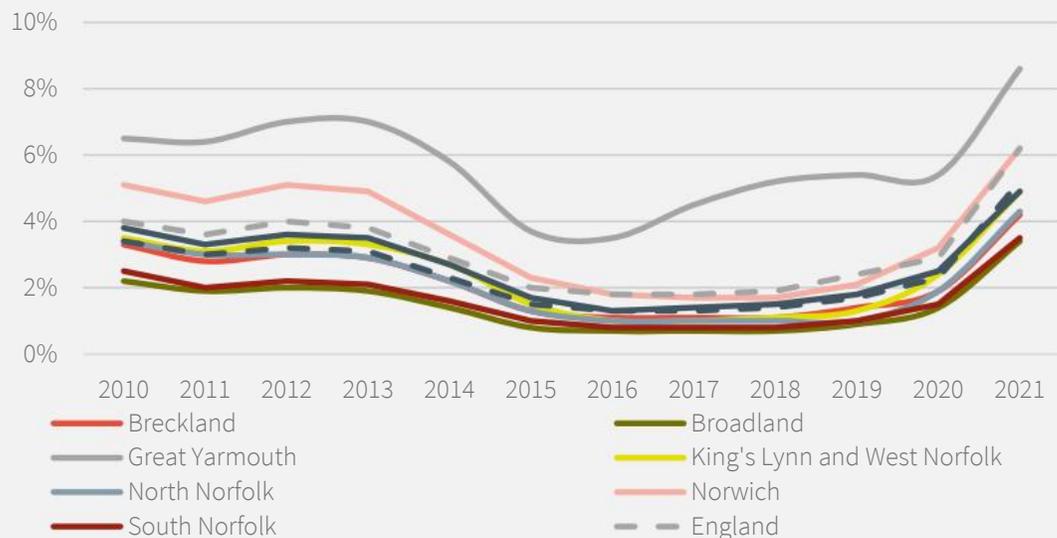
Unemployment rates are also highest in Great Yarmouth (10%). All Norfolk districts have a higher unemployment rate than the England average (5%), with the exception of King's Lynn and West Norfolk (5%).

A long-term view of claimant count demonstrates that the levels of claimants in Great Yarmouth have been persistently higher than the national average, with Norwich claimant counts fluctuating around the levels seen across England.

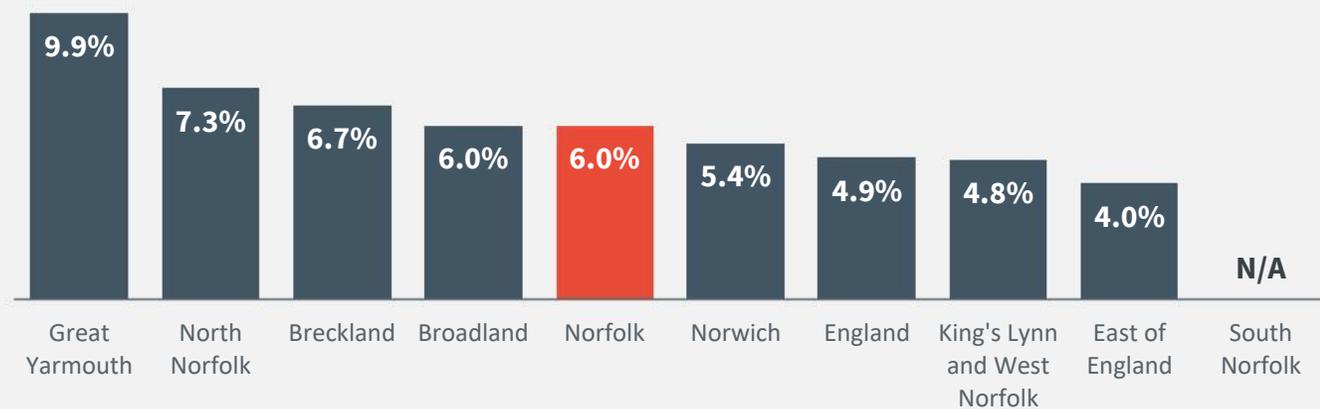


Economic activity rate: the proportion of residents aged 16 and over with a job or who have sought work in the last four weeks and/or are available to start work in the next two weeks. This group excludes students, carers in the family and home, long-term sick and disabled, temporarily sick and disabled, retired people and discouraged workers.

Claimant count, 2010-2021



Unemployment rate, 2020



Unemployment rate: the number of unemployed residents aged 16 and over as a proportion of the total economically active population. NB: South Norfolk data suppressed by ONS due to low sample size.



Norfolk's occupational profile

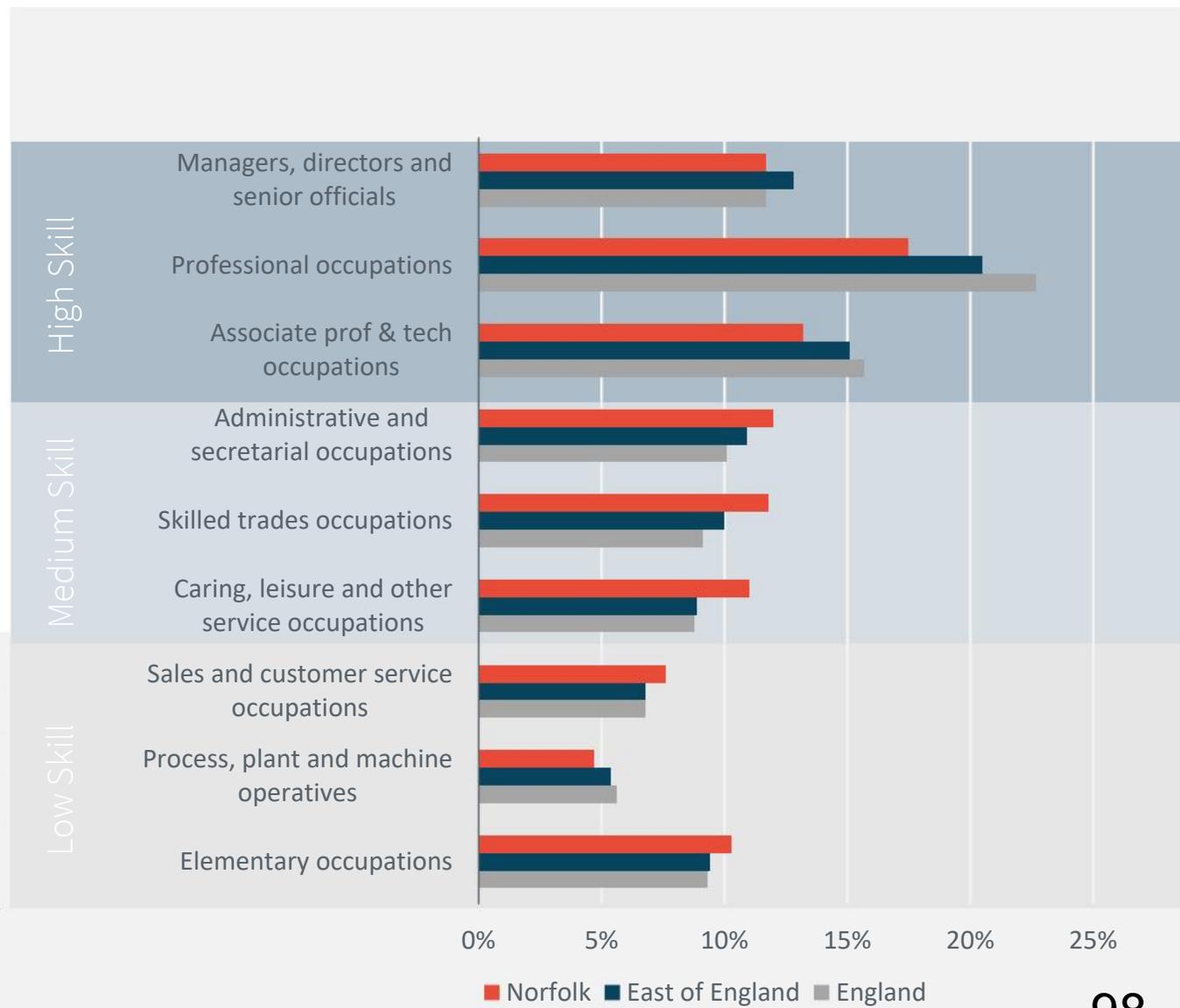
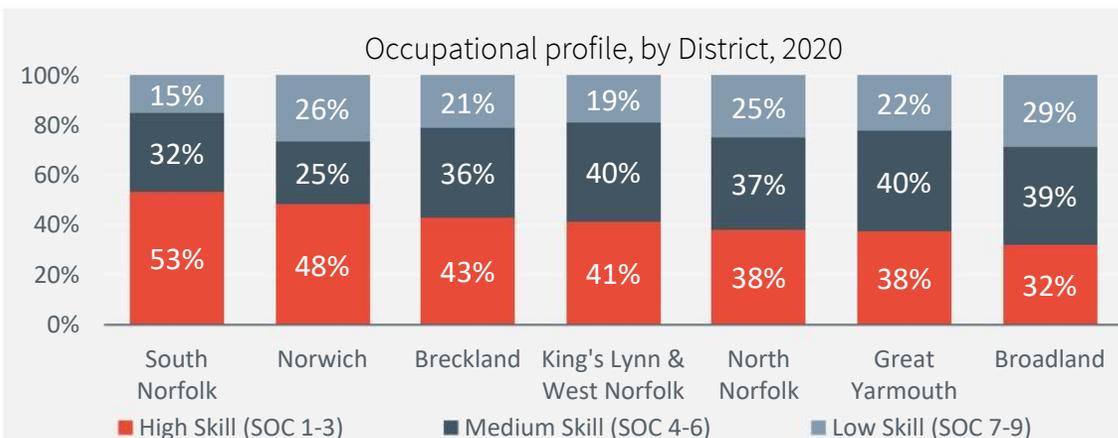
A higher proportion of Norfolk's residents work in low and medium skilled occupations...

Using Standard Occupation Classifications (SOC) from the ONS, it is possible to use the occupational profile to obtain an approximation of jobs that are typically considered to be high, medium and low skill:

- High skill (SOC 1-3): these roles mostly require graduate level education to access
- Medium skill (SOC 4-6): these roles mostly require a Level 3-5 qualification
- Low skill (SOC 7-9): these roles mostly require a Level 2 qualification or below

High skill occupations account for the largest share of employment in Norfolk (42%) although this is lower than that in the East of England (48%) and England (50%). A higher proportion of Norfolk's residents work in middle skill occupations (35%) than is seen at the East of England (30%) and England (28%) level.

South Norfolk and Norwich have the largest proportion of high skilled occupations at 53% and 48% respectively. However, Norwich also has the second highest proportion of low skilled occupations at 26%, behind Broadland with 29%.



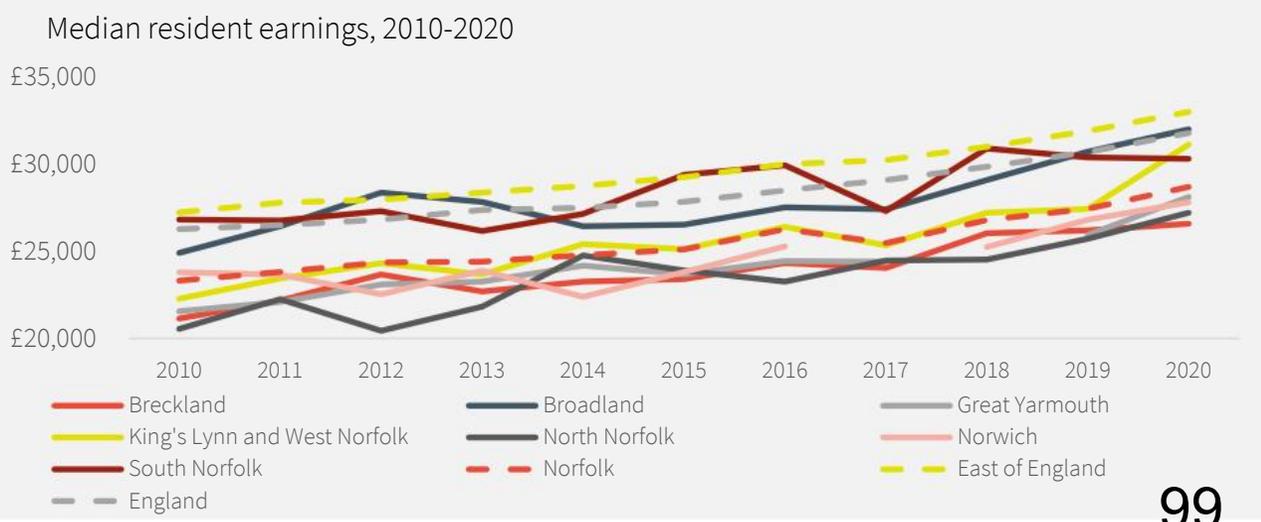
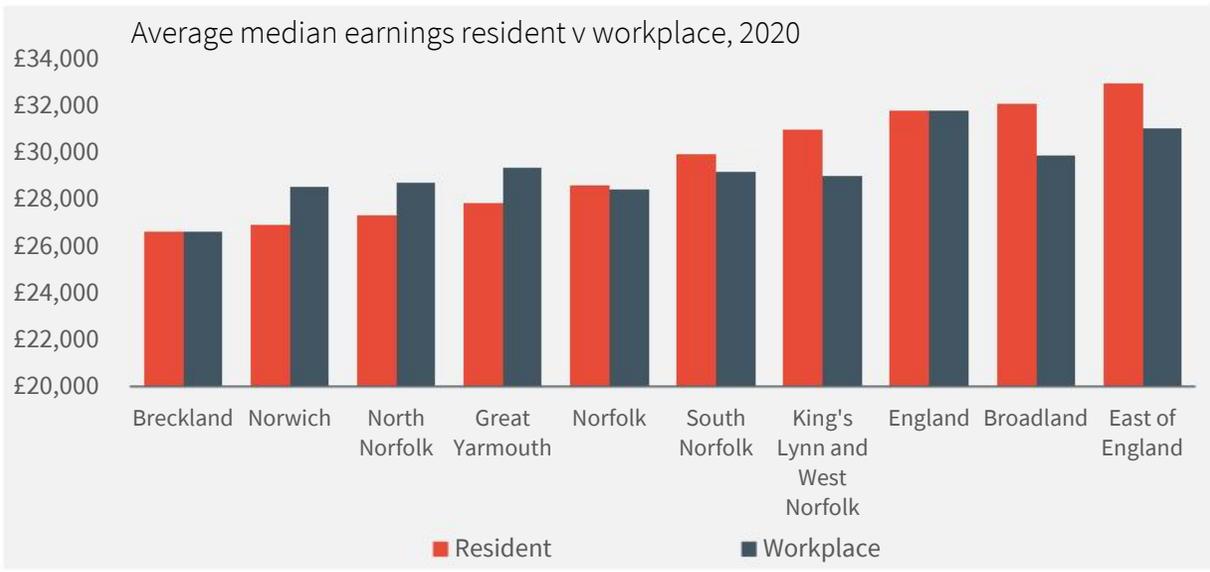
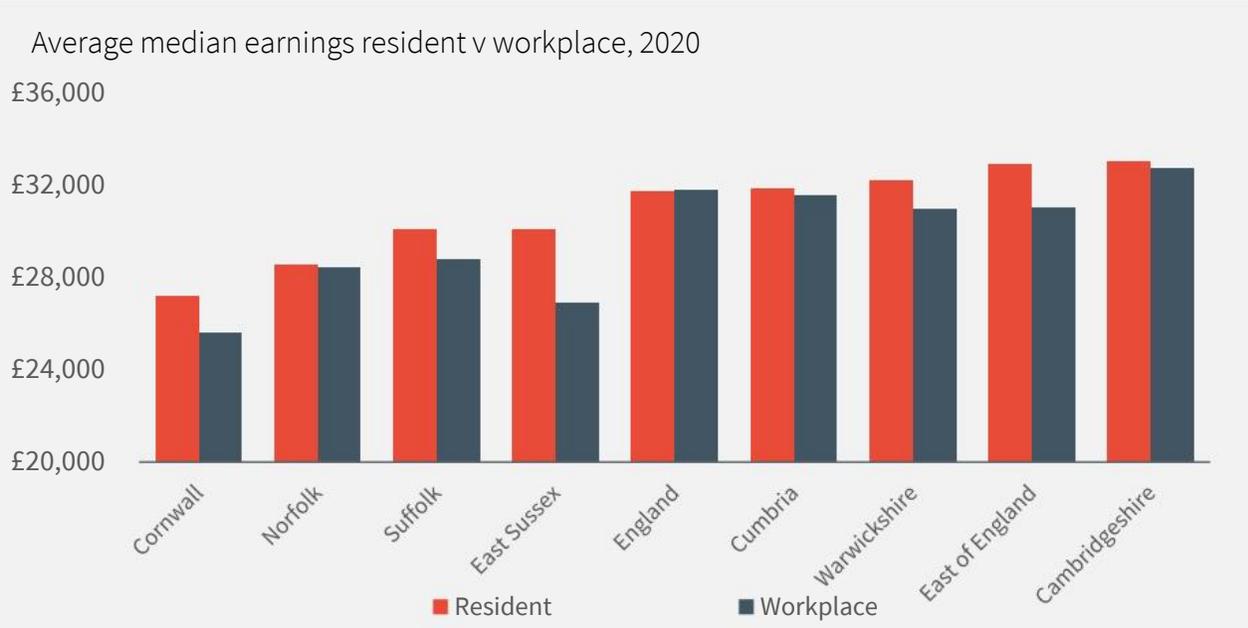


Norfolk's earnings

Earnings in Norfolk are low with little variation in resident and workplace earnings...

Norfolk's residents earned an average annual salary of £28,571 in 2020 which is lower than both the East of England (£32,944) and England (£31,766). Average workplace earnings in Norfolk were £28,424 in 2020 which is also lower than both the East of England (£31,044) and England (£31,777). Norfolk's relatively low earnings for both residents and in the workplace suggests fewer opportunities for access to higher value and higher wage jobs compared to other parts of the country.

Within Norfolk, resident and workplace earnings in 2020 were highest in Broadland at £32,070 and £29,861 respectively. Meanwhile, resident and workplace earnings were lowest in Breckland at £26,613 and £26,597 respectively.



Source: Annual survey of hours and earnings, ONS (2020).



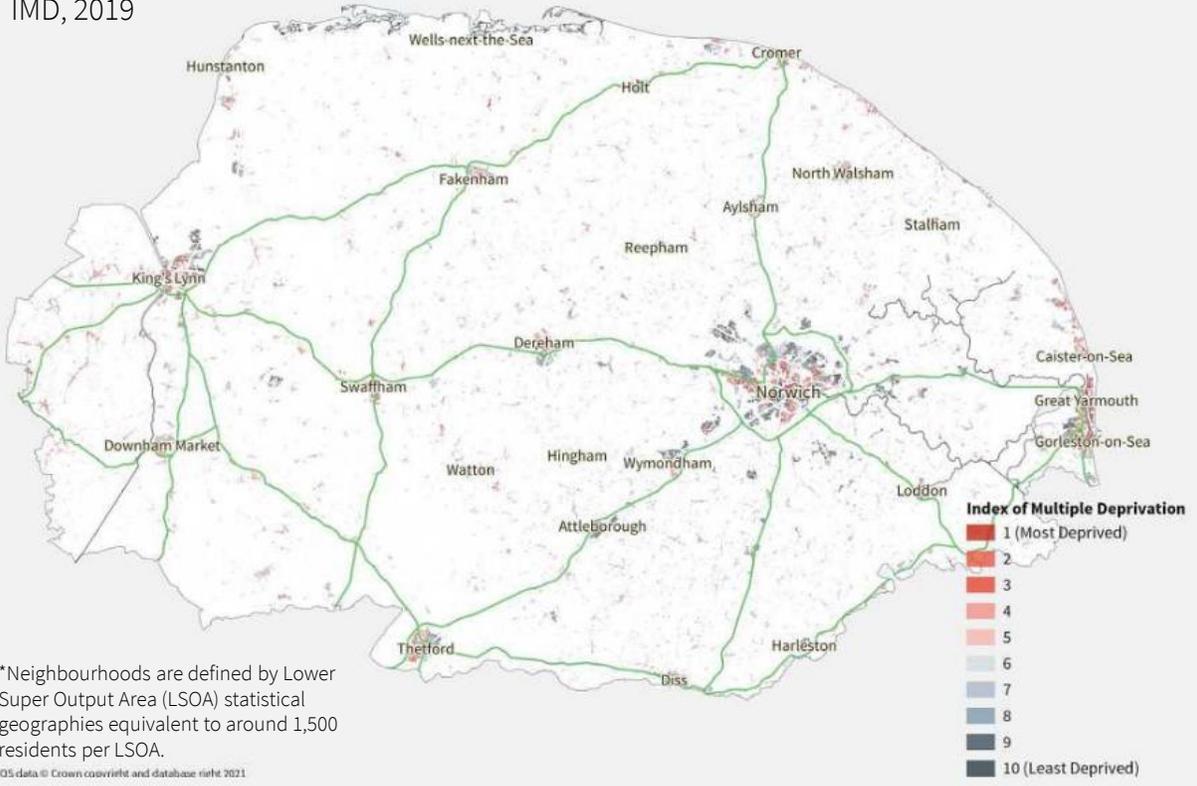
Norfolk's deprivation

Norfolk's deprivation is widespread with particular challenges in education and skills...

Norfolk is particularly deprived in terms of Education, Skills and Training, with 39% of all neighbourhoods* in Norfolk falling within the top 30% most deprived neighbourhoods nationally. Norfolk also faces challenges in deprivation related to Barriers to Housing and Services (34%) and Living Environment (32%).

Mapping of the Index of Multiple Deprivation demonstrates that Norfolk's deprivation is most concentrated in Norwich and some of its major towns, including Great Yarmouth, King's Lynn and Thetford. Norfolk's rural areas also face challenges relating to deprivation.

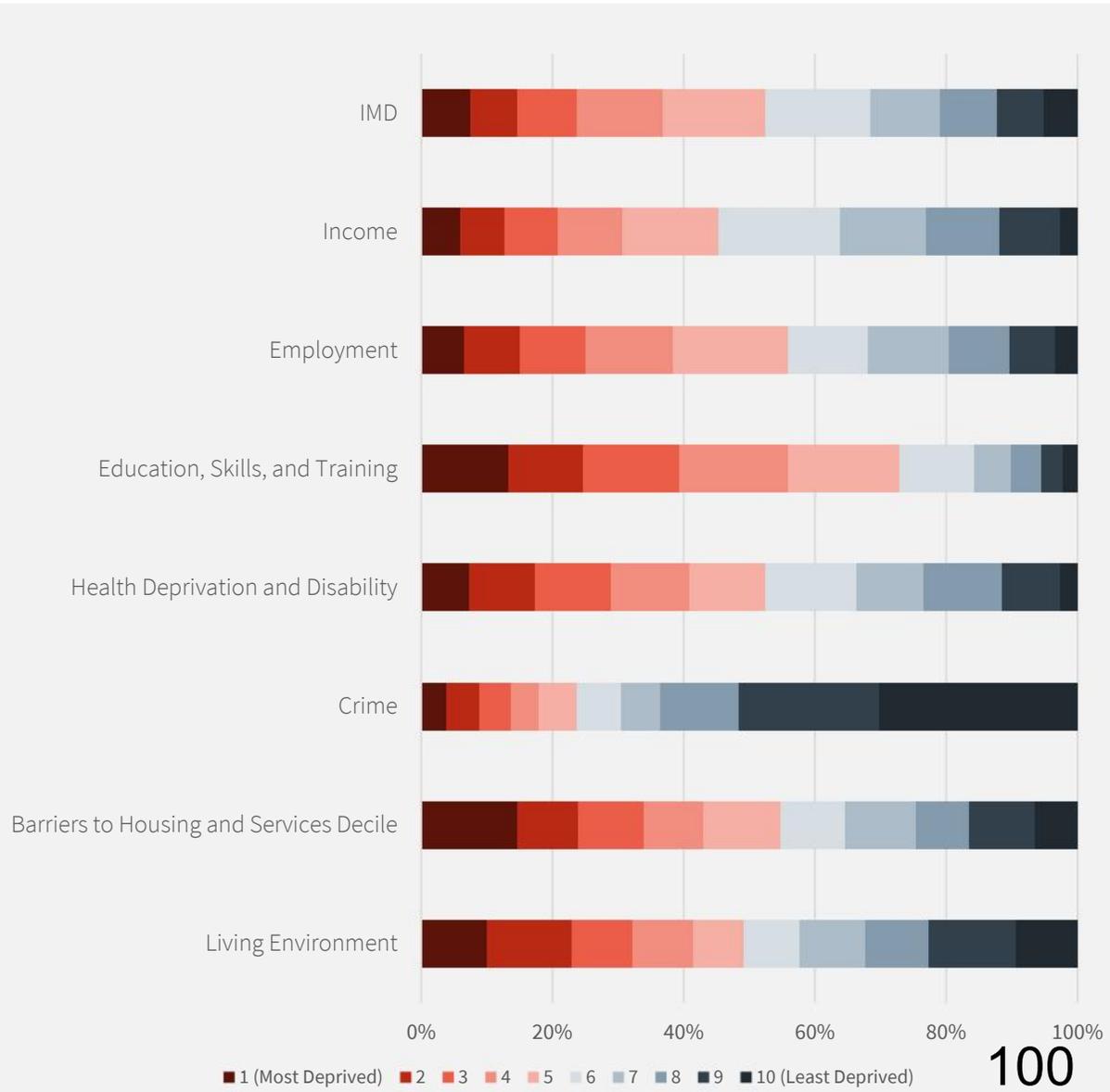
IMD, 2019



*Neighbourhoods are defined by Lower Super Output Area (LSOA) statistical geographies equivalent to around 1,500 residents per LSOA.

OS data © Crown copyright and database right 2021

Source: Index of Multiple Deprivation, MHCLG (2019)





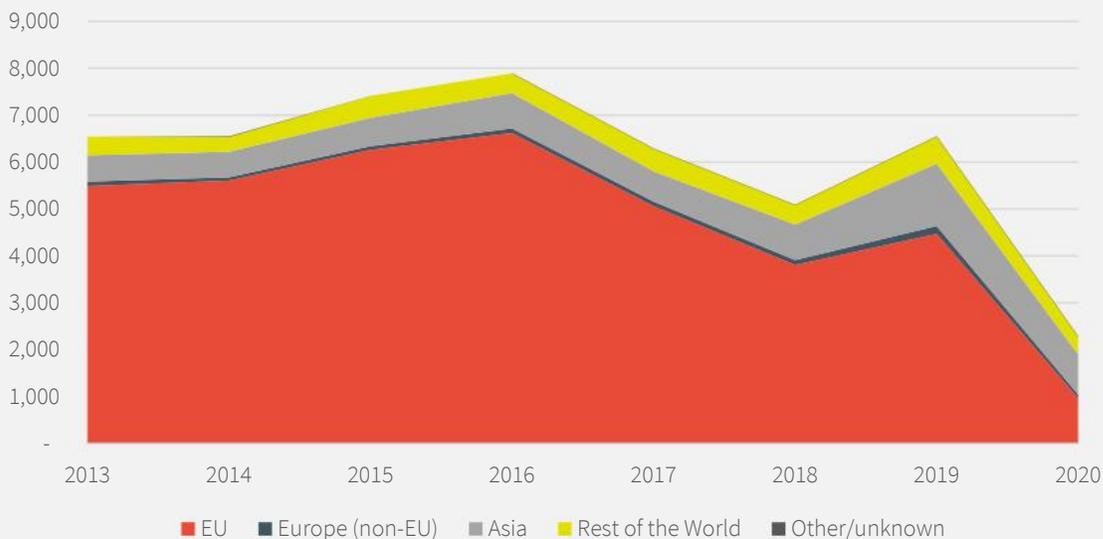
Norfolk's diversity and immigration

Inward migration is an important part of Norfolk's economy, but numbers have fallen since 2020...

Between 2013 and 2020, Norfolk hosted 48,500 economic migrants*. Of these, 15,500 (or 32%) were hosted in Norwich, followed by King's Lynn and West Norfolk (19%) and Breckland (18%).

EU migration in Norfolk accounted for around 38,300 migrants over this period which is equivalent to 79% of total NINO registrations. This is higher than the UK average over this same period (69%).

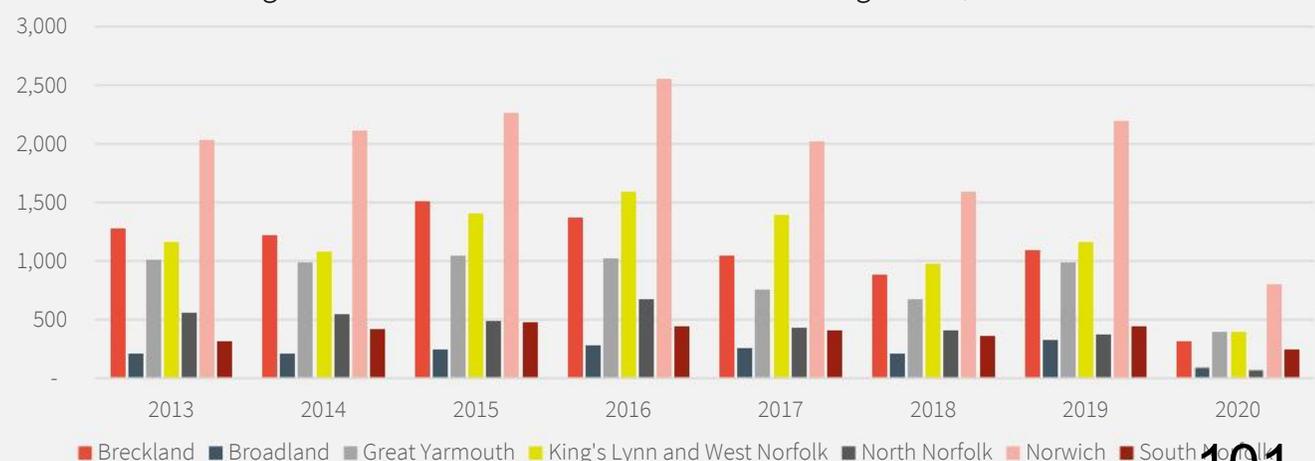
Change in EU NINO registrations in Norfolk between 2019 and 2020 demonstrates a sharp decline of around 3,500 registrations (-78%) which is greater than the UK average (-75%)



Country of birth, 2011

	United Kingdom	Ireland	Other Europe	Africa	Middle East and Asia	The Americas and the Caribbean	Antarctica, Oceania (including Australasia) and other
Breckland	91%	0%	5%	1%	1%	1%	0%
Broadland	96%	0%	2%	1%	1%	0%	0%
Great Yarmouth	93%	0%	4%	1%	1%	0%	0%
King's Lynn and West Norfolk	92%	0%	4%	1%	1%	1%	0%
North Norfolk	96%	0%	2%	1%	1%	0%	0%
Norwich	87%	1%	5%	2%	4%	1%	0%
South Norfolk	95%	0%	2%	1%	1%	1%	0%
Norfolk	93%	0%	3%	1%	2%	1%	0%
East of England	89%	1%	4%	2%	3%	1%	0%
England	86%	1%	4%	2%	5%	1%	0%

Total NINO Registrations to Adult Overseas Nationals entering the UK, 2013-2020



Source: Census 2011, ONS (2021); NINO Registrations, StatXplore (2021). *Note: economic migrants refer only to those with a National Insurance number registered during this period.



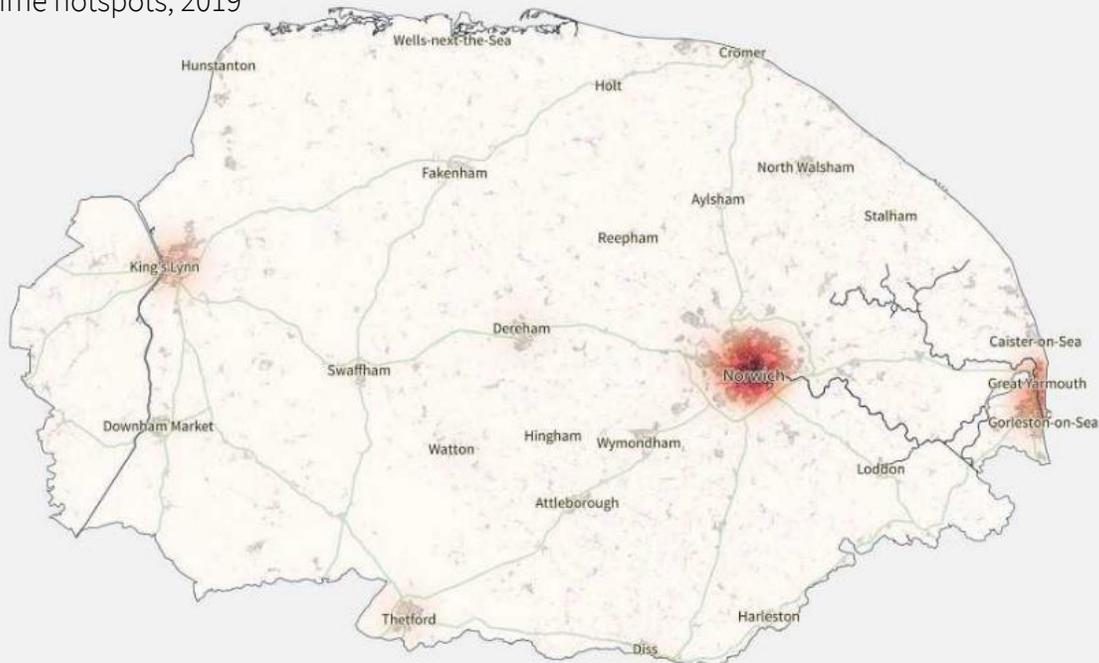
Norfolk's crime rates

Norfolk has a low overall crime rate, but challenges are concentrated in its main urban conurbations...

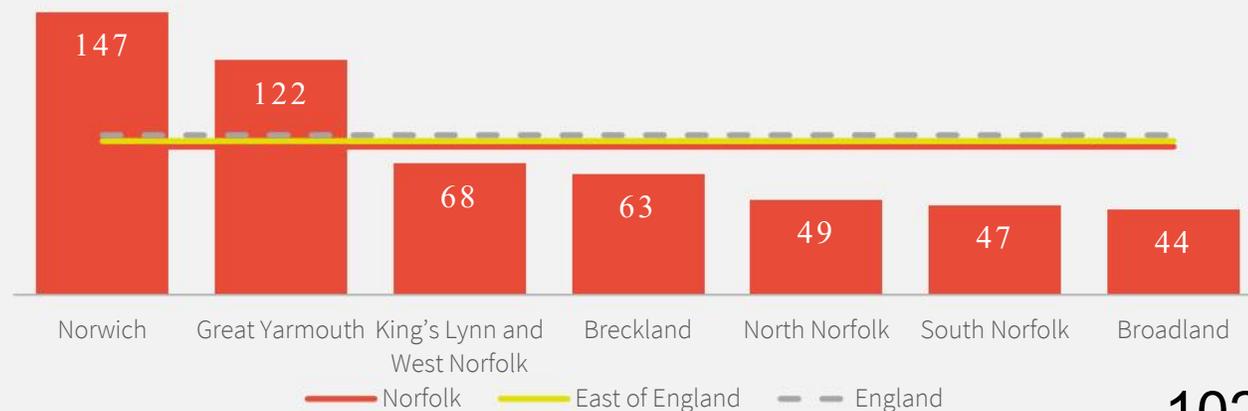
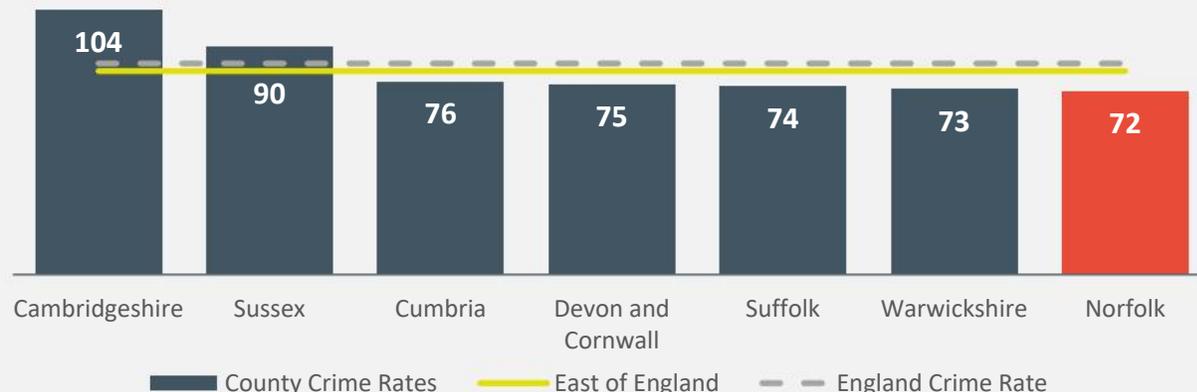
In 2019, Norfolk's crime rate of 72 crimes per 1,000 residents is notably lower than the East of England (80) and England (83) average.

Over this same period, Norwich had the highest crime rate (147) followed by Great Yarmouth (122) with the map below showing concentrations of crimes committed within these urban areas. All other districts in Norfolk had crime rates below the East of England and England averages.

Crime hotspots, 2019



Crime rate per 1,000 population, 2019



1.5

Norfolk's Places



Place: Evidence Summary



House prices are relatively low
 Median house prices are **£240k** which is below the national average (c£250k)



Public transport could be better
 E.g., Swaffham is accessible to 259k people by car within 45 minutes but only **8k** by public transport



Crime rates are low
 There are **72** crimes per 1,000 people vs 82 at the national level, and 104 and 90 in places like Cambridgeshire and East Sussex



Commercial Property availability is limited
 Light industrial, industrial and office vacancy rates are low (**<2%**, **<6%** and **<2%**)



Commercial property is poor quality
 Only **2%** of industrial, **7%** of light industrial and **6%** of office space is Grade A and B vs 11%, 3% and 29% nationally



Most places are digitally connected
 Only **1%** of premises are below the Universal Service Obligation and 93% have access to superfast broadband



Ultrafast connectivity is limited
 Only 30% of premises have access to ultrafast broadband vs 60% at the national level



Water and electricity supply is a constraint
 This is limiting housing, commercial and business investment in the county



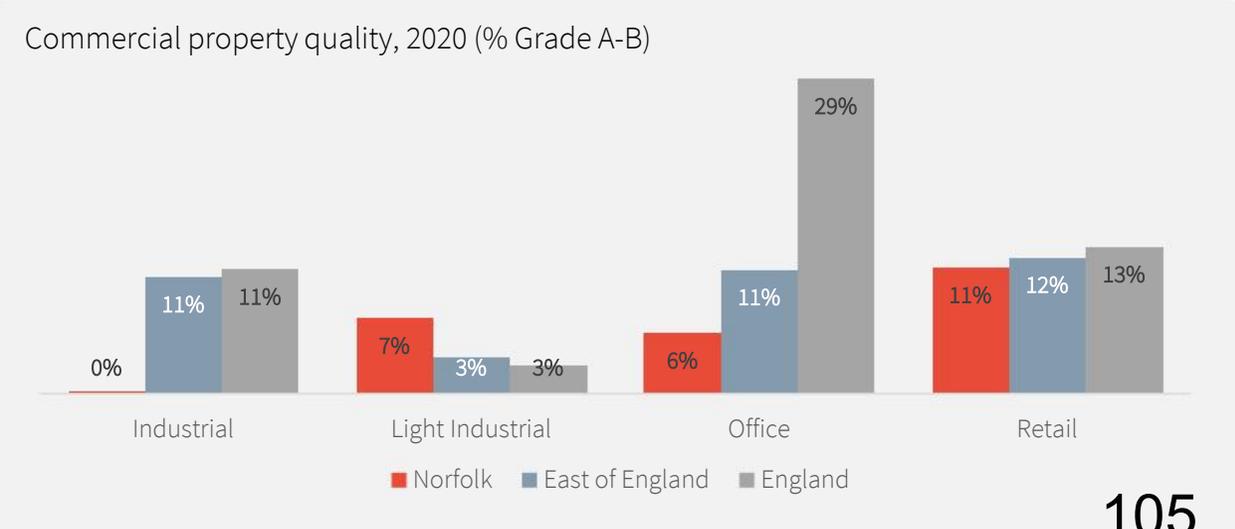
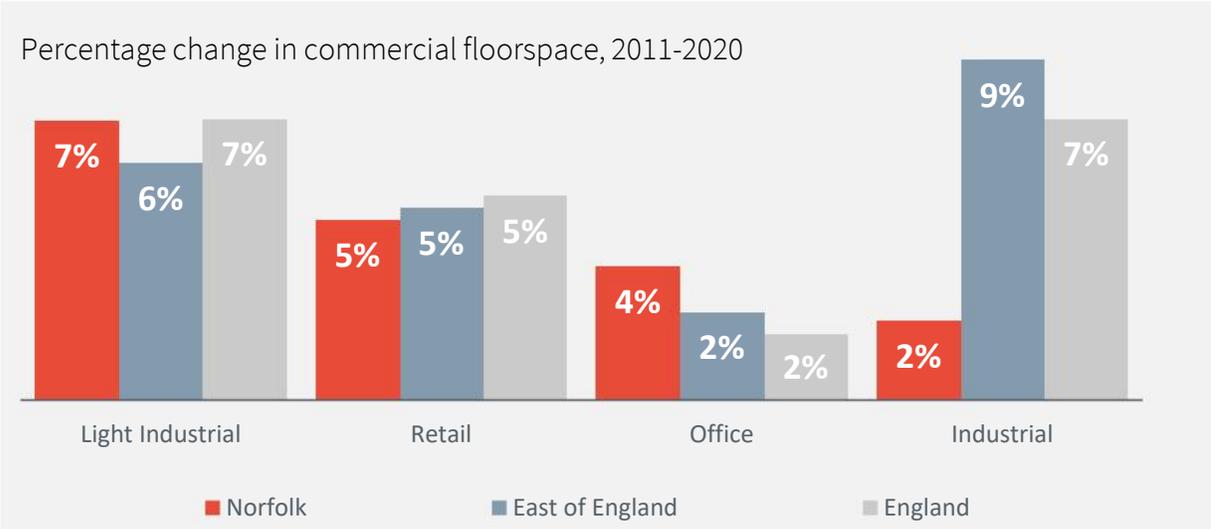
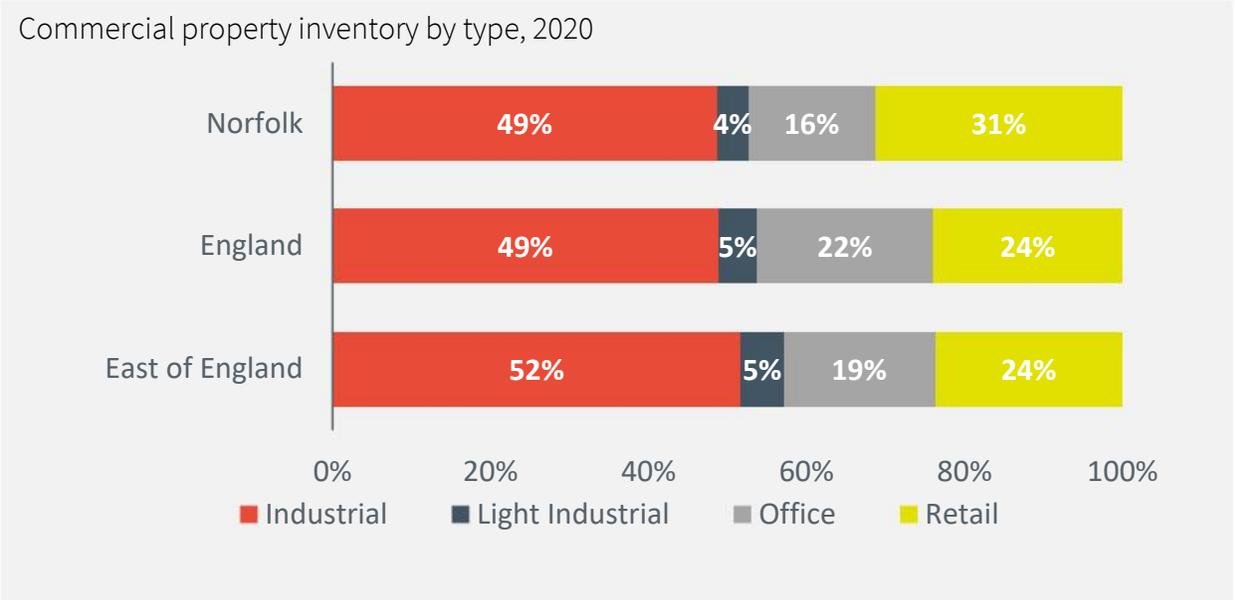
Norfolk's commercial property

Large commercial property footprint dominated by low quality space...

There is around 54 million sq ft of commercial floorspace within Norfolk, which is comprised of:

- 26,400,000 sq ft industrial
- 17,000,000 sq ft retail
- 8,700,000 sq ft office
- 2,200,000 sq ft light industrial

Light industrial and retail floorspace have experienced the strongest growth since 2011 with the former expanding from a small base. With the exception of light industrial, Norfolk's commercial property stock offers far lower proportions of high quality floorspace than both the East of England and England averages.



Source: CoStar, Commercial Property Analytics (2021)



Norfolk's commercial property: industrial

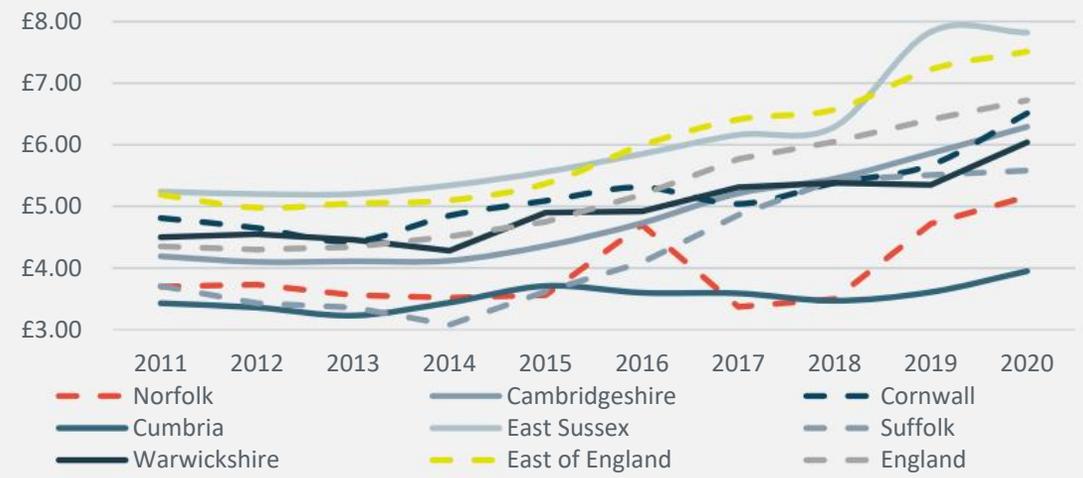
Slight increase in industrial vacancy rates and rents...

The vacancy rates of industrial properties in Norfolk have historically been lower than across the East of England and England. Despite this, rates increased since 2018 to stand at 6% in 2020 which was above the average for the East of England (4%) and England (3%).

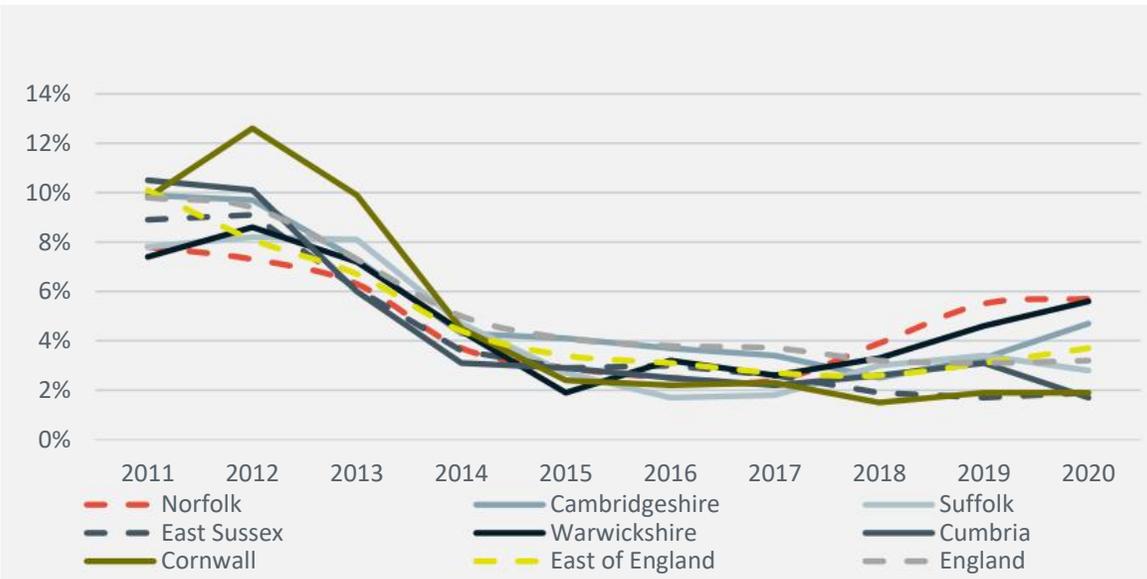
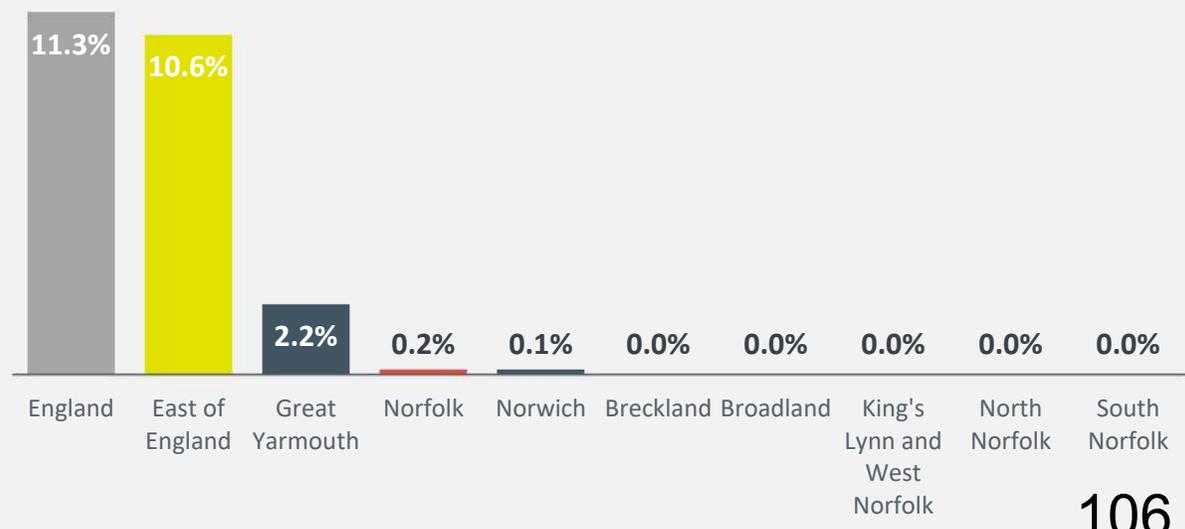
The rent per sq ft of industrial space is well below regional and national comparators. In 2020, the rent per sq ft of industrial space was £5.16 which is just 69% of the price of the East of England average (£7.51). Rents have however increased over the last ten years by around 35%.

The quality of industrial property in Norfolk will influence this low value, as well as other factors such as location and public transport connectivity. In 2020, just 0.2% of industrial property in the country was classified as Grade A-B, which is considerably lower than both the English and East of England averages of 11%. All the vacant industrial space is older and lower-quality space which is in low demand versus higher-quality units.

Industrial property rent per sq ft, 2011-2020



Industrial property quality, by District, 2020 (% Grade A-B)



Source: CoStar, Commercial Property Analytics (2021) *No difference in area type between dashed and solid lines.



Norfolk's commercial property: light industrial

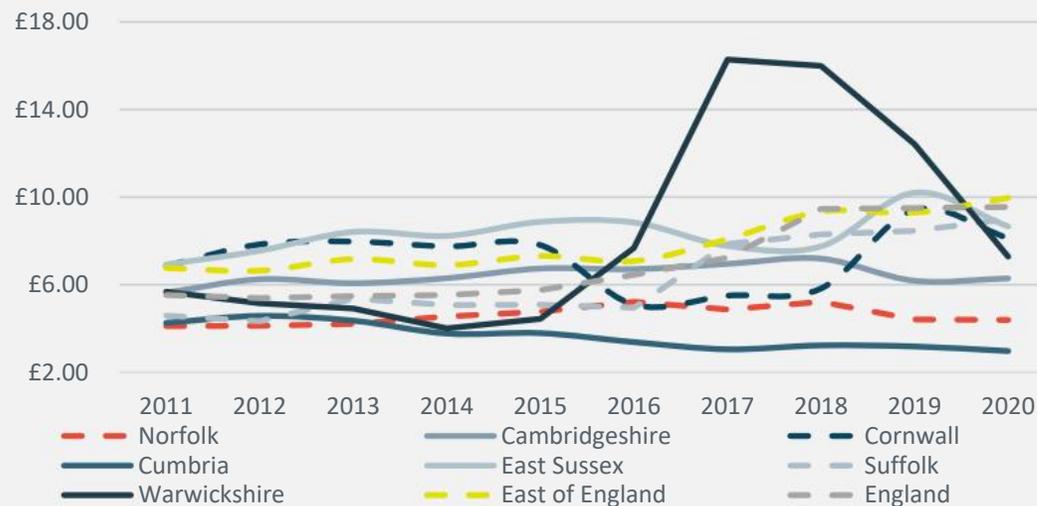
Light industrial space is fully occupied...

Norfolk's light industrial vacancy rates have decreased from 10% in 2011 to just 2%, which reflects trends at the East of England and England Levels.

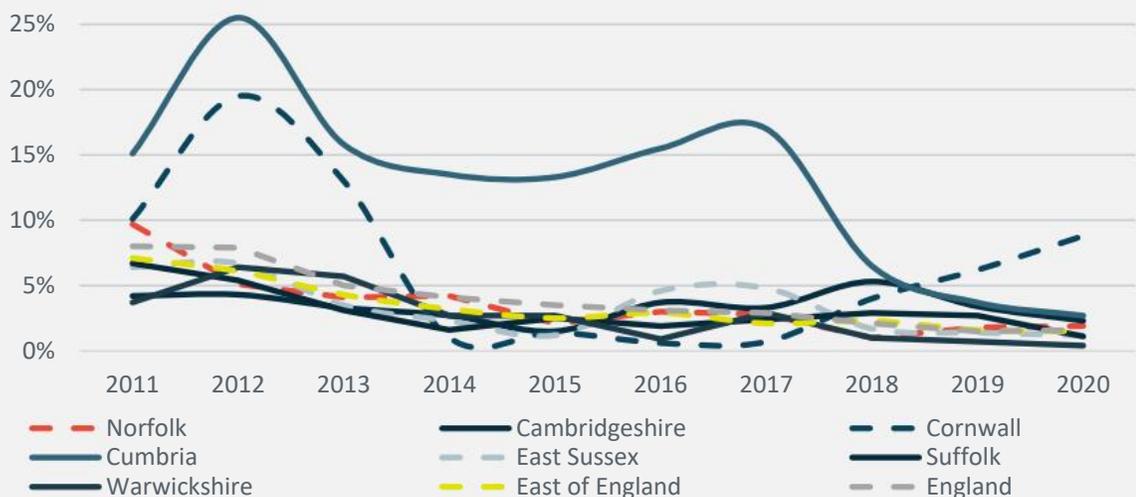
The quality of Norfolk's light industrial stock is higher than the English and East of England averages - in 2020 7% was Grade A-B versus 3% at the East of England and England levels. This is being driven by South Norfolk (which is home to Hethel Engineering Centre) where 59% of light industrial property is Grade A-B.

Light industrial rents per sq ft have remained fairly constant over the last decade rising by only 28p from £4.11 per sq ft in 2011 to £4.39 per sq ft in 2020. This is roughly half of both the English (£9.55 in 2020) and the East of England averages (£9.96 in 2020).

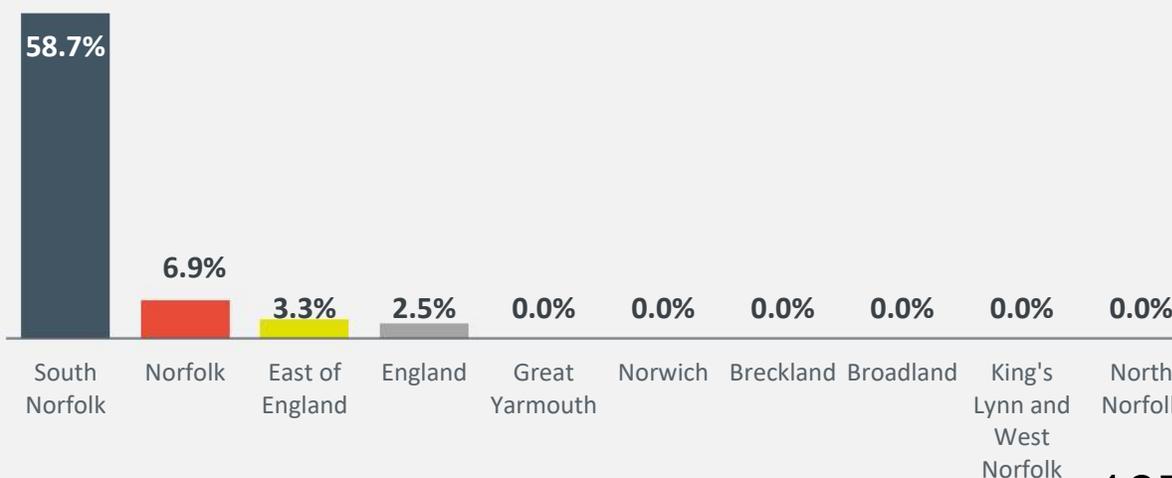
Light industrial property rent per sq ft, 2011-2020



Light industrial property vacancy rates, 2011-2020



Light industrial property quality, by District, 2020 (% Grade A-B)



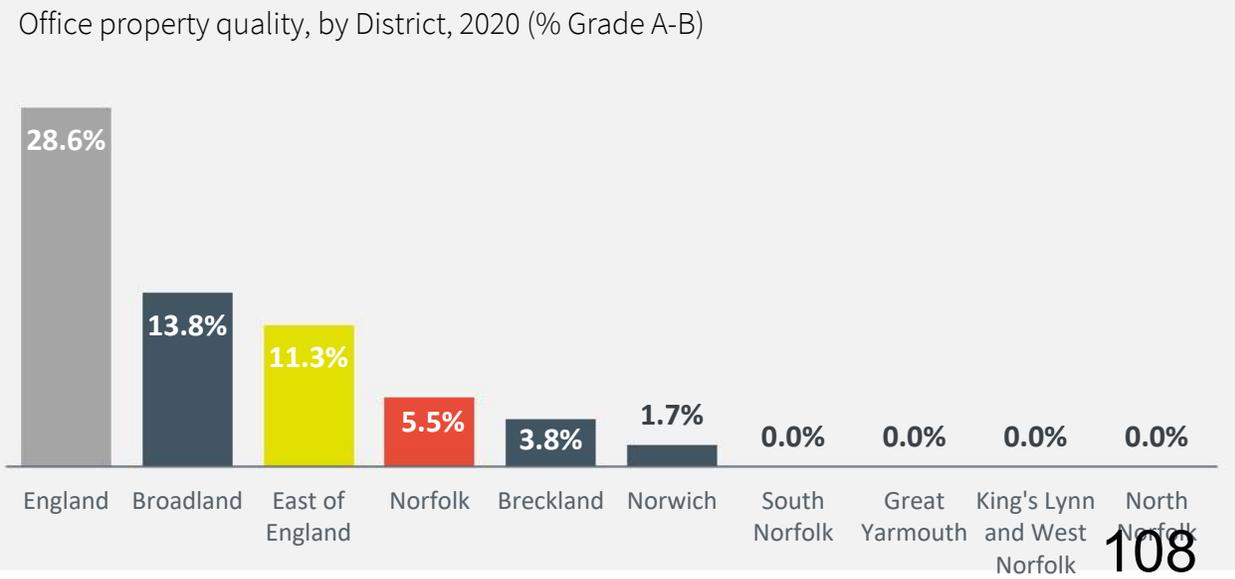
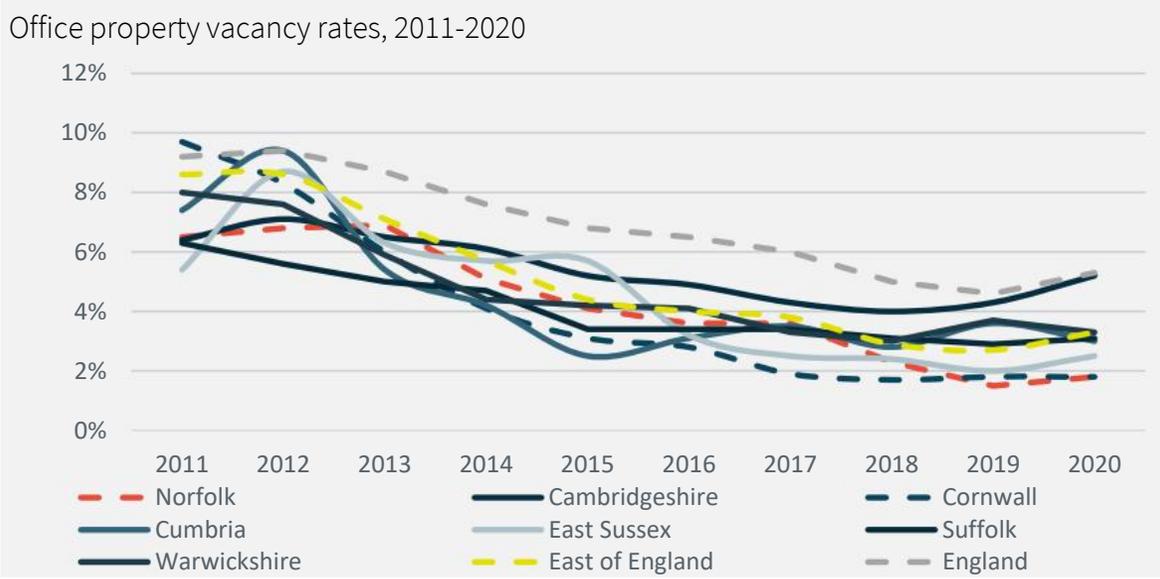


Norfolk's commercial property: office

Office stock remains occupied...

Norfolk's office vacancy rates have decreased from 7% in 2011 to just 2% in 2020. The East of England and England have seen a similar trends, but as of 2020 vacancy rates in these areas were higher than in Norfolk at 3% and 5% respectively. Office deals/transactions did fall in 2020/21 as a result of COVID-19 but occupancy remains relatively stable at present. This will need to be monitored carefully as more data becomes available.

Despite the low vacancy rates in Norfolk, office rent per sq ft has remained stagnant and below the English and East of England averages since 2011. As of 2020, the rent per sq ft in Norfolk was £11.02 (an increase of £1.44 since 2011), whereas in both East of England and England this figure was considerably higher at £19.02 and £29.65. The low rate may reflect the fact that only 6% of office property is Grade A-B versus 11% and 29% at the national levels.



Source: CoStar, Commercial Property Analytics (2021)

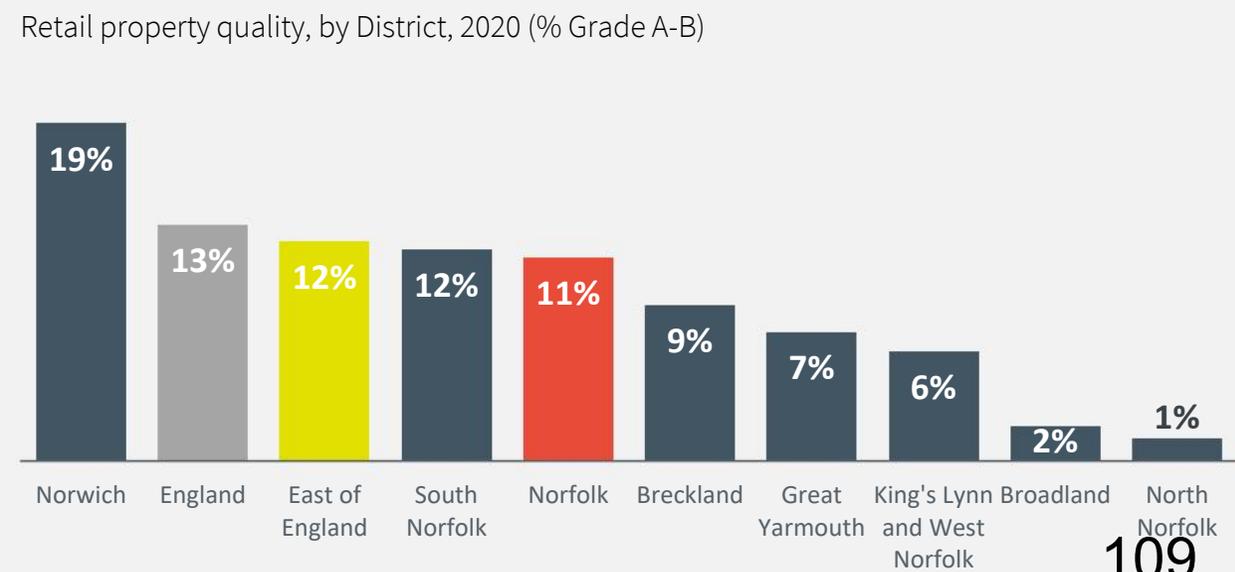
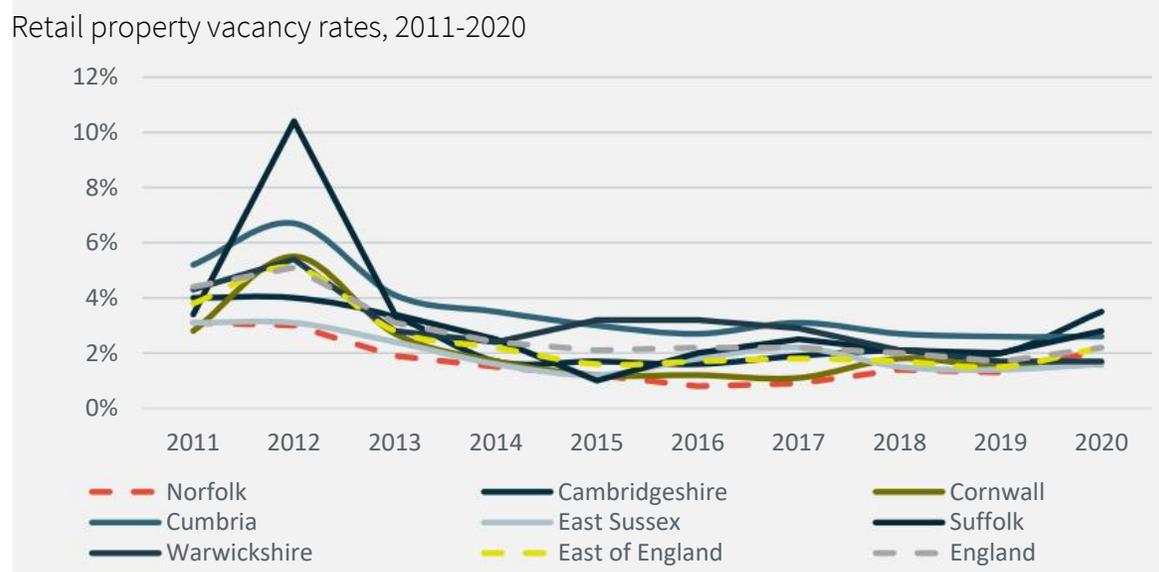
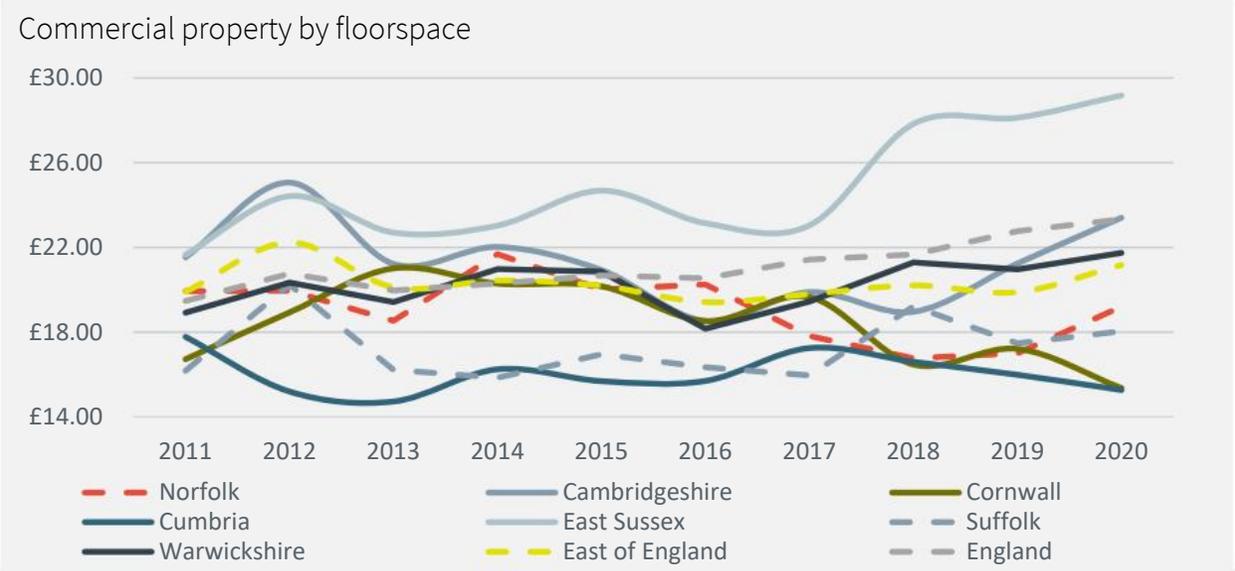


Norfolk's commercial property: retail

Retail occupancy remains relatively stable despite macro-economic pressures facing the retail market...

The vacancy rate of retail property in Norfolk has reduced from 3% in 2011 to 2% in 2020. In both the East of England and England, this trend is replicated, with vacancy rates in both areas falling from 4% in 2011 to 2% in 2020.

The quality of retail property in Norfolk is slightly below the English and East of England averages, with 11% of properties in Norfolk rated Grade A-B in 2020, compared to 12% in the East of England and 13% in England. Within Norfolk, Norwich has a relatively high proportion of high-quality retail units which reflects its relatively recent commercial developments.



Source: CoStar, Commercial Property Analytics (2021)



Norfolk's housing

House prices in Norfolk are below the national average, but are not affordable...

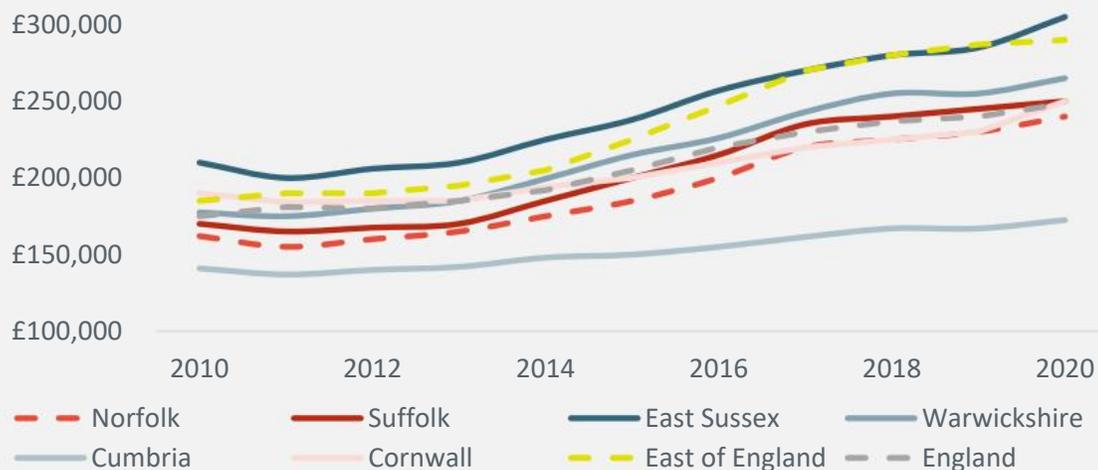
The median house price in Norfolk is £240k which is below the East of England (£290k) and England average (£250k).

The house price affordability ratio measures the (median) cost of house prices relative to (median) workplace-based earnings. House prices in Norfolk in 2020 were 8.2 times higher than the average salary. This is lower than the average for the East of England (9.4) but higher than the average for England (7.8).

House prices in Norfolk have increased by 48% since 2010. This is lower than the house price growth seen across the East of England (57%) but higher than the level seen nationally (42%).

All seven districts in Norfolk have a geographical coverage of at least 99.9% for 4G outdoor operator signal. In Great Yarmouth, King's Lynn and West Norfolk and Norwich, 100% off the area has access to at least one 4G operator.

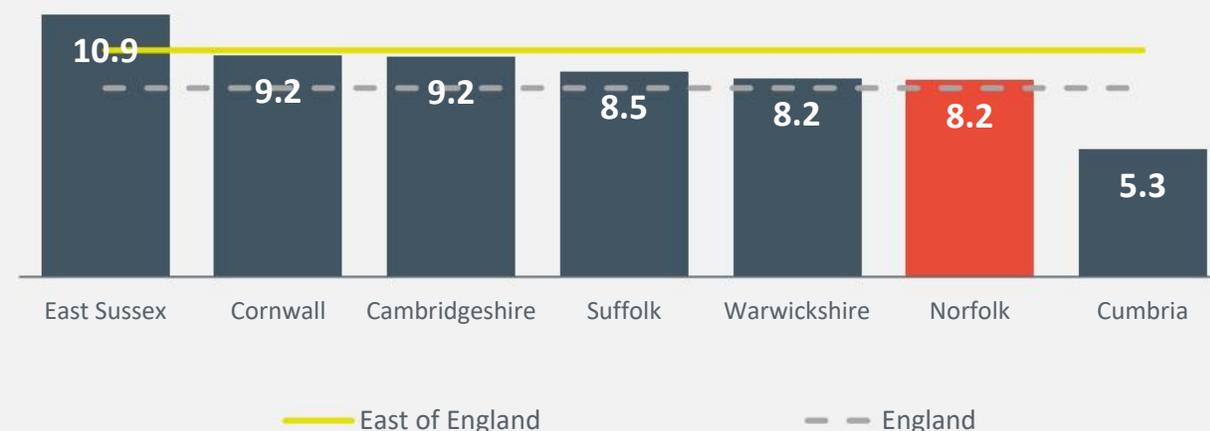
House price growth, 2010-2020



Median house price, 2020



Housing affordability ratio, 2020





Norfolk's functional geography

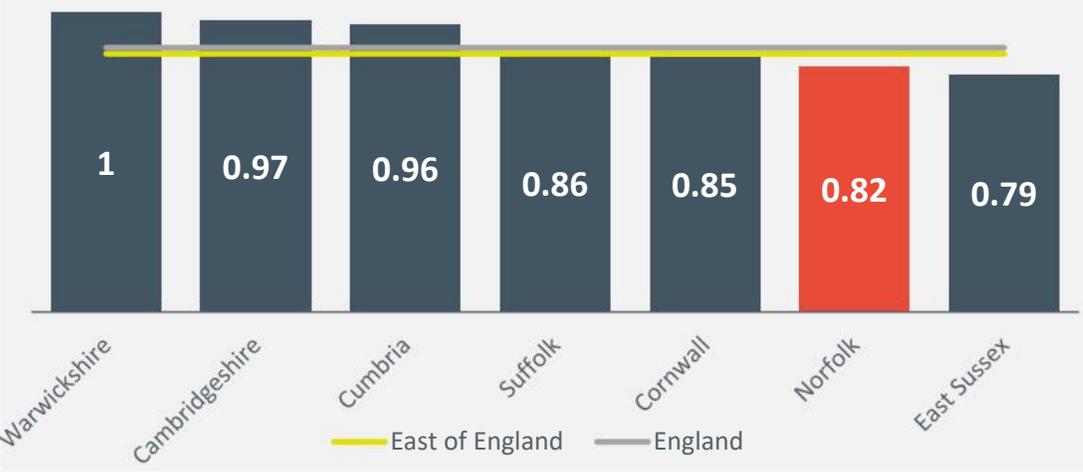
Norfolk is a net exporter of labour...

According to the most recently available data from the Census (2011), around 308,000 people commute into Norfolk for work. However, around 318,000 people commute out of the county, meaning that Norfolk has a net outflow of around 10,000 people. Approximately 3,200 people were recorded commuting into Greater London for work in the 2011 census data.

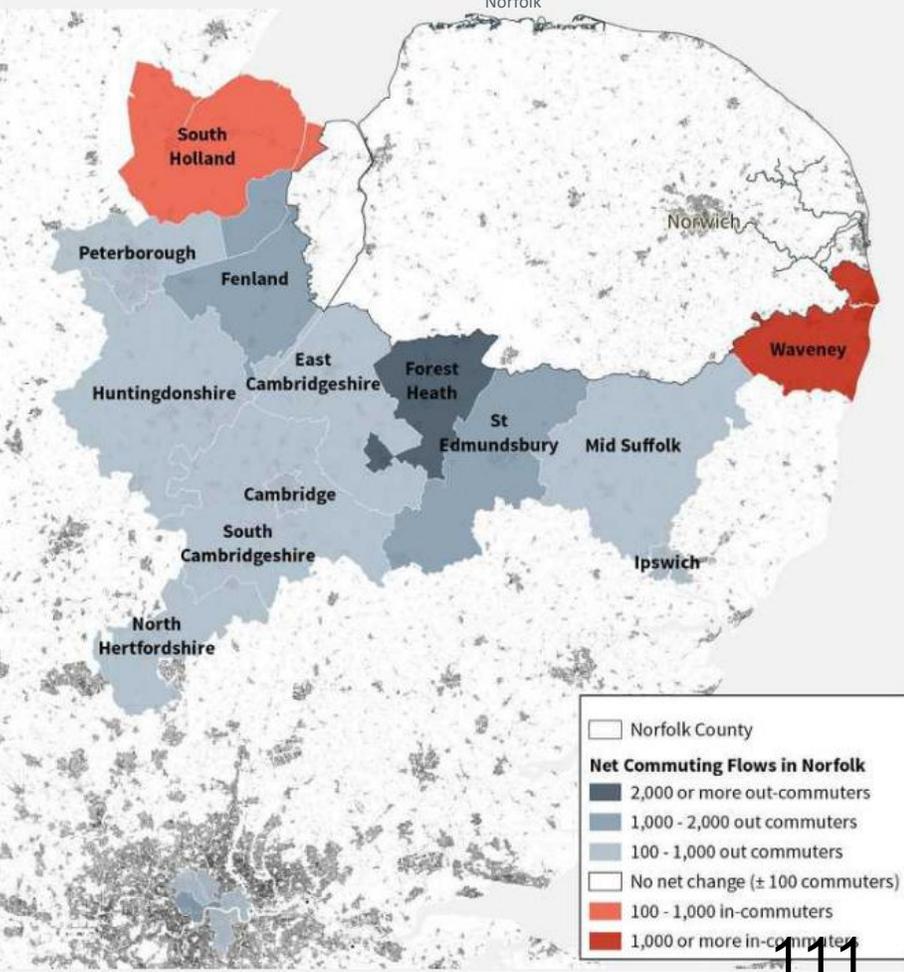
Jobs density refers to the number of jobs per resident of working age (aged 16-64). Norfolk's jobs density is 0.82, meaning that there are enough jobs within the county to provide work to 82% of working age residents. This is below both the East of England (0.86) and England (0.88) averages.

Within Norfolk, the highest concentration of jobs is in Norwich (jobs density 1.11) and lowest in Breckland (0.69).

Norfolk's job density at a district level, 2019



Norfolk's net commuting flows



OS data © Crown copyright and database right 2021



Norfolk's transport connectivity

Norfolk's public transport connectivity is limited outside of Norwich...

The maps below indicate the 45-minute travel time population catchment of Norfolk's major economic hubs. Norwich has the largest catchment with 425,000 people reached by car and 158,000 people by public transport.

Public transport connectivity within Norfolk's towns is limited. More than 10 times the number of people are able to reach Great Yarmouth by car compared to by public transport, with this figure rising to 31 times in Swaffham.

45-minute travel time catchments from Norfolk's key centres

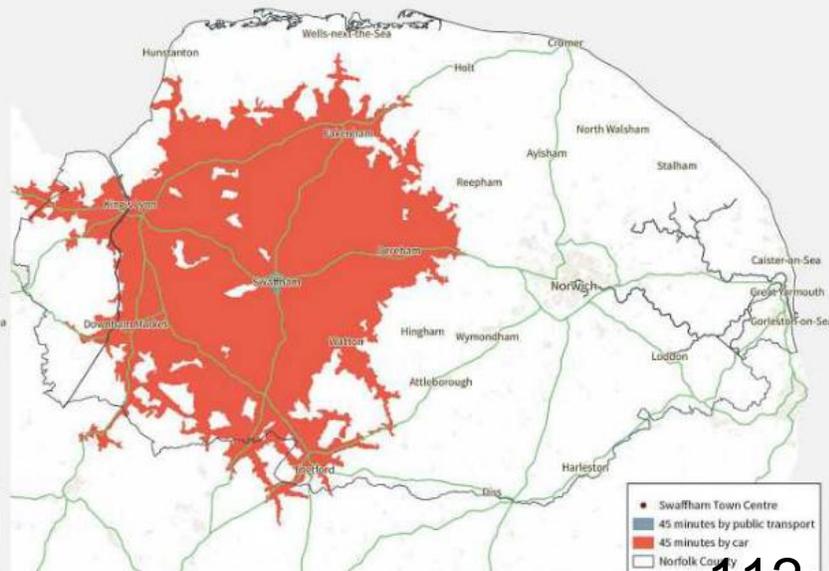
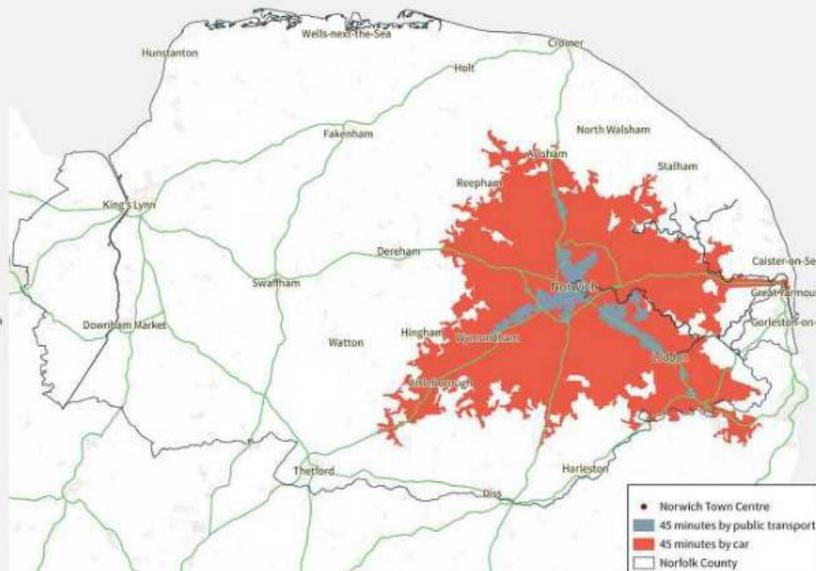
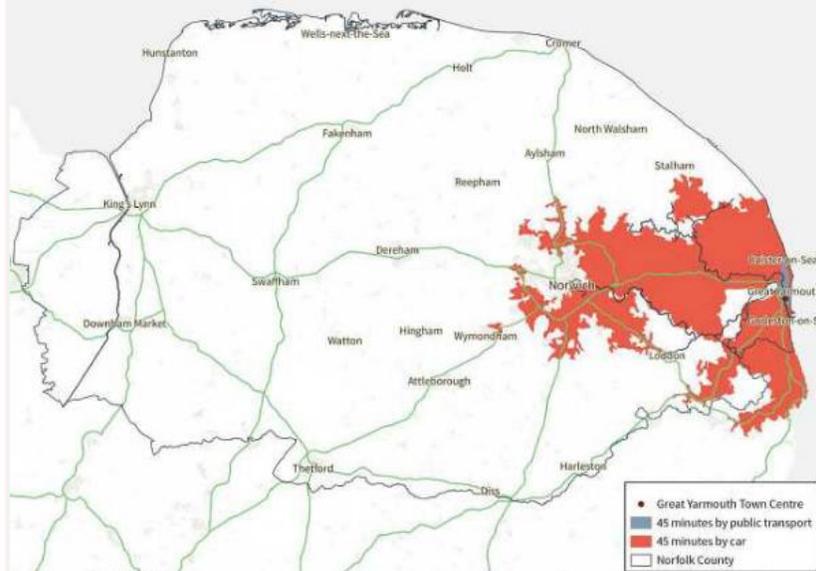
Public Transport	Car
Population: 33,000	Population: 280,000
WAP: 20,000	WAP: 166,000

Norwich

Public Transport	Car
Population: 158,000	Population: 425,000
WAP: 102,000	WAP: 262,000

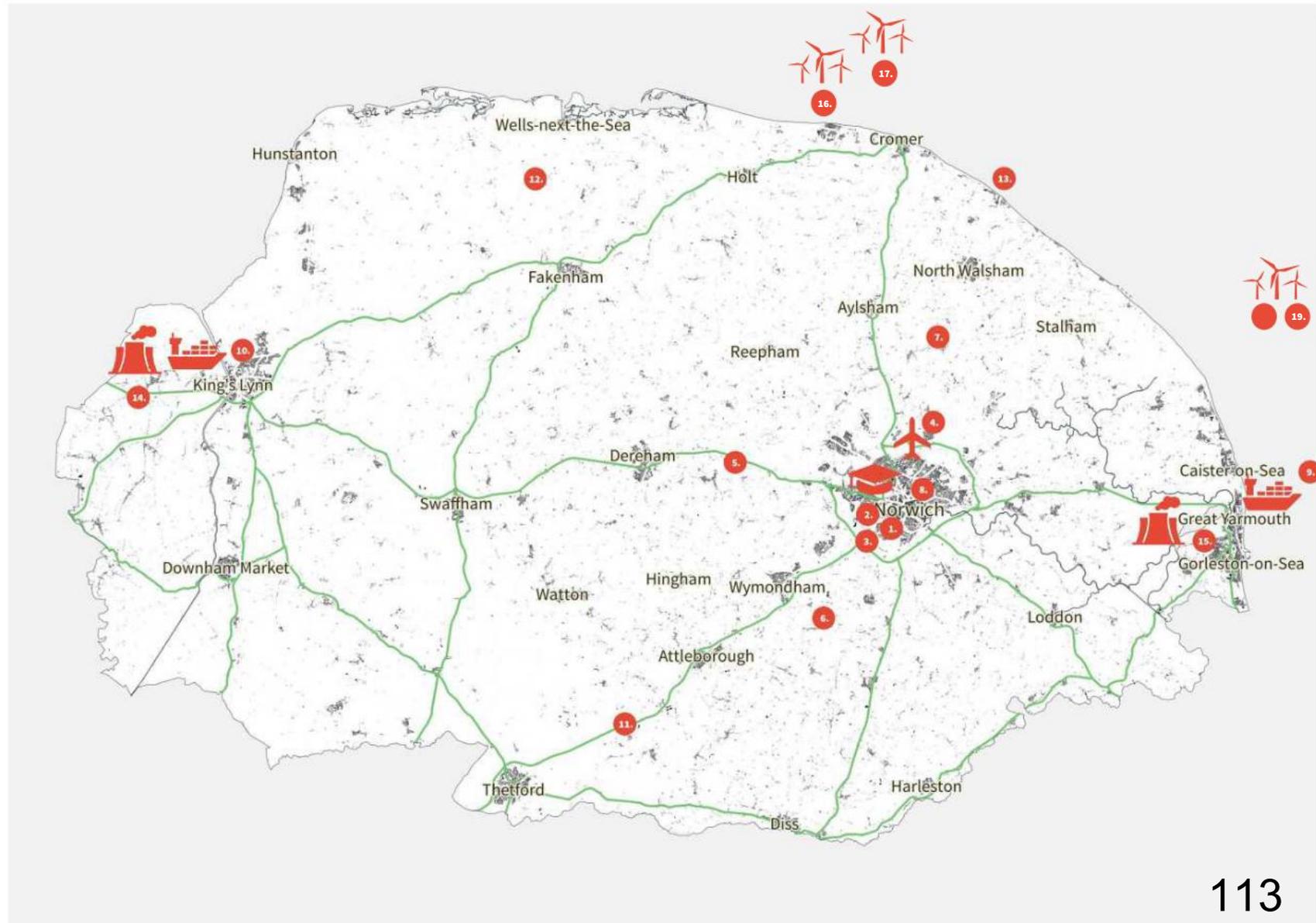
Swaffham

Public Transport	Car
Population: 8,300	Population: 259,000
WAP: 4,200	WAP: 148,000



Norfolk's infrastructure assets

1. University of East Anglia
2. Norwich Research Park
3. Norfolk and Norwich University Hospital
4. Norwich Airport
5. Food Enterprise Park
6. Hethel Engineering Centre
7. Scottow Enterprise Park
8. City College Norwich
9. Great Yarmouth Port
10. King's Lynn Port
11. Snetterton Business Park
12. Egmere Business Hub
13. Bacton Gas Terminal
14. King's Lynn Power Station
15. Great Yarmouth Power Station
16. Sheringham Shoal Offshore Wind Farm
17. Dudgeon Offshore Wind Farm
18. Proposed Norfolk Vanguard Offshore Wind Farm
19. Proposed Norfolk Boreas Offshore Wind Farm





Norfolk's digital connectivity

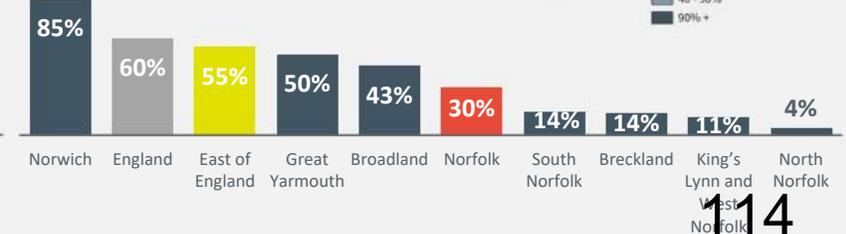
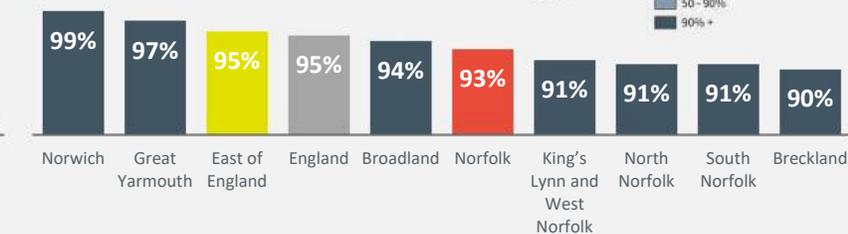
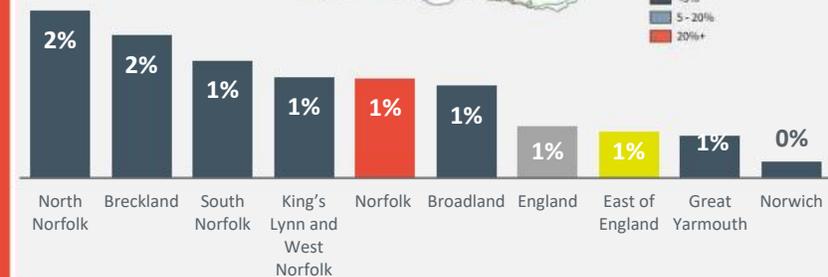
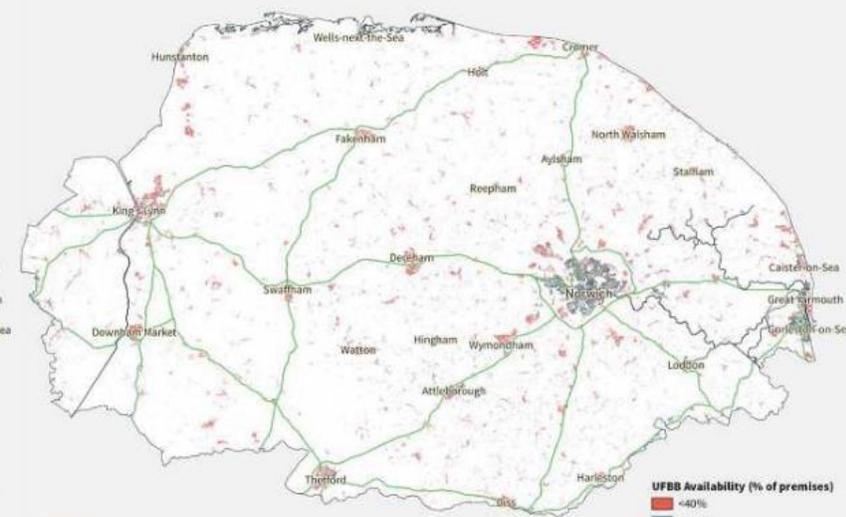
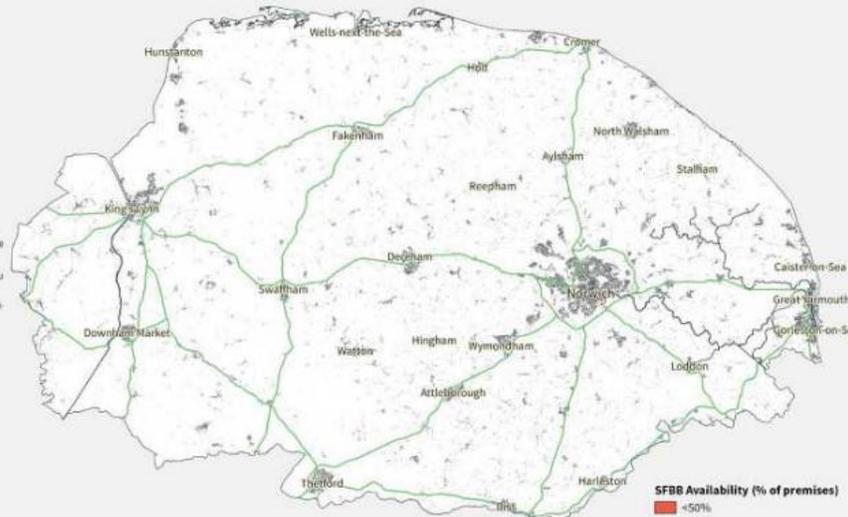
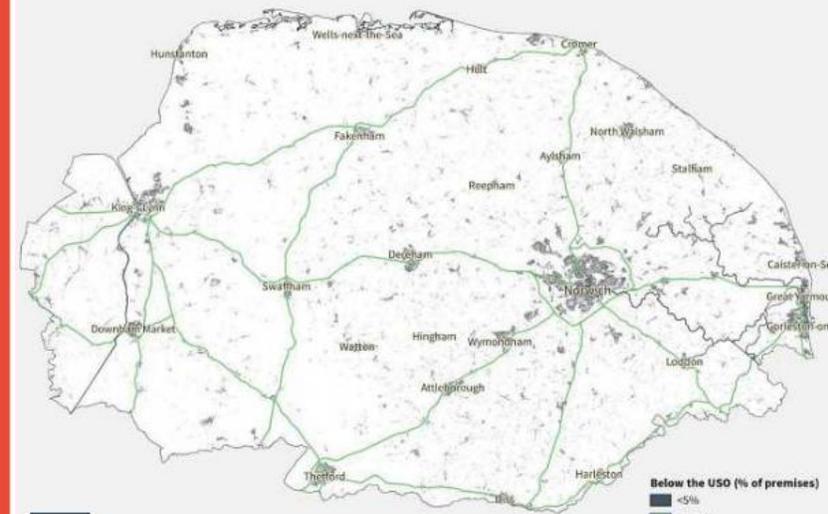
Norfolk is well connected in terms of broadband...

Only 1% of premises in Norfolk are below the Universal Service Obligation* for broadband. 93% of premises can access Superfast broadband (equivalent to >30 Mbps download speed) which is slightly below the level for the East of England (95%) and England (95%).

Despite a good level of broadband accessibility, only 30% of premises in Norfolk can access the highest broadband speeds provided by Ultrafast broadband (>300 Mbps) which is lower than both the East of England (55%) and England (60%). Gigabit broadband is currently available in 63% of UK premises, compared to only 5% of premises in Great Yarmouth, King's Lynn and West Norfolk and North Norfolk (Norfolk's worst performing districts) and 22% in Breckland (Norfolk's best performing district).

Superfast Broadband

Ultrafast Broadband



Source: Connect Nations, Ofcom, (2020). Note: the Universal Service Obligation (USO) for broadband is equivalent to a download speed of at least 10 Mbps and upload speed of 1 Mbps.



Norfolk's Visitor Economy

Norfolk has a large and broad tourism offer...

Norfolk's Visitor Economy was worth **£3.42bn** in 2019



Accommodation & food services



Retail



Transport & storage



Arts, entertainment, recreation and other services



Information & communication

Potential growth markets include:

- **Experiential tourism:** 37% of domestic visitors choose a destination because of the experiences it offers (VisitEngland, 2019)
- **Off-season:** Rural tourism businesses report 10-15% of demand in January to March, 25-30% April to June, 30-50% July to September and 15-20% October to December. Similar patterns are observed in important coastal resorts, including Great Yarmouth
- **Sustainable tourism:** Sustrans estimates that leisure and tourism cycling on the National Cycle Network contributes £650m a year to the UK economy and supports over 15,000 jobs ([Economic impact of the National Cycle Network](#)). A Department for Transport study found that cycle tourists spend around 9% more per trip than the average visitor, with the average cycling spend being £81 per trip.
- **Cultural tourism:** The cultural sector of Norfolk and Suffolk contributed £272 million in GVA in 2018 and grew by 16% since 2015. (Source: [Culture Drives Impact Manifesto](#), 2022, for the New Anglia LEP Culture Board)

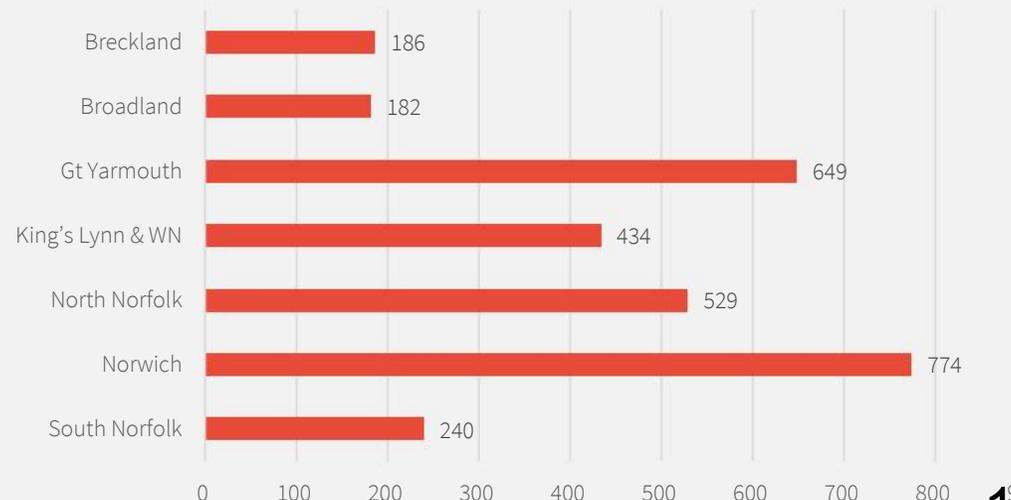
Sources: Business Register and Employment Survey, ONS (2020); Think Night: London's Neighbourhoods from 6pm to 6am, London Night Time Commission (2019); The Value of Cycling, Department for Transport, Rajé, F. & Saffrey, 2016; Designing and Marketing Low Season Tourism Experiences by Prof. Xavier Font, Jean-Moussa Lucas and David Cloarec for the EXPERIENCE project, funded by INTERREG

Tourism related employment, 2019

Tourism-related employment:

- 69,000 jobs, equivalent to 52,000 full time jobs
- Tourism as a percentage of all employment: 19.5%
- Total staying trips: 3,164,000
- Total staying nights: 12,642,000
- Total day trips: 48,835,000

Source: Destination Research, Economic Impact of Tourism 2019 – figures are for all Norfolk





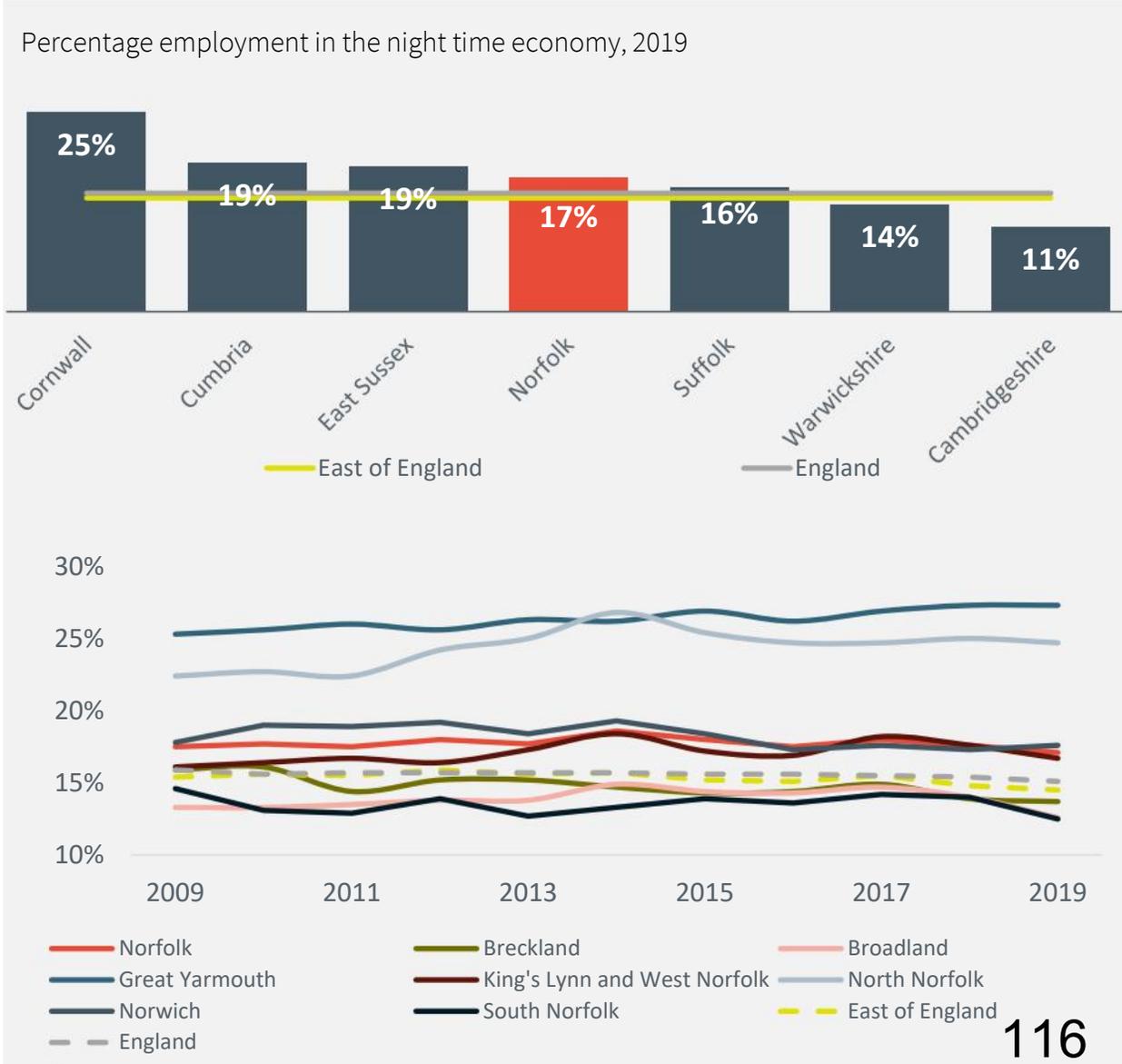
Norfolk's night time economy

Norfolk's employment in the night time economy is significant particularly for Great Yarmouth and North Norfolk...

The night time economy is defined as all activity that operates between 6pm and 6am. There are four types of night time activity as defined by the Greater London Authority's Night Time Economy Data and Research Group:

- + Culture and Leisure Activities (hotels, restaurants, pubs, creative, arts, sports etc. and occupations that support them)
- + Activities that Support Night Time Cultural and Leisure Activities (retail, passenger transport etc and occupations that support them)
- + 24-Hour Health and Personal Services (hospitals, residential care etc. and occupations that support them)
- + Activities that support wider economic and social activities (e.g. manufacturing, warehousing, books, motion pictures, music publishing etc. and occupations that support them)

Norfolk has a higher proportion of employment within the night time economy (17% of all jobs) compared to the East of England (15%) and England (15%). Within Norfolk, the night time economy contributes most significantly to employment in Great Yarmouth (27%) and North Norfolk (25%).



Source: Business Register and Employment Survey, ONS (2020); Think Night: London's Neighbourhoods from 6pm to 6am, London Night Time Commission (2019).

*No difference in area type between dashed and solid lines.



Norfolk's living environment

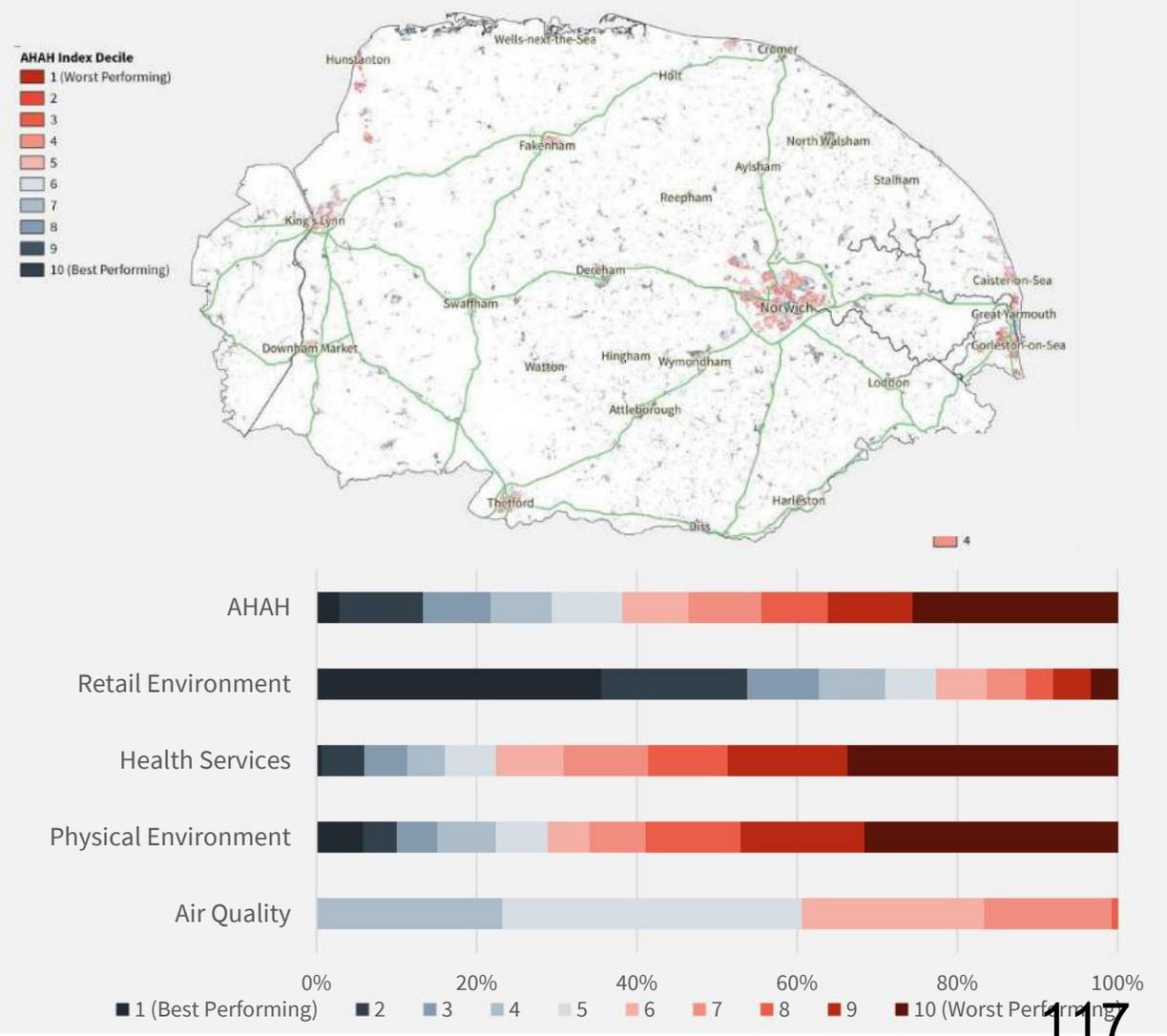
Norfolk performs poorly across a range of healthy living environment indicators, with these challenges concentrated in urban areas...

The Access to Healthy Assets and Hazards Index (AHAH) ranks neighbourhoods* according to their performance across a range of measures related to 'healthy' neighbourhoods and the quality of the living environment. The four domains that comprise the index are:

- + Retail environment (access to fast food outlets, pubs, off-licences, tobacconists, gambling outlets),
- + Health services (access to GPs, hospitals, pharmacies, dentists, leisure services),
- + Physical environment (Blue Space, Green Space - Active, Green Space - Passive), and
- + Air quality (Nitrogen Dioxide, Particulate Matter 10, Sulphur Dioxide).

Measured by the AHAH index 26% of Norfolk's neighbourhoods fall within the top 10% worst performing nationally. Broken down by domain, the proportion of neighbourhoods in Norfolk ranked within the top 10% worst performing nationally is particularly high for health services (34%) and the physical environment (32%). These factors are more likely to be a challenge for Norwich and other large towns in Norfolk such as Thetford, Great Yarmouth and King's Lynn.

Overall Access to Healthy Assets and Hazards Index



Source: Access to Healthy Assets and Hazards Index, CRDC (2020) *Note: Neighbourhoods are defined by Lower Super Output Area (LSOA) statistical geographies equivalent to around 1,500 residents per LSOA.

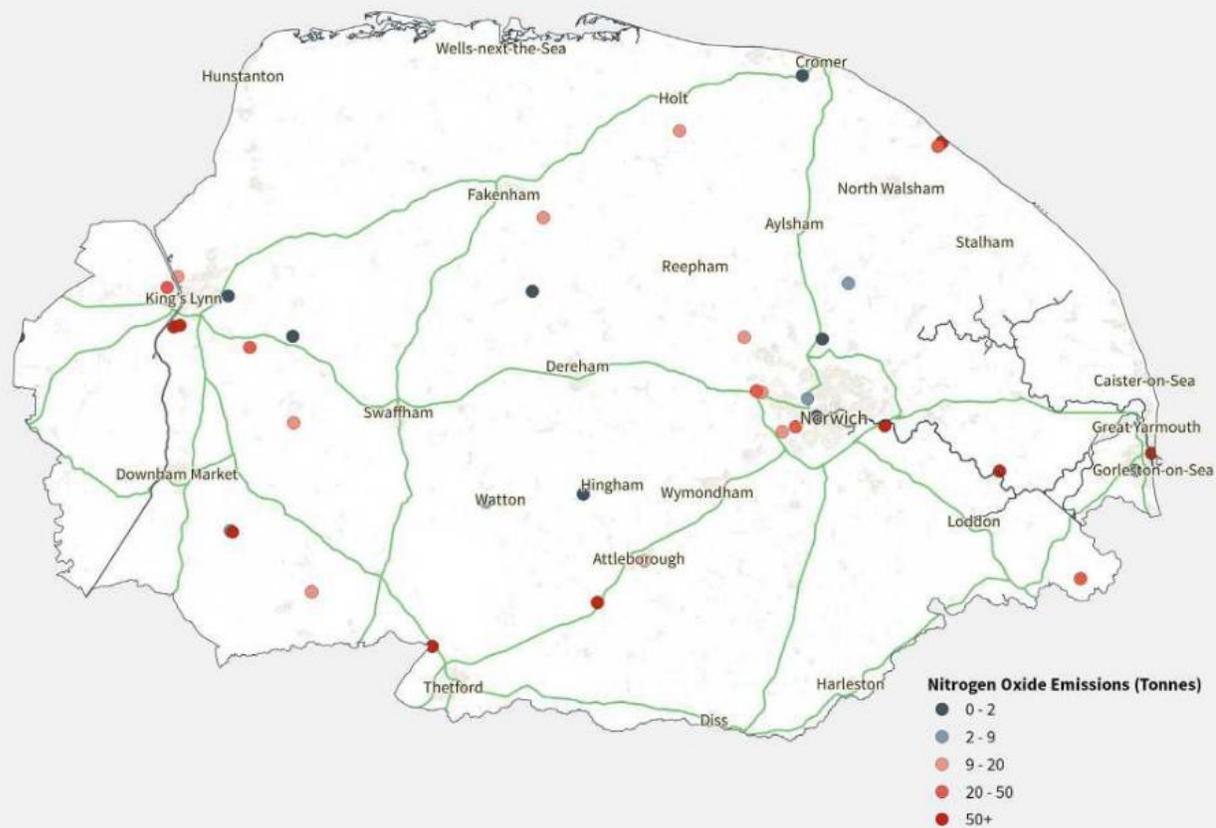


Norfolk's emissions

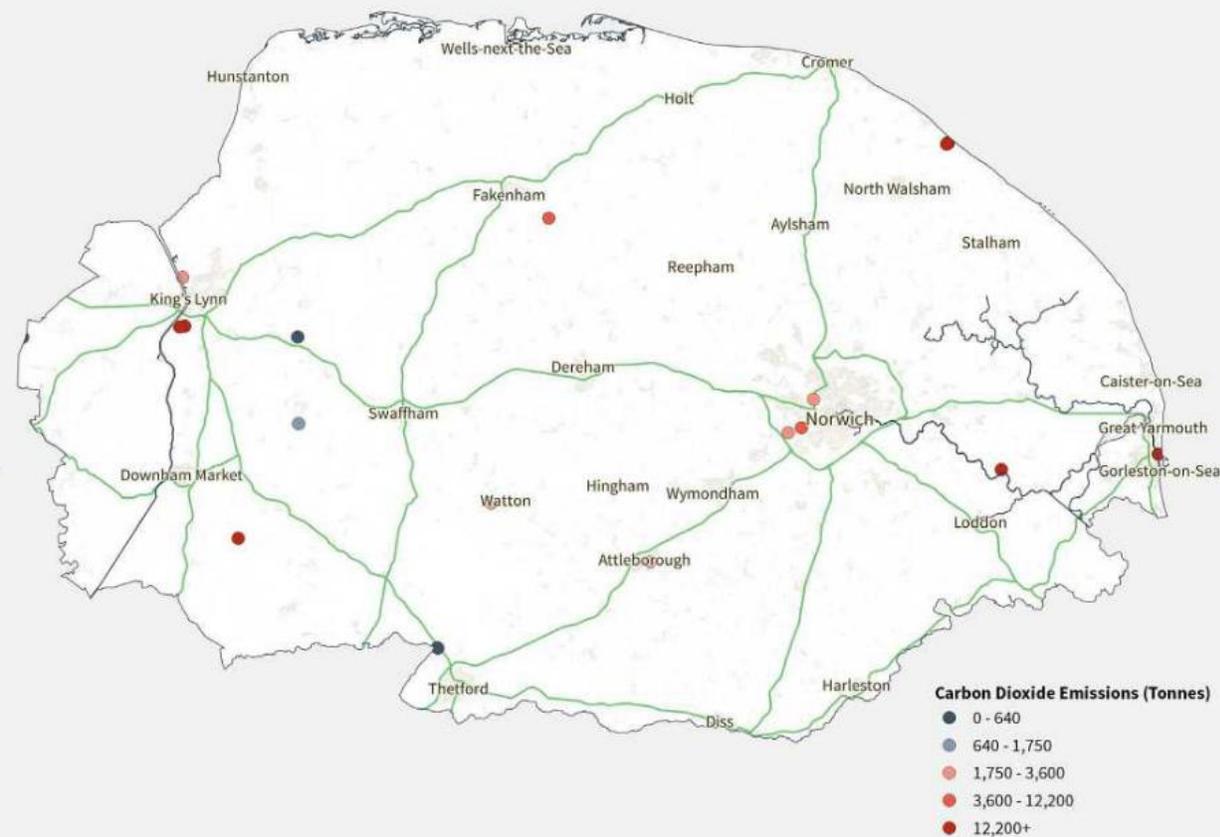
Some of Norfolk's highest emissions levels are along its primary road networks...

The highest level of NOx emissions (exceeding 50 tonnes) in Norfolk are along main transport corridors of A47 and A11 running through King's Lynn, Norwich and Great Yarmouth. CO2 emissions exceeding 12,000 tonnes demonstrate a similar pattern across Norfolk with particularly high concentrations in Great Yarmouth and King's Lynn.

NOx emissions, 2019



2019





Norfolk's energy infrastructure

Document	Opportunities, challenges and pressures
<p>Energy Sector Recovery and Resilience Plan New Anglia LEP (May 2021)</p>	<p>This document is the plan for the role of Norfolk & Suffolk's energy sector in terms of COVID-19 recovery and long-term contribution to the transition to green energy. Norfolk & Suffolk have the potential to supply up to 50% of the UK's 40GW target by 2030, with the proposed new power station at Sizewell expected to meet 7% of the country's demand.</p> <ul style="list-style-type: none"> • Offshore wind: Norfolk and Suffolk are part of the UK's largest offshore wind cluster. IN 2020, the coastal zone is home to 4.6GW or 44% of the UK's operational offshore wind power. The ports of Lowestoft and Great Yarmouth provide world-class operations and maintenance with over 50 years supporting the offshore gas industry and have become strategic for the offshore wind sector. The Enterprise Zone status of Lowestoft and Great Yarmouth provides land to develop manufacturing facilities and house supply chain companies. • Oil and gas: The Southern North Sea (SNS) is the UK's natural gas basin with a third of the UK's domestic gas requirements handled at the Bacton Gas Terminal in North Norfolk. The region is well place to receive a significant proportion of the predicted £2.5 billion to decommissioning redundant SNS assets to 2030. New and innovative technologies are being investigated including offshore desalination for hydrogen fuel production and carbon capture and storage. Bacton also has scope to be developed into a major innovation and demonstration project (Bacton 2.0) for new energy, including hydrogen production for London and the South East. • Nuclear: Suffolk is home to three nuclear power stations including the proposed Sizewell C nuclear new build project. Sizewell C is projected to generate significant spend in the East of England and its construction will employ close to 24,000 directly and indirectly in its supply chain. • Onshore Renewables & Energy Systems: Norfolk and Suffolk is a leading area for onshore renewables including animal waste biomass. A third of the national capacity is in two large plants at Thetford and Eye power stations. The region's sizeable agri-food sector, animal waste and biomass present a significant opportunity for sustainable energy generation.
<p>Norfolk Strategic Infrastructure Delivery Plan (2020)</p>	<p>Norfolk County Council identifies and outlines key infrastructure needed to deliver economic growth in Norfolk, with a number of growth areas identified in need of energy infrastructure support:</p> <ul style="list-style-type: none"> • Thetford: two major areas of committed growth at the Thetford Sustainable Urban Extension (SUE) and Thetford Enterprise Park (TEP) are coming forward to deliver 5,000 dwellings and 22.5 ha of commercial land. A Primary Substation to be located at Thetford SUE is to serve the 5,000 dwellings and commercial properties at TEP. Further network reinforcement works estimated to cost £6.5m will be required to serve the TEP in the long-term. • Attleborough: The Attleborough Sustainable Urban Extension (SUE) is allocated with outline planning permission for 4,000 dwellings and 10 ha of commercial land. The delivery of power infrastructure to meet the long-term power needs of Attleborough SUE is estimated to cost £22m. • Snetterton: an excess of 150 acres of undeveloped/underdeveloped employment land at Snetterton Heath is being assessed to identify further infrastructure projects which may be required to support major developments on Breckland's largest employment site.



Norfolk's water infrastructure

Document	Opportunities, challenges and pressures
<p>Water Resources East Briefing Pack for Regional Planning Conferences (August 2021)</p>	<p>Norfolk is one of the driest regions in the UK. Water Resources East forecast future demand for water across commercial and residential uses. Challenges include:</p> <p>Agri-food:</p> <ul style="list-style-type: none"> • The UK has potential to become a global leader in water-friendly food production with farms in the East of England already major growers of a significant proportion of the nation's food derived from fruit and vegetable crops, potatoes and sugar beat. Agricultural produce is also delivered into a food processing industry that is the UK's largest manufacturing sector. • The agri-food sector is expected to face challenges due to limited future water availability – with significant variation across different catchments. Projected growth in the need for spray irrigation by 2050 in the region could be impacted by the Environment Agency's agri-food sustainability reductions. This is forecast to have no impacts in some catchments but lead to the loss of one-third of all currently available water in others. • The sector is also vulnerable to climate change. Around one-third of the WRE farmed area is vulnerable to flood risk; with high value fruit and vegetable production concentrated in these areas. • More work is needed across a multi-sector approach to understand and plan for accommodating future water needs for agri-food, particularly given the highly fragmented and rurally isolated nature of the farming sector. <p>Energy</p> <ul style="list-style-type: none"> • Thermal Power Stations in the region use water extraction primarily for cooling. The transition to net zero in the UK will increase demand for electricity – most of which will be provided by renewables but with continuation of reliance on nuclear, thermal power and alternative fuels. There is no sector plan for water. Water abstraction restrictions could limit developer choice of technology and lead to projects being perceived as too risky or insufficiently rewarding, cutting off routes to net zero, limiting security of supply and/or impacting future costs for the customer. • The energy transformation to net zero is likely to result in higher freshwater demands from the power sector. The sector has no plan and current and future developments will need secure access to water to provide power. Future development of power assets is likely to be required both inland and at the coast. <p>Public water supply</p> <ul style="list-style-type: none"> • Sustainability reductions to reduce abstraction volumes and potential impacts on waterbodies, drought resilience, climate change and achieving net zero carbon emissions by 2030 are all challenges facing the public water supply. • Population growth, combined with the region as being the driest in the UK and the effect of COVID-19 on a redistributed population are all pressures on future water demands. Future supply options.
<p>Anglian Water: Water Resources Management Plan (2019)</p>	<ul style="list-style-type: none"> • This report promotes the efficient and effective use of available resources through a demand management programme that aims to reduce leakage by 22% by 2025 and 42% by 2045, with average per capita consumption falling to 120 l/h/d by 2045. the plan considers improving resilience of public water supply by adapting to climate change, the delivery of a wider resilience strategy by diversification of water supply and enhancement of the environment by reduction in abstraction in sensitive areas. • Supply-demand forecasts estimate that the baseline supply will be from a net surplus to net deficit by 2025, with 60% of the impact to be experienced by 2025. Climate change and population growth will further exacerbate the challenges posed.



Focus On: Norfolk's Districts

Norfolk has a diverse range of places...

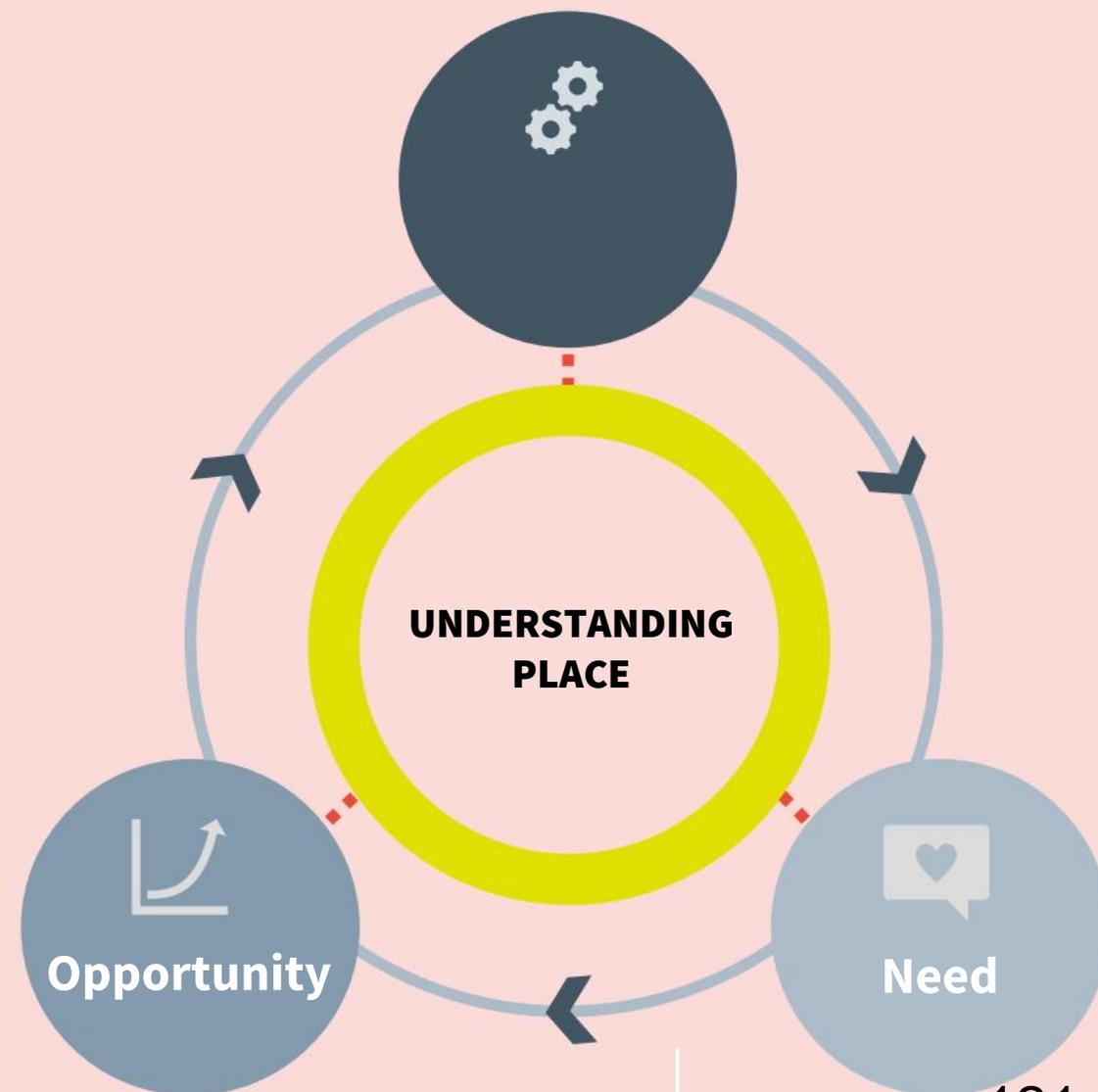
The county boasts vibrant villages, beautiful market towns and the historic city of Norwich. These are all contained within the county's seven districts: (1) Kings Lynn & West Norfolk; (2) Breckland; (3) North Norfolk; (4) Broadland; (5) Norwich; (6) South Norfolk; and, (7) Great Yarmouth.

A framework has been created to understand the need for investment and main opportunities to drive transformative economic and social change in each of Norfolk's districts. The framework is based on three broad assessment areas:

- **Function:** What is the economic function and role of each district and what contribution to they make to the county's economy?
- **Need:** To what extent is investment needed in each district to overcome socio-economic challenges and issues?
- **Opportunity:** What is the nature of local economic aspiration and what is the headroom for future growth?

The following pages look at each of these assessment areas in turn before providing conclusions related to both need and opportunity.

The conclusions will help inform decision making about where investment can make the biggest difference as part of the Investment Framework. The exercise could be repeated in the future at a more granular level to understand need and opportunity for towns and cities.





Norfolk's Districts: **Function**

Population (2020)	Number of Jobs (2020)	Number of Businesses (2021)	GVA (2019)	% of Working Age Residents (2020)	Jobs:People Ratio (2019)
151,245 King's Lynn and West Norfolk	98,240 Norwich	6,535 King's Lynn and West Norfolk	4,224 Norwich	68 Norwich	1.11 Norwich
143,066 South Norfolk	69,400 South Norfolk	6,520 South Norfolk	3,463 Broadland	56 King's Lynn and West Norfolk	0.78 North Norfolk
142,177 Norwich	67,140 King's Lynn and West Norfolk	6,410 Norwich	3,085 King's Lynn and West Norfolk	58 South Norfolk	0.78 King's Lynn and West Norfolk
141,255 Breckland	56,610 Breckland	6,005 Breckland	2,809 South Norfolk	57 Breckland	0.78 South Norfolk
131,931 Broadland	56,150 Broadland	5,530 Broadland	2,471 Breckland	58 Broadland	0.78 Broadland
105,167 North Norfolk	40,610 Great Yarmouth	4,920 North Norfolk	1,793 Great Yarmouth	57 Great Yarmouth	0.76 Great Yarmouth
99,198 Great Yarmouth	39,810 North Norfolk	3,585 Great Yarmouth	1,617 North Norfolk	53 North Norfolk	0.69 Breckland
				58 Norfolk	0.82 Norfolk
				62 England	0.88 England
Source: ONS Population Estimates (2020)	Source: ASHE (2020)	Source: UK Business Counts (2021)	Source: GVA (2019)	Source: ONS Population Estimates (2020)	Source: Jobs density (2019)

KEY					
Great Yarmouth	Norwich	South Norfolk	Broadland	King's Lynn and West Norfolk	North Norfolk



Norfolk's Districts: **Need**

% of population in 20% most deprived (2019)	% of people with no qualifications (2019)	Male life expectancy at birth (2019)	Female life expectancy at birth (2019)	Social mobility ranking (2017) – out of 346 local authorities	Median wages (2020)	KEY					
						Great Yarmouth	Norwich	South Norfolk	Broadland	King's Lynn and West Norfolk	North Norfolk
40 Great Yarmouth	11 Great Yarmouth	78 Great Yarmouth	83 King's Lynn and West Norfolk	300 Breckland	£26,597 Breckland						
39 Norwich	7 King's Lynn and West Norfolk	78 Norwich	83 Great Yarmouth	297 King's Lynn and West Norfolk	£28,500 Norwich						
15 King's Lynn and West Norfolk	7 Breckland	79 Breckland	83 Norwich	294 Norwich	£28,678 North Norfolk						
10 Breckland	7 North Norfolk	80 King's Lynn and West Norfolk	84 Breckland	293 Great Yarmouth	£28,981 King's Lynn and West Norfolk						
3 North Norfolk	7 Norwich	80 North Norfolk	85 North Norfolk	263 North Norfolk	£29,139 South Norfolk						
0 South Norfolk	6 Broadland	81 Broadland	85 South Norfolk	152 South Norfolk	£29,351 Great Yarmouth						
0 Broadland	4 South Norfolk	81 South Norfolk	85 Broadland	93 Broadland	£29,861 Broadland						
	7 Norfolk	80 Norfolk	84 Norfolk		£28,424 Norfolk						
	6 England	80 England	83 England		£31,777 England						
Source: IMD (2019)	Source: Annual Population Survey (2019)	Source: Public Health England (2019)	Source: Public Health England (2019)	Source: Social Mobility Index (2017)	Source: AHSE (2020)						



Norfolk's Districts: Opportunity

Proposed housing growth (2036)	Projected % employment growth (2019-2040)	Projected % GVA growth (2019-2040)	% of population with degree level qualifications	% of Knowledge Economy jobs (2020)
16,072 South Norfolk	21 South Norfolk	49.2 South Norfolk	54 South Norfolk	22 Broadland
15,204 Norwich	6.55 Norwich	30.8 Great Yarmouth	37 Breckland	22 Norwich
12,272 Breckland	2.58 Broadland	29.7 Norwich	22 Great Yarmouth	11 South Norfolk
10,155 King's Lynn and West Norfolk	0.56 Breckland	24.1 Broadland	20 Broadland	11 Great Yarmouth
8,581 North Norfolk	-3.06 Great Yarmouth	18.8 North Norfolk	13 King's Lynn and West Norfolk	9 Breckland
8,210 Broadland	-3.62 North Norfolk	18.7 Breckland	41 Norwich	8 King's Lynn and West Norfolk
7,140* Great Yarmouth	-6.10 King's Lynn and West Norfolk	18.0 King's Lynn and West Norfolk	2 North Norfolk	7 North Norfolk
	4.5 Norfolk	28.2 Norfolk	35 Norfolk	14 Norfolk
* 2013-2030 projection	6 UK	34 UK	43 England	20 England
Source: Local Plans	Source: Oxford Economics	Source: Oxford Economics	Source: Annual Population Survey (2020)	Source: BRES (2020)

KEY					
Great Yarmouth	Norwich	South Norfolk	Broadland	King's Lynn and West Norfolk	North Norfolk



Norfolk's Districts: Opportunity

Breckland	
Biggest Employment Sectors (2019)	Projected Growth (2030)
8,730 Wholesale and retail	17.5% Administrative and support
8,490 Manufacturing	16.4% Human health and social work
5,550 Construction	14.8% Arts, entertainment and recreation
5,300 Human health and social work	12.5% Information and communication
4,560 Education	11.3% Professional, scientific and tech

King's Lynn and West Norfolk	
Biggest Employment Sectors (2019)	Projected Growth (2030)
10,680 Manufacturing	13.5% Human health and social work
9,880 Mining and Quarrying	13.5% Financial and insurance
7,400 Other service activities	8.6% Mining and Quarrying
5,190 Arts, entertainment and recreation	8% Electricity, gas steam and air
5,100 Information and communication	7.8% Real estate activities

Broadland	
Biggest Employment Sectors (2019)	Projected Growth (2030)
7,870 Mining and quarrying	18.9% Human health and social work
7,740 Transportation and storage	15.1% Transportation and storage
7,430 Professional, scientific and tech	14.9% Manufacturing
5,850 Electricity, gas steam and air	12.5% Real estate activities
5,010 Agriculture, forestry & fishing	10.2% Arts, entertainment and recreation

North Norfolk	
Biggest Employment Sectors (2019)	Projected Growth (2030)
6,500 Wholesale and retail trade	13.8% Arts, entertainment and recreation
4,960 Accommodation and food service	12% Financial and insurance
4,650 Financial and insurance	11% Administrative and support
3,600 Information and communication	7.6% Human health and social work
3,260 Other service activities	7.4% Mining & Quarrying

Great Yarmouth	
Biggest Employment Sectors (2019)	Projected Growth (2030)
8,100 Financial and insurance	15.2% Arts, entertainment and recreation
6,150 Accommodation and food service	13.2% Financial and insurance
5,780 Wholesale and retail trade	12.4% Professional, scientific and tech
3,540 Professional, scientific and tech	10.3% Human health and social work
3,300 Other service activities	8.4% Administrative and support

Norwich	
Biggest Employment Sectors (2019)	Projected Growth (2030)
17,040 Wholesale and retail	17.2% Financial and insurance
13,120 Agriculture, forestry & fishing	17.2% Electricity, gas steam and air
8,570 Accommodation and food service	16.9% Accommodation and food service
7,980 Financial and insurance	14% Public administration and defence
7,860 Professional, scientific and tech	11.9% Construction



Norfolk's Districts: Opportunity

Each district has specific economic development and regeneration. Some of the districts' most significant opportunities and aspirations are set out below.

Local Plan Review in development with priorities including:

- Sustainable economy that will be supported through the provision of physical and digital infrastructure
- Strategically well connected through the King's Lynn – Cambridge – London rail link and A47 road
- Skills and aspirations development in young people and adults to contribute to a prospering local economy Retaining a focus on tourism and West Norfolk as a premier tourism destination
- Shift towards encouraging development towards Downham Market

Breckland

Breckland Local Plan:

- Allocation of employment land with new office space focus to be on town centres
- Maximise benefits of the Cambridge Norwich Tech Corridor
- Breckland Town Delivery Plans in development Key Settlements of Attleborough and Thetford, and its Market Towns of Dereham, Watton and Swaffham as a central development hierarchy

Great Yarmouth

Great Yarmouth Economic Strategy:

- Encouragement of development proposals that seek to improve and enhance existing tourist and leisure offer
- Secure new inward investment to the borough to create a vibrant economy and match local skills provision
- Great Yarmouth and Gorleston as important town centres
- Encourage growth of enterprise zones and business parks to encourage business growth



North Norfolk

(New) Local Plan in development with aims and objectives for the local economy:

- Tourism dominated economy to be distinct and diverse in its offer
- E-commerce may present opportunities to overcome traditional problems of peripherality
- Recent completion of the Norwich Northern Distributor Road (NDR) opens opportunities for business growth
- Structural changes to agriculture to present opportunities for new rural employment
- Farming to be encouraged to diversify into new agricultural and non-agricultural business activities

Broadland, South Norfolk and Norwich

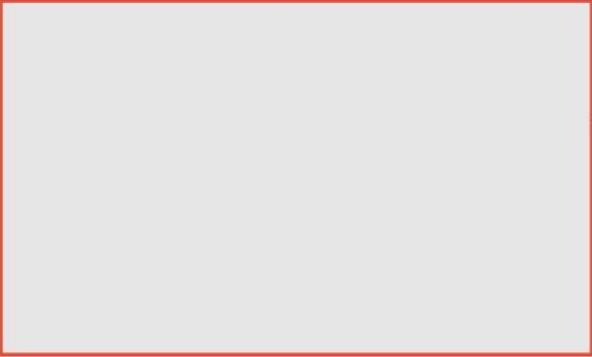
The ambitions of these districts is set out in the Joint Emerging Local Plan as the Greater Norwich Local Plan:

- Policies of the plan seek to growth the local economy in a sustainable way to support jobs and inclusive growth in both urban and rural locations to
- Norwich urban area as playing a key role in the employment
- Changing nature of retail and town centres to be supported through a development hierarchy
- Importance of tourism to the local economy
- Needs of SMEs and start-ups to be addressed through employment site provision
- Tourism, environmental and cultural industries to be promoted and assisted
- Facilitation of the expansion of opportunities for innovation, skills and training



Norfolk's Districts: Opportunity

Norfolk's districts have important clusters of economic activity that underpin local specialisms. These areas of high economic output present a range of opportunities to support economic growth as investment in these areas is likely to catalyse multiplier effects.



Norwich Research Park
Districts: Norwich

- Europe's largest single site hub of research, business, training, education and enterprise in food and health
- Comprises of researchers and hundreds of organisations focusing on the full range of technical activities required to research, develop, test, commercialise and market new scientific innovations
- Home to four world-class research institutions: The John Innes Centre, The Quadram Institute, The Earlham Institute and The Sainsbury Laboratory

Norwich Creative and Digital Cluster
Districts: Norwich

- Norwich hosts a growing cluster of digital and creative businesses
- City characterised by SMEs and start ups in this sphere
- The University of East Anglia provides graduates and holds networking events
- Norwich University of the Arts has specialisms in arts, design and media
- Norwich University of the Arts is home to the Ideas Factory Incubation Centre
- Digital and creative businesses include Rainbird, EPOS Now, Further, Knit, FXHome and Lambda Films

Cambridge-Norwich Tech Corridor:
Districts: Norwich, South Norfolk, King's Lynn and West Norfolk

- Spans over 100km and connects two important cities
- Contains over 12,000 knowledge intensive businesses
- Significant housing and commercial development planned along the A11, most notably the redevelopment of RAF Mildenhall and Thetford Urban Extension
- Assets include Scottow Enterprise Park, Norwich Research Park, Hethel Engineering Centre, Norwich University of the Arts, Suffolk Park, Eastern Agri-Tech Innovation Hub, West Suffolk College, Wellcome Genome Campus, University of Cambridge, Cambridge Biomedical Campus, Granta Park and Cambridge Science Park

East of England Energy Zone
Districts: Great Yarmouth and North Norfolk

- Unrivalled mix of wind power, gas and nuclear energy
- Bacton Gas Terminal provides a third of the UK's gas supply
- OrbisEnergy is a centre of excellence for renewables
- Forthcoming Norfolk Vanguard will be the world's largest coastal windfarm
- The Southern North Sea has 150 offshore gas assets
- The Southern North Sea has 986 offshore wind turbines generating 3.75GW of renewable energy
- Over 1,000 wind turbines to be delivered over the next decade across the zone
- Enterprise Zone status has been awarded

Clean Energy definition

20110	Manufacture of industrial gases	50100	Sea and coastal passenger water transport
20140	Manufacture of other organic basic chemicals	50200	Sea and coastal freight water transport
24460	Processing of nuclear fuel	50300	Inland passenger water transport
25110	Manufacture of metal structures and parts of structures	50400	Inland freight water transport
27110	Manufacture of electric motors, generators and transformers	51101	Scheduled passenger air transport
27120	Manufacture of electricity distribution and control apparatus	51102	Non-scheduled passenger air transport
27200	Manufacture of batteries and accumulators	52101	Operation of warehousing and storage facilities for water transport
27320	Manufacture of other electronic and electric wires and cables	52103	Operation of warehousing and storage facilities for land transport
27900	Manufacture of other electrical equipment	52211	Operation of rail freight terminals
28110	Manufacture of engines and turbines, except aircraft, vehicle and c	52219	Other service activities incidental to land transportation, nec (no
30110	Building of ships and floating structures	52220	Service activities incidental to water transportation
33110	Repair of fabricated metal products	52230	Service activities incidental to air transportation
33120	Repair of machinery	52241	Cargo handling for water transport activities of division 50
33130	Repair of electronic and optical equipment	52243	Cargo handling for land transport activities of division 49
33140	Repair of electrical equipment	52290	Other transportation support activities
33150	Repair and maintenance of ships and boats	70210	Public relations and communication activities
33190	Repair of other equipment	70221	Financial management
33200	Installation of industrial machinery and equipment	70229	Management consultancy activities (other than financial management)
35110	Production of electricity	71121	Engineering design activities for industrial process and production
35120	Transmission of electricity	71122	Engineering related scientific and technical consulting activities
35130	Distribution of electricity	71129	Other engineering activities (not including engineering design for
35140	Trade of electricity	71200	Technical testing and analysis
35210	Manufacture of gas	74901	Environmental consulting activities
35220	Distribution of gaseous fuels through mains		
35230	Trade of gas through mains		
38210	Treatment and disposal of non-hazardous waste		
38310	Dismantling of wrecks		
42210	Construction of utility projects for fluids		
42220	Construction of utility projects for electricity and telecommunicat		
46120	Agents involved in the sale of fuels, ores, metals and industrial c		
46711	Wholesale of petroleum and petroleum products		
46719	Wholesale of fuels and related products (other than petroleum and p		
47300	Retail sale of automotive fuel in specialised stores		
49200	Freight rail transport		
49410	Freight transport by road		
49500	Transport via pipeline		

18140 : Binding and related services
26200 : Manufacture of computers and peripheral equipment
26301 : Manufacture of telegraph and telephone apparatus and equipment
26309 : Manufacture of communication equipment (other than telegraph and telephone apparatus and equipment)
18110 : Printing of newspapers
18121 : Manufacture of printed labels
18129 : Printing (other than printing of newspapers and printing on labels and tags) nec
18130 : Pre-press and pre-media services
18201 : Reproduction of sound recording
18202 : Reproduction of video recording
18203 : Reproduction of computer media
72110 : Research and experimental development on biotechnology
72190 : Other research and experimental development on natural sciences and engineering
58290 : Other software publishing
61100 : Wired telecommunications activities
61200 : Wireless telecommunications activities
61900 : Other telecommunications activities
62011 : Ready-made interactive leisure and entertainment software development
62012 : Business and domestic software development
62020 : Computer consultancy activities
62030 : Computer facilities management activities
62090 : Other information technology and computer service activities
63110 : Data processing, hosting and related activities
65201 : Life reinsurance
65202 : Non-life reinsurance
66290 : Other activities auxiliary to insurance and pension funding
71112 : Urban planning and landscape architectural activities
71121 : Engineering design activities for industrial process and production
71122 : Engineering related scientific and technical consulting activities
71129 : Other engineering activities (not including engineering design for industrial process and production or engineering related scientific and technical consulting activities)

71200 : Technical testing and analysis
72200 : Research and experimental development on social sciences and humanities
74901 : Environmental consulting activities
74902 : Quantity surveying activities
74909 : Other professional, scientific and technical activities (not including environmental consultancy or quantity surveying)
91040 : Botanical and zoological gardens and nature reserve activities
58110 : Book publishing
58120 : Publishing of directories and mailing lists
58130 : Publishing of newspapers
58141 : Publishing of learned journals
58142 : Publishing of consumer, business and professional journals and periodicals
58190 : Other publishing activities
58210 : Publishing of computer games
61300 : Satellite telecommunications activities
63120 : Web portals
70210 : Public relations and communication activities
71111 : Architectural activities
73110 : Advertising agencies
73120 : Media representation
74100 : Specialised design activities
74201 : Portrait photographic activities
74202 : Other specialist photography (not including portrait photography)
74203 : Film processing
74209 : Other photographic activities (not including portrait and other specialist photography and film processing) nec
74300 : Translation and interpretation activities
91011 : Library activities
91012 : Archive activities
91020 : Museum activities
64110 : Central banking
64191 : Banks
64192 : Building societies
64201 : Activities of agricultural holding companies
64202 : Activities of production holding companies

64203 : Activities of construction holding companies
64204 : Activities of distribution holding companies
64205 : Activities of financial services holding companies
64209 : Activities of other holding companies (not including agricultural, production, construction, distribution and financial services holding companies) n.e.c
64301 : Activities of investment trusts
64302 : Activities of unit trusts
64303 : Activities of venture and development capital companies
64304 : Activities of open-ended investment companies
64305 : Activities of property unit trusts
64306 : Activities of real estate investment trusts
64910 : Financial leasing
64921 : Credit granting by non-deposit taking finance houses and other specialist consumer credit grantors
64922 : Activities of mortgage finance companies
64929 : Other credit granting (not including credit granting by non-deposit taking finance houses and other specialist consumer credit grantors and activities of mortgage finance companies) n.e.c.
64991 : Security dealing on own account
64992 : Factoring
64999 : Other financial service activities, except insurance and pension funding, (not including security dealing on own account and factoring) n.e.c.
65110 : Life insurance
65120 : Non-life insurance
65300 : Pension funding
66110 : Administration of financial markets
66120 : Security and commodity contracts brokerage
66190 : Other activities auxiliary to financial services, except insurance and pension funding
66210 : Risk and damage evaluation
66220 : Activities of insurance agents and brokers
66300 : Fund management activities
69101 : Barristers at law
69102 : Solicitors
69109 : Activities of patent and copyright agents; other legal activities (other than those of barristers and solicitors) nec
69201 : Accounting, and auditing activities
69202 : Bookkeeping activities
69203 : Tax consultancy
70100 : Activities of head offices
70221 : Financial management
70229 : Management consultancy activities (other than financial management)
73200 : Market research and public opinion polling
82110 : Combined office administrative service activities
82190 : Photocopying, document preparation and other specialised office support activities
82200 : Activities of call centres
82301 : Activities of exhibition and fair organizers
82302 : Activities of conference organizers
82911 : Activities of collection agencies
82912 : Activities of credit bureaus
82920 : Packaging activities
82990 : Other business support service activities nec
85410 : Post-secondary non-tertiary education
85421 : First-degree level higher education
85422 : Post-graduate level higher education
91030 : Operation of historical sites and buildings and similar visitor attractions

86111 Hospital activities

86911 Other human health activities

86211 General medical practice activities

86231 Dental practice activities

Other research and experimental development on natural sciences and

72191 engineering

72111 Research and experimental development on biotechnology

26611 Manufacture of irradiation, electromedical and electrotherapeutic equipment

86112 Medical nursing home activities

86221 Specialist medical practice activities

21211 Manufacture of pharmaceutical preparations

32511 Manufacture of medical and dental instruments and supplies

21111 Manufacture of basic pharmaceutical products

- 10110 : Processing and preserving of meat
- 10120 : Processing and preserving of poultry meat
- 10130 : Production of meat and poultry meat products
- 10200 : Processing and preserving of fish, crustaceans and molluscs
- 10310 : Processing and preserving of potatoes
- 10320 : Manufacture of fruit and vegetable juice
- 10390 : Other processing and preserving of fruit and vegetables
- 10410 : Manufacture of oils and fats
- 10420 : Manufacture of margarine and similar edible fats
- 10511 : Liquid milk and cream production
- 10512 : Butter and cheese production
- 10519 : Manufacture of milk products (other than liquid milk and cream, butter, cheese) nec
- 10520 : Manufacture of ice cream
- 10611 : Grain milling
- 10612 : Manufacture of breakfast cereals and cereals-based foods
- 10620 : Manufacture of starches and starch products
- 10710 : Manufacture of bread; manufacture of fresh pastry goods and cakes
- 10720 : Manufacture of rusks and biscuits; manufacture of preserved pastry goods and cakes
- 10730 : Manufacture of macaroni, noodles, couscous and similar farinaceous products
- 10810 : Manufacture of sugar
- 10821 : Manufacture of cocoa, and chocolate confectionery
- 10822 : Manufacture of sugar confectionery
- 10831 : Tea processing
- 10832 : Production of coffee and coffee substitutes
- 10840 : Manufacture of condiments and seasonings
- 10850 : Manufacture of prepared meals and dishes
- 10860 : Manufacture of homogenised food preparations and dietetic food
- 10890 : Manufacture of other food products nec
- 10910 : Manufacture of prepared feeds for farm animals
- 10920 : Manufacture of prepared pet foods
- 11010 : Distilling, rectifying and blending of spirits

6201 Computer programming activities
6202 Computer consultancy activities
6203 Computer facilities management activities
6209 Other information technology and computer service activities
6311 Data processing, hosting and related activities
6312 Web portals
6391 News agency activities
6399 Other information service activities not elsewhere classified
7021 Public relations and communication activities
7111 Architectural activities
7311 Advertising agencies
7312 Media representation
7410 Specialised design activities
7420 Photographic activities
7430 Translation and interpretation activities
8552 Cultural education
9001 Performing arts
9002 Support activities to performing arts
9003 Artistic creation
9004 Operation of arts facilities
9101 Library and archive activities
9102 Museum activities
9511 Repair of computers and peripheral equipment
9512 Repair of communication equipment

2611 Manufacture of electronic components
2612 Manufacture of loaded electronic boards
2620 Manufacture of computers and peripheral equipment
2630 Manufacture of communication equipment
2640 Manufacture of consumer electronics
2680 Manufacture of magnetic and optical media
3212 Manufacture of jewellery and related articles
4651 Wholesale of computers, computer peripheral equipment and software
4652 Wholesale of electronic and telecommunications equipment and parts
5811 Book publishing
5812 Publishing of directories and mailing lists
5813 Publishing of newspapers
5814 Publishing of journals and periodicals
5819 Other publishing activities
5821 Publishing of computer games
5829 Other software publishing
5911 Motion picture, video and television programme production activities
5912 Motion picture, video and television programme post-production activities
5913 Motion picture, video and television programme distribution activities
5914 Motion picture projection activities
5920 Sound recording and music publishing activities
6010 Radio broadcasting
6020 Television programming and broadcasting activities
6110 Wired telecommunications activities
6120 Wireless telecommunications activities
6130 Satellite telecommunications activities
6190 Other telecommunications activities

- 551 : Hotels and similar accommodation
- 561 : Restaurants and mobile food service activities
- 562 : Event catering and other food service activities
- 563 : Beverage serving activities
- 801 : Private security activities
- 900 : Creative, arts and entertainment activities
- 910 : Libraries, archives, museums and other cultural activities
- 920 : Gambling and betting activities
- 931 : Sports activities
- 932 : Amusement and recreation activities
- 471 : Retail sale in non-specialised stores
- 478 : Retail sale via stalls and markets
- 491 : Passenger rail transport, interurban
- 493 : Other passenger land transport
- 552 : Holiday and other short stay accommodation
- 553 : Camping grounds, recreational vehicle parks and trailer parks
- 559 : Other accommodation
- 842 : Provision of services to the community as a whole
- 861 : Hospital activities
- 869 : Other human health activities
- 871 : Residential nursing care activities
- 872 : Residential care activities for learning disabilities, mental health and substance abuse
- 873 : Residential care activities for the elderly and disabled
- 881 : Social work activities without accommodation for the elderly and disabled



NORFOLK COUNTY COUNCIL

NORFOLK INVESTMENT FRAMEWORK

May 2022



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Foreword

The Norfolk Investment Framework is the result of collaboration with a wide range of organisations who I would like to thank for their contributions and their continued support.

This is a significant piece of work which seeks to achieve a step-change in pay, productivity and skills, to drive sustainable growth in the county over the medium to long term.

At its heart is a new, comprehensive evidence base for the Norfolk economy – analysis of which has led to the identification of four of the most significant challenges the county faces today.

By focussing our investments in a few key areas, rather than spreading our efforts too thinly, we can maximise Norfolk’s potential.

In the Framework, the four challenges are broken down into the types of practical interventions we could take - so that it’s clear what success would look like.

Graham Plant

Deputy Leader and Cabinet Member for Growing the Economy,
Norfolk County Council
Chair of the NIF Steering Committee

Purpose of the Norfolk Investment Framework (NIF)

The NIF will allow Norfolk to self-determine long-term investment priorities and ensure the collective benefits of those investments are shared by all residents.

Norfolk has a very successful track record in bidding for and securing large-scale grant funding. The County Council, Norfolk's seven districts, the New Anglia LEP, our universities, research institutes, skills partners and voluntary organisations have all punched above their weight and secured significant grant funding from the UK Government and European Union.

However, government grant funding packages often come with short-term, politically steered objectives, pre-determined project outcomes and tight delivery deadlines; or are assessed by very specific criteria that can sometimes limit the ambitions of projects. This can stymie innovation.

Norfolk's challenges and opportunities are multifaceted and require long-term, steady investment, alongside short-bursts of grant funding.

If our collective efforts could be coalesced around a small number of medium-term priorities, and steady investment secured, we believe the benefits to the County could be transformative.

The NIF sets out medium-term investment priorities which reflect Norfolk's unique economic, social, spatial and environmental dynamics. By establishing these priorities, committing to them through the NIF and communicating them widely, we hope:

- A wider range of potential project sponsors from across the private and public sector will be inspired to work on innovative projects for the good of Norfolk
- By establishing our priorities and committing to them, investment in development time for more complex projects will be de-risked
- Multi-disciplinary and innovative projects will become more common as traditional policy silos for funding are broken
- New sources of private investment capital will be drawn to Norfolk as innovative practical solutions are trialled and Norfolk's reputation for public service innovation becomes more widely known.

How the NIF was developed

Over 50 organisations helped us to shape the NIF. They include small and large businesses, infrastructure owners, utilities, digital incubators, research parks, universities, FE colleges, voluntary sector organisations and cultural bodies.

The creation of the NIF has been a collective effort. The framework and priorities within have been shaped thanks to input from a wide cross-section of the Norfolk community.

Our starting point was the establishment of a robust evidence base of qualitative and quantitative data that assessed Norfolk against its peers and unpicked economic and socioeconomic dynamics in the County.

We followed that with a series of collaborative workshops to debate the strengths, weaknesses, opportunities and threats to Norfolk from an array of perspectives.

Alongside this, over 30 individual consultations were held with individuals from across the public, private, voluntary, education and charitable sectors.

A Steering Committee oversaw the development of the NIF, and will continue to champion, monitor and lead calls for projects going forward. The Steering Committee is committed to unlocking transformative investment for Norfolk.

NIF Steering Group

- Alan Hopley, Voluntary Norfolk
- Andrew Dernie, Norwich Town Deal Board
- Chris Sargisson, Norfolk Chambers of Commerce
- CJ Green, New Anglia Local Enterprise Partnership
- Claire Cullens, Norfolk Community Foundation
- Cllr Blunt, King's Lynn and West Norfolk Council
- Cllr Claussen, Breckland Council
- Cllr Copplestone, South Norfolk and Broadland Council
- Cllr Kershaw, North Norfolk Council
- Cllr Plant, Great Yarmouth Borough Council and Norfolk County Council
- Cllr Stonard, Norwich City Council
- Corrienne Peasgood, City College Norwich
- David Pomfret, College of West Anglia
- Dr Nick Goodwin, Norwich Research Park
- Duncan Baker, MP for North Norfolk
- Helen Wilson, New Anglia Cultural Board
- Henry Cator, Great Yarmouth Town Deal Board
- James Bullion, Norfolk County Council - Adult Services
- Julia Nix, Department for Work and Pensions
- Keith Moore, Environment Agency
- Martin Dronfield, All Energy Industry Council
- Pete Waters, Visit East Anglia
- Prof Fiona Lettice, University of East Anglia
- Prof Simon Ofield-Kerr, Norwich University of the Arts
- Sara Tough, Norfolk County Council - Children's Services
- Steve Miller, Norfolk County Council - Community, Culture and Heritage
- Tim Robinson, Tech East
- Vicky Ethridge, King's Lynn Town Deal Board

Overview of Norfolk today

An area of great opportunity with some deeply rooted challenges.

Norfolk covers an areas of 5,400 square kilometres and is home to over 900,000 people. It is the fifth largest county in England on spatial terms but ranks 25th largest by population. It is a largely rural county with market towns, beautiful coastline and the city of Norwich, which has been going through a resurgence in recent years.

The County's foundational economy was built on agriculture and manufacturing. While both remain important sectors there has been significant diversification into clean energy, financial services, biology-led research and production, and culture and the arts. Today the economy generates £19bn of GVA per annum.

For many years, the area was a magnet for people retiring and moving out of large cities, primarily London and the South East. Lower relative house prices and the high quality of life were a compelling draw and continue to be so. Since the pandemic, this pattern has accelerated; however, Norfolk's new residents are younger in age, with many continuing to work remotely or setting up new businesses.

The area track record in drawing in major private capital investment is under-recognised. In recent years, billions of private capital has been invested in projects, infrastructure and businesses across the county.

These include off-shore wind farms and on-shore operations, residential fibre broadband, expanded quays at the Port of Great Yarmouth, expansion of Norfolk Research Park and investment into its onsite businesses, creation of new research facilities including the Smart Emerging Technology Institute and Digi Tech Factory as well as expanded Norwich-based operations by large firms like Aviva. The Norwich to Cambridge Tech corridor will stimulate further investment in the area.

Norwich Research Park



Digi Tech Factory



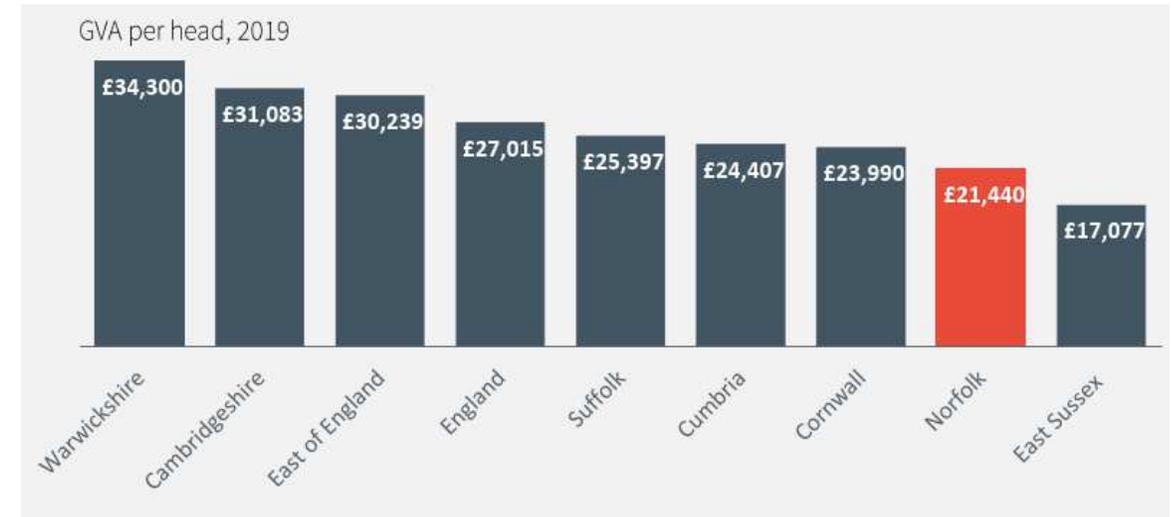
Economy

A large economy at £19bn with potential to expand

Norfolk's economy is sizeable, however its per capita GVA is much lower at £21k when compared to similar regions and the national average of £27k. This is explained by the legacy strength of lower-GVA generating sectors, such as manufacturing and agriculture, that have suffered productivity declines over the last decade. It is also explained by the fact that Norfolk's resident-to-job ratio is low at 0.4 meaning there is an insufficient number of jobs to sustain the population. This will become more problematic as the population grows.

Norfolk's rates of business and job creation lag behind national average at 13% for business creation (against 29% nationally) and 9% for job creation (against 14%). These county-level statistics mask significant regional variation.

Thanks to the booming off-shore wind cluster, Great Yarmouth, a relatively deprived coastal town, generates £1.8bn of GVA. Meanwhile Norwich is becoming an extremely competitive city with a burgeoning data science cluster, fin-tech start-ups, research institute and an array of cultural and arts attractions. 20% of Norfolk's GVA is generated in Norwich alone.



If this current momentum is built on, and Norfolk's GVA per capita approaches the England average, the economy could generate a net additional £5bn per year, a 25% increase. This would require multi-pronged effort to create new businesses and jobs, attract more large companies into Norfolk, smartly leverage major investments like off-shore wind, and above all, support Norfolk's residents to upskill and take advantage of these opportunities. Success will not be achieved just with a net increase in GVA, but when the new opportunities are accessible by all residents.

People

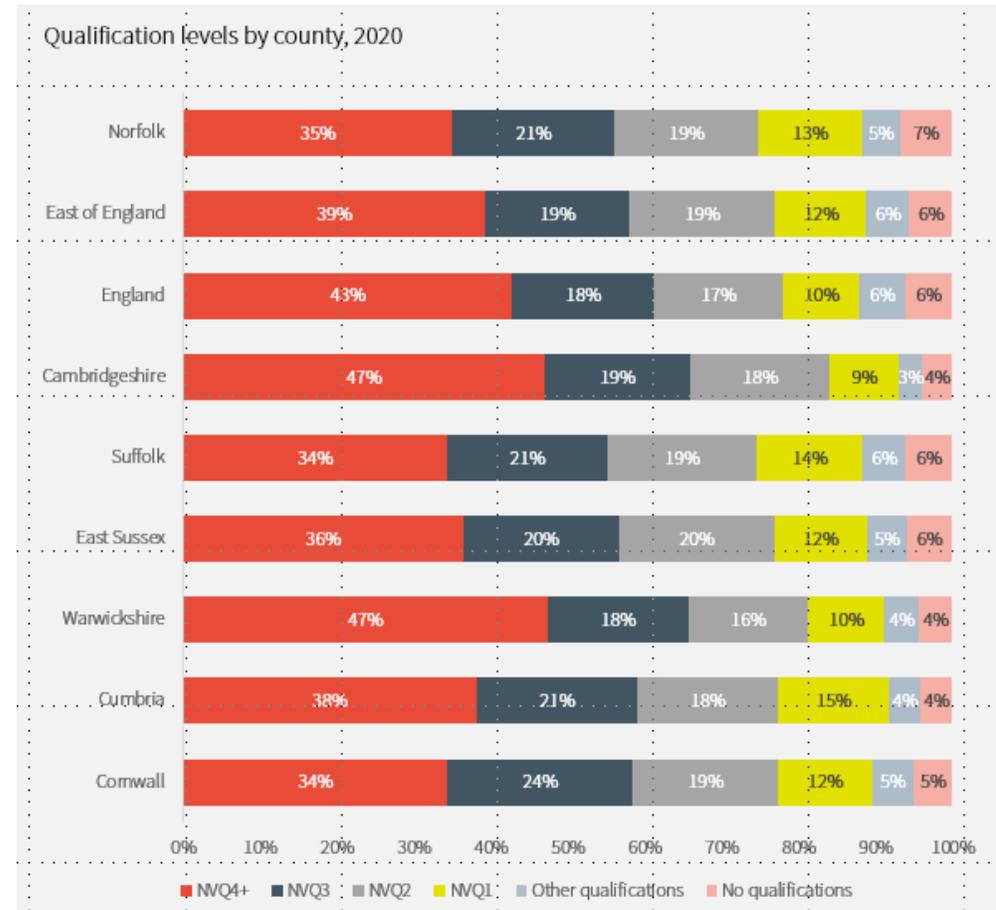
An economically active population with pockets of deprivation

Norfolk is a hard-working county. The economic activity rate of residents is high, with 81% of working age adults either in work or looking for work, higher than the England average of 79%. Despite this, as we found in the previous section, Norfolk's GVA per capita is low.

This may be explained by two factors. First, Norfolk has a higher proportion of adults that exceed working age. One quarter of Norfolk's population is over the age of 65, many of whom may no longer be in work or work reduced hours.

Secondly, Norfolk does well for attainment of NVQ2 (GCSEs) and NVQ3 (A-levels) qualifications, which is good for the county. However, attainment levels drop when it comes to NVQ4 attainment (higher education degrees). This may limit the job opportunities open to residents and restricts annual average earnings, which at £28,571, are lower than the England average.

Since the pandemic, there has been a growing in-flow of residents from more urban locales, who now have more flexibility over where to live thanks to the advent of hybrid work. This may shift the profile of Norfolk's



residential population. However, the more urgent priority is to ensure residents across all areas of the county have the means and tools to participate in Norfolk's evolving economy in ways that are best for them.

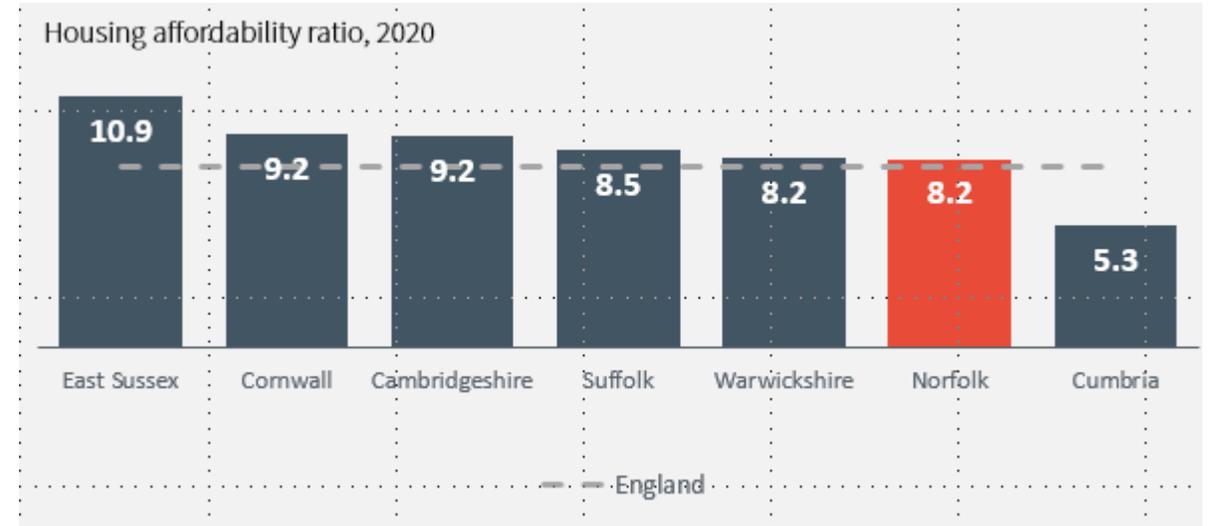
Place

A diversity of communities that offer a high quality of life.

Norfolk is a large county with spatially distant villages, market towns and the city of Norwich. It is this variety that makes it a popular place to live with high life satisfaction scores by residents. Students that come from out-of-county to Norfolk's universities have higher retention rates than many other universities.

One of the benefits is the lower relative cost of housing. The median house price in Norfolk is £240k against the England average of £250k. However, the lower wages earned by many residents means that the ratio of median house-price to median earnings (house-price affordability ratio) is higher in Norfolk than other regions – and is higher than the England average. Yet another reason why it is so important to support residents to increase average earnings.

Like many other semi-rural parts of the UK, there has been a systematic lack of investment in infrastructure including public transport, digital connectivity and roads. Some of these are being tackled and fibre is being rolled out across the county. However, issues remain with water and



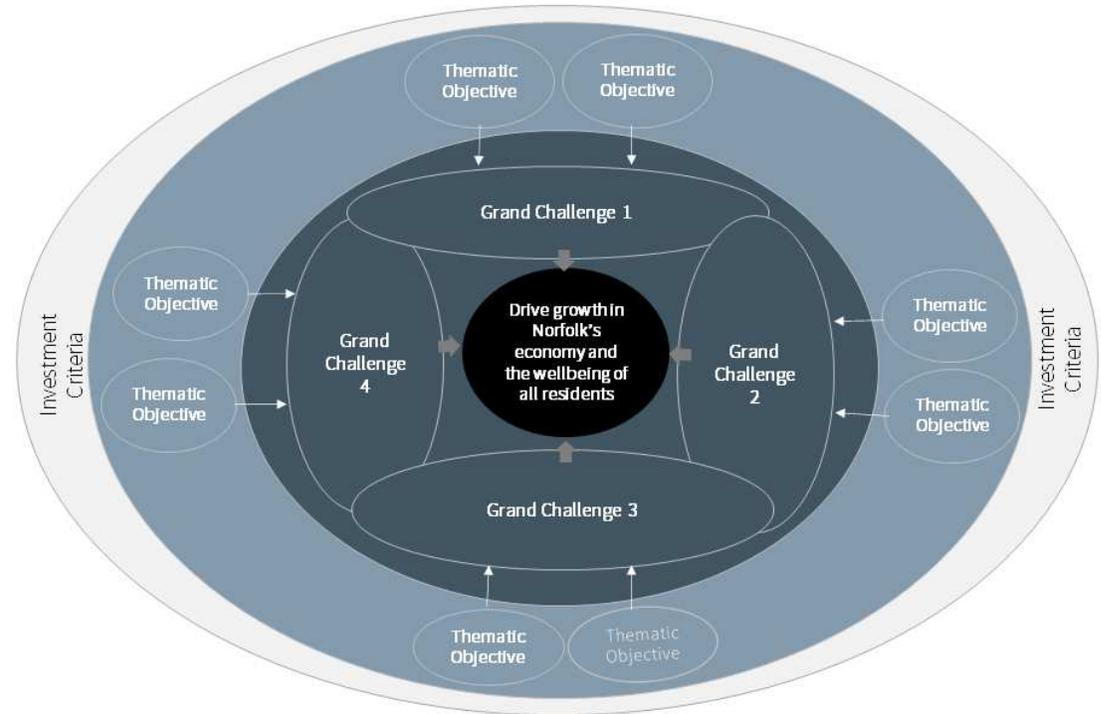
energy services on development sites. The County is also more vulnerable to climate-related events, in particular fluvial and coastal flooding. It is this vulnerability that has motivated the County to declare a 2030 target to become net zero.

Overview of the NIF

Our NIF is based around four Grand Challenges. Norfolk's Grand Challenges are difficult but important problems, framed to convene cross-disciplinary collaborations and interconnected solutions. The Grand Challenges were shaped through the extensive Evidence Base and consultation. They are interrelated and interdependent, so the convergence of related solutions and innovative approaches can have cascading and compounding effects over time.

Norfolk's four Grand Challenges are:

1. To create **new opportunities** for Norfolk's residents by increasing skills and labour market dynamism
2. Provide effective and efficient **public services** to a spatially disperse population
3. Strengthen and future-proof **business clusters** to grow the economy
4. Protect Norfolk's economic and natural assets from **climate change**



In the NIF, two Thematic Objectives are established for each Grand Challenge. These frame Norfolk's short to medium-term objectives for each Grand Challenge. The Thematic Objectives are intended to signal areas of interest and project types to future project sponsors, well in advance of specific calls for projects. Investment Criteria will be set by the individual grant/funding programmes, as has always been the case.



Grand Challenge 1: Skills Aspirations

Create new opportunities for residents by increasing skills and labour market dynamism

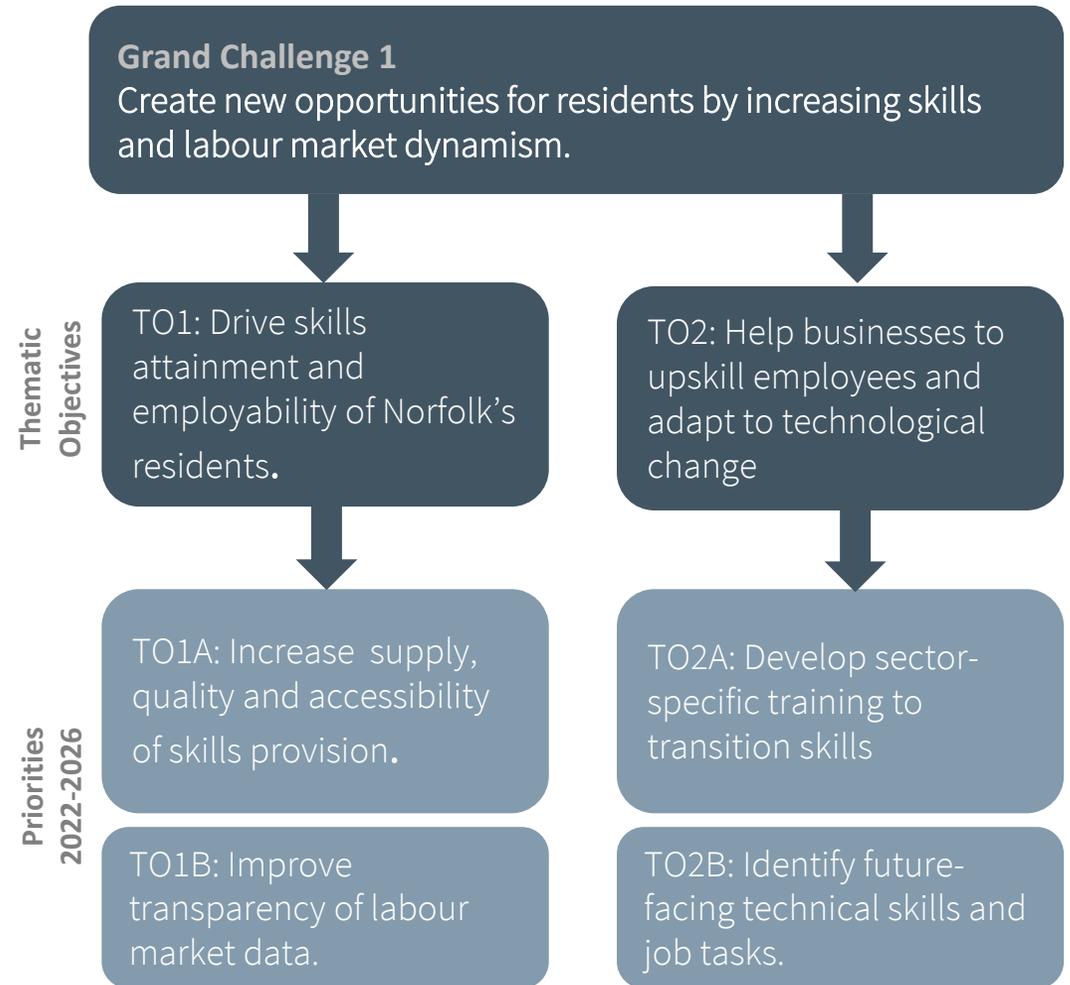
The Skills Grand Challenge

We seek innovative approaches and projects for investment that support Norfolk's residents to increase skills, from formal educational attainment (with a particular emphasis on NVQ4+), to industry-specific micro-courses in coding and data science.

Norfolk has strong higher and further education institutions that serve the community well. We will continue to support HE and FE expansion of programmes and outreach through the NIF. However, we understand the way people learn is becoming more flexible and adaptive to individual needs. We also understand that in a predominantly rural county, it can be difficult for people to attend institutions in person and there is need for flexible and online learning.

Our mission is to fund approaches and programmes that will help our residents expand their skills in areas that open opportunities in new sectors and jobs, and increase wages. We also want to align those skills with the requirements of Norfolk's current and future businesses, for instance in areas such as green collar jobs and computational data design.

To achieve this, we will be focused on two Thematic Objectives.



Thematic Objective 1: Drive skills attainment and employability of Norfolk's residents

TO1A. Increase supply, quality and accessibility of skills provision

We seek projects that increase the supply, quality or accessibility of skills provision. This includes innovative delivery mechanisms to upskill and re-skill in-work and out of work adults.

ILLUSTRATIVE EXAMPLES

- Innovative approaches to life-long learning, targeted at Norfolk's adults, in economically-important skills areas
- Creation of flexible apprenticeships that allow part-time work

TO1B. Improve transparency of labour market data

We seek projects that increase or improve the availability of transparent labour market information. An individual's decision to invest in skills can be aided by transparent information on job opportunities and future earnings potential.

ILLUSTRATIVE EXAMPLES

- Digital job matching platform to create a Norfolk-wide jobs matching engine for full-time, part-time and seasonal jobs
- Availability of median salary information for current and new-economy jobs.

Thematic Objective 2: Help businesses to upskill employees and adapt to technological change

TO2A. Sector-wide transition skills

We seek projects that will work with businesses on a sector-basis to upskill employees, transition skills and future-proof jobs and businesses.

ILLUSTRATIVE EXAMPLES

- Sector-based programmes run on behalf of groups of employers on adoption of new technologies and skills
- Support for workers to transition skills and secure better paying jobs where automation is a risk

TO2B. Identify future-facing technical skills and jobs

We seek projects that will work with Norfolk's leading businesses and research institutes to identify future-facing technical skills and jobs. As new clusters and ways of working emerge, there will be a host of new skills required of future workers.

ILLUSTRATIVE EXAMPLES

- Research on the new skills and jobs required to support green-collar jobs
- Development of skills training programmes for jobs of tomorrow (e.g. biological materials)



NORTH
WALSHAM
WEST

Image credit: Simon Rossi

Grand Challenge 2: Public Services

Provide effective and efficient **public services** to a spatially dispersed population

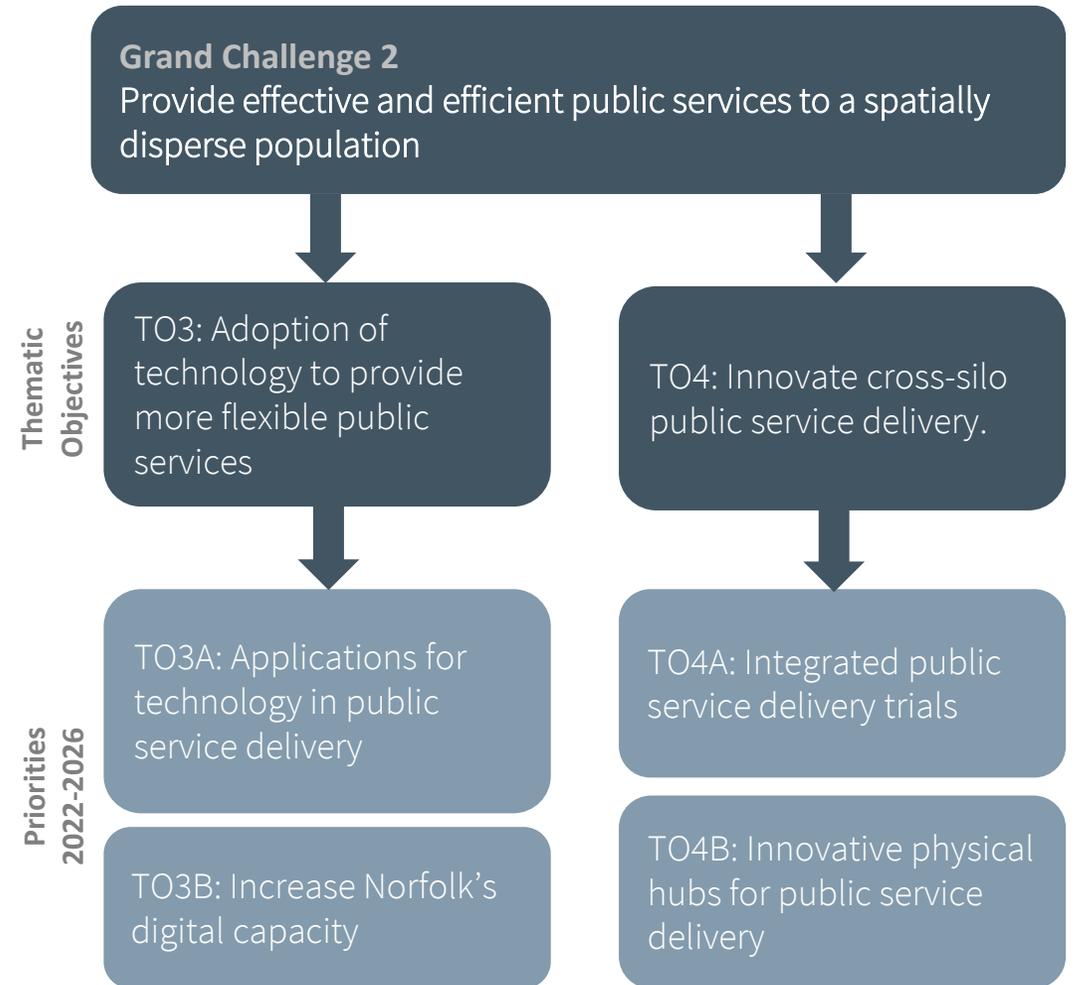
The Public Services Grand Challenge

We seek innovative approaches and projects for investment that support Norfolk to provide public services to our residents in more flexible and responsive ways. Public services refers to all services provided by public sector agencies including social care, education, health and council services.

Over the next ten years, the population of Norfolk is forecast to grow by 14%, which is significantly higher than the England median forecast growth rate of 5%. This means that the volume of public services required to support the population will increase at a time when central government budgetary allocations are unlikely to grow at a proportionate rate. Norfolk will be under greater pressure to do more with limited resources.

This provides an opportunity to consider how technologies designed for other domains can be applied to public services and provide better flexibility to end-users, enable the creation of new, proactive public services and support Norfolk's residents and public service workers to live a good quality of life.

To achieve this, we will be focused on two Thematic Objectives.



Thematic Objective 3: Adoption of technology to provide greater flexibility in delivery of public services

TO3A. Applications for use of technology in public service delivery

We seek projects that strengthen public service delivery for residents (in circumstances where it is appropriate) through use of new technologies, many of which will be digital based. The use of digital and remote devices should augment or improve public service delivery and not simply replace human interfaces.

ILLUSTRATIVE EXAMPLES

- Use of technology to overcome communication barriers, such as hearing impairment, and language barriers
- Supply of and orientation on digital devices that enable older and vulnerable residents to remain independent
- Provision of support groups, and targeted support, through online meeting platforms

TO3B. Increase Norfolk's digital capacity

We seek projects that improve Norfolk's underlying digital infrastructure and capacity. This includes increasing broadband speeds, connecting rural households and businesses, and improving the capacity of Norfolk's residents and businesses to make use of the infrastructure.

ILLUSTRATIVE EXAMPLES

- Using the public estate to enable fibre connectivity in more rural locations
- Introduction of public wifi on high streets and public buildings to create area-wide hotspot
- Launching accessible learning for non-digital native residents and businesses to promote their services and products online

Thematic Objective 4: Innovate cross-silo public service delivery tailored to target groups

TO4A. Integrated public service delivery trials

We seek projects that support the integration of public services delivery across policy domains and client group silos, to provide more holistic and proactive support to residents.

ILLUSTRATIVE EXAMPLES

- Explore new approaches to co-commissioning and co-design with specific public service user groups
- Use of on-demand transport alternatives to public transport modes to transport people to appointments
- Innovative approaches to using data on a county-wide basis to assess availability of resources against client need

TO4B. Innovative physical hubs for public services

We seek projects that establish innovative physical hubs for public service delivery, by creatively using community and high street space. Ideally, hubs should be designed for target client groups and offer a range of public and non-public services, curated for client groups.

ILLUSTRATIVE EXAMPLES

- Establish community hubs to deliver a range of public and private services for older residents (e.g. diabetic clinic with podiatry, nutritionist)
- Use of flexible retail models to provide rolling schedule of services in more rural locations



Grand Challenge 3: Business Growth

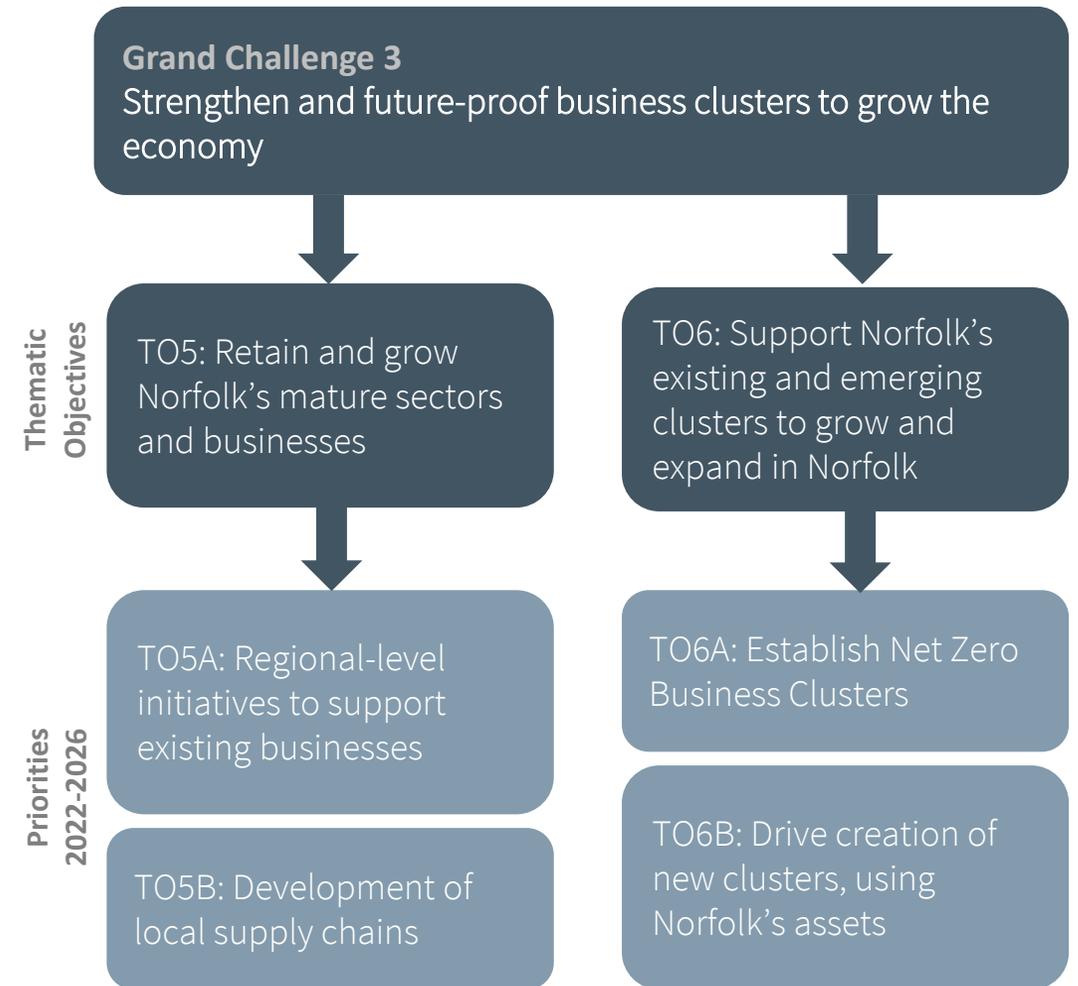
Strengthen and future-proof **business clusters** to grow the economy

The Business Grand Challenge

We seek innovative approaches and projects for investment that support Norfolk's businesses to grow and compete as the economy evolves. Norfolk's strong foundational sectors face a decade of change as businesses adopt wider automation. It is estimated that 15% of Norfolk's jobs are at risk of being replaced by automated or machine-learning technologies.

This presents both a risk and an opportunity. Businesses that don't adapt and change will find it difficult to compete. However, it also provides an opportunity for Norfolk to establish new clusters to absorb displaced labour (e.g. through the creation of green collar jobs) and establish Norfolk as a base for innovative businesses developing automation technologies. Norfolk's strengths in data science and fin-tech provides a strong base off to build, alongside its national strengths agri-biotech and genetics.

To accelerate and further support growth, we will be focused on two Thematic Objectives.



Thematic Objective 5: Retain and grow Norfolk's mature sectors and businesses

TO5A. Regional-level initiatives to support existing businesses

We seek projects that support our growing industrial and professional services sectors by strengthening Norfolk as an environment for business. Projects should enable all businesses (regardless of sector) and help make Norfolk a competitive location to base a business.

ILLUSTRATIVE EXAMPLES

- Mapping employees residences and places of work to ensure public transport mirrors people flows
- Programme where Norfolk's major businesses attend secondary schools to explain upcoming trends and operations and inspire more young people to pursue NVQ4+ training
- Work with education providers to offer specialist skills (e.g. coding) for adults and young adults, whether in work, or not in work

TO5B. Development of Local Supply Chains

We seek projects that encourage the development of local supply chains for existing sectors, including renewable energy (off-shore wind and nuclear) and advanced manufacturing.

ILLUSTRATIVE EXAMPLES

- Development of industrial/commercial site for co-location of supply chains
- Expand the capacity and capability of regional ports to support offshore wind
- Encouraging existing businesses to diversify vertically into supply chain delivery for emerging industries, such as offshore wind

Thematic Objective 6: Support Norfolk's existing and emerging clusters to grow and expand in Norfolk

TO6A. Establish Net Zero business clusters

We seek projects that draw on the County's industrial strengths to develop new net zero-related business clusters and help Norfolk to become net-zero by 2030.

ILLUSTRATIVE EXAMPLES

- Innovative approaches to increasing design efficiency, materials reuse and retrofit of buildings at scale
- Establishment of a Hydrogen Energy Hub to undertake research and prototype testing of thermal and electrolytical process for generation
- Creation of a 'Norfolk Award' given to an international applied researcher, or post-doctoral student on a specific research area, with industrial potential for net zero

TO6B. Drive creation of new clusters, using Norfolk's assets

We seek projects that use Norfolk's existing industrial assets and infrastructure to catalyse the creation of new or wider clusters. Projects may include prototype development, research trials or creation of shared investment assets.

ILLUSTRATIVE EXAMPLES

- Using the expansion of Sizewell C nuclear plant to develop a more established nuclear supply chain cluster in Suffolk and Norfolk
- Using the Norfolk Boreas and East Anglia Hub offshore wind project to drive a nationally-significant cluster
- Leveraging Norwich's financial services strengths to create an R&D cluster, for instance in machine learning



Grand Challenge 4: Climate Change

Protect Norfolk's economic and natural assets from climate change

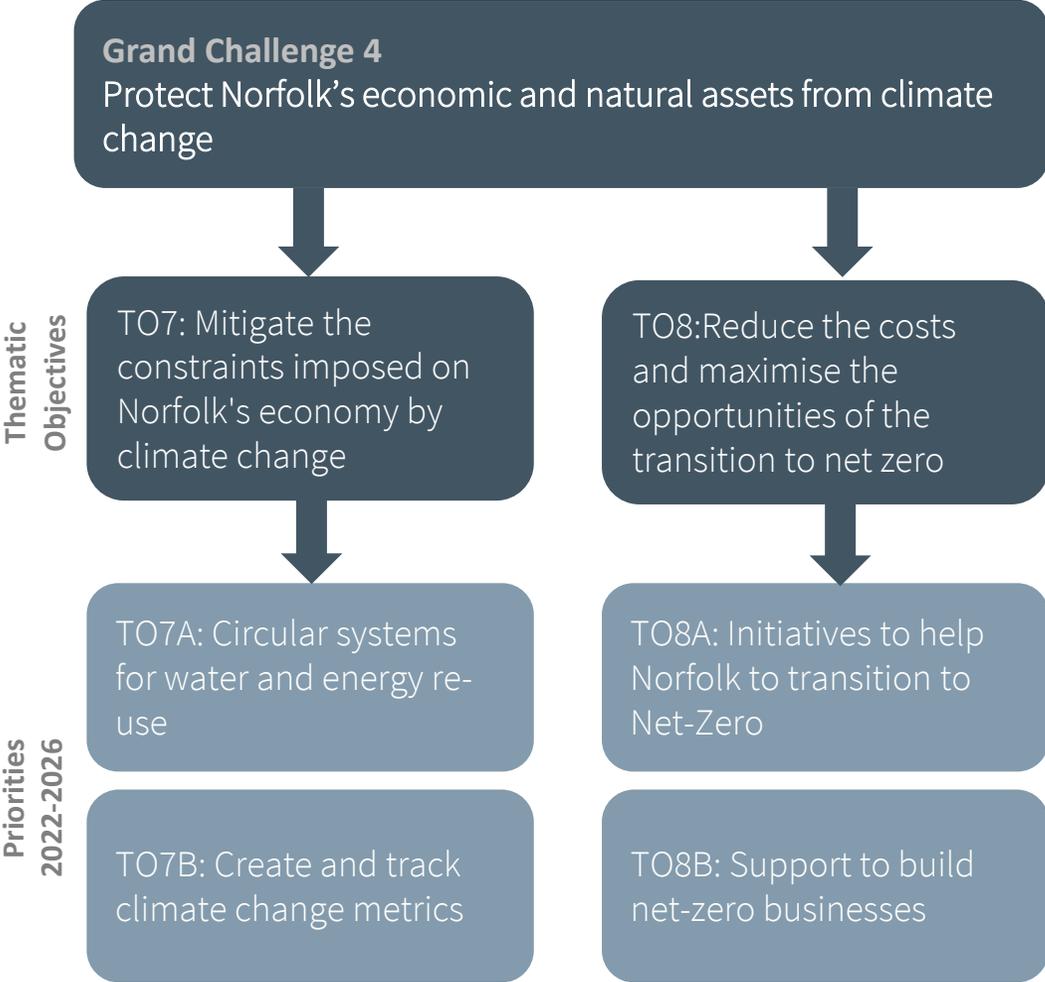
The Climate Change Challenge

We seek innovative approaches and projects for investment that support Norfolk to protect its economy and natural assets from climate change. Norfolk County Council has committed to reduce carbon emissions from 11.6 million tonnes per year to zero by 2030.

Norfolk's commitment to tackling climate change is not just a moral imperative. Norfolk is the most 'at risk' county in mainland UK with coastal erosion, flooding and lack of rainfall all impacting on our natural assets and economic base today.

To safeguard the future of our County, we seek to invest in practicable projects and initiatives that trial innovative solutions to these challenges. At the same time, we seek to leverage Norfolk's unique position at the climate change front-line to develop technologies, solutions and policies that can be adopted by others over the coming years.

To achieve this, we will be focused on two Thematic Objectives.



Thematic Objective 7: Mitigate the constraints imposed on Norfolk's economy by climate change

TO7A. Circular systems for water and energy re-use

We seek projects that create innovative circular systems for water and energy re-use. Projects may seek to capture resources for reuse or as a by-product to increase the County's resilience.

This could be through:

- Nature-based solutions to improving drainage in areas prone to flooding
- Nature-based solutions to capturing fluvial flooding for use in agriculture
- Renewable energy creation in high-usage areas, such as industrial parks

TO7B. Create and track climate change metrics

We seek projects that will establish innovative approaches to raising awareness of and tracking climate-change related metrics across Norfolk. The metrics should be of use by businesses, residents and other institutions.

This could be through:

- Norfolk-wide real-time energy consumption platform where residents can gage their consumption against peers and track county-level usage
- Adoption of smart LED lampposts that integrate pollution and CO2 monitoring
- County-wide secondary school competitions to develop net zero measurement prototypes

Thematic Objective 8: Reduce the costs and maximise the opportunities of the transition to net zero

TO8A. Initiatives to help Norfolk to transition to Net-Zero

By reducing the cost burden to businesses (and residents) of **transitioning to net-zero** to retain competitiveness.

This could be through:

- Supporting investment in smarter technology to reduce energy demand
- Developing enabling infrastructure for the supply and distribution of clean hydrogen
- Retrofitting commercial buildings to reduce energy demand
- Improving public transport to offset the increased cost of fuel / Battery Electric Vehicles

TO8B. Support to build net-zero businesses

Supporting new and existing businesses in Norfolk to develop products that enable others to reduce their emissions.

This could be through:

- Encouraging local oil & gas businesses with offshore expertise to support the development of new wind power
- Train construction firms/workers to design, install and build low emission buildings
- EV infrastructure that works for regional residents

Grand Challenges + Thematic Objectives Summary

Grand Challenge 1

Create new opportunities for residents by increasing skills and labour market dynamism.

Grand Challenge 2

Provide effective and efficient public services to a spatially disperse population

Grand Challenge 3

Strengthen and future-proof business clusters to grow the economy

Grand Challenge 4

Protect Norfolk's economic and natural assets from climate change

TO1: Drive skills attainment and employability of Norfolk's residents.

TO3: Adopt technology to provide more flexible public services

TO5: Retain and grow Norfolk's mature sectors and businesses

TO7: Mitigate the constraints imposed on Norfolk's economy by climate change

TO2: Help businesses to upskill employees and adapt to technological change

TO4: Innovate cross-silo public service delivery.

TO6: Support Norfolk's existing and emerging clusters to grow and expand in Norfolk

TO8: Reduce the costs and maximise the opportunities of the transition to net zero



Governance and Monitoring

Governance and Monitoring

The Investment Framework Steering Group has an agreed terms of reference, which will be regularly reviewed, as the Framework moves from development into implementation.

Both the evidence and the Framework are being published on the County Council's website.

The Steering Group will consider and make recommendations to Norfolk County Council on the commissioning of work required to progress the development and delivery of the Norfolk Investment Framework – for example, establishing project sub-groups to focus developing projects to address each of the four grand challenges.

The secretariat for the Steering Group is provided by the County Council.

Transparent and comprehensive stakeholder engagement will continue to characterise our approach to implementing the framework.

Monitoring processes overseen by the Steering Group include the development of an evaluation plan – which will establish whether the objectives of the Framework have been achieved by 2026.

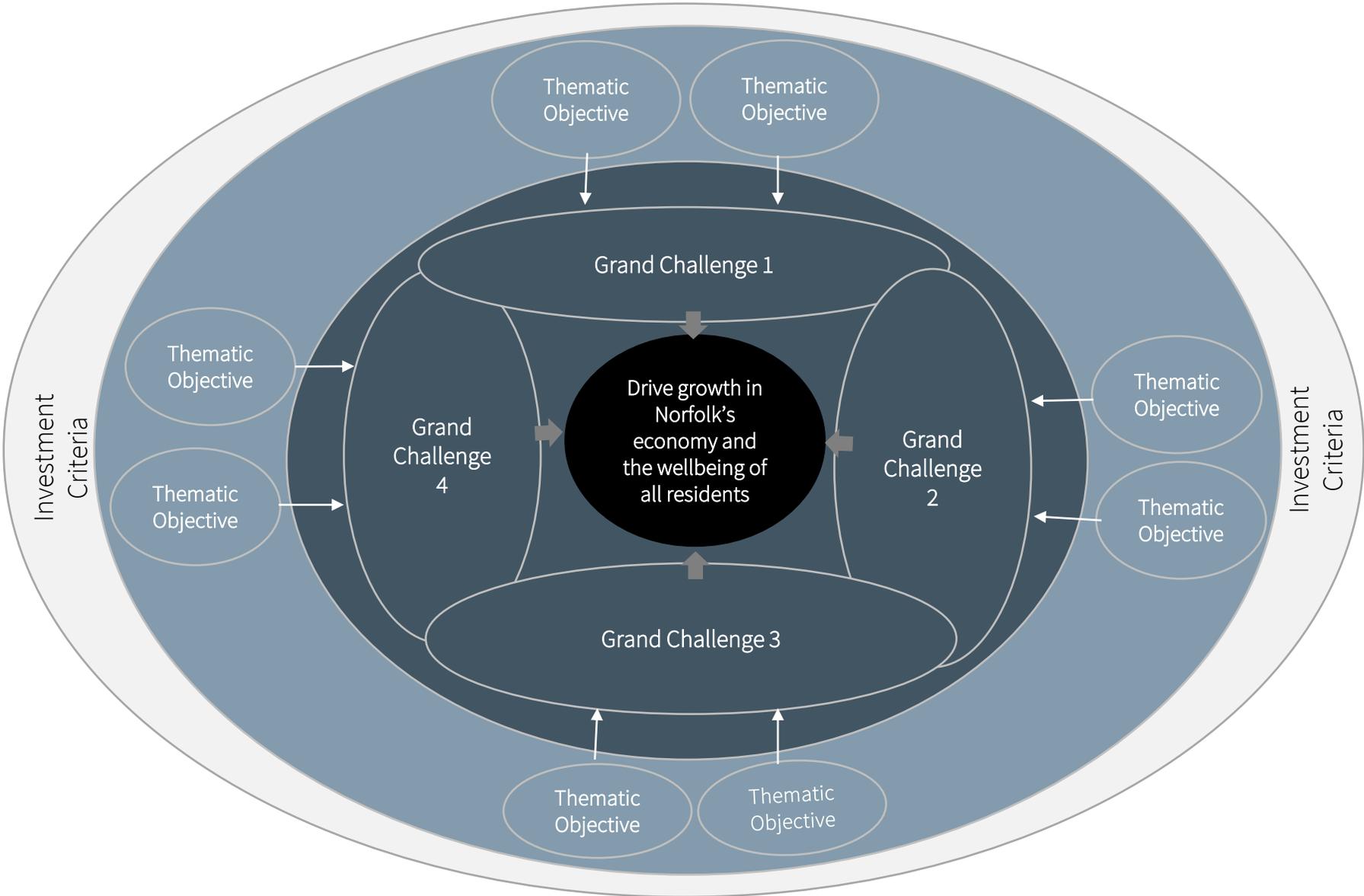
The terms of reference also allow for appropriate reporting to Norfolk County Council.

At the time of publication of the Framework, no specific funding has been allocated or secured for its delivery. As and when funding is secured, to address the challenges outlined in the Framework, appropriate reporting will be made to Norfolk County Council, as the accountable body for the Framework.



Great Yarmouth Sea Front

Norfolk Investment Framework



Infrastructure and Development Select Committee

Item No: 8

Report Title: Norfolk Minerals and Waste Local Plan

Date of Meeting: 25 May 2022 8

Responsible Cabinet Member: Cllr Eric Vardy (Cabinet Member for Environment & Waste)

Responsible Director: Tom McCabe, Executive Director of Community and Environmental Services

Executive Summary

Norfolk County Council, as Minerals and Waste Planning Authority, has a statutory duty to produce and maintain an up-to-date Minerals and Waste Local Plan which forms the basis for determining any relevant planning applications that are lodged with the authority. The Minerals and Waste Local Plan also forms part of the Development Plan for Norfolk which means it is a consideration in the determination of planning applications lodged with district councils, where there is the potential for those proposals to impact safeguarded minerals or waste management activities. The provision of a steady and adequate supply of minerals and the management of waste constitutes essential infrastructure to support the economic development of the county.

A new Norfolk Minerals and Waste Local Plan (NM&WLP) is being produced to consolidate the three existing plans into one Local Plan, to ensure that the policies within the plan remain up-to-date and to extend the plan period from 2026 to 2038.

Two public consultations have already taken place on the NM&WLP, the 'Initial Consultation' in Summer 2018 and the 'Preferred Options' in Autumn 2019. The responses received have informed the production of the Publication version of the NM&WLP. This report provides information about the Publication document which includes the proposed planning policies for minerals and waste management development and the proposed mineral extraction sites. The next stage in the process is the formal representations period, followed by the submission of the NM&WLP to the Secretary of State for examination. The draft document is available at [Norfolk Minerals and Waste Local Plan Review](#)

The Council must also prepare and maintain a Minerals and Waste Development Scheme (MWDS) and a Statement of Community Involvement (SCI). The MWDS specifies the Development Plan Documents (DPDs) that the Council will produce together with the timetable for the preparation and revision of the DPDs. The MWDS

is required to be kept up-to-date. The remaining stages in the production of the NM&WLP will not be in accordance with the adopted timetable in the MWDS. A formal revision to the MWDS is, therefore, necessary and attached as Appendix A. The SCI sets out who, how and when we will engage with individuals and groups on planning applications and the Minerals and Waste Local Plan. The existing SCI was adopted in December 2018 and has been reviewed to ensure that it remains up-to-date. The revised 2022 SCI is attached as Appendix B.

Action Required:

The Select Committee is asked to:

- 1. Comment on the revised Minerals and Waste Development Scheme (Appendix A to this report) and recommend Cabinet resolve that the MWDS shall have effect from 11 July 2022.**
- 2. Comment on the Publication version of the Minerals and Waste Local Plan and recommend Cabinet agreement to publish the Publication document for representations to be made over a six-week period during September and October 2022 and if no fundamental weaknesses are identified in the representations made, submission of the NM&WLP (and supporting/background information) for independent examination**
- 3. Comment on the 2022 Norfolk Statement of Community Involvement (SCI) and advise Cabinet to recommend Full Council resolve to formally adopt the SCI (Appendix B to this report)**

1. Background and Purpose

- 1.1 The Norfolk Core Strategy and Minerals and Waste Development Management Policies Development Plan Document (DPD) was adopted by Norfolk County Council in 2011. The Norfolk Minerals and Waste Site Specific Allocations DPDs were adopted in 2013, while the Minerals Site Specific Allocations DPD was updated in 2017 only with regards to silica sand. These adopted plans cover the period to 2026. As these DPDs were adopted over five years ago, the NM&WLP review process is being carried out to ensure that the Local Plan policies remain up to date, to extend the Plan period to 2038 and to consolidate the three DPDs into one Norfolk Minerals and Waste Local Plan (NM&WLP).
- 1.2 The first stage in the NM&WLP process was a 'call for mineral extraction sites', which took place in July 2017. The sites submitted, together with the existing allocated mineral extraction sites which have yet to obtain planning permission, have been assessed for their suitability for future mineral extraction. The assessment included potential effects to amenity, highway access, the historic environment, archaeology, landscape, public rights of way, ecological designations, geodiversity, flood risk, hydrology, the Water Framework Directive, utilities and safeguarded aerodromes.

- 1.3 In January 2019 a 'call for waste management sites' took place for proposed permanent waste treatment facilities of over 1 hectare in size with an estimated annual throughput of over 50,000 tpa to be considered for inclusion in the M&WLPR. The six sites submitted have been assessed for their suitability to be allocated as future waste management facilities, but no sites are allocated in the Publication version of the M&WLP.
- 1.4 There have been two public consultations on the NM&WLP, the first was the Initial Consultation which took place in summer 2018 and the second was the Preferred Options consultation which took place in autumn 2019. Both of these consultations formed part of the plan preparation stage. The next stage in the local plan process will be the formal representations period on the Publication version of the NM&WLP before it is submitted to the Secretary of State for independent examination.
- 1.5 The current Minerals and Waste Development Scheme (MWDS) came into effect on 1 September 2019. The MWDS contains the timetable for the review of the Minerals and Waste Local Plan which is currently being produced. This report provides information about the proposed changes to the MWDS.
- 1.6 Norfolk County Council, as the Minerals and Waste Planning Authority has a statutory duty to produce a Minerals and Waste Local Plan and to keep it up to date. The government can intervene in local authorities where policies in plans have not been kept up to date. The government also has powers to intervene in the MWDS process, either by directing that a revision take place, or preparing the revision and requiring the planning authority to bring it into effect.
- 1.7 The current Norfolk SCI was adopted in December 2018. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) also requires SCIs to be reviewed every five years, starting with the date of adoption of the SCI. The revised 2022 SCI takes into account changes in legislation, national planning regulations, national and local planning policy and guidance that have taken place since 2018. The Planning and Compulsory Purchase Act 2004 states that the SCI must be adopted by resolution of the local planning authority.

2. Proposal

2.1 Statement of Community Involvement (SCI)

Under the Planning and Compulsory Purchase Act 2004 (as amended) Norfolk County Council, as a County Planning Authority (CPA) is required to prepare an SCI. The SCI sets out how the CPA will involve the community in the preparation and review of minerals and waste planning policy documents and in the consideration of planning applications being determined by the CPA.

- 2.2 The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) required SCIs to be reviewed every five years, starting with the date of adoption of the SCI. Since the existing SCI was adopted in 2018, there have been several changes to national planning legislation, policy and guidance. The main changes between the existing 2018 SCI and the 2022 SCI recommended for adoption cover the following areas: the use of electronic communications, amendments to reflect data protection legislation and guidance and the impact of unforeseen circumstances such as covid-19. The SCI has also been expanded to reflect the full range of planning authorisations dealt with by the authority and includes community engagement post determination such as during monitoring and in response to breaches of planning control.
- 2.3 The revised 2022 SCI is, therefore, recommended for adoption and is attached as Appendix B to this report.
- 2.4 **Minerals and Waste Development Scheme (MWDS)**
The MWDS has been updated and it is recommended to bring the Scheme into effect on 11 July 2022. The Scheme sets out a timetable for producing minerals and waste planning policy documents, specifically the NM&WLP.
- 2.5 Changes are required to the timetable in the MWDS for the NM&WLP. The existing MWDS planned for the Publication stage to take place in May and June 2020. However due to a several factors, including the large volume of responses (over 5,000) received at the Preferred Options consultation stage in 2019, an increased mineral safeguarding workload providing consultations to non-mineral planning applications submitted to Local Planning Authorities and the Covid-19 pandemic, it has not been possible to undertake the Publication stage at the time anticipated in the adopted MWDS. The Publication stage is now planned to take place in September and October 2022 as detailed in this report. The revised date of the Publication stage means that the subsequent stages of the NMW&LP process cannot now take place in accordance with the timescales set out in the current adopted MWDS. Accordingly, a revised timescale is required to provide a realistic timeframe to undertake the processes of Publication, submission, examination and adoption.
- 2.6 A revision of the MWDS is therefore necessary and has been prepared by officers; this is attached as Appendix A. The 2004 Act states that a revision to the MWDS is brought into effect by the Minerals and Waste Planning Authority resolving that the revision is to have effect from a specified date.
- 2.7 A table comparing the current MWDS timetable for the NMW&LP with the proposed changes in the revised MWDS is below:

Stage	Date timetabled in the adopted MWDS	Date timetabled in the revised MWDS
Pre-Submission representations period (Regulation 19)	May/June 2020	September 2022
Submission (Regulation 22)	September 2020	December 2022
Hearing commencement (Regulation 24)	January 2021	April 2023
Inspector's report	July 2021	October 2023
Adoption (Regulation 26)	September 2021	December 2023

2.8 Minerals and Waste Local Plan – Publication and representations period

The NM&WLP review process is being carried out to ensure that the Local Plan policies remain up to date, to extend the Plan period to 2038 and to consolidate the three existing DPDs into one NM&WLP. National planning policy and guidance state that Local Plans should plan for a period of at least 15 years from adoption. Therefore, in common with other Local Plans being prepared in Norfolk it has been necessary to extend the Plan period to 2038, due to delays in plan preparation detailed in paragraph 2.5 of this report. The following paragraphs summarise the contents of the Publication document, which has been amended where necessary, taking into consideration representations received at the Preferred Options stage. The full draft Publication document is available to view on the Norfolk County Council website at: [Norfolk Minerals and Waste Local Plan Review](#)

- 2.9 The NM&WLP includes a vision and strategic objectives for waste management and minerals development for the Plan period to 2038. Changes have been made to the vision and strategic objectives following the Preferred Options stage to refer to the 'agent of change' principle and biodiversity net gain.
- 2.10 The NM&WLP includes policies relevant to both minerals and waste management development covering the following issues: development management criteria, transport, climate change mitigation and adaption, The Brecks protected habitats and species, and agricultural soils. Following the Preferred Options consultation changes have been made to strengthen both the Development Management Criteria Policy and the Climate Change Mitigation and Adaption Policy.
- 2.11 The NM&WLP includes a forecast of the quantities of waste that need to be planned for over the Plan period to 2038. These figures have been reviewed for the Publication document and an assessment of the existing waste management capacity in Norfolk has also been updated, which concluded that

sufficient capacity already exists to accommodate the forecast growth in waste arising over the Plan period to 2038. Therefore, it is not considered necessary to allocate any waste management sites in the NM&WLP.

- 2.12 However, planning applications for new waste management facilities are still expected to come forward during the Plan period, both to move waste management up the waste hierarchy and because waste management is a contract driven and competitive industry. The NM&WLP, therefore, contains criteria-based policies to determine those applications that come forward for waste management facilities.
- 2.13 The NM&WLP includes a spatial strategy for new waste management facilities, a policy detailing the types of land considered to be suitable for waste management facilities and includes criteria-based policies for the determination of planning applications for the following types of waste management facilities: inert waste recycling, waste transfer and treatment, composting, anaerobic digestion, household waste recycling centres, residual waste treatment, landfill and water recycling centres. Specific policies also cover the design of waste management facilities, landfill mining and safeguarding waste management facilities and water recycling centres. Some of the waste management policies have been amended following the Preferred Options Consultation. In particular, the forecast waste arisings have been updated, and it is now considered that the amounts of hazardous waste arising during the Plan period will be stable rather than reducing.
- 2.14 The NM&WLP includes the quantities of sand and gravel, Carstone and silica sand that need to be planned for during the period to 2038 to provide a steady and adequate supply of minerals. Based on the rolling average of 10 years' sales data and other relevant local information, the NM&WLP proposed approach to planning for silica sand extraction is based on the existing maximum throughput per annum of the processing plant site at Leziate (754,000 tonnes), whilst a lower rate of carstone extraction per annum (82,650 tonnes) and sand and gravel extraction per annum (1,506,000 tonnes) is proposed to be planned for, reflecting the average extraction rate for aggregates over the last ten years (2011-2020) plus 10%.
- 2.15 Using the forecast annual extraction rate and the existing permitted reserves (sites with planning permission for mineral extraction), there is a forecast need to allocate sites with an estimated resource of at least 12.597 million tonnes of sand and gravel and 10.34 million tonnes of silica sand in the NM&WLP. There is not a forecast need for additional carstone resource during the plan period. These forecasts are for lower quantities of sand and gravel and carstone than contained in the Preferred Options consultation because the ten-year sales average plus 10% used in the Publication document is lower than the 20-year sales average used in the Preferred Options document. Using the 10-year sales average plus 10% is now concluded to be the most appropriate approach to forecasting mineral need in the NM&WLP because it includes an additional 10% for flexibility, it is consistent with the National

Planning Practice Guidance and the approach taken by other Mineral Planning Authorities in the East of England Aggregate Working Party.

- 2.16 The NM&WLP contains a spatial strategy for minerals development. Policies relevant to the determination of applications for minerals development include: borrow pits for construction schemes, agricultural reservoirs, protection of core river valleys, cumulative impacts and phasing of workings, progressive working and restoration, aftercare, concrete batching and asphalt plants. Specific policies also cover safeguarding mineral resources, minerals sites and infrastructure. Some of the policies have been amended following the Preferred Options Consultation.
- 2.17 The Initial Consultation and Preferred Options documents contained a proposed policy on conventional and unconventional oil and gas development. This policy has been removed from the draft Publication document because the NPPF states that areas where no Petroleum Exploration and Development Licenses have been granted in a previous license application round have no need to have a policy regarding oil and gas development within their Local Plan. Reports from the British Geological Survey have indicated that prospects for oil and gas would be poor in Norfolk, compared with other locations, particularly those in former coalfield areas.
- 2.18 The draft Publication document allocates 16 sites for sand and gravel extraction. The estimated sand and gravel resource in the allocated sites is sufficient to meet the forecast need for sand and gravel during the Plan period. Only the sites considered suitable to allocate are included in the draft Publication document.
- 2.19 Since the Preferred Options consultation in 2019 planning permission has been granted for sand and gravel extraction at the following sites: MIN 209, MIN 210 and MIN 211 at Earsham, MIN 207 at Edgefield, MIN 65 at Stanninghall, MIN 64 at Horstead, MIN 37 at Mayton Wood, and part of site MIN 69 at Aylmerton. The planning permission for the sites at Earsham has been implemented and therefore these three sites no longer need to be included in the NM&WLP. The planning permissions granted at the other sites (MIN 207, MIN 64, MIN 65, MIN 37) have not been implemented yet or only include part of the site (MIN 69) and therefore these sites are still included in the NM&WLP. One additional site is proposed to be allocated at Beetley (MIN 08) because it is now proposed to be operated as part of one larger site consisting of three fields (MIN 13, MIN 51 and MIN 08), two of which were proposed to be allocated at the Preferred Options stage. Two of the sites for sand and gravel extraction which were concluded to be suitable to allocate in the Preferred Options document are now not considered to be suitable and therefore are not allocated in the Publication document. The sites that are no longer allocated are MIN 212 (Mundham) and MIN 213 (Stratton Strawless). The conclusions for all the other proposed sand and gravel extraction sites have remained the same as contained in the Preferred Options document.

- 2.20 The Publication document allocates one site for carstone extraction (located at Middleton). Whilst there is no forecast need for additional carstone resource during the plan period, it is considered prudent to continue to allocate one site for carstone extraction to maintain flexibility given the historic variability for carstone extraction volumes.
- 2.21 The Publication document allocates two sites for silica sand extraction (located at East Winch and Bawsey). The site at Bawsey was granted planning permission in August 2021 but the permission has not yet been implemented and therefore the site is still allocated in the NM&WLP. The two allocated silica sand sites only contain 4.1 million tonnes of silica sand and are not sufficient on their own to meet the forecast additional need for 10.34 million tonnes of silica sand during the Plan period.
- 2.22 In order to meet the remaining forecast need for silica sand, the Preferred Options document proposed to continue to allocate the four Areas of Search (E, F, I and J) for silica sand extraction that are currently allocated in the existing adopted Norfolk Minerals Site Specific Allocations DPD, which had been found sound and legally compliant following an examination in 2017. However, the consultation response from the Defence Infrastructure Organisation to the NM&WLP continued to raise concerns about bird strike risks to aircraft from the creation of large areas of open water following mineral extraction, whilst Shouldham Warren is designated Open Access Land and forms a significant part of the higher land within Area of Search E. The three remaining Areas of Search (F, I and J) would be too fragmentary to form an appropriately sized area within which to find a potentially viable silica sand extraction site, which means that the Areas of Search are no longer considered to be a deliverable method to use to plan for future silica sand provision in Norfolk. Therefore, the Publication version of the NM&WLP does not allocate any areas of search for silica sand and instead contains a criteria-based policy for the consideration of any future planning applications for silica sand extraction, which is considered to be the most appropriate and effective method of planning for the remaining forecast need of this nationally important mineral.
- 2.23 **Consultation and formal representations period**
- 2.24 The NM&WLP process includes two public consultation stages and a formal representations period (detailed in the following paragraphs). The planning process is front-loaded so that stakeholders are consulted at an appropriate early stage in the process. The responses received during the two public consultation stages have informed the Publication version of the NM&WLP.
- 2.25 The first public consultation stage, the Initial Consultation, took place for six weeks in July and August 2018. Responses to the Initial Consultation were received from a total of 856 people and organisations making 1,518 representations. The majority of responses were objections to proposed silica sand extraction site SIL 02 (land at Marham and Shouldham) (398 representations of which 385 were objections) and proposed sand and gravel

extraction site MIN 38 at Fritton (355 representations of which 347 were objections). All the representations received are available to view on the e-consultation website at: <https://norfolk.oc2.uk/document/46>. The responses received informed the Preferred Options document.

- 2.26 The second public consultation stage, the Preferred Options, took place for six weeks in September and October 2019. Responses to the Preferred Options consultation were received from a total of 3,525 people and organisations making 5,684 representations. The majority of responses were objections to proposed silica sand extraction site SIL 02 (land at Marham and Shouldham (1,280 representations of which 1,273 were objections) and proposed silica sand area of search E (land to the north of Shouldham) (3,350 representations of which 3,343 were objections). All the representations received are available to view on the e-consultation website at: <https://norfolk.oc2.uk/document/49> . The responses received informed the Publication document.
- 2.27 In accordance with the Statement of Community Involvement (SCI) the Initial Consultation and the Preferred Options Consultation were publicised in the following ways: all addresses within 250m of the boundary of a proposed mineral extraction site or area of search were written to directly explaining why they were being contacted, all the consultation bodies detailed in in the regulations (including every parish and town council in Norfolk) were written to informing them of the consultation, all consultation documents were published on the Norfolk County Council website, hard copies of the documents were placed at County Hall and the seven main district council officers and a notice about the consultation was published in the EDP. In addition to the requirements in the Regulations and the SCI, at the Preferred Options consultation stage, all respondents to the Initial Consultation were contacted to inform them of the Preferred Options consultation and at least one notice about the consultation was placed in each of the locations of the 42 proposed minerals and waste sites.
- 2.28 The next stage in the NM&WLP process is the proposed representations period on the Publication version of the NM&WLP. The Publication document must be published for at least a six-week period to enable the representations to be made on whether or not the document is legally compliant and 'sound' (positively prepared, justified, effective and consistent with national policy) in accordance with paragraph 35 of the National Planning Policy Framework. The responses received during the formal representations period will be provided to the Secretary of State when the NM&WLP is submitted for examination.
- 2.29 There are a number of organisations which Norfolk County Council is legally required to invite representations from, as part of the Local Plan process in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. There are also a number of organisations which Norfolk County Council has a duty to cooperate with in the plan making process, in

accordance with the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011).

- 2.30 It is proposed that the representations period will last for six weeks, which is the minimum time required by the Regulations. However, the representations period could be for a longer period, such as eight or ten weeks if considered necessary. The representations period must be specified and advertised prior to the start of the period. A longer representations period would affect the timetable for the remaining stages of the NM&WLP.
- 2.31 In line with the SCI, it is proposed to publicise the representations period in the following ways: all addresses within 250m of an allocated mineral extraction site will be written to directly explaining why they are being contacted, all the consultation bodies details in the regulations (including every parish and town council in Norfolk) will be written to directly to inform them of the representations period, all NM&WLP publication documents will be published on the Norfolk County Council website, hard copies of the documents will be available for inspection at County Hall and the seven main offices of Norfolk's local planning authorities, and a notice about the representations period will be published in the EDP.
- 2.32 In addition to the requirements in the Regulations and the SCI, all respondents to the Initial Consultation and the Preferred Options consultation will be contacted to inform them of the representations period on the Publication version of the NM&WLP. It is also proposed for at least one notice about the representations period to be placed at each of the locations of the mineral sites allocated in the Publication document and that a press release will be issued. One additional method, which is not currently proposed to be used, would be to hold public meetings or exhibitions about the formal representations period, however, this would require additional resources in terms of both time and cost.
- 2.33 **Next steps**
- 2.34 **Submission (December 2022)** - If no fundamental issues are raised during the representations period, the Council will submit the NM&WLP and relevant supporting documents, together with all the representations received, to the Secretary of State.
- 2.35 **Examination (April 2023) and Inspector's Report (October 2023)** – A Planning Inspector appointed by the Secretary of State will conduct the Examination in Public and produce a report regarding the plan's soundness and legal compliance. The dates of examination hearings and receipt of the Inspector's Report will be determined by the Planning Inspector.
- 2.36 **Adoption (December 2023)** – The date of adoption will be dependent on the date when the Planning Inspector's report is received. Assuming that the report concludes that the plan is sound, legally compliant and should be adopted, the Council will then make the decision whether to adopt the document or not. The adopted document would replace the current Norfolk Minerals and Waste Development Plan Documents.

- 2.37 **Planning Applications** – Developers withing to extract minerals from specific sites allocated in the NM&WLP will still need to apply for and be granted planning permission before mineral extraction can take place. Applications will be assessed on their individual merits in the light of all relevant development plan policies and other material considerations. Planning permissions are often granted subject to conditions to mitigate potential impacts from site operations and minerals and waste sites are monitored on a regular basis.

3. Impact of the Proposal

- 3.1 The English planning system is Plan-led, and an up to date and regularly reviewed Plan means that planning applications are determined using policies that address local issues, rather than just relying on national policies. Norfolk County Council, as Minerals and Waste Planning Authority, has a statutory duty to produce and maintain an up-to-date Minerals and Waste Local Plan which forms the basis for determining any relevant planning applications that are lodged with the authority. The provision of a steady and adequate supply of minerals and the management of waste constitutes essential infrastructure to support the economic development of the county.
- 3.2 A new Norfolk Minerals and Waste Local Plan (NM&WLP) is being produced to consolidate the three existing plans into one Local Plan, to ensure that the policies within the plan remain up-to-date and to extend the plan period from 2026 to 2038. A representations period on the Publication version of a local plan is the next step in this process and is required by regulation prior to submission of the Plan, for an Examination in Public by a Planning Inspector.
- 3.3 The draft Publication document contains a monitoring and implementation framework with indicators to be used to assess the implementation of the NM&WLP which will be reported annually in monitoring reports or the Local Aggregate Assessment, as appropriate, which are published on the Norfolk County Council website.
- 3.2 As part of the examination of the NM&WLP a Planning Inspector will assess whether the NM&WLP satisfies various statutory requirements imposed by the 2004 Act, including the requirement that the plan has been prepared in accordance with the adopted MWDS. Therefore, a revised MWDS needs to be brought into effect to enable the M&WLP to be legally compliant. Implementation of the MWDS is reported annually in Monitoring Reports which are published on the Norfolk County Council website.
- 3.3 Under the Planning and Compulsory Purchase Act 2004 (as amended) Norfolk County Council, as a County Planning Authority (CPA) is required to prepare an SCI. The existing SCI was adopted in December 2018 and has been reviewed to ensure that it remains up to date. The 2022 SCI recommended for adoption includes additional information on: the use of electronic communications, data

protection legislation and guidance, the impact of unforeseen circumstances such as covid-19 and community engagement after operations have commenced. The expanded scope of the SCI is intended to provide greater clarity to individuals and communities as to when and how they can engage in the planning process. In this way it is anticipated that communities can have greater influence on both emerging policy and the operation of permitted sites within the County.

4. Financial Implications

- 4.1 The financial implications of the NM&WLP process were included in the EDT Committee Report of May 2018. Amending the MWDS does not change the costs of the remaining stages of the NM&WLP process, but it does change the financial year in which some of these costs will take place, with the most significant costs (associated with the examination of the NM&WLP) occurring in the financial year 2023/24.
- 4.2 The timetable for the NM&WLP process is included within the MWDS (Appendix A). To minimise publication costs going forward, all stakeholders, including parish councils, will be contacted on-line wherever possible. Notwithstanding these savings, the M&WLP process will give rise to additional costs as follows:
- 4.3 Based on the experience of previous planning policy production, costs for the remaining stage of the M&WLP process, including officer time in the collation of evidence, formulation of policy, processing and assessment of representations received and:

Activity	Year	Estimated costs
Publication stage printing costs	2022/23	£4,000
Publication stage advertising costs	2022/23	£500
Planning Inspector costs for examination	2023/24	£100,000*
Programme Officer costs for examination	2023/24	£8,000*
Venue hire for examination hearings	2023/24	£2,400
Examination advertising costs	2023/24	£500
Adoption advertising costs	2023/24	£500
Adoption printing costs	2023/24	£4,000
Total estimated costs	N/A	£119,900

*these costs are unavoidable as part of the NM&WLP process and as one off costs we are anticipating funding these from service specific reserves.

These costs will vary depending on the level of public engagement with process and the duration of the examination hearings. The estimated costs are based on eight days of examination hearings. Whilst the daily amount charged for a Planning Inspector has not changed since 2007, it appears that the number of days' work being charged for an examination has increased.

- 4.4 As stated above, the Publication and formal representations stage will be carried out via the internet and email wherever possible as this maximises efficiencies in both cost and time. However, there will still be a need for some hard copies of consultation documents to be produced and for some correspondence by letter to ensure that the representations stage and examination process is accessible to all.
- 4.5 No additional costs will be incurred through the production of the NM&WLP in accordance with the consultation standards in the revised 2022 SCI. No additional costs will be incurred in the determination of planning applications from the consultation standards in the 2022 SCI.

5. Resource Implications

5.1 Staff:

None under the proposed service level.

5.2 Property:

None arising from this report.

5.3 IT:

None arising from this report.

6. Other Implications

6.1 Legal Implications:

There is a legal duty under Section 16 of the Planning and Compulsory Purchase Act 2004 ("the 2004 Act") to prepare and maintain a MWDS. The Scheme must specify the development plan documents (DPDs) that the County Council will produce, their subject matter, geographical area and the timetable for the preparation and revision of the DPDs. The 2004 Act requires the Council to revise the Scheme when appropriate, and in practice this duty includes ensuring that the scheme is kept up to date.

There is a legal duty under Section 18 of the 2004 Act to prepare an SCI. In addition, the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) also requires SCIs to be reviewed every five years, starting with the date of adoption of the SCI.

The MWDS and the 2022 SCI will be published on Norfolk County Council's website and made available for inspection as required by the relevant legislation.

The process of producing the Minerals and Waste Local Plan must be carried out in accordance with the 2004 Act and other relevant planning legislation. As part of the examination of the NM&WLP a Planning Inspector will assess not only whether the NM&WLP is sound, but also whether it satisfies various statutory requirements imposed by the 2004 Act. These include the requirement that it has been prepared in accordance with the adopted MWDS and SCI. Therefore, a revised MWDS needs to be brought into effect to enable the NM&WLP to be legally compliant.

6.2 Human Rights Implications:

The human rights of the local residents are engaged under Article 8, the right to respect for private a family life and Article 1 of the First Protocol, the right of enjoyment of property. When adopted, the policies within the NM&WLP will be used in the determination of planning applications for mineral extraction and associated development and for waste management facilities. A grant of planning permission may infringe those human rights, but they are qualified rights, that is they can be balanced against the interests of the community as a whole and the human rights of other individuals. In making that balance it may also be taken into account that the amenity of local residents could be adequately safeguarded by planning conditions.

The human rights of the owners of the proposed allocation sites may be engaged under the First Protocol Article 1, that is the right to make use of their land. However, the right is a qualified right and may be balanced against the need to protect the environment and the amenity of local residents.

However, it is not considered that the human rights of local residents or the owners of the proposed allocation sites would be infringed by the adoption of the 2022 SCI or the publication of the NM&WLP.

6.3 Equality Impact Assessment (EqIA) (this must be included):

The Council's planning functions are subject to Equality Impact Assessments. No EqIA issues have been identified with regard to amending the MWDS or the SCI.

The NM&WLP has been subject to an EqIA. The EqIA concluded, that provided the proposed NM&WLP policies are applied robustly, it is highly unlikely that protected groups will be disproportionately affected by virtue of the location of the mineral extraction sites. In addition, any sites allocated in the NM&WLP will also need to apply for and be granted planning permission before they are able to operate and an EqIA will be carried out at the planning application stage.

6.4 Data Protection Impact Assessments (DPIA):

Not applicable. The data protection implications of the local plan preparation, consultation and adoption are covered by the adopted privacy notices

6.5 Health and Safety implications (where appropriate):

Not applicable.

6.6 Sustainability implications (where appropriate):

The environmental implications of the NM&WLP are formally assessed as part of the local plan process, through the Sustainability Appraisal (which includes a Strategic Environmental Assessment) and a Habitats Regulations Assessment. Both of these assessments must be carried out in accordance with the relevant legislation and include formal consultation stages. An Initial Sustainability Appraisal Report and a Habitats Regulations Assessment (Task 1) were published to accompany the Initial Consultation in 2018 [available at: <https://norfolk.oc2.uk/document/47>].

These documents were revised where necessary and a Draft Sustainability Appraisal Report and a Draft Habitats Regulations Assessment [Test of Likely Significant Effects] were published to accompany the Preferred Options Consultation in 2019 [available at: <https://norfolk.oc2.uk/document/50>].

These documents have been revised again where necessary and will be published to accompany the Publication version of the NM&WLP. Overall, the assessment the policies within the NM&WLP will have mainly positive or neutral effects. This is largely due to the nature of the policies which aim to protect the amenity of local communities, the natural, built and historic environment, the landscape and townscape of Norfolk. The potential impacts of all the proposed mineral extraction sites have been assessed both in terms of the operational phase (short and medium-term effects) and the restoration and post-restoration phase (long term effects).

There are no sustainability implications arising from the revised MWDS or the 2022 SCI.

6.7 Any Other Implications:

Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

7. Actions Required:

The Select Committee is asked to:

- 1. Comment on the revised Minerals and Waste Development Scheme (Appendix A to this report) and recommend Cabinet resolve that the MWDS shall have effect from 11 July 2022**
- 2. Comment on the Publication version of the Minerals and Waste Local Plan and recommend Cabinet agreement to publish the Publication document for representations to be made over a six-week period during**

- September and October 2022 and if no fundamental weaknesses are identified in the representations made, submission of the NM&WLP (and supporting/background information) for independent examination
3. Comment on the 2022 Norfolk Statement of Community Involvement (SCI) and advise Cabinet to recommend Full Council resolve to formally adopt the SCI (Appendix B to this report)

8. Background Papers

- 11.1 [Norfolk County Council Statement of Community Involvement 2018](#), December 2018
- 11.2 [Norfolk Minerals and Waste Development Scheme 2019](#), September 2019
- 11.3 Norfolk Minerals and Waste Local Plan Review Initial Consultation (2018)
- 11.4 Norfolk Minerals and Waste Local Plan Review Preferred Options (2019)
- 11.5 Norfolk Minerals and Waste Local Plan Review – Draft Habitats Regulations Assessment – Test of Likely Significant Effects (2019)
- 11.6 Norfolk Minerals and Waste Local Plan Review – Draft Sustainability Appraisal Report (2019)

The documents listed at 11.3 to 11.6 above are available at the Norfolk Minerals and Waste Local Plan Review webpage: [Norfolk Minerals and Waste Local Plan Review](#)

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Norfolk County Council

Norfolk Minerals and Waste Local Plan

Minerals and Waste Development Scheme

May 2022

www.norfolk.gov.uk



Norfolk County Council

Norfolk Minerals and Waste Local Plan

Minerals and Waste Development Scheme

May 2022

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1. Introduction

- 1.1 Norfolk County Council is the planning authority for minerals and waste matters within the county. Under the Planning & Compulsory Purchase Act 2004 as amended, all local planning authorities must prepare a Local Development Scheme. Similarly, a Minerals and Waste Development Scheme is prepared by a Minerals and Waste Planning Authority and sets out the programme for preparing planning documents.
- 1.2 The County Council has prepared this Minerals and Waste Development Scheme (MWDS) in accordance with the Act.
- 1.3 The National Planning Policy Framework requires all Local Planning Authorities to produce a Local Plan for their area. Norfolk County Council has produced the following development plan documents (DPDs) to meet this requirement: Core Strategy and Minerals and Waste Development Management Policies, Minerals Site Specific Allocations and Waste Site Specific Allocations. All of these documents have been adopted by Norfolk County Council along with a Policies Map. The adopted Local Plan (consisting of DPDs) is the statutory development plan and the basis on which all minerals and waste planning decisions will be made in Norfolk.
- 1.4 The Council has also produced a Statement of Community Involvement, this Minerals and Waste Development Scheme and Monitoring Reports.
- 1.5 The Minerals and Waste Development Scheme is primarily a programme for the preparation of Development Plan Documents. The Scheme sets out which Development Plan Documents will be produced, in what order and when.

2. Existing Norfolk Minerals and Waste Development Framework

- 2.1 The statutory plans for minerals and waste planning in Norfolk are contained in the Norfolk Minerals and Waste Development Framework. This framework consists of four planning policy documents which together form the Minerals and Waste Local Plan for Norfolk:
- 2.2 Core Strategy and Minerals and Waste Development Management Policies DPD (the 'Core Strategy')** - This planning policy document contains the vision, objectives and strategic planning policies for minerals and waste development in Norfolk until 2026. The Minerals and Waste Core Strategy also includes Development Management policies which are used in the determination of planning applications to ensure that minerals extraction and associated development and waste management facilities can happen in a sustainable way. The DPD contains measurable objectives to enable successful monitoring. This document was adopted in September 2011.
- 2.3 Waste Site Specific Allocations DPD** allocates specific sites which are available and acceptable in principle for waste management facilities, to meet the requirements of Core Strategy Policy CS4, until the end of 2026. This document was adopted in October 2013.
- 2.4 Minerals Site Specific Allocations DPD** allocates specific sites which are available and acceptable in principle for mineral extraction and associated development, to meet the requirements of Core Strategy Policy CS1 until the end of 2026. This document was adopted in October 2013 and updated with the adoption of the Single Issue Silica Sand Review in December 2017. The Single Issue Silica Sand Review allocated an additional site and areas of search for future silica sand extraction until the end of 2026.
- 2.5 The Policies Map** accompanies the Minerals and Waste Local Plan (currently the Core Strategy, Minerals SSA and Waste SSA DPDs). The Policies Map illustrates on an Ordnance Survey base map all of the policies contained in the adopted plans. The Policies Map will be revised and adopted successively each time a DPD that includes a policy requiring spatial expression is adopted. An interactive version of the policies map is available on Norfolk County Council's website: www.norfolk.gov.uk/nmwdf. The interactive map is the most up to date version of the map available.
- 2.6 The Norfolk Minerals and Waste Development Framework also includes the following documents produced by Norfolk County Council:
- 2.7 The Statement of Community Involvement (SCI)** sets out Norfolk County Council's consultation strategy for involving local communities in the preparation of Norfolk's minerals and waste DPDs and in the determination of planning applications submitted to the County Council.
- 2.8 This Minerals and Waste Development Scheme (MWDS)** which sets out what documents are being produced as part of the Local Plan and the timetable for their production, including consultation stages. The previous MWDS came into force in June 2018.

- 2.9 The County Council is required to prepare **Monitoring Reports** to assess the implementation of the Minerals and Waste Development Scheme and the extent to which policies in the development plan documents are being achieved. In accordance with Part 8 of the 'Town and Country Planning (Local Planning) (England) Regulations 2012' the County Council must make available any information collected as soon as possible after the information becomes available.
- 2.10 The County Council assesses:
- progress made in the preparation of the authority's local plans and whether progress made is in accordance with the timetable contained in the development scheme;
 - what action has been taken in accordance with the duty to co-operate with other local planning authorities during the monitoring period;
 - whether it is meeting, or is on track to meet, the targets set out in the development plan documents and, if not, the reasons why;
 - whether any policies need to be replaced to meet sustainable development objectives; and
 - what action needs to be taken if policies need to be replaced.
- 2.11 **Local Aggregate Assessment and Silica Sand Assessment** which is produced annually and includes information on the rolling average of 10 years' sales data, the landbank of permitted reserves and other relevant local information, taking into account the advice of the East of England Aggregates Working Party.

3. Norfolk Minerals and Waste Local Plan

Overview

Role and Subject	<p>To provide the strategic and development management policies for minerals and waste planning in Norfolk until 2036.</p> <p>To allocate specific sites, preferred areas and/or areas of search for mineral extraction in Norfolk until 2038.</p> <p>To provide criteria-based policies for waste management facilities in Norfolk until 2038.</p>
Coverage	The administrative area of Norfolk
Status	Development plan document

Timetable for Review

The Core Strategy and Minerals and Waste Development Management Policies DPD was adopted in September 2011. The Minerals Site Specific Allocations DPD and the Waste Site Specific Allocations DPD were both adopted in October 2013.

The National Planning Policy Framework (paragraph 33) states that “Policies in local plans ... should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Reviews should be completed no later than five years from the adoption date of a plan and should take into account changing circumstances affecting the area, or any relevant changes in national policy.”

Therefore, a joint update of all three of the adopted DPDs is being carried out to ensure that the policies within them remain up to date, to extend the plan period from 2026 to 2038 and to consolidate the three existing DPDs into one Norfolk Minerals and Waste Local Plan, in accordance with national planning policy.

Local Plan stage	Dates
Preparation of Local Plan consultation (Regulation 18)	Initial Consultation: June / August 2018 Preferred Options: September / October 2019
Pre-Submission representations period (Regulation 19)	September / October 2022
Submission (Regulation 22)	December 2022
Hearing (Regulation 24)	April 2023
Inspector’s Report	October 2023
Adoption (Regulation 26)	December 2023

Table 1. Local Plan milestones

5. Glossary

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

Development plan documents – A term brought in by the Planning and Compulsory Purchase Act 2004. These are the spatial planning documents that form part of the Local Plan. These set out spatial planning policies and proposals for an area or topic. They include the core strategy, development management policies, specific site allocations of land and area action plans (where needed).

Local Plan - The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004 (as amended). Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.

Table 2. Minerals and Waste Development Scheme timetable 2022-2023

Date	Local Plan stage
April 2022	
May 2022	
June 2022	
July 2022	
August 2022	
September 2022	Pre-Submission representations period (Regulation 19)
October 2022	
November 2022	
December 2022	Submission (Regulation 22)
January 2023	
February 2023	
March 2023	
April 2023	Independent examination hearings (Regulation 24)
May 2023	
June 2023	
July 2023	
August 2023	
September 2023	
October 2023	Inspector's report
November 2023	
December 2023	Adoption (Regulation 16)



Norfolk County Council

Statement of Community Involvement

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1. Introduction

1.1 What is a Statement of Community Involvement?

1.1.1 The Statement of Community Involvement (SCI) sets out who, how and when we will engage with individuals and groups. It explains how you can comment on planning applications and how you can influence the content of future planning policy documents.

1.1.2 Norfolk County Council is the County Planning Authority (CPA) responsible for minerals and waste planning policy and determining planning applications for minerals, waste and the Council's own development, such as schools, libraries, fire stations and road schemes. Planning applications for other types of development are dealt with by the district and borough councils.

1.1.3 This means that our Statement of Community Involvement sets out how you can participate in:

- Developing new Local Plans and planning policies that will influence the way future minerals and waste development is carried out in Norfolk
- Determining planning applications for minerals, waste and County Council development.
- Ongoing monitoring of mineral and waste facilities once they are up and running

1.1.4 It is a legal requirement for a planning authority to adopt an SCI. This adopted SCI ensures that we conform to the statutory requirements imposed on planning authorities and takes account of the governments planning practice guidance.

1.2 Who we will involve

1.2.1 Most consultations are open to all, but in order to participate in the consultation process individuals, communities and organisations need to be aware that it is taking place.

1.2.2 Details of who we will notify, in policy making and planning applications, is provided in the relevant sections of this document, but as a general principle we will seek to engage the following where they are directly or indirectly affected by the planning decision:

- Individuals located in the immediate proximity to proposals
- Local community groups, action groups and other voluntary organisations who have topic or local interests in a matter
- Commercial organisations (such as minerals or waste companies and their trade bodies); and
- Statutory bodies such as the Environment Agency, Natural England and district and parish councils who play a critical role ensuring the public voice is heard.

1.2.3 We will endeavour to identify all relevant parties, but we also recommend that voluntary and non-statutory bodies who want to be engaged directly contact us setting out the circumstances in which they would like to participate in the planning process.

1.3 Electronic Communications

1.3.1 By the end of 2020 more than 95% of premises in Norfolk had access to Superfast Broadband. By Spring 2023 this will have increased further to over 97%. This will make it easier for people to access information on planning applications, minerals and waste planning policy documents, and make representations to the Council.

1.3.2 Electronic communication provides a quick, efficient and more sustainable way to circulate large documents. This is especially the case in Norfolk where, due to the rural nature of the county, it can be difficult for some individuals to access Local Authority offices.

1.3.3 The Planning Authority is committed to making the most appropriate use of electronic communication when undertaking consultation and notification activities. By default, email or the use of the internet will be the primary method of communication when engaging communities during the plan making process or consulting on planning applications.

1.3.4 Nevertheless, reliance solely on electronic communication will not always be appropriate. We will use site notices and letters where these are necessary to augment electronic communication channels, to ensure effective engagement.

1.4 Data Protection

1.4.1 The data you give us is only used to help us make the best decisions on planning matters and while we hold your data, it is kept secure. Planning is a statutory function, and any information is held on the lawful basis of public task (in accordance with the Town and Country Planning Act 1990, as amended, related orders and regulations).

1.4.2 We hold a complete copy of all submissions including the names, addresses and contact details of those who have submitted a planning application, made a comment on a planning application, or responded to a consultation on planning policy. We do this so we can notify you about subsequent stages in the local plan process or the relevant planning application process such as amendments to the proposal, the outcome of the application and if an appeal is lodged against the application.

1.4.3 In accordance with the requirements of the government regulations on openness in local government decision making, we will hold the information for use in the planning process for a 4-year period following the decision. We also publish redacted versions of comments received without your signature, email and phone

number, to prevent fraud. Full details of how we manage your information are contained on the [Planning Services privacy notice](#)

1.5 The Impact of COVID-19 and emergency provisions

1.5.1 In light of the Covid-19 pandemic and in any comparable situation in the future, there may be circumstances when the Council will be unable to fully comply with this Statement of Community Involvement. This is particularly the case where consultation documents are usually placed in the Council offices for inspection. The Council is committed to effective consultation and communication with its residents, and in order to do this, some consultation methods may have to change temporarily. This is to protect both our community and staff in line with Government advice and guidance. Where we are unable to meet all of the requirements set out in this document, due to circumstances outside our control, but have made every reasonable effort to do so, we will consider that the conditions of the SCI have been met.

1.6 Hard to Reach Groups

1.6.1 For some people it may be difficult to get involved in the planning process for a wide range of reasons. These people are often referred to as belonging to “hard to reach groups”. These groups may change over time but can include people who speak little or no English, people who have no access to the internet and people who have disabilities.

1.6.2 Where appropriate we will do the following to facilitate the involvement of “hard to reach” communities during the production of planning policy documents and the determination of planning applications:

- We will assess the potential for impact on hard-to-reach groups, and so the need for involvement on the planning matter.
- We will ensure our online documents and information can be accessed using assistive technologies.
- We will provide a range of ways to contact the service.

2. Community Involvement in Planning Applications and related decisions

2.1 Planning Applications

2.1.1 Application types

Whom we engage, and how we engage the community and other parties on planning applications, will be determined by the scale and location of the application. The following section is set out so that you can understand what we will do based on the type of application and the stage in the planning process.

At a county level there are three main types of application based on the scale of what is being proposed. Other types of applications that we may receive are explained in section 2.2.

2.1.1.1 Environmental Impact Assessment applications

A planning application which is accompanied by an Environmental Statement (known as an EIA application). EIA applications will be determined under the Environmental Impact Assessment Regulations 2017. These proposals have the greatest potential to impact the environment and are subject to the widest degree of public engagement. Consultation periods are also longer for these types of development.

2.1.1.2 Major applications

A planning application which does not come under EIA applications and is defined as a major development according to the Town and Country Planning (Development Management Procedures) (England) Order 2015. Development involving any one or more of the following:

- The winning and working of minerals or the use of land for mineral-working deposits
- Waste development
- The provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more
- Development carried out on a site having an area of one hectare or more.

2.1.1.3 Minor applications

A planning application that is not covered by EIA or major applications as above.

2.1.2 Planning Applications made by Norfolk County Council

Some of the planning applications determined by the County Council relate to development to be carried out by the County Council, such as schools, fire stations, roads and libraries. How and who we engage will depend upon which of the above application types the proposal falls into. Many of NCC's own proposals are classified as "public service infrastructure", and provided they are not of such a scale to require an Environmental Impact Assessment, they are subject to shorter consultation periods.

2.1.3 The Application Process

Planning applications go through several stages. Typically, applications start with pre application advice and finish with the discharging of planning conditions, or a decision to refuse the application. In some cases, an appeal may be made by the applicant to the planning inspector.

This section sets out whom we engage and how we engage the community and other parties at each stage of the process, which will vary depending on the scale and the nature of the proposal.

- pre-application discussions (wherever possible and practical)
- submission of a planning application
- consultation, publicity and making comments on an application
- negotiation of potential amendments to a scheme where appropriate
- determining whether the application should be approved or refused, and if permission is given, what conditions should be imposed on the development
- making the results of decisions available.

2.1.4 Pre-Application Stage

2.1.4.1 Requests for Informal Pre-Application advice

Potential applicants are not required to engage with the Planning Authority or anyone else prior to submitting an application. However, the Authority strongly recommends that they do both for all types of planning applications. For a fee, NCC will provide informal pre-application advice to potential applicants from the Highway Authority, Lead Local Flood Authority and other services internal to the County Council. We will not consult the public as at this stage the pre-application proposal is confidential, as this is a fee-paying service the level of engagement with public bodies will be dependent upon the service procured by the would-be developer.

2.1.4.2 Requests for screening and scoping opinion under the EIA Regulations

This is not a legal requirement, but before potential applicants submit an application, they can formally request that the County Council determines whether or not the

planning application will be subject to the requirements of the Environmental Impact Assessment. This is referred to as a screening request.

Again, there is no legal requirement to submit a request to identify the scope of issues that should be included in such an Environmental Impact Assessment. This is referred to as a Scoping Opinion. Before giving either a screening or a scoping opinion, the authority will, as a minimum, consult a range of organisations set out on [The Town and Country Planning \(Environmental Impact Assessment\) Regulations 2017](#), referred to as consultation bodies. We will not consult the general public or representative bodies, such as the Parish Council, at this stage.

2.1.5 Application Stage

2.1.5.1 Validation

When an application is received, we will check to ensure that it contains all the relevant information needed to process the application. This is referred to as validation. Only when we are satisfied that we have all the necessary information will we formally register the application and publish it on our website. There are both national requirements and local information requirements. Norfolk County Council's local information requirements are detailed in the [Local List for the Validation of Planning Applications](#)

2.1.5.2 Notification and Consultation

Once we have validated the application, we will engage the following:

- **Statutory consultees** - These are the bodies or persons set out in planning legislation which we must directly consult and who are obliged to respond. Consultation takes place via email notification and responses can range from a detailed written response to standing advice.
- **General Consultees** - These are the bodies set out in planning legislation which we must directly consult but who are not obliged to respond, this includes parish and town councils. Consultation takes place via email notification in the case of a parish council, this is sent to the clerk.
- **other appropriate groups** - These are the bodies and organisations which represent the interests of various groups and residents in the county. This type of consultee includes local businesses, industry representatives, local community and action groups etc. We will consult those which we consider to be appropriate to the particular planning application under consideration. We recommend that groups who want to engage in the planning system pro-actively contact us to agree the type of development and the locations on which they are interested, so we can ensure that they are consulted.
- **Direct neighbour notification** – We will write directly to all postal addresses where known (dwellings and commercial properties) that immediately about the application boundary (shown with a red line in the planning application site plan).

2.1.5.3 Publicity on Planning applications

In addition to direct neighbour notification, writing to all properties immediately abutting the application boundary; we may also carry out indirect notification by publicising the application through erecting site notice(s) near the site of the planning application. For County Council's own development this will be carried out by the developer. As required by the legislation we will place press adverts in the Eastern Daily Press for all minerals and waste management development and all County Council development that:

- is a "major" or EIA development;
- would affect the setting of a listed building,
- would affect the character or appearance of a conservation area;
- would affect a Public Right of Way (PROW); or
- constitutes a departure from the development plan

2.1.5.4 Initial Consultation period

The period for public consultation used by Norfolk County Council will be that set out in the relevant legislation and regulations. The actual period varies slightly depending upon the nature and scale of the proposal.

Applications that are subject to the **Environmental Impact Assessment (EIA) regulations** will be consulted on for a period of 30 days.

For **minor** and **major** applications, the initial consultation period will be 21 days. This period includes weekends but excludes bank holidays. If a consultation period includes a bank holiday it will be extended accordingly.

Applications for **public service infrastructure** have an initial consultation period of 18 days. Unless they are also subject to the EIA Regulations, in which case the period will be 30 days.

As most consultations include several different publicity methods, there can be several different deadlines for consultation. For example, the press notice may appear in the paper several days after letters have been posted to, and received by, neighbours to the proposal site. In this case we will always take the longest deadline which can be found on our [eplanning website](#). We recommend if you are worried that you may struggle to respond in time, you consult our website in the first instance, as you may have more time than you think. If after looking at the website, you are still concerned that you will not have enough time, please contact the team by email at mawp@norfolk.gov.uk, or contact the case officer by phone as per the consultation letter.

It is an important point to note that, although we set a consultation deadline, it does **not** mean that any comments received after the deadline will be ignored. The deadline is the date by which we guarantee we will have not determined the application, and so any comments made in that time will be considered. If you submit comments after the deadline date, but before we have determined the application, we will consider your comments.

2.1.5.6 Re-consultation

Once the initial round of public consultation has finished, officers will consider the comments raised before coming to a view on the proposal. Ideally this view would be to approve or refuse the proposal, or to recommend to the Planning Committee that the application should be refused or approved.

The National Planning Policy Framework (NPPF) asks that planning authorities work in a positive and creative way, including working proactively with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.

In a number of cases, it is unclear following the initial consultation what the correct approach should be, and additional information is required before a view can be formed. In line with the requirement to work proactively with applicants, we will seek this information before coming to a view. Once we have received this additional information, we will reconsult through a second round of public consultation. Re-consultations are generally shorter and involve more limited notifications. Whom we consult will depend upon the issues in question. Our approach is to consult only with those parties that have raised concerns about that element of the proposal. The default period for consultation will be 14 days, or 30 days if the proposal is an EIA development. Notwithstanding the above, anyone can still make comments that will be considered, and our website will show the re-consultation deadline date.

2.1.6 How you can be involved

2.1.6.1 Availability of Documents

While the application remains undetermined and throughout the consultation period, applications, including all the documents submitted with them, are available for inspection and to download from the County Council's [e-planning website](#). To access a specific application please use the search criteria. It is best to use the site reference number which will be shown on all notices and correspondence we produce, but if you do not have the reference number you can narrow your search by using the district and parish fields.

Please note all comments made in response to public consultations can also be viewed on the website. All documents will be subject to redaction to remove any sensitive personal information, such health status, and contact data such as signatures, email addresses and telephone numbers, to prevent fraud. Individual names and addresses will be retained. Unredacted copies of documents are available for inspection upon request.

While the use of computers, tablets and mobile phones is now widespread, we appreciate that not everyone has access to the internet or has the confidence to navigate or access the documents online. The County Council provides internet access at its main offices, County Hall and all public libraries. If you wish to use these facilities, please contact the planning department by email at mawp@norfolk.gov.uk, or contact the case office by phone, or visit your local library.

Once you have seen the application you can send us your comments:

- Online – [Planning Search \(eplanning.norfolk.gov.uk\)](http://eplanning.norfolk.gov.uk)
- Email – mawp@norfolk.gov.uk
- Post – Head of Planning, Minerals and Waste Planning, Floor 6, County Hall, Norfolk County Council, Norwich, NR1 2SG

Those who wish to submit a petition or e-petition rather than an individual response should check the NCC website for the current corporate Petitions Policy [Petitions - Norfolk County Council](#)

You will receive acknowledgement once your comment has been received. You will also be notified as an interested party should the application be decided at the Planning Regulatory Committee, and once the application has been determined.

2.1.6.2 Committee Reports

The [Council Constitution](#) sets out when decisions can be delegated to officers for determination and when they will be decided at committee by members. When a case is to be considered by committee, the report will be published on our website 7 days before the committee sits, and everyone who has commented on the application will be written to informing them that the case is to be considered by the planning committee. Letters will also explain how to register to speak at the committee. Please note that you if you do not register by the stated deadline, you may not be given the opportunity to speak at the committee. It is not a requirement to have made a previous comment on a proposal in order to speak. Full details of how the committee runs can be found in Section 26 of our constitution.

2.1.7 Post Decision

A planning permission is only deemed to be granted once the decision notice is dispatched to the applicant. This usually takes place by email as soon as practicably possible after the committee has made its recommendation. We will publish the decision online, both on our website and the district council's website. At this stage there are no further community engagement exercises. Following the decision, an applicant has 6 months to appeal against a refusal to grant planning permission, and if the application was approved, 6 months to appeal against any conditions we have imposed on the permission. There is currently no right of appeal for third parties.

If an appeal is lodged, we will forward all documents, including previous consultation comments, to the Planning Inspectorate.

2.2 Other types of applications and submissions

As the County Planning Authority for Norfolk, we also process several other types of submission or applications. These are set out below along with the level of engagement we undertake in each case. It should be noted that there are no statutory requirements to engage the general public on these matters, however we will from time to time carry out some consultation. The level of consultation and the reasons for doing so are also set out below.

2.2.1 Submission of Details to Discharge a Planning Condition

If an application is granted, it is common practice to attach conditions. Conditions attached to a planning permission impose restrictions and/or require the submission of further details before and/or once a development is implemented. If conditions are imposed on a planning permission, this is an application seeking approval of such details.

Engagement method: Public consultation is not normally undertaken. Statutory consultees, and other bodies and organisations, are consulted if they requested a particular condition or are likely to have comments. The decision is sent to the relevant district/borough/city council, parish/town council and local member, if appropriate.

2.2.2 Minor and Non-material amendments

An applicant can request a minor amendment or a non-material (inconsequential) variation to a scheme (which does not raise any new issues for consideration) after planning permission has been granted.

Engagement method: Public consultation is not normally undertaken due to the scale of the amendment. Statutory consultees, and other bodies and organisations, are consulted if the case officer decides it is relevant. The decision is sent to the relevant district/borough/city council, parish/town council and local member, if appropriate.

2.2.3 EIA Screening and Scoping opinions

These are opinions issued in respect of an Environmental Impact Assessment (EIA). Screening Opinions seek the County Council's opinion as to if an EIA is required for a particular proposal/development. Scoping Opinions seek to advise on what information is required to be supplied in the Environmental Statement should it be considered an EIA is necessary.

Engagement method: Public consultation is not normally undertaken. Statutory consultees, and other bodies and organisations, are consulted if the case officer decides it is relevant. The decision is sent to the relevant district/borough/city council, parish/town council and local member, if appropriate.

2.2.4 Prior Approvals/Notification

Not all development requires a planning permission. The Government have in effect given landowner planning permission to carry out certain developments without the need to obtain planning permission from the local planning authority, these are generally referred to as “permitted development” rights. The details of what you can do under these rights are contained in the [Town and Country Planning \(General Permitted Development Order\) \(England\) Regulations 2015](#). In a number of cases, anyone wishing to exercise these rights is required to seek prior approval from the planning authority. In these cases, considerations are limited to specific criteria and do not involve an assessment of the planning merits of the proposal. As a result, public consultation is not normally undertaken.

2.2.5 Certificate of Lawfulness of Existing Use or Development

These applications are made when an applicant wishes to establish whether a use or development that they are already carrying out is lawful.

Engagement method: As it is the applicant suggesting an existing use, we may consult in an attempt to ascertain alternative views or contrary evidence – classing the application as major for development and minor for County Council projects. Statutory consultees, and other bodies and organisations, are consulted if the case officer decides it is relevant. The decision is sent to the relevant district/borough/city council, parish/town council and local member, if appropriate.

2.2.6 Certificate of Lawfulness of Proposed Use or Development

This application is a method to establish whether a use or development (which has not yet occurred) needs planning permission.

Engagement method: Public consultation is only undertaken in exceptional circumstances. Statutory consultees and other bodies / organisations are consulted if the case officer decides it is relevant. The decision is sent to the relevant district / borough / city council, parish / town council and local member, if appropriate. This is purely a legal interpretation of the General Permitted Development Order so the merits of the case are normally not relevant.

2.2.7 Nationally Significant Infrastructure Projects (NSIPs)

The Planning Act 2008, (the 2008 Act), introduced a development consent process for Nationally Significant Infrastructure Projects (NSIPs). NSIPs are usually large-scale developments (relating to energy, transport, water, or waste) which require a type of consent known as a ‘development consent order’ (DCO). The final decision on granting a DCO rests with the Secretary of State for that field, based on advice from planning inspectors – known as the ‘examining authority’. Therefore, Norfolk County Council are not the determining authority.

Engagement method: If you wish to participate in the examination of an application for development consent for a national infrastructure project, you first need to register with the Planning Inspectorate and make a relevant representation about the application.

2.2.8 Listed Building Applications

An application for Listed Building Consent under the Planning (Listed Buildings and Conservation Areas) Act 1990 is required where an applicant proposes works that would affect a Listed Building or its setting. Whilst Norfolk County Council are not the determining authority, these types of applications are administered by the County Council.

Engagement method: Consultation with statutory consultees, other bodies, organisations and members of the public is undertaken as set out in paragraph 2.1.5. Representations received are forwarded to the relevant district/borough/city council who will determine the application. In certain cases, an application will be referred to the National Planning Casework Unit (NPU) on behalf of the Secretary of State for determination.

3. Community Involvement in Planning Policy Documents

3.1 Minerals and Waste Local Plan

Norfolk County Council has a full set of adopted Development Plan Documents (DPDs) which together make up the County's current Minerals and Waste Local Plan. They are:

- [Norfolk Core Strategy and Minerals and Waste Development Management Policies DPD \(September 2011\)](#)
- [Minerals Site Specific Allocations DPD \(October 2013 and amendments December 2017\)](#)
- [Waste Site Specific Allocations DPD \(October 2013\)](#)

The [Minerals and Waste Development Scheme \(LDS\)](#) details the arrangements for monitoring and reviewing the Local Plan. The key stages in the production of a development plan document are listed below and the following sections detail what we do at each stage and when and how you can engage in each stage of the process.

- Plan Preparation stage (Regulation 18)
- Submission stage (Regulations 19 & 20)
- Public Examination stage (Regulation 24)
- Adoption stage (Regulation 26)

3.1.1 Plan preparation Stage

3.1.1.1 Consultation and Notifications

We will notify specific, general, and other consultation bodies as the County Planning Authority consider appropriate (see Appendix 1) of the consultation by email or letter.

We will make the Local Plan documentation available to view online on our digital consultation platform as part of any consultation. The digital consultation platform has a range of functionalities, such as allowing stakeholders to view and comment on documents and maps.

Depending upon the subject matter of the Local Plan, we may employ further engagement techniques deemed appropriate such as:

- Notify, by email or letter, the occupants of properties located within 250 metres of a proposed site boundary.
- Issue press releases
- Hold public exhibitions or meetings
- Social Media - the council will promote planning policy consultations on its social media platforms such as Twitter and Facebook.

3.1.1.2 When you can be involved

During the Plan Preparation stage, we will hold formal consultation exercises which will run for a minimum period of 6 weeks. At the time of writing, we have already held two such exercises for the current emerging Minerals and Waste Local Plan, in 2018 and 2019, and we do not currently propose to hold any further rounds of plan preparation consultations. Comments received after the closure of the consultation period will not be considered.

3.1.1.3 How you can be involved

You can view and comment on draft local plan documents online on the County Council's website <https://norfolk.oc2.uk/>. If you do not have access to the internet, where possible, we can provide access for you via the Council's principal offices and local public libraries. At this stage you can comment on any aspect of the proposals under consideration or suggest alternative approaches. All responses must be submitted to the County Council in writing, either by email, letter or via the e-consultation website.

3.1.2 Submission Stage

3.1.2.1 Consultation and Notifications

We will make Submission Documents and the statement of the representation's procedure available for inspection in accordance with Regulation 35 and send them to statutory consultation bodies.

We will send the following information to general consultation bodies invited to make representations under Regulation 18 :

- A statement of the representation's procedure.
- A statement of the fact that the Submission Documents are available for inspection and of the places and times at which they can be inspected

3.1.2.2 When you can be involved

The formal representation period will be for no less than 6 weeks and will take place after the submission document has been approved by Cabinet and before submission to the SoS. Only comments submitted during the published representation period will be accepted.

3.1.2.3 How you can be involved

You can make representations about the proposed Development Plan Document which we intend to submit to the SoS. The matters on which comments can be made at this stage of the plan making process are limited. You can make representations on issues of the legal compliance and soundness. The tests of soundness are set out in the [National Planning Policy Framework](#). All representations must be submitted to the County Council in writing, either by email, letter or via the e-consultation website. In your representation you should provide all the information you wish the inspector to consider and also state whether you want to take part in-person in any future hearings. Only parties requesting changes to the plan have a right to speak at hearings.

3.1.3 Public examination

3.1.3.1 Consultation and Notifications

At least 6 weeks before the examination commences, we will publish details of the examination on our website, and notify people who made representations of the date, location, and contact details of the independently appointed programme officer. We will also notify those who have made representations of any pre-examination hearing and details of the full examination when they become available.

3.1.3.2 When you can be involved

In the event that the inspector invites additional written submission prior to the examination you will be given 2-3 weeks to submit any additional information and a further 2-3 weeks to read any information submitted by other parties.

3.1.3.3 How you can be involved

If you have made a representation on the submission version of the Development Plan Document, you will be invited to attend any pre-examination hearing if one is being held and the subsequent examination itself. Administration of the examination is undertaken by an independent programme officer who can advise you on the detailed examination timetable. If you want to speak at the examination, you will need to state this in your representation and let the programme officer know. As stated above, only those parties requesting a modification to the plan have a right to

speak at an examination. However, the inspector does have discretion to allow other parties to speak.

3.2 Other Development Plan documents

3.2.1 Area Action Plans (AAPs)

Currently the County Council has not identified any areas for which an area action plan would be suitable. If work on the Minerals and Waste Local Plan identifies a need for an area action plan or plans, then details would be included in an amended 'Norfolk Minerals and Waste Development Scheme'. Area action plans are development plan documents and any of the methods of community involvement set out in section 3 of this SCI are applicable.

3.2.2 Supplementary Planning Documents (SPDs)

Currently, the County Council has no plans to produce any supplementary planning documents to provide further guidance on issues or policies in the Minerals and Waste Local Plan. If work on the Minerals and Waste Local Plan identifies a need for an SPD, then details would be included in an amended 'Norfolk Minerals and Waste Development Scheme'.

Community involvement on any SPDs will, as a minimum, seek to ensure that the level of community involvement required by Government Regulations takes place. In most cases an SPD will not require a sustainability appraisal. If the County Council decides to produce an SPD, the methods of community involvement set out in section 3 of this SCI are applicable and the County Council will consult those consultees shown in Appendix 1. An SPD must be adopted by council resolution.

3.2.3 Neighbourhood Plans

Minerals and waste planning matters are outside the remit of Neighbourhood Plans. The first point of contact for those communities interested in preparing a neighbourhood plan is the local planning authority. In Norfolk this means the district or borough council or the Broads Authority.

3.3 Minerals and Waste Development Scheme (LDS)

The Minerals and Waste Development Scheme provides the timetable for reviewing, updating and adopting the new Local Plan. It will have an indication as to when the public engagement exercises (both formally and informally) will take place. Looking forward, the scheme will highlight when we expect the final version of the plan to be published, examined and adopted.

3.3.1 Consultation and Notifications, what we will do

There is no legal requirement for public consultation or notification on revisions to the scheme. Any proposed changes to the scheme will be considered by Cabinet before adoption. This means proposals will be published at least one week before consideration. The [LDS](#) will be published on the County Council's website

3.3.2 When you can be involved

The LDS will be monitored on a regular basis and reviewed as required.

3.3.3 How you can be involved

The Council will accept representations seeking changes to the LDS at any time. These will be considered at the time of the LDS review. Members of the public who are residents in Norfolk may ask questions of the Cabinet through the chair through following the [Ask a question to a committee - Norfolk County Council](#) procedure.

3.4 Statement of Community Involvement (SCI)

3.4.1 Consultation and Notifications, what we will do

There is no legal requirement for local planning authorities to consult when reviewing and updating the SCI. Any proposed changes to the SCI will be considered by Cabinet before adoption. This means proposals will be published at least one week before consideration. The adopted [Statement of Community Involvement](#) will be published on the County Council's website.

3.4.2 When you can be involved

The SCI will be monitored on a regular basis and reviewed at least every five years.

3.4.3 How you can be involved

The Council will accept representations seeking changes to the SCI at any time. These will be considered at the time of the SCI review. Members of the public who are residents in Norfolk may ask questions of the Cabinet through the chair by following the [Ask a question to a committee procedure](#).

4. Monitoring and Enforcement

4.1 Local Liaison Groups

Once a development has been approved, officers will regularly monitor the site to ensure that the development complies with the planning permission and any conditions that have been imposed. Because of the nature of minerals and waste development, local liaison groups are quite often beneficial. We believe they provide an excellent forum for all stakeholders to influence the ongoing development of a site. Where there is public support for a group and a willingness from the operator, we will provide officers to attend the group meetings. Membership of these groups tends to vary but generally consist of elected members from parish, town, district and county councils along with our officers, and officers from other regulatory bodies such as the Environment Agency. If you want to get involved in setting up a liaison group or joining an existing one you can contact us in the first instance, and we can put you in touch with the relevant organisations.

4.2 Breaches of Planning Control

Instances where operators carry out development without the benefit of planning permission, or where planning permissions exist, carry it out contrary to the permission, are referred to as breaches of planning control. Where you believe there has been a breach you can report using any of the following methods.

- Email – mawp@norfolk.gov.uk
- Post – Head of Planning, Minerals and Waste Planning, Floor 6, County Hall, Norfolk County Council, Norwich, NR1 2SG
- Telephone during office hours – 0344 800 8020

We will respond to any complaints in accordance with our [Enforcement Plan](#). We will not ask or expect you undertake any form of surveillance of activities. We may however, depending upon the nature of allegations, ask you make a formal statement. Investigations into alleged breaches of planning control can be highly sensitive and while we notify complaints on key stages and of the overall outcome of our investigations, we are unable to provide you with our detailed findings.

Appendix 1 - Consultees on Norfolk's Minerals and Waste Local Plan

Please note, this list is not exhaustive and also relates to successor bodies where reorganisations occur.

Specific consultation bodies

Coal Authority
Environment Agency
Historic England
East of England Local Government Association
Natural England
The Secretary of State for Transport
Parish and town councils in Norfolk
District and borough councils in Norfolk
County, district, borough, town and parish councils adjoining Norfolk
Broads Authority
Relevant electricity and gas companies
Relevant sewerage and water undertakers
Relevant telecommunications companies
Homes England
Norfolk Police Authority

General Consultation Bodies

- (a) Voluntary bodies some or all of whose activities benefit any part of the authority's area;
- (b) Bodies which represent the interests of different racial, ethnic or national groups in the authority's area.
- (c) Bodies which represent the interests of different religious groups in the authority's area;
- (d) Bodies which represent the interests of disabled persons in the authority's area;
- (e) Bodies which represent the interests of persons carrying on business in the authority's area.

Other Consultation Bodies

Campaign to Protect Rural England
Civil Aviation Authority
Country Land and Business Association
Countryside projects
Defence Infrastructure Organisation
Environmental Services Association
Equality and Human Rights Commission
Friends of the Earth
Greenpeace
Health and Safety Executive

Minerals and waste operators
Minerals and waste trade associations
Mineral Products Association
National Farmers Union
National Highways
National Trust
Network Rail
Norfolk Coast Partnership
Norfolk Association of Local Councils
Norfolk Farming and Wildlife Advisory Group
Norfolk County Council Historic Environment Service
Norfolk Rural Community Council
Norfolk Wildlife Trust
Norfolk's Clinical Commissioning Groups
Norwich International Airport
Abellio Greater Anglia
Planning agents who work for the minerals and waste industry
The Ramblers
Royal Society for the Protection of Birds
Visit East Anglia
Visit Norfolk

Duty to Cooperate bodies

(as specified in the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011))

Environment Agency
Natural England
Local Nature Partnerships
Mayor of London (where applicable)
Civil Aviation Authority
Homes England
Clinical Commissioning Groups
The NHS Commissioning Board
Historic England
The Office of Rail Regulation
National Highways
Transport for London (where applicable)
Integrated Transport Authorities
Highway Authorities
Local Enterprise Partnerships
Marine Management Organisation
Local Planning Authorities

Appendix 2 - Consultees on planning applications

Community involvement will include notification of the district, town and parish councils, and County Councillors and any relevant statutory bodies or consultees which could include one or more of the following:

Civil Aviation Authority
Defence Infrastructure Organisation
Department for Environment, Food and Rural Affairs
Environment Agency
Equality and Human Rights Commission
Friends of the Earth
Forest Enterprise (England)
Health and Safety Executive
Highway Authority
Historic Buildings and Monuments Commission for England (Historic England)
Lead Local Flood Authority
National Farmers Union
National Highways
National Trust
Natural England
Network Rail
Norfolk Wildlife Trust
Norfolk's Clinical Commissioning Groups
The Ramblers' Association
Relevant electricity and gas companies
Relevant sewerage and water undertakers
Relevant telecommunications companies
Royal Society for the Protection of Birds
Secretary of State for Transport
Sport England

Infrastructure and Development Select Committee

Item No: 9

Report Title: Local Transport Plan

Date of Meeting: 25 May 2022

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Vince Muspratt, Director Growth and Development

Executive Summary

The County Council adopted its Local Transport Plan 4 (LTP4) strategy in November 2021. Until the LTP4 Implementation Plan is also adopted the current LTP remains LTP3, although under the legislation an appropriate level of weight will be given to the LTP4 strategy in decision-making by the Council as part of the set of documents forming the current Local Transport Plan. Adoption of the LTP4 Implementation Plan is planned for July 2022.

Consultation on the draft of the LTP4 Implementation Plan was conducted in March and April, alongside the Sustainability Appraisal (SA), including Strategic Environmental Assessment (SEA), and Habitats Regulations Assessment (HRA). The consultation lasted for 6 weeks from Monday 21st March 2022.

Select Committee is asked to note the results of the consultation and to agree any recommendations for inclusion into the LTP4 Implementation Plan and Strategy which form the final draft of the LTP. The final draft is being reported to Select Committee prior to agreement at Cabinet and then adoption at Full Council in July, at which point LTP4 will replace LTP3.

The draft of the LTP4 Implementation Plan can be found attached to the end of this report in Appendix 1, and a full report on the results of the public and stakeholder consultation can be found in Appendix 2. As part of the consultation, we asked if responders felt any changes were needed to the Strategy. Any comments, as well as a review of any relevant Government documents or guides released since the adoption of the Strategy in 2021, have been reviewed and can be found in appendix 3. The final draft of the Strategy is shown as Appendix 4.

Recommendations

The Select Committee is asked to:

1. Review and consider the results of the LTP4 Implementation Plan consultation.
2. Review and consider the updated LTP4 Implementation Plan and Strategy.
3. Recommend that Cabinet approve and recommend that full Council adopt the LTP4 Implementation Plan and Strategy.

1. Background and Purpose

- 1.1 The LTP sets out the council's strategy and policy framework for the promotion and encouragement of safe, integrated, efficient and economic transport and is used as a guide for investment priorities as well as being taken into account by other agencies when determining their planning or delivery decisions.
- 1.2 The Local Transport Plan for Norfolk (2021-2036) strategy was adopted at Full Council on 29th November 2021. The LTP sets out the county council's overall approach to transport, showing how transport can deliver our wider ambitions including a growing economy, strong communities and reducing our impact on the environment. It guides our own delivery of projects as well as providing a framework for how we will influence the plans of others to achieve the best positive outcomes for Norfolk.
- 1.3 The LTP4 Implementation Plan sets out how our vision will be achieved and delivered, including investment in active travel, including cycling and walking, taking into account the Environmental Policy and air pollution.
- 1.4 The LTP4 Implementation Plan Consultation started on Monday 21st March and ran for 6 weeks until Monday 2nd May. The outcome of the consultation has been used to update the LTP4 Implementation Plan. Alongside development of the Implementation Plan, the Strategy was reviewed. The Strategy and Implementation Plan together, shown in the appendices, comprise the final draft of LTP4.

2. Proposal

- 2.1 Members are asked to consider the consultation undertaken and the final drafts of LTP4, comprising LTP4 Strategy and LTP4 Implementation Plan. The final draft of the LTP4 Implementation Plan is in Appendix 1 and the Strategy in Appendix 4. Both will be uploaded to the County Council's website once agreed at Full Council at which point LTP4 will become the county council's local transport plan, replacing LTP3.

- 2.2 Changes have been made to the LTP4 Implementation Plan to reflect the results of the consultation and include any funding bids and grants which have been achieved since the March 2022 version. The full report on the results of the consultation can be found in Appendix 2. This includes free text analysis with our response and any actions we have taken to amend the Implementation Plan as a result.

Key themes that emerged from the consultation show that respondents see environmental targets and carbon reduction as a priority. However, there is concern that an emphasis on sustainable transport and EV can discriminate against those for whom disability, age, income or rural location is a barrier to new technology or active travel. These themes are discussed further in Appendix 2.

Changes have also been made to the Implementation Plan to reflect success in funding bids such as Zero Emissions Bus Regional Areas scheme (ZEBRA) and Zero Emissions Cities in Norwich, and the recent start of trials into Norfolk School Streets.

Emerging Government Policies and guidance have been reviewed and changes made to the Implementation Plan. These include Nutrient Neutrality Policy, 16 March 2022. The guidance from Natural England regarding Nutrient Neutrality will have an impact on how some schemes are progressed but does not affect the contents of the LTP4 Implementation Plan. This will continue to be reviewed and acted upon in this Plan if it becomes necessary.

- 2.3 We have also reviewed the LTP4 Strategy in light of new government policy, including the Environment Act, 9 November 2021, and the Electric Vehicle Infrastructure Strategy, 25 March 2022. Also, the initial Government guidance on decarbonisation of transport, and transport decarbonisation toolkit. The Policy and Funding Review Report is in Appendix 3 and the updated LTP4 Strategy is Appendix 4. A question was asked in the consultation if participants felt that any changes were needed to the Strategy, these responses have been collated in the Consultation Report and acted on where appropriate.
- 2.4 The Implementation Plan and Strategy have been shown in Appendix 1 and 4 with Track Changes so that members can see the changes that have been made, although we are asking members to approve a final version.
- 2.5 The model for appropriate robust governance is currently being considered by officers so that it is in place for when the plan is adopted to oversee its delivery. It is proposed to have a Board with cross-authority representation comprising senior managers to drive forward delivery. Progress will be reported to, amongst others, the CES Departmental Management Team and the Net Zero Board, also to Members via the Infrastructure and Development Select

Committee and Cabinet (when Members agree the annual capital programme) annually.

Guidance on Local Transport Plans is being prepared by government. The indicative timetable, with all stages being subject to government approval, is understood to encompass consultation in autumn 2022 with final guidance published by the end of the year. If the county council were to wait until guidance was published prior to reviewing our plan, it is unlikely that we would be unable to adopt a new plan, reflecting the current policy context and objectives of the council including the focus on carbon reduction, until early 2024. It is considered better to have a plan in place that reflects current objectives now and enables us to move forwards confidently with a strategy and implementation plan driving carbon reduction and a net zero target rather than to wait over a year. We have, in any case, set out that we will consider the guidance once it is published and make any changes as required or appropriate.

If a review of the LTP is required, this will take account of the various requirements including consultation on the draft plan. Development of the plan would be supported by appropriate appraisals and assessments such as Strategic Environmental Assessment and there would be consultation on the draft plan and assessments.

3. Impact of the Proposal

- 3.1 Comments from Select Committee will help shape the final version of LTP4 and impact on how the council develops and delivers interventions that affect transport across the county.
- 3.2 This report outlines the recommended LTP4 Implementation Plan, together with any changes to LTP4 strategy, prior to going to Cabinet for agreement, providing Members with a further opportunity to shape the LTP4 Implementation Plan. The Implementation Plan, when adopted by Full Council in July, will set the direction for significant long-term interventions to, amongst other things, tackle carbon emissions, air quality and growth of the area.

4. Evidence and Reasons for Decision

- 4.1 The adoption of the LTP4 Strategy in 2021 means that the Implementation Plan is required for the LTP4 to become current policy and replace LTP3.
- 4.2 Adoption of the proposed plan will ensure that the county council has an up to date plan taking account of, and reflecting, amongst other things, current legislation and policy requirements; and that the council continues to meet the requirements of the relevant Act.

5. Alternative Options

- 5.1 Without an updated Local Transport Plan the LTP3 remains policy. LTP4 updates the strategy from LTP3 and is a much better reflection of where the authority wants to be in terms of transport policy..

6. Financial Implications

- 6.1 Budget has been secured to complete LTP4 Implementation Plan. This comprises £215,000 and is split into communications (£15,000), advice on legal and other issues as appropriate (£30,000), assessment and appraisal including Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) (£70,000), and carbon quantification (£100,000).
- 6.2 Government has indicated that carbon quantification will become a key element of local transport plans, see 2.4. However, until Local Transport Plan guidance is issued it is not clear what government is likely to require and it is not proposed to complete the carbon work until the guidance is published. Therefore, the spend on this would be deferred until such guidance is published.

7. Resource Implications

- 7.1 **Staff:** Current activities to develop the implementation plan, including consultation, are being undertaken within existing resources.
- 7.2 **Property:** None at this stage. Any impacts on property are only likely to arise from delivery of individual transport schemes. These will be identified and impacts considered at the appropriate time on the specific schemes.
- 7.3 **IT:** None at this stage. Some of the interventions detailed in the Implementation Plan will impact on the Council's IT systems including those that manage the transport networks and provide travel information. These will be considered at the appropriate time on the specific projects.

8. Other Implications

- 8.1 **Legal Implications:**
The legal requirement for the Local Transport Plan Strategy (LTP4) to become the new policy for Norfolk County Council is that both the Local Transport Plan Strategy (LTP4) and LTP4 Implementation Plan are adopted to form the LTP. Without the LTP4 Implementation Plan the Council Policy for the LTP remains the LTP3.

The LTP4 Implementation Plan contains policies, and proposals for the implementation and delivery of those policies set out in the Local Transport Plan Strategy (LTP4). A local transport authority must under the Transport Act 2000 take into account any relevant guidance issued by the relevant Secretary of State and policies announced by the Government concerning the content of local transport plans and on the mitigation of or the adaptation to climate change or with respect to the protection and improvement of the environment when preparing the LTP. Existing Local Transport Plan guidance dates from 2009. New guidance is expected to be published for consultation in 2022, with adoption towards the end of the calendar year.

Once adopted, the council must keep the LTP under review and alter it when they consider it appropriate to do so and replace the LTP as the council thinks fit.

As the LTP is proposed to be a policy framework document, appendix 12 of the Norfolk County Council constitution sets out the process for the adoption of policy framework documents.

The Leader has published a timetable for making proposals to the Council and the various stages that the LTP will go through prior to be received by Full Council. This can be found at appendix 5.

8.2 Human Rights Implications:

None at this stage

8.3 Equality Impact Assessment (EqIA) (this must be included):

EqIA has been incorporated into the Integrated Sustainability Appraisal that has been carried out and has been consulted on alongside the implementation plan.

8.4 Data Protection Impact Assessments (DPIA):

The consultation was designed by the Council's consultation team, and data collected will be managed in accordance with County policy. A DPIA has been produced for the Implementation Plan.

8.5 Health and Safety implications (where appropriate):

The report is seeking members views on a draft Policy. There are no direct health and safety impacts.

8.6 Sustainability implications (where appropriate):

An Integrated Sustainability Appraisal has been carried out incorporating the Strategic Environmental Assessment and Habitats Regulation Assessment.

8.7 Any Other Implications:

None

9. Risk Implications / Assessment

- 9.1 Norfolk County Council is required to produce a Local Transport Plan under the Transport Act 2000. The Local Transport Plan Strategy was adopted in 2021 but the LTP3 remains policy until the adoption of the LTP4 Implementation Plan. Local Transport Plan 4 will better reflect the Council's current priorities and goals in working towards net zero by 2030.

10. Recommendations

The Select Committee is asked to:

1. Review and consider the results of the LTP4 Implementation Plan consultation.
2. Review and consider the updated LTP4 Implementation Plan and Strategy.
3. Recommend that Cabinet approve and recommend that full Council adopt the LTP4 Implementation Plan and Strategy.

11. Background Papers

- 11.1 Final Draft Implementation Plan Appendix 1
- 11.2 Consultation Report Appendix 2
- 11.3 Policy and Funding Review Report is in Appendix 3
- 11.4 Updated Local Transport Plan Strategy is in Appendix 4
- 11.5 The Leaders' consultation timeline for a policy framework document, appendix 5

Officer Contact

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

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Norfolk County Council

Local Transport Plan 4 Implementation Plan

July 2022 Consultation Draft March 2022

Style Definition: TOC 1: Tab stops: 15.9 cm,
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Executive Summary

Introduction

The Local Transport Plan Strategy sets out Norfolk County Council's plans, policies and programmes on transport and transport infrastructure. The strategy details our approach to delivering a low carbon, well-connected transport network in Norfolk. It does this through identifying the projects and programmes important to us, including in their design and direct delivery, as well as how we will work with a range of other partners on their projects and programmes. By working in partnership we believe we will most effectively achieve our outcomes.

Background to the Implementation Plan

The Implementation Plan details our proposals for the implementation of the policies in the adopted strategy. It does not detail every scheme (a project delivered on the ground such as a new zebra crossing) that the county council intends to carry out over the period. Rather, it sets out the measures and actions that the county council will take, with our partners, to implement the policies. Its focus is over the next five years. However, many transport initiatives take longer than this to be developed and delivered. Where appropriate, therefore, our plan looks beyond this to reflect that work we put in train today will only come to fruition several years down the line.

~~This Implementation Plan has been developed following adoption of the local transport plan strategy. When this Implementation Plan is adopted, it~~ together with the strategy, ~~will form~~s the local transport plan for the county (referred to here as LTP4) and ~~will replace~~s the previous local transport plan (LTP3). There is a suite of other documents supporting the local transport plan; these are referenced in the Plan and the key ones summarised in Appendix 1.

About our Implementation Plan

Our Implementation Plan is firmly focussed on achieving the strategic ambitions of our adopted LTP4 strategy. This clearly sets us on the path towards improving people's quality of life and achieving inclusive growth and opportunity for Norfolk's residents. The Implementation Plan will put us on course to achieve the county council's adopted targets for carbon, both in our own operations and also more widely across all sectors.

The Plan ~~includes proposals showing~~s how we ~~intend to~~will implement the policies and achieve the ambitions outlined in our LTP Strategy document, some of which are far reaching. All are designed to achieve the objectives of the adopted local transport plan strategy. We will monitor outcomes to ensure we are delivering these and have developed targets to track progress.

Putting carbon reduction centre-stage means we will deliver a range of actions from our electric vehicle strategy to incorporating whole life carbon assessments into our work on projects. We will use innovation and technology, and look to trial initiatives such as autonomous or semi-autonomous delivery pods in place of white van

deliveries. In our Transport for Norwich Strategy we have already committed to investigation of potentially far-reaching interventions to reduce traffic, reduce carbon and improve air quality. We have also prepared our Bus Service Improvement Plan, to bring improved public transport services across the county. We will deliver both of these ambitious projects as part of this Implementation Plan. Local accessibility will be improved through a focus on active travel and sustainable travel links, whilst better strategic connections for roads and rail will bring forward better economic outcomes. We propose an online information hub, acting as a journey planner that encourages sustainable travel as the preferred method of transport, to encourage behaviour change. All of this will be brought forward in partnership.

The proposals for implementation of the policies, as set out in the Implementation Plan, are ~~shown in more detail~~[summarised](#) below:

Objective 1 of our adopted Local Transport Plan Strategy: Embracing the Future. LTP4 Strategy puts emphasis on the need to adapt to and use new technology to achieve better outcomes.

- We will explore trials of future transport systems such as autonomous and digitally-connected vehicles
- Our work will be supported through developing more effective ways of understanding use of the network including hi-tech monitoring or low-cost, portable sensors that can reliably measure change to conditions
- We will explore opportunities to participate in projects and trials to decarbonise the transport system such as autonomous or semi-autonomous delivery pods
- We will develop and deliver a behaviour change programme and launch a targeted marketing campaign aimed at getting people back on the bus
- We will deliver our electric vehicle strategy.

Objective 2: Delivering a Sustainable Norfolk. LTP4 Strategy puts emphasis on working in partnership with others to help shape the county's development plans and proposals.

- We will work in partnership to help shape delivery of new housing and jobs right from the start. This will ensure development is in places that are within easy reach and enable transport infrastructure to be planned and brought forward first
- We will review and roll-forward our suite of supporting documents ([such as strategies for specific geographical areas](#)) to ensure the principles of LTP4 strategy – quality of life, decarbonisation and sustainable growth – are fully addressed
- We commit to developing carbon plans and budgets and to devise methodologies to achieve carbon neutrality from new development.

Objective 3: Enhancing Connectivity. LTP4 Strategy outlines that key connections into and across the county must be improved to provide better, faster and more reliable journeys. However, this must be done in a way that puts transport firmly onto a net zero carbon trajectory.

- We will continue to make the case for future investment into the major networks and on other parts of the transport network. We will do this by working in partnership with others including Transport East, the Sub-national Transport Body for the area

- There will be a focus on decarbonisation, and making sure networks are fit for future technological advances, built into programmes of work. We will work to secure better connections because this is needed, but will build in checks and balances so that carbon reduction is given due weight in decision-making, and – if the case for improvement is made – that future use of any improved connection has the least impact because maximum use is being made by low-carbon transport means. We will also look to future proof improvements to accommodate new technologies and new forms of transport
- We will take forward schemes included in current government funding streams: Long Stratton Bypass, Norwich Western Link, West Winch Housing Access Road, A47/A17 Pullover Junction, King's Lynn and Great Yarmouth Third River Crossing. We will develop the projects in the Norfolk Strategic Infrastructure Delivery Plan. All projects will need to demonstrate their own case including demonstrating their carbon credentials.

Objective 4: Enhancing Norfolk's Quality of Life. LTP4 Strategy puts a clear priority on carbon reduction. Alongside this, it gives priority to tackling air quality and to improve quality of place, conserving and enhancing our built and historic environments.

- We will focus on carbon reduction through a range of actions including delivery of the electric vehicle strategy, investment in active travel networks, roll-out of digital connectivity to reduce travel, and working with partners to influence the location and nature of development
- We will introduce appropriate and proportionate whole life carbon assessments including construction and use of the asset for our schemes. We will also develop suitable assessment criteria for schemes on our project pipeline so that we consider the impact of schemes across the range of LTP4 objectives, including carbon. We will work with regional partners on carbon reduction projects and toolkits
- We will deliver the Transport for Norwich strategy, which includes feasibility work on a number of potentially far-reaching interventions to reduce traffic, reduce carbon and improve air quality, and refresh the transport strategies in other urban areas.

Objective 5: Increasing Accessibility. LTP4 Strategy is clear that working in partnership with bus companies, train operators, local communities, service providers and those who plan service provision is key to increasing accessibility.

- We will improve accessibility through a range of measures based on public transport and active travel. We will deliver the Bus Service Improvement Plan to achieve its key outcomes including increased patronage and accessibility in rural areas
- We will develop and deliver Walking and Cycling Infrastructure Plans across the whole of the county
- We will plan accessibility as part of service delivery, considering how people will be able to access facilities and key services during planning stages
- We will reprioritise space, especially within urban areas, and give priority to walking, cycling and public transport, leading to more sustainable travel

- We will undertake proportionate assessments of proposals to make sure the transport system is suitable for all users including people with disabilities or restricted mobility.

Objective 6: Improving Transport Safety. LTP4 Strategy is to work in partnership to achieve casualty reductions on the transport network using the Safe Systems approach.

- We will follow the Safe Systems approach and work as part of the Road Safety Partnership with priority given to reducing the rate of killed or seriously injured casualties
- We will investigate the use and trials of new technology and innovation; for example, digitally connected vehicles that can 'speak' to each other to avoid collisions or data collection to inform drivers about road conditions
- We will deliver a range of initiatives including safety schemes and speed management with our partners.

Objective 7: A Well Managed and Maintained Transport Network. LTP4 Strategy focusses core funding streams towards ensuring that the most important parts of the network are kept in good repair. In urban areas and market towns the strategy is to identify sustainable and active transport corridors to focus maintenance and network management.

- We will prioritise local transport grant funding towards maintenance of the most well-used parts of the network; to ensure A and urban / inter-urban routes are in good condition
- We will vigorously exploit all funding opportunities to deliver the widest range of schemes and other initiatives
- We will manage networks in urban areas and market towns to provide dedicated and priority measures for active travel and public transport
- We will use better evidence gained from technology to inform decisions, and develop our use of innovation to provide better data for improved understanding, enabling us to target resources more effectively
- We will take on powers to allow enforcement of moving traffic offences.

Layout and Structure of the Implementation Plan

This document is structured in the following way.

Chapter 1: Introduction

This Chapter gives a brief summary of the LTP strategy, the purpose of the Implementation Plan and proposals for keeping the local transport plan up to date.

The purpose of the Implementation Plan is to set out our proposals for the implementation of the policies in the adopted strategy.

Chapter 2: Implementations and Action Plan

This Chapter sets out our proposals for the implementation of the policies in the adopted Local Transport Plan (LTP) Strategy. These policies reflect the LTP objectives, which are:

1. Embracing the Future
2. Delivering a Sustainable Norfolk

3. Enhancing Connectivity
4. Enhancing Norfolk's Quality of Life
5. Increasing Accessibility
6. Improving Transport Safety
7. A Well Managed and Maintained Transport Network.

In this Chapter we take each objective in turn and set out:

- A narrative summary of our proposals for implementation for each objective
- Alternative options considered and the reasons why these are not preferred. We have listed alternatives only where these are reasonable: some different courses of action would not be reasonable to follow, for a variety of reasons, and so these have not been considered further
- Each agreed Policy in LTP4 strategy for the respective objective and, under each, a table showing our proposals for implementation of the policy. The table summarises the outcome that each measure would have, a guide to its date of implementation and its likely funding sources.

Chapter 3: Major and Significant Transport Schemes

This Chapter summarises current progress on the major and significant transport schemes currently being taken forward by the county council and other agencies, and those in the pipeline of projects that we intend to develop towards delivery. The projects included are those shown in the Norfolk Strategic Infrastructure Delivery Plan (NSIDP).

The Chapter notes that we are reviewing the NSIDP to ensure it more accurately reflects the range of projects being undertaken. This will include a range of decarbonisation projects, and other transport projects focused on active travel, public transport and decarbonisation.

Chapter 4: Funding and Delivery Structures

This Chapter gives an overview of the different sources of funding the county council receives, has access to, or is able to secure to deliver the projects and programmes. It includes a section summarising risks to delivery, the relationship of the local transport plan and other strategies, policy documents and guidance produced by the county council, and a summary of how we work in partnership from inception to delivery of projects. More detail on partnerships is shown in Appendix 1, and funding in Appendix 2.

The Chapter notes that government allocations for the core local transport plan grant will remain at current levels for the next three years, although we do not have certainty around their levels beyond that. Also, the amounts of funding secured through other means such as bids tends to be known over a short timeframe only, so we do not have certainty of funding beyond currently secured bids. For the purposes of the Implementation Plan, we have assumed that funding levels remain at similar levels to today. In real terms, this means a reduction in spending power since inflation in the construction sector is currently around 15% per annum.

Chapter 5: Targets

This Chapter shows the targets proposed for LTP4. We have selected targets for each objective of the LTP. We will also continue to monitor a range of other outcomes and data, and this will be reported separately. A summary is given in Appendix 3.

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Chapter 1: Introduction

Summary

This is the Implementation Plan for Norfolk County Council's adopted its fourth Local Transport Plan and was adopted in 2022-Strategy in 2024. It should be read in conjunction with the strategy, which This covers the longer-term until 2036 and was developed taking available evidence into account and was the subject of consultation and appropriate appraisal and assessments. The county council has regard to the plan in exercising its functions as a transport authority, using it as a guide for transport investment in Norfolk as well as on the position the council will take when considering the transport impacts of initiatives considered by other agencies, for example in our response to consultations on when determining planning or other delivery decisions. This Implementation Plan provides information on the delivery of the strategy and should be read in conjunction with the strategy.

The Local Transport Plan objectives are:

- Embracing the Future
- Delivering a Sustainable Norfolk
- Enhancing Connectivity
- Enhancing Norfolk's Quality of Life
- Increasing Accessibility
- Improving Transport Safety
- A Well Managed and Maintained Transport Network.

Norfolk County Council is the Highways Authority and is responsible for maintenance and management of most public roads and rights of way in Norfolk (except the A47 and A11 which are the responsibility of National Highways, formerly Highways England). The county council has a major influence on provision of other transport services, such as public transport, but is not directly or solely responsible for bus services, ports, airports, rail services or waterways. However, the county council has significant influence, and this is exercised through working with partners, government, and operators to achieve the best outcomes through these other bodies where possible.

Users of the transport network make decisions about when, where and how to travel, often dependent on their beliefs, motivations and the journey they are to make. It might not be possible or convenient to make a journey in a particular way because transport infrastructure, or service provision, is poor; or simply thought to be poor. The county council needs to engage to understand motivations and barriers, recognise what works for people so as to inform infrastructure and transport service delivery, and communicate messages about transport. That is why behaviour change forms part of the plan alongside delivery: it is integral to enable a shift to a more sustainable form of transport and low carbon.

Background

The purpose of this Implementation Plan is to set out our proposals for the implementation of the policies in the adopted strategy. We do this through setting out proposals under each of our seven objectives in the strategy, supplemented by tables showing the actions we intend to take. The tables of actions are not intended

to show a list of individual schemes such as zebra crossings that will be delivered on the ground. Programmes for delivery on the ground are agreed annually. The tables in Chapter 2 set out measures and actions that will drive the detailed programme of capital expenditure for future delivery. We include a chapter on major and significant transport schemes as these projects have possibly the potential for the most significant impacts. The LTP4 Implementation Plan also covers funding sources, risks to delivery, and targets.

An overview of how the Implementation Plan is set out is shown in the Executive Summary.

In preparing the Implementation Plan, we ~~have taken~~took the opportunity to ~~keep review~~ the strategy ~~under review~~ so that it ~~can~~could reflect any changes or new guidance since its adoption at the end of 2021. ~~At this time, we propose no changes because there has been no new guidance or policy from government, or other matters, that would require us to make changes.~~

Review and update

~~Once the Implementation Plan is adopted, we will continue to assess any new government guidance and the need to update the local transport plan.~~

Each year we will monitor a range of indicators, the targets in the LTP and undertake monitoring for the Strategic Environmental Assessment. The evidence supplied from the monitoring, and from the workstreams we will undertake in support of the plan, will be used to feed in to the detailed delivery programmes, ensuring that delivery can be adjusted, if necessary, to keep on track with achieving our objectives, outcomes and targets.

Chapter 2: Implementation and Action Plan

Introduction

This section sets out ~~our proposals for the implementation of~~ how we will implement the policies in the adopted Local Transport Plan (LTP) Strategy. These policies reflect the LTP objectives, which are:

1. Embracing the Future
2. Delivering a Sustainable Norfolk
3. Enhancing Connectivity
4. Enhancing Norfolk's Quality of Life
5. Increasing Accessibility
6. Improving Transport Safety
7. A Well Managed and Maintained Transport Network.

~~Consultation Draft of the Implementation Plan~~

~~The final version of the Implementation Plan will be adopted by the county council. In the development of our preferred plan, we are undertaking appropriate assessment of proposals and also considering different options.~~

We have set out in each section below, taking each of our objectives in turn:

- A narrative summary for each objective
- ~~Alternative options considered and the reasons why these are not preferred. We have listed alternatives only where these are reasonable: some different courses of action would not be reasonable to follow, for a variety of reasons, and so these have not been considered further~~
- Each agreed Policy in LTP4 strategy and, under each, a table showing our proposals for implementation of how we will implement the policy. The table summarises the outcome that each measure would have, a guide to its date of implementation and its likely funding sources.

Assumptions

The Implementation Plan shown in the following sections and tables is not all currently funded. It has been prepared on the basis that the county council is able to secure resources equivalent to or exceeding current funding levels. This will require us to successfully secure funding from outside sources. Some of this will be from successful funding bids for individual projects or programmes or being able to secure funding from partners. Some of the actions will be undertaken within available county council staff resources and will need to be included in future work programmes.

Proposals for Implementation

Objective 1: Embracing the Future

LTP4 Strategy Summary

LTP4 strategy puts emphasis on the need to adapt to and use new technology to achieve better outcomes. The strategy recognises that users of the transport system increasingly use technology to inform their travel choices on the network: whether this be through mapping and navigation apps on mobile phones or choosing forms of transport such as hire bikes or e-scooters that were not available even a few years ago.

The strategy is that the county council is at the forefront of this technological change to ensure that, amongst other things, we:

- Can adapt to changing use of the network
- Can influence change
- Understand the impact of our interventions
- Understand the motivations for the choices people make
- Better target and deliver interventions because we understand their likely impacts.

Approach to Implementation

Our approach to implementation will be to make better use of technology. We will explore trials of future transport systems such as autonomous and digitally-connected vehicles, or 'mobility as a service' solutions (for example mobile apps allowing people to book and pay for journeys that otherwise would be difficult to plan or make). This will be supported by a range of measures including developing more effective ways of understanding use of the network through using satellite or mobile data on people's movements, utilising more effective monitoring methods like video technology that can automatically recognise different user types on the network (this can replace the use of costly surveys) or via low-cost sensors and the like that can reliably measure air quality or available clearance under bridges to inform boat users, for example. We will develop our indicator and monitoring work streams so we are better informed about use of the network and the impacts that changes we make have.

This will lead to a revolution in the transport system: autonomous or digitally connected vehicles will open up opportunities for people who currently have no access to services because they do not have access to transport; digitally connected vehicles could lead to more efficient use of transport networks and support our aim of reducing killed and seriously injured casualties. More effective ways of better understanding use of the network by exploiting innovation will enable us to plan more effectively. Increasing the data offer will enable better planning of sustainable and active travel. This will lead to outcomes including reducing carbon and better air quality.

Improving digital connectivity will reduce people's travel, allowing home-working. We will also facilitate and encourage change to more sustainable modes and more efficient vehicles through a range of measures. We will explore opportunities to participate in projects and trials to decarbonise the transport system including

delivery solutions by for example autonomous or semi-autonomous electric vehicles / pods to reduce the numbers of van related delivery trips. We will develop and deliver a behaviour change programme under the brand of Travel Norfolk. This will act as a journey planner that encourages and provides information on sustainable travel. We will launch a targeted marketing campaign aimed at getting people back on the bus through our [Norfolk-Bus Service Improvement Plan](#). We have developed and adopted an electric vehicle strategy and will now focus on its delivery to facilitate faster switch to electric vehicles. Our initial action here is to work with partners on delivery of the Charge Collective project to ensure early roll-out of on-street charging points in Norwich. We will continue our bike hire scheme in Norwich, which has been very successful. We will investigate their roll-out to other locations. Our trial of e-scooters in Norwich and Great Yarmouth is also proving successful and we will continue to work on this with the Department of Transport to establish if these can become permanent measures and, again, if it can be rolled-out to other locations. [We will continue to monitor the trials and reflect any learning points in future roll-outs.](#)

These actions will be more effective by embracing technology and innovation. They will lead to reduced travel, more sustainable and active travel. People will have better health outcomes by being more active and through improvements in air quality. Carbon will be reduced, contributing to our targets for carbon neutrality across all sectors, and our LTP target for carbon reduction.

Our approach to this work will be to work in partnership, such as with Transport East at a regional level, or with IT developers at a very local level for low-cost sensors and monitoring equipment.

Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

In summary, our approach to implementation will be to:

- Trial and adopt innovative approaches, which have the potential to bring a step-change in people's ability to get to services and facilities where currently travel is a barrier and to support other outcomes such as carbon reduction
- Make better use of technology and innovation. This will lead to better understanding of network use and will enable us to plan more effectively
- Facilitate and encourage changes in how people move about the network through development of a behaviour change programme, targeted marketing campaign aimed at getting people back on the bus and expanding the offer of measures such as e-scooters and bike hire schemes and investigate their roll-out to other locations. This will lead to better health outcomes for people, reduced carbon and better air quality
- Deliver our electric vehicle strategy to facilitate faster switch to electric vehicles, supporting our carbon targets. Work on achieving zero-carbon across the council's own estate will be electrification of, or clean fuelling, our own fleet and contracted services like school travel.

Our approach to this will be to work in partnership.

Alternatives Considered

Alternative 1

~~Instead of trialling new technology ourselves we would:
Respond directly to government policy and apply technology only when it has been
triallyed and adopted nationally.~~

~~We have not included this as our preferred option because:
Being innovative, rather than solely responsive, will achieve outcomes earlier and
ensure Norfolk is a leader when compared to other parts of the country.~~

Alternative 2

~~Instead of delivering our electric vehicle strategy and other initiatives like the Charge
Collective pilot in Norwich, or licences for people to run cables across the highways
where they have no onff street parking, we would:
Leave electric vehicle technology roll-out to the private sector and not get involved.~~

~~We have not included this as our preferred option because:
Better and quicker outcomes will be achieved by supporting the infrastructure to
accelerate uptake. Trials and initiatives ensure we maintain control of the transport
network to ensure users' safety or convenience.~~

Alternative 3

~~Instead of delivering behaviour change campaigns, we would:
Wait for people's behaviour to change as they reacted to global or national trends; or
changed behaviour because they found it difficult to use Norfolk's transport networks
in their preferred way.~~

~~We have not included this as our preferred option because:
Better and quicker outcomes will be achieved through achieving an earlier shift to
active transport and a healthy life choice that people feel confident about.~~

Table of Actions

Note: In the following tables, the policies are those in the agreed transport strategy. The following tables ~~are our proposals for implementation~~ show how we will implement of those policies.

Policy 1 of the adopted LTP4 Strategy under Objective 1: Embracing the Future

We will plan and prepare the county for future challenges and changes to ensure the best for our society, environment and economy, and to actively review these developments through time.

~~Proposals for implementation~~ Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Explore opportunities and funding for trials of new forms of transport and mobility (such as autonomous vehicles, or digitally connected vehicles)	Autonomous vehicles could revolutionise transport, opening up opportunities for people currently unable to travel to make connections. Digitally connected vehicles will lead to safer, more efficient use of transport networks	2022 and onwards. We will explore suitable opportunities as they arise	NCC, grants, partners
Explore the use of Artificial Intelligence and cognitive thinking to help plan for and manage transport networks	The use of systems for collecting and analysing big data will improve transport operators' offer (ie services provided by bus companies etc) and the offer to customers	2022 and onwards. We will explore suitable opportunities as they arise	NCC, grants, partners
Review and revise the highway network performance report. Increase the focus on public transport, walking & cycling, electric vehicles and air quality	A focus on these areas will ensure that we understand, and can better plan for, active travel, public transport and clean vehicles to achieve objectives for better air quality, reduced carbon and better health outcomes	Autumn 2022 and then annually	NCC Staff
Monitor outcomes and indicators in the Asset Management Strategy Performance framework	Monitoring a range of indicators will give increased understanding, enabling better management of the network	Annually	NCC Staff

Actions	Outcome/Benefit	Timescale	Funding
Undertake vulnerability assessments of transport networks: Undertake Resilient Network Assessment on core A roads which identify vulnerability	Vulnerability assessments will lead to identification of areas to target resource and improve the resilience of the most important parts of the network to threats such as increased flooding due to climate change	2022 and then annually as necessary	NCC Staff
Review Winter Service Policy	Regular reviews will lead to more efficient delivery of the winter activities, such as gritting, and ensure people are able to access the services that are required	2022 and then annually as necessary	NCC Staff

Policy 2 of the adopted LTP4 Strategy under Objective 1: Embracing the Future

The priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels; this includes the facilitation of necessary infrastructure.

Proposals for implementation ~~Implementation~~ of the policy

Action	Outcome/Benefit	Timescale	Funding
Explore opportunities to participate in projects and trials to decarbonise the transport system Explore opportunities for first mile / last mile delivery solutions by for example autonomous or semi-autonomous electric vehicles / pods to reduce the numbers of van related delivery trips	Reduced carbon, contributing to our environmental policy targets for net zero on our own estate, and carbon neutrality across all sectors, by 2030	2022 and onwards	NCC, grants, partners
Deliver our Electric Vehicle (EV) strategy. The county council can play an important role in helping to increase the uptake of electric vehicles by ensuring that the necessary charging infrastructure is in place. <u>As part of</u>	Delivery will ensure benefits of switching to EVs are realised as quickly as possible; identified as one of the most effective means of reducing carbon, contributing to our environmental policy	Ongoing from 2022	NCC, DfT / OZEV, private investment

Action	Outcome/Benefit	Timescale	Funding
delivery consider how to plug gaps in chargepoint coverage including in rural areas	<p>targets for net zero on our own estate, and carbon neutrality across all sectors, by 2030</p> <p>Improvements to air quality by bringing cleaner air at the point of use, improving health outcomes for significant numbers of people</p> <p>Our EV strategy will help to remove inequalities in access to charging points based on where people live or work, giving more people the opportunity to use electric vehicles</p>		
Deliver 'Charge Collective,' a regional pilot looking to promote on-street charge points for electric vehicles. This is being conducted in partnership with our regional electricity network operators UK Power Networks	Cleaner air, significantly improving health outcomes	Spring 2022	Partner funding, OZEV grants for on street residential schemes
Take forward energy projects such as Local Area Energy Planning to ensure resilience of local energy networks required for a shift to electric vehicles	Local Area Energy Planning will support decarbonisation commitments	2022	NCC, partner funding
Support Beryl Bikes and e-scooter trials and look at opportunities at expanding out the Beryl offer	These initiatives open up sustainable transport for a wider number of people, increasing the opportunity for people to access services such as education and training. They lead to better connectivity, cleaner air and reduced traffic	Ongoing for current schemes. Expansion will be explored following LCWIP adoption at end 2022	NCC, DfT, private investment
Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for countywide coverage	LCWIPs will inform our planning of active travel networks across the county, meaning better connectivity for active	Norwich, King's Lynn and Gt	NCC, partner funding

Action	Outcome/Benefit	Timescale	Funding
	travel modes, cleaner air and reduced traffic	Yarmouth Spring 2022 Norfolk LCWIP by end 2022	
Work with Transport East on bringing forward EV infrastructure	Benefits expected to be similar to those above for our EV strategy	2022/23	NCC Staff time, Transport East
Adopt Parking Standards to (amongst other things) ensure every new home with a parking space has an EV charge point	As above	Summer 2022	LTP, CIL, developer funding, funding bids Staff time
Adopt EV parking standards for new workplaces and other new non-residential developments	As above	Summer 2022	LTP, CIL, developer funding, funding bids Staff time

Policy 3 of the adopted LTP4 Strategy under Objective 1: Embracing the Future

Innovation and new technologies will be embraced and used proactively in order to achieve our vision, including responding to new targets set by the recently adopted environmental policy.

Proposals for implementation-Implementation of the policy

Action	Outcome/Benefit	Timescale	Funding
Investigate the delivery of 'Mobility as a Service' solutions. Such solutions could range from car-sharing to phone apps that allow customers to make easy, multi-modal journeys. The customer simply enters details of the journey they wish to make, and the app plans the journey and makes a single charge to the customer	Mobility as a Service will lead to reduced travel by car, reduced single-occupancy trips by car and therefore reduce carbon, improve air quality and reduce congestions whilst also improving people's connections to services and facilities	2022 and onwards. We will explore suitable opportunities as they arise	NCC staff
Seek opportunities to improve digital, <u>phone and other forms of information connectivity to support LTP objectives.</u> connectivity	Improving digital, <u>phone and other</u> connectivity will reduce travel by supporting the needs of businesses, home and other services. It will improve people's connectivity to services and reduce carbon emissions. <u>Improving connectivity to digital and phone services will also support people's use of the transport network and enable users to better access travel apps, mobility as a service offers and other information</u>	Ongoing	NCC Staff, partners
Explore and utilise innovative monitoring equipment to show usage of the transport network (eg video technology that recognises different user types, use of GPS, mobile or telephone data)	Better outcomes informed by better data Increased ability to monitor	Ongoing	NCC, DfT grants, local contributions Scheme evaluation funding no funding in place

Action	Outcome/Benefit	Timescale	Funding
Investigate trial of a smart street, showcasing a range of technological innovations to enable better service delivery across a range of functions (eg street bins, air quality, street usage)	Better service delivery across a range of functions	Medium term	NCC, partners
Explore the use of low-cost air quality monitoring equipment including trialling the use of innovative, low-cost and portable devices	Technology is leading to development of products that provide quality data but are cheaper and easier to deploy than traditional monitoring techniques. Their use will give us better data to help inform delivery, leading to better outcomes	Ongoing	NCC, grant funding
Work with Transport East on Regional Agent Base Model + travel and behaviour data. This is an innovative modelling tool	This will give a better understanding about use of the transport network, allowing us to better plan for the types of trips that people are likely to make, and better understand how changes we make might affect these trips. It will be used to achieve a range of better outcomes	2022/23	Transport East
Implement the Bus Service Improvement Plan objective of multi-operator ticketing	Multi-operator ticketing leads to a better customer offer where users do not need to worry about having to purchase different tickets for different services. This in turn leads to increased bus patronage	By April 2025	DfT BSIP funding

Policy 4 of the adopted LTP4 Strategy under Objective 1: Embracing the Future

We will work with people to shape the way they travel, why they are travelling and whether they need to travel, encouraging behaviour change and interventions that can help to increase the use of sustainable transport.

Proposals for implementation ~~Implementation~~ of the policy

Action	Outcome/Benefit	Timescale	Funding
Develop an online information hub under the brand of Travel Norfolk to encourage behaviour change. This will act as a journey planner that encourages sustainable travel as the preferred method of transport. This hub will also provide a high quality resource of information to help people break down barriers that remain to using sustainable transport	Healthy more active population More people travelling sustainably Less reliance on single occupancy vehicles leading to a reduction in emissions and pollution hot spots	By March 2023	NCC, DfT Active Travel funding, partner funding
Promote behaviour change through Getting Norfolk Active: Active Norfolk's 2021-2026 strategy <ul style="list-style-type: none"> • Advocating for walking and cycling to be the first choice for short journeys • Promoting physical activity's contribution to carbon reduction targets • Addressing other barriers that prevent this positive behaviour change <p>Promote change to achieve the LTP objectives with a focus on sustainability, quality of life, accessibility and safety</p>	Healthy more active population More people travelling sustainably Contribute to a reduction in carbon emissions	Ongoing	NCC staff, Sport England
As part of behaviour change and road safety campaigns investigate the need for, and use of, appropriate messaging and training for how	New forms of transport can cause difficulties, either real or perceived, for some users of the transport network.	Ongoing	NCC. Other partners

Action	Outcome/Benefit	Timescale	Funding
people use new forms of transport such as e-scooters on the network	Appropriate training and messaging can remove barriers for people using sustainable modes of transport and help achieve outcomes including better health and well-being		
Deliver travel plans at residential development	Travel plans identify the sustainable transport infrastructure and services required at new developments. It will lead to Reduced travel, Sustainable travel, Better connections from residential developments to services and facilities Supports our target for this LTP4 Objective	Ongoing	NCC, Developers
Monitor travel habits at residential developments through travel plans delivered via our AtoBetter programme	Ongoing monitoring provides a feedback loop to help inform future provision of measures, increasing sustainable travel. Benefits as above	Ongoing	NCC, Developers

Objective 2: Delivering a Sustainable Norfolk

LTP4 Strategy Summary

The local transport plan strategy puts emphasis on working in partnership with others, particularly district councils [and the Broads Authority](#) as the local planning authorities, and developers to help shape the county's development plans and proposals. We will continue to work in partnership from the outset to secure necessary transport infrastructure and services, and build in sustainability from the start.

The emphasis of the strategy is placed on supporting development to come forward, and ensuring:

- It is in places where sustainable travel is an option and in easy reach of services and facilities that people need to access
- We understand implications of new development and take them into account right at the start of the process. Doing this, sustainable transport can be embedded into development proposals with infrastructure provided up-front. Mechanisms for achieving carbon reductions, or offsetting, can start to be built in; and air quality can be improved.

Approach to Implementation

Our approach to delivery will be to continue to put resources into partnership work with local planning authorities, developers and other service providers to help shape delivery right from the start. We will review and roll-forward our suite of supporting studies and guidance documents. This includes our series of market town network improvement strategies undertaken in 2018 and 2020. These looked at places with planned high levels of growth to understand impacts on the transport network, enabling necessary interventions to be devised and understood. We will also review and roll-forward: the planning and health protocol to ensure principles of health and wellbeing are adequately considered in plan making; Safe Sustainable Development (guidance document for new developments); the Norfolk Strategic Infrastructure Delivery Plan; and our Parking Standards.

Doing this will build in mechanisms to achieve our desired outcomes and benefits. These include reducing travel by ensuring development is sited in places within easy reach of services and facilities, better health outcomes for people, more liveable places, better connected places, cleaner air and carbon reduction. The guidance documents and evidence bases provide a foundation for securing amongst other things EV chargers in residential developments, active travel networks and other necessary transport infrastructure and services. This helps achieve a range of desired outcomes including reduced carbon, better air quality, better connectivity to services and improved health outcomes for people.

A key new strand will be to instigate new workstreams to consider how to monitor and offset carbon impacts arising from new development. We have committed to Actions to develop carbon plans and budgets and to devise methodologies to achieve carbon neutrality from new residential and employment developments are included in this Implementation Plan. We will adopt into guidance documents our

expectations of how developers would need to demonstrate that development addresses air quality or how they will bring forward measures to address the issue.

Writing these into future reviews of our guidance documents for new developments will achieve air quality and carbon objectives.

The county council will also continue to work with partners in locations including West Winch, North Walsham and East Norwich in order to bring forward large numbers of much-needed new homes and, in East Norwich, on an exciting opportunity to regenerate a large site well-placed within close reach of city amenities. This work will allow development proposals to be considered in wider, holistic planning of the area. It also considers what transport infrastructure needs bringing forward. Our approach to implementation will be to ensure this gives major consideration to low carbon transport, active travel and public transport.

We are supporting the delivery of sustainable travel plans at residential developments, including through our in-house provision A2Better. Our teams will work with the new communities to develop and deliver travel plans. We will work with other active travel groups who are also looking to expand this function with schools. Delivering effective travel plans will enable people to be able to get to services and facilities, and identify and deliver necessary local sustainable connections.

[Norfolk County Council havehas started to trial new School Streets, which are timed road closures around selected schools in Norfolk. During pick-up and drop off times, certain roads will be closed to vehicles in order to allow children to travel safely to and from their school. The Norfolk School Streets programme is a proposed trial which aims to make the journey to and from school not only safer but more pleasant and encourage use of sustainable transport as an alternative to the private car. The trial is run in Partnership with Sustrans and with funding from the Active Travel Fund.](#)

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Summary

Our approach to implementation will therefore be to continue to put resources into our work at all stages on new development:

- Working with district councils, developers and other partners on reviews of local plans, at individual sites or allocations, in pre-application discussions and as a statutory consultee on planning applications. This will bring forward well-formulated development proposals in places within reach of services and facilities, enabling people to get to places by a range of sustainable travel options and in turn reduce carbon, improve air quality and create better communities
- Building evidence bases to inform of impacts of growth. This will identify infrastructure requirements to be understood up front and be planned for. This will benefit places, providing better connections and reducing congestion
- Keeping our guidance up to date. A key part of this will be embed carbon mitigation and budgets, and air quality requirements, into future reviews, achieving objectives and targets in these areas
- Devising and delivering travel plans at new developments, including monitoring travel behaviour at new developments to feed back into future decision-making.

This will help understand people's travel patterns and enable sound planning if future interventions.

Our approach will be to work in partnership on these issues.

Alternatives Considered

Alternative 1

~~Instead of working at an early stage on growth and service planning proposals, eg working with local planning authorities in plan making or using our own funding to consider evidence bases about the implications of growth before growth proposals come forward, and developing projects in advance of growth we would: React to proposals only once others have worked on their development and put them in front of us for consultation.~~

~~We have not included this as our preferred option because:~~

~~It would mean that transport is not considered at an early enough stage in proposals, resulting in the likelihood that growth would come forward in unsustainable or undesirable places, or that the necessary transport infrastructure or services do not come forward before growth; or at all.~~

Alternative 2

~~Instead of completing early reviews of our guidance documents and committing to regular and frequent refreshes, we would: Put less resource and give a lower priority to reviews and refreshes.~~

~~We have not included this as our preferred option because:~~

~~It would mean that developers of proposals, and the planning authorities, would not have up-to-date guidance documents against which to develop or assess proposals, creating inefficiencies and leading to less sustainable development (because it does not incorporate the latest requirements in the new guidance reflecting issues such as carbon, air quality, and active and public transport).~~

Table of Actions

Policy 5 of the adopted LTP4 Strategy under Objective 2: Delivering a Sustainable Norfolk

We will work with partners to inform decisions about new development ensuring they are well connected to maximise use of sustainable and active transport options. This will make new developments more attractive places to live, thus supporting a strong sense of the public realm.

~~Proposals for implementation~~ Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Review the planning and health protocol to ensure principles of health and wellbeing are adequately considered in plan making, and when evaluating and determining planning applications. This will include considerations of connection to, and accessibility of, public and active travel options	Better health outcomes Sustainable travel	Ongoing	NCC
Review the Norfolk Infrastructure Delivery Plan (NSIDP) to ensure it captures the full range of projects being delivered to support growth including decarbonisation projects, and transport projects focused on active travel, public transport and decarbonisation	The review will provide a more balanced view about the projects of importance. It will show how a range of projects is important for growth in the county and how sustainability and climate change objectives are being reflected in our work	Winter 2022	NCC Staff time, district council staff time
Review and roll forward the market town Network Improvement Strategies	Reviews will help to inform infrastructure requirements from growth, allowing infrastructure first, a county council objective. Help shape locations of growth so it is in the most sustainable locations Achieve outcomes: Reduced travel; Sustainable travel; People able to get to	2023-2025	NCC, partners including district councils

Actions	Outcome/Benefit	Timescale	Funding
	services and facilities; Better public realm		
<p>Take forward work with partners on infrastructure requirements to unlock growth, including:</p> <ul style="list-style-type: none"> • N Walsham housing link road • East Norwich masterplan • W Winch masterplan • Thetford A11 junctions and successor to link road work • Bradwell 	Achieve outcomes: Reduced travel; Sustainable travel; People able to get to services and facilities; Better public realm	Ongoing	NCC, local authority partners, National Highways, developers
Review Safe Sustainable Development (guidance document for new developments)	<p>Reviews of guidance documents will embed LTP4 principles, objectives and outcomes</p> <p>This will lead to: More sustainable development; Better connections for people in developments; Cleaner air; Reduced carbon</p>	2022 and annual updates as appropriate following LTP4 Implementation Plan adoption	NCC staff
Review Parking Standards	<p>Reviews of guidance documents will embed LTP4 principles, objectives and outcomes</p> <p>This will lead to: Cleaner air; Reduced carbon</p>	2022 and annual updates as appropriate following LTP4 Implementation Plan adoption	NCC staff
Work as part of the Greater Norwich Development Partnership and Greater Norwich Local Plan Partnership	<p>Working at all stages will help to shape the location of growth so that it is in easy reach of services and allow us to plan for infrastructure first.</p> <p>This will lead to: Reduced travel; Sustainable travel; People able to get to services and facilities</p>	Ongoing	NCC Staff, districts

Actions	Outcome/Benefit	Timescale	Funding
Work with district councils and the Broads Authority as local plans are reviewed	As above	Ongoing	NCC
Provide comments on neighbourhood plans to inform their development	As above	Ongoing	NCC
Work with county council service providers on location of services, eg schools	Being involved in planning stages will enable transport to be part of the decision-making process to enable services can be sited in places in easy reach. Will lead to increased access to the range of services	Ongoing	NCC
Work closely with DfT, National Highways, Network Rail / Great British Railways and other local authorities to influence transport decisions in Norfolk to ensure good connectivity to new developments	This will improve economic outcomes by ensuring new developments have good connectivity to major transport links	Ongoing	NCC

Policy 6 of the adopted LTP4 Strategy under Objective 2: Delivering a Sustainable Norfolk

We will work with the development community and local stakeholders to ensure greener transport solutions are embedded in land-use planning to significantly reduce traffic generation by private car. We will also work to ensure that the necessary infrastructure to support the transition to a clean transport network is in place. We will seek that that any carbon impacts are monitored and offset by locally applicable measures. As part of our ongoing work on developing guidance for how we will deal with new development we will amongst other things consider how to establish carbon plans and budgets and devise methodologies to achieve carbon neutrality.

~~Proposals for implementation~~ Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Consider options for monitoring and offsetting carbon impacts arising from new development	This will support the county council's carbon reduction targets in the LTP and our Environmental Strategy	2023 Include outcomes into future	NCC Staff

Actions	Outcome/Benefit	Timescale	Funding
Alongside this, develop carbon plans and budgets and devise methodologies to achieve carbon neutrality from new development Write these into future reviews of our guidance documents for new developments		reviews of NCC documents as appropriate	
Work with other active travel groups to expand sustainable travel plans to schools.	This will lead to reduced car-use at schools, better active travel connections and mode shift to sustainable travel. Supports LTP carbon target; Reduces carbon; Improves air quality	2023	NCC, schools, active travel groups
Engage with developers in pre-application discussions on major sites to secure sustainable transport links In our role as statutory consultee on planning applications, seek sustainable transport links	Will ensure new development has sustainable transport connections, leading to Reduced carbon; Improved air quality	Ongoing	NCC, developers, district councils
Develop proposals for, and introduce, pre-application charges	Revenue stream that can support services in achieving LTP outcomes	2022	NCC
Work with partners on the development of land-use planning documents: See above, policy 5	See above, policy 5	See above, policy 5	See above, policy 5
Review Safe Sustainable Development Review Parking Standards	See above, policy 5	See above, policy 5	See above, policy 5
Deliver travel plans at residential development	See above, policy 4	See above, policy 4	See above, policy 4

Policy 7 of the adopted LTP4 Strategy under Objective 2: Delivering a Sustainable Norfolk

In air quality management areas development will need to demonstrate its positive contribution to tackling the air quality problem.

Proposals for implementation ~~Implementation~~ of the policy

Action	Outcome/Benefit	Timescale	Funding
Roll-forward our 2022 review of Safe Sustainable Development to adopt guidance on our expectations of how developers would need to demonstrate how development would address air quality or bring forward measures to address the issue	Reviews of guidance documents will embed LTP4 principles, objectives and outcomes This will lead to: Cleaner air	2023/24/25	NCC Staff
Take account of any changes to UK law, best practice or guidance following new air quality guidelines announced by the World Health Organisation in 2021	The new guidance is likely to tighten threshold to improve air quality	Following any changes to UK law or guidance	NCC Staff

Objective 3: Enhancing Connectivity

LTP4 Strategy Summary

The Local Transport Plan strategy sets out the importance of connections between, and into, major centres and gateways. This is because such connections are needed to support the economic vitality of the county and ensure that it does not lose out on investment into housing, employment, retail, leisure and other services that might otherwise go to better connected places in the country. The evidence also shows that the major connections into and within the county are not as good as elsewhere in the UK.

For this reason, the strategy sets out that they must be improved to provide better, faster and more reliable journeys. However, this must be done in a way that puts transport firmly onto a net zero carbon trajectory.

Approach to Implementation

Our approach to implementing this strategy will be to continue to make the case for improvements so that investment is secured into the networks. We will do this by working in partnership with others, continuing to work in partnership along transport corridors and be involved in a number of rail task forces as well as leading the A47 Alliance. Our work to secure investment will be evidence-based. We will contribute to the evidence bases and business cases for the projects. We will work at all political levels to make the cases through advocacy.

We will also work with Transport East, the Sub-national Transport Body for the area representing the Norfolk, Suffolk, Essex, Southend and Thurrock. Transport East provides a strong voice to government on the issues, representing the views of its members. It also works nationally and in collaboration with engaged with other Sub-national Transport Bodies. We will remain a member of this important partnership to influence its work and make sure our voice is heard within government.

By working in these partnerships we will be able to represent the views of the county council and seek to ensure the best outcomes for our residents and businesses. We are seeking improved connections that offer faster journeys, improved reliability and better resilience. Achieving these aims will bring benefits to the wider Norfolk economy. By making journeys quicker and more reliable, reducing uncertainty for businesses, it is likely that there will increased investment into the county, accelerating the delivery of much-needed housing growth and bringing forward jobs and other services.

There will be a focus on decarbonisation, and making sure networks are fit for future technological advances, built into the programmes of work. This is crucial as it will support our carbon ambitions and targets.

We will develop a suitable proportionate methodology to assess the carbon impacts of individual schemes the county council brings forward. We will consider the requirements of relevant guidance when it is published to inform quantification of carbon emissions from the Plan as a whole. We will build in low carbon objectives and the future role of the strategic networks into our activities including on supporting A47 improvements. We will also investigate funding opportunities to deliver a range

of initiatives to deliver clean freight including e-cargo bikes, freight consolidation centres and more innovative technologies such as drones or automated vehicles / pods.

This will support the policy objective to ensure that the network priority is that it is used by clean transport modes, reducing carbon, improving air quality and leading to better health outcomes.

We will target the strategic connections between and into major centres and will work on bringing forward the necessary transport infrastructure required to facilitate and enable housing and jobs growth. Chapter 3 details the larger and more significant schemes within the county included within the Norfolk Strategic Infrastructure Delivery Plan, some of which are included within current government programmes. Schemes in the Plan include the West Winch Housing Access Road, required to release up to 4,000 houses and improve the major road network connection of the A10, and Great Yarmouth Third River Crossing. This is currently under construction and will provide better connections between the port area and the strategic trunk road network.

Our approach to implementing the strategy of better connectivity will be to continue to bring these to delivery. Delivery will support economic objectives and bring forward housing and jobs growth. Each scheme will be required to demonstrate its own case as it comes forward, showing at the appropriate point and to the appropriate degree of detail, how it meets amongst other things relevant objectives and value for money. A key part of this will be to demonstrate its carbon credentials. [This is already undertaken as part of the relevant funding and statutory approvals process, but we will also examine how we can incorporate a light-touch assessment into the development of projects on our pipeline at an earlier stage in order to help inform choices.](#)

As part of our implementation approach, we will introduce appropriate and proportionate assessments of impacts for all schemes. We intend to undertake carbon assessments as one part of this in order to help decision-making and to understand impacts and how these might be reduced.

Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

Our approach to implementation will therefore be to:

- Work with a range of partners on significant projects and programmes that improve connectivity into and within the county. This includes making the case for improvements on the strategic trunk road and rail [connections to London, Cambridge, Peterborough](#) networks with a focus on achieving low carbon in the way that these networks are used. This will help to achieve better, cleaner connectivity, bringing forward economic outcomes for the county
- Take forward schemes that are included in the current government large local major and major road network funding streams. These are Long Stratton Bypass, Norwich Western Link, West Winch Housing Access Road, A47/A17 Pullover Junction, King's Lynn. Delivery of the Great Yarmouth Third River Crossing has already started on the ground and will be completed open to traffic by early 2023. These schemes will realise a range of benefits. They all have detailed business

cases, at various stages of development, setting out scheme objectives, benefits and impacts. Appropriate relevant and assessments will be required for each scheme at the appropriate stages in their development. Each will need to prove its case in order to draw down funding and receive any statutory consents or approvals needed prior to delivery on the ground. A key part will be consideration of carbon credentials of each scheme.

- Reduce carbon and improve air quality by making sure impacts are known and measures taken to reduce impacts in bringing forward schemes that improve connectivity. We will do this by assessing the carbon impacts of schemes the county council brings forward. We will develop and deliver low-carbon connectivity through countywide Local Cycling and Walking Infrastructure Plans, and the Bus Service Improvement Plan. These measures will lead to acceleration of carbon reduction, and help to achieve our outcomes of improved connectivity and accessibility.

Alternatives Considered

Alternative 1

~~Instead of continuing our active and engaged involvement in a range of partnerships from regional bodies to rail and road task groups and alliances, we would: Scale down or cease our involvement in such groups in order to concentrate resources elsewhere.~~

~~We have not included this as our preferred option because it would mean that Norfolk would have reduced bearing in influencing outcomes that affect the county. It would also weaken the partnerships meaning that, in turn, they are likely to be less effective in influencing national decisions.~~

Alternative 2

~~Instead of committing to reviewing evidence bases in support of projects on the major networks to ensure that low carbon and technological advances are built in and centre stage, we would: Focus on only meeting current requirements and guidance.~~

~~We have not included this as our preferred option because it would mean that we do not so effectively balance the need for connectivity improvements on the major networks towards ensuring they are used in the most efficient and low carbon manner.~~

Alternative 3

~~Instead of taking forward schemes included in the current government large local major and major road network funding streams; and developing the forward pipeline of projects, we would: Not take forward the schemes and instead consider and review other options for how objectives might be met.~~

~~We have not included this as our preferred option because, on the evidence available, we consider these schemes to be the preferred proposals. For the more well developed schemes, business cases demonstrate their case. Some of them are at relatively late stages of development and review would mean other well developed~~

plans could not come forward, eg housing or other growth that is dependent on the infrastructure.

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Table of Actions

Policy 8 of the adopted LTP4 Strategy under Objective 3: Enhancing Connectivity

Our priority will be to improve major road and rail connections between larger places in the county, and to major ports, airports and cities in the rest of the UK.

Proposals for implementation-Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Make the case for early electrification of the remainder of the rail network serving the county	Electrification will reduce diesel-powered trains, leading to reduced carbon	2022/23	NCC Staff time
Look to secure inclusion of rail, trunk road and major road networks in digitally-connected programmes	Digital connections will facilitate enable, inter alia, autonomous technologies leading to more efficient freight networks to deliver operational and consumer benefits, connected vehicles for better safety and more reliable and frequent rail services	2022/3/24 as part of Roads Investment Strategy work led by National Highways	NCC Staff time
Remain an active member of Transport East and work with Transport East on development of its transport strategy and its subsequent delivery, and any review	Transport East provides a strong voice for the region and can secure investment into the network to achieve better outcomes including connectivity and economic outcomes.	Ongoing	NCC, Transport East
Work with Transport East on Connectivity Study Work with Transport East on Rail Connectivity	Better connectivity Better economic outcomes Reduced carbon	2022/23	NCC, Transport East
Continue to lead and coordinate the A47 Alliance Review the Alliance programme and activities to include further focus on carbon and technology (See Policy 9)	Better connectivity Better economic outcomes More reliable journey times Reviewing the programme will enable low carbon, clean fuels and technology	2022/23	NCC, A47 Alliance

Actions	Outcome/Benefit	Timescale	Funding
	improvements to be realised in future planning		
<p>Work with partners on Task Forces and other consortia making the case for rail improvements. These include:</p> <ul style="list-style-type: none"> • East West Rail (EWR) Main Line Partnership (formerly the Consortium) to build the case and the evidence base for the East West Rail Main Line • Great Eastern Main Line (GEML) Task Force (Norwich to London) • Ely Task Force (to make the case for improvements that would unlock a range of passenger and freight services) 	<p>Investment in rail will unlock the potential for quicker journeys and increased frequencies. Rail is important to support the economy of the county and improvements will lead to better economic outcomes. Better rail travel will also encourage a shift away from car-use leading to outcomes including reduced carbon and congestion</p>	<p>EWR Main Line</p> <ul style="list-style-type: none"> • Interim Strategic Outline Business Case 2022 • Develop Full SOBC post-2022/23 <p>GEML</p> <ul style="list-style-type: none"> • Strategic Outline Business Case development 2022/23 • Outline Business Case development post-2023 <p>Ely</p> <ul style="list-style-type: none"> • OBC to be submitted to government spring 2022 • FBC post 2022 	<p>NCC, East West Rail Main Line Partnership, East West Rail Company, partners on the other Task Forces, DfT</p>

Actions	Outcome/Benefit	Timescale	Funding
Work with partners to understand the evidence base to identify and secure improvements to transport gateways	Better connectivity Better economic outcomes	Ongoing	NCC, private investment
Take forward schemes that are included in the current government large local major and major road network funding streams; and develop the schemes in the Norfolk Strategic Infrastructure Delivery Plan.	Better connectivity Better economic outcomes	Ongoing	NCC, DfT, CIL, developers

Policy 9 of the adopted LTP4 Strategy under Objective 3: Enhancing Connectivity

Our priority for improved connectivity will be that the network is used by clean transport modes.

Proposals for implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Assess the carbon impacts of schemes the county council brings forward	See Policy 11	See Policy 11	See Policy 11
Investigate funding opportunities to deliver a range of initiatives to deliver clean freight including pick-up points , e-cargo bikes, freight consolidation centres (where last-mile deliveries are made by clean modes) and more innovative technologies such as drones or automated vehicles / pods (see Policy 2)	Local deliveries are increasing given the on-demand culture and the increased prevalence of work from home. Delivery of initiatives will reduce congestion, reduce carbon and improve air quality whilst maintain customer expectation		NCC, grants and bids, partners
Prepare evidence to support the case for improvements, reviewing previous work to – in particular – update and build in low carbon objectives and the future role of the A47 given technological advancements	Reduced carbon Improved air quality	Ongoing	NCC, A47 Alliance
Work with National Highways to secure active travel and public transport improvements on the trunk road network	Reduced carbon Improved air quality More active travel	Ongoing	NCC, National Highways

Actions	Outcome/Benefit	Timescale	Funding
	Better connectivity between communities		
Actively seek funding investment from central government in partnership with bus operators to bring zero emissions busses to Norfolk and enable a transition to zero emissions vehicles	Reduced carbon Improved air quality	Ongoing as opportunities arise	DfT
Implement a Behaviour Change Programme	This is set out above under Policy 4	See Policy 4	See Policy 4
Develop LCWIPs to set out policy for walking and cycling	This is set out above under Policy 2	See Policy 2	See Policy 2
Deliver our EV strategy	This is set out above under Policy 2	See Policy 2	See Policy 2

Policy 10 of the adopted LTP4 Strategy under Objective 3: Enhancing Connectivity

We will seek to improve connectivity between rural areas and services in urban centres.

~~Proposals for implementation~~ Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Develop countywide Local Cycling and Walking Infrastructure Plans (LCWIPs)	LCWIPs will inform our planning of active travel networks across the county, meaning better connectivity for active travel modes, cleaner air and reduced traffic Reduced carbon	King's Lynn, Norwich and Great Yarmouth Spring 2022, County Wide Winter 2022	NCC, Active Travel Fund
Consult on the draft Walking and Cycling Strategy	The strategy will set out the context and framework for a range of initiatives leading to an increase in walking and cycling. This will lead to: Reduced carbon; Better air quality; Improved health outcomes; Better connectivity	Summer 2022	NCC, Active Travel Fund

Actions	Outcome/Benefit	Timescale	Funding
Implement the Bus Service Improvement Plan to improve public transport services and infrastructure connecting into settlements	This is set out under Objective 5: Accessibility	See Objective 5: Accessibility	See Objective 5: Accessibility
Trial innovative technology in different parts of the network by developing prototypes, preferably with local companies	This is set out under Objective 1: Embracing the Future	See Objective 1: Embracing the Future	See Objective 1: Embracing the Future
Deliver our EV strategy: Encourage stakeholders to deliver charge points at other key destinations including supermarkets and rail stations	This is set out under Objective 1: Embracing the Future	See Objective 1: Embracing the Future	See Objective 1: Embracing the Future
Investigate the delivery of 'Mobility as a Service' solutions. See Policy 3	See Policy 3	See Policy 3	See Policy 3

Objective 4: Enhancing Norfolk's Quality of Life

LTP4 Strategy Summary

The Local Transport Plan strategy puts a clear priority on carbon reduction. We have already started to implement a range of measures to improve low carbon and clean transport including the Transforming Cities programme in Norwich, complementing ongoing delivery of the Pedalway network, measures to reduce traffic within the city centre and the introduction of hire bike and e-scooter schemes. We have also set out more detailed place and mode-specific plans and strategies including the Bus Service Improvement Plan and the Transport for Norwich Strategy. We are in the process of adopting countywide Local Cycling and Walking Infrastructure Plans.

Alongside carbon reduction, the strategy gives priority to tackling problems in Air Quality Management Areas (AQMAs) declared due to transport emissions. These are areas where monitoring has shown that air quality falls below thresholds.

The third strand of the strategy is that, when we take action to improve the transport network, we will seek to improve quality of place, conserving and enhancing our built and historic environments.

Approach to Implementation

Our approach to implementation will be to focus on achieving carbon reductions through a range of actions including delivery of the electric vehicle strategy, investment in active travel networks, rollout of digital connectivity to reduce travel, and working with partners to influence the location and nature of development. These actions are detailed elsewhere in the implementation plan.

Over and above this, we will introduce new requirements on our own schemes by initiating appropriate and proportionate whole life carbon assessments including construction and use of the asset. This will be done at the appropriate point for the project, usually at the point where planning consent is being sought, or it is required in business cases to attract funding. We will examine how we can incorporate a light-touch assessment into the development of projects on our pipeline at an earlier stage in order to help inform choices. We will also develop assessment criteria for schemes on our project pipeline so that we consider the impact of schemes across the range of LTP4 objectives, including carbon. We will work with regional partners on carbon reduction projects and toolkits. We expect the Department for Transport to issue guidance on local transport plans for consultation during 2022, prior to formal adoption by government. We will consider the implications of this following its publication and take appropriate and necessary action as required. A series of workstreams has been put in place to deliver net zero carbon on our own estate.

These actions will lead to carbon reduction, supporting the objectives and targets in the LTP, and the county council's environment policy target to achieve net zero on our own estate by 2030.

Our approach to tackling air quality includes delivering the Transport for Norwich Strategy. This sets out that we will investigate the introduction of potentially far-reaching measures such as a Clean Air Zone, workplace parking place levy, road charging / congestion charge, or vehicle bans (eg prohibiting petrol and diesel

engine vehicles from the city centre). We have developed transport strategies and market town network improvement strategies for other areas, and we will look to channel implementation through active travel and other sustainable transport options. We will review or refresh these strategies in the light of the new policy direction for LTP4. We will seek to upscale our work with district councils on air quality action plans. We will consider more than simply traffic management changes and look to promote a range of measures to reduce travel and achieve a shift to sustainable travel. These will include consideration of restrictions, behaviour change campaigns and network changes. We will seek funding to deliver and implement programmes of work.

This will lead to improvements to air quality. Poor air quality is a major determinant on people's health outcomes. Our delivery will also therefore achieve wider outcomes for health. Although a separate issue from carbon reduction, our approach to delivery will also lead to carbon reduction, helping to achieve the carbon targets we have adopted.

[Norwich has been chosen as one of only three cities to receive £500,000 Zero Emission Transport City \(ZETC\) development funding from the government. This will see Norfolk County Council work with government and local businesses to look at what measures a city needs to take to move to zero emissions. The success of this funding shows Norfolk's commitment to achieving local and national climate targets.](#)

We will also develop our assessment criteria for schemes on the project pipeline and undertake proportionate assessments of schemes at the relevant stages in feasibility and design stages so that we consider impact across LTP4 objectives.

This will lead to a range of better outcomes, supporting all of our objectives.

Our approach to implementation will therefore be to:

- Introduce relevant proportionate assessments into the feasibility, development and design process for schemes. Carbon assessments will be a key part of this, supporting us on our carbon targets
- Deliver the Transport for Norwich strategy, which includes feasibility work on a number of potentially far-reaching interventions to reduce traffic, reduce carbon and improve air quality
- Refresh the transport strategies in other urban areas. This will lead to an increased focus on delivering our outcomes for carbon, air quality and health
- Consider any requirements for additional work on publication of Local Transport Plan guidance from government, enabling us to further improve the prospects of achieving carbon reduction if considered to be required
- Work in partnership with districts, developers and other organizations for more effective, joined-up delivery.

Alternatives Considered

Alternative 1

~~Instead of committing to refreshing or reviewing our suite of supporting plans and strategies, such as our transport strategies for urban areas and market towns, following adoption of the local transport plan, we would:
Concentrate on delivery of measures within current plans.~~

~~We have not included this as our preferred option because it would mean that: Delivery does not achieve the objectives of the adopted LTP4 Strategy and in the areas where this strategy has more focus—such as reduced carbon, public transport and active travel—objectives are less likely to be achieved.~~

~~*Alternative 2*~~

~~Instead of committing to introducing proportionate assessments on a range of measures including whole life carbon in developing schemes, we would: Focus on only meeting current requirements and guidance.~~

~~We have not included this as our preferred option because it would mean that we do not so effectively understand the likely consequences of projects; or reduce carbon or achieve other objectives such as better, more liveable places.~~

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Table of Actions

Policy 11 of the adopted LTP4 Strategy under Objective 4: Enhancing Norfolk's Quality of Life

When making changes and improvements to our transport network, and in working with users on how they choose to use the transport network, we will seek to understand the consequences of the decisions on meeting the collective challenge of protecting and improving our global environment to meet the environmental policy target of working towards carbon neutrality.

~~Proposals for implementation~~ Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Undertake appropriate and proportionate whole life carbon assessments on proposed schemes including construction and use of the asset	These assessments will quantify carbon emissions from transport delivery projects. They will inform future scheme delivery This will contribute to achieving the LTP and NCC Environmental Targets for reduced carbon.	Following publication of LTP Guidance on Local Transport Plans At the appropriate stage for schemes where this a requirement for funding or regulatory processes	NCC
Deliver net zero carbon on our own estate	NCC Environmental Targets for reduced carbon.	Net zero by 2030	NCC
Work with Transport East on the Decarbonisation analysis toolkit (being led by England's Economic Heartland)	Reduced carbon	2022/23	Transport East, England's Economic Heartland
Work with Transport East on alternative fuels (being led by Midlands Connect)	Reduced carbon	2022/23	Transport East, Midlands Connect

Actions	Outcome/Benefit	Timescale	Funding
Develop our assessment criteria for schemes on the project pipeline to consider their impact across the range of LTP4 objectives	Developing our assessment criteria: See Policy 11 will shape the nature of projects, programmes and interventions the county council takes forward and ensure that they are the best ones to meet a range of objectives including decarbonisation	Following publication of LTP Guidance on Local Transport Plans	NCC
Consider implications of LTP guidance and take appropriate and necessary action on carbon as required in the guidance.	LTP Guidance is anticipated to set out requirements for quantified carbon reduction, amongst other things. This will be used to guide achieving our carbon reduction work, contributing to achieving the LTP and NCC Environmental Targets for reduced carbon	Following publication of LTP Guidance on Local Transport Plans	NCC
Consider implication of LTP guidance on future reviews of the LTP	As above. It is anticipated that this action will also help to achieve the broader range of LTP4 outcomes	Following publication of LTP Guidance on Local Transport Plans	NCC
Investigate working with Broads Authority and other partners on decarbonising waterways	Reduced carbon	2024	NCC, partners
Deliver a range of actions to reduce carbon. These include delivery of the EV strategy, investment in active travel networks, rollout of digital connectivity to reduce travel, and working with partners to influence the location and nature of development. These actions are detailed elsewhere in the implementation plan.	These actions will support our objectives and targets for carbon reduction	Various, see elsewhere in the tables for details of the actions	Various, see elsewhere in the tables for details of the actions

Policy 12 of the adopted LTP4 Strategy under Objective 4: Enhancing Norfolk’s Quality of Life

Our priority for tackling air quality will be to take action to improve air quality, including investigating vehicular restrictions or charging, where air quality falls below the threshold for Air Quality Management Areas. We will also embrace new ways of monitoring air quality to inform interventions, including in other areas, where this is deemed necessary.

Proposals for implementation-Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Deliver Transport for Norwich (TfN) Strategy including development of feasibility work on a range of measures to reduce traffic (examination of amongst other things Clean Air Zone, Workplace parking place levy, Road charging / congestion charge, Vehicle bans (eg prohibiting petrol and diesel engine vehicles from the city centre)	Delivery will achieve the TfN Strategy objectives, which are closely aligned to those of LTP4 Strategy. They include: Reduced carbon; Better air quality; Improved health outcomes; Better connectivity	2022/23 onwards	NCC, DfT, LTP, districts, private investment,
Review King’s Lynn transport strategy	Reviews will embed LTP4 principles, objectives and outcomes This will lead to: Better air quality; Improved health outcomes; Reduced carbon	Following publication of LTP guidance (See first action under Policy 11)	NCC
Review Great Yarmouth transport strategy	As above	As above	As above
Promote behaviour change work	See Policy 4	See Policy 4	See Policy 4
Work with bus operators and other transport providers to achieve a shift to clean fuels	Better air quality Improved health outcomes Reduced carbon	Ongoing	NCC, transport operators, DfT
Explore the use of low-cost air quality monitoring equipment, survey equipment	See Policy 1	See Policy 1	See Policy 1
Develop and implement LCWIPs	See Policy 2	See Policy 2	See Policy 2
Deliver our EV Strategy	See Policy 1	See Policy 1	See Policy 1

Actions	Outcome/Benefit	Timescale	Funding
Support District councils in monitoring Air Quality Action Areas. Develop action plans for transport interventions where transport is a cause of poor air quality. These action plans will consider more than simply traffic management changes: we will look to promote a range of measures to reduce travel and achieve a shift to sustainable travel. These will include consideration of restrictions, behaviour change campaigns and network changes Seek funding to deliver and implement programmes of work	Galvanising work on air quality plans so they take a more holistic approach, starting with an emphasis on reducing travel, will ensure that we are better able to improve air quality, leading to improved health outcomes. Shifting travel, rather than simply moving to EVs will achieve quicker and more significant carbon reductions.	Ongoing	NCC, district councils, LTP

Policy 13 of the adopted LTP4 Strategy under Objective 4: Enhancing Norfolk's Quality of Life

We will seek to improve quality of place, conserving and enhancing our built and historic environments, when we take action to improve the transport network.

Proposals for implementation ~~Implementation~~ of the policy

Actions	Outcome/Benefit	Timescale	Funding
Undertake proportionate assessments of schemes to consider their impact across the range of LTP4 objectives Develop our assessment criteria for schemes on the project pipeline to consider their impact across the range of LTP4 objectives	Proportionate assessments will document and identify impacts and mitigation across a range of outcomes. Developing our assessment criteria: See Policy 11	Following publication of LTP Guidance on Local Transport Plans	NCC
Apply a Healthy Streets approach in Norfolk. This approach has been adopted for Norwich in the Transport for Norwich Strategy.	Better health outcomes More liveable communities Better connectivity	Ongoing	NCC

Actions	Outcome/Benefit	Timescale	Funding
Identify opportunities for linear habitat creation along the active travel network as part of an integrated approach between active travel and Greenways to Greenspaces.	Environmental benefits including biodiversity and habitat creation	Ongoing	NCC, partner funding

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Objective 5: Increasing Accessibility

LTP4 Strategy Summary

The Local Transport Plan Strategy is clear that working in partnership is key to increasing accessibility. This includes working with providers of transport such as bus companies and train operators as well as with local communities, service providers and those who plan service provision. We will continue to make partnerships a core aspect of our work. Working in partnership means we get the expertise and specialism of others. Building relationships helps us to find out what the needs of residents, businesses and others are, and not what we think they are.

Approach to Implementation

The county council has submitted the BSIP to government ~~and is awaiting a funding decision. We have indicated that £107m will be required~~ to deliver our four key objectives of:

- Rebuilding and increasing passenger confidence
- Having a green and sustainable transport offer
- Developing a public transport network that is the first-choice mode for most journeys
- Having a simple and affordable ticketing and fares offer.

We have committed to developing an Enhanced Partnership as part of the BSIP. Sitting underneath the Enhanced Partnership Plan there is an Enhanced Partnership Scheme, which is a detailed list of commitments for the county council and the bus operators. These commitments will be reviewed when we know what funding we will receive from the government. ~~This is yet to be confirmed, but government has indicated it to be circa £50m.~~

Delivery of the Bus Service Improvement Plan and Enhanced Partnership forms a major plank for achieving our Accessibility objective. The BSIP has twelve key outcomes including increased patronage, improved satisfaction, more punctual and reliable services, greener buses and increased accessibility (ie an increase in the range of bus services offered in rural areas).

Alongside the BSIP, our approach involves a series of initiatives including working with the Sub-national Transport Body Transport East as a rural mobility centre of excellence. We will explore opportunities to introduce trials of innovative solutions within the county to improve rural mobility.

These initiatives will support increased accessibility by public transport – from buses through innovative trials, to mobility as a service offers – for people in rural areas. This will increase the ability for everyone to access essential services and facilities and provide an alternative to car travel. As well as improving people's life chances by opening up opportunities it will also therefore assist with other objectives including reducing carbon.

The work we plan on implementing our more detailed strategies (for example Transport for Norwich, the transport strategies in other urban areas and our Local Cycling and Walking Infrastructure Plans) will reallocate space for public transport or

active travel, giving priority to and creating connected, joined-up networks for those modes carrying the most number of people in low carbon ways.

This will achieve our objectives by creating the transport networks needed for low carbon, active and clean accessibility.

We will work within the county council and with other partners to plan accessibility as part of service delivery. This means that we will consider how people will be able to access facilities and key services during the planning stages. This will ensure that people can get to places including healthcare and education by sustainable transport means. This will improve service delivery as well as improving people's life chances (as places can be easily reached). It will also lead to reduced travel and reduced carbon.

Underlying all of this will be a commitment to making sure, as far as we can, that the transport network is suitable for all users including people with disabilities or restricted mobility.

Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

Our approach to implementation will be to:

- Improve accessibility across the county through a range of measures based on public transport and active travel. Doing this will improve people's access to services and facilities, especially in rural areas, by sustainable public transport based means. Increasing people's access to services will improve their outcomes
- Implement our Bus Service Improvement Plan, working in an enhanced partnership with bus operators. Doing this will achieve the outcomes listed in the BSIP. These include increased patronage, improved satisfaction, more punctual and reliable services, greener buses and increased accessibility (ie increase the range of services offered in rural areas)
- Develop and deliver Walking and Cycling Infrastructure Plans across the whole of the county. This will lead to an increase in active travel, improving people's health and leading to reduced carbon and improved air quality
- Engage with other local authorities, developers and others in the planning for new development to bring it forward in places that are within easy reach for people to get to. We will work with service providers in the planning and delivery stages to make sure services are accessible. This will improve service delivery as well as improving people's life chances (as places can be easily reached). It will also lead to reduced travel and reduced carbon
- Reprioritise space, especially within urban areas, and give priority to walking, cycling and public transport. This will achieve a mode shift to more sustainable travel and lead to outcomes including better air quality and reduced carbon
- Undertake proportionate assessments of proposals to make sure the transport system is suitable for all users including people with disabilities or restricted mobility. This will improve equality by providing a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people.

Alternatives Considered

Alternative 1

Instead of working in partnership with bus operators, we would:
Undertake detailed work to bring forward a statutory arrangement such as bus franchising where the county council is able to require a certain level of service from operators.

We have not included this as our preferred option because:
Partnership arrangements work well, and we have only recently committed to these in our Bus Service Improvement Plan. Evidence suggests that the county council does not have the knowledge, expertise or resources required to ensure a level of service that the public would expect from us taking on such an arrangement.

Alternative 2

Instead of favouring bus based public transport solutions in urban areas, we would:
Develop proposals for tram or rail based solutions.

We have not included this as our preferred option because:
Evidence suggests that the urban centres in Norfolk are not of the type (size, population and employment density, etc...) that would mean there would be sufficient usage to pay for running the services. Such projects require very substantial investment upfront and, for the reasons summarised above, it is unlikely we would be able to secure this funding by demonstrating a value for money case for investment. Rail and tram based service are inflexible and cannot so easily incorporate changes in demand or in routes as can bus services.

Table of Actions

Policy 14 of the adopted LTP4 Strategy under Objective 5: Increasing Accessibility

We will work in partnership with agencies in Norfolk to tackle accessibility problems, targeting those communities most in need. We will seek to ensure that accessibility is planned as part of service delivery.

Proposals for implementation ~~Implementation~~ of the policy

Actions	Outcome/Benefit	Timescale	Funding
Deliver the Bus Service Improvement Plan (BSIP). The BSIP includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience including 100 zero emission buses from 2025, and more accessible and higher quality buses	The BSIP has twelve key outcomes including increased patronage, improved satisfaction, more punctual and reliable services, greener buses and increased accessibility (ie increase the range of services offered in rural areas)	Following government announcement on funding	Government, NCC, operators
Make an Enhanced Partnership Plan and Enhanced Partnership Scheme	Better accessibility Reduced carbon	By 1 April 2022	Government, NCC, operators
Facilitate the commercial operation of the bus network through physical design including busways, bus priority and advising local planning authorities on appropriate estate design	This will allow bus services to better serve communities and populations, leading to: Better accessibility; Better connectivity; Reduced carbon	Ongoing	NCC, district councils, developers, bus operators
Support roll out of improved digital connectivity in rural areas.	Digital connectivity can support a reduction in travel as it enables people to work and shop at home, or similar . Outcomes include Better accessibility; Reduced carbon	Ongoing	NCC, private investment
Represent the county council on the Board of Community Rail Norfolk	Community rail partnerships bring individual improvements to the rail offer leading to increased patronage and	Ongoing	NCC, Greater Anglia, local

Actions	Outcome/Benefit	Timescale	Funding
	accessibility, targeting local needs. They also bring a sense of pride in place and involve local communities in action		communities, other partners
Work within the county council and with other partners to plan accessibility as part of service delivery	Considering how people will be able to access facilities and key services during the planning stages will ensure that people can get to places including healthcare and education by sustainable transport means. This will improve service delivery as well as improving people's life chances (as places can be easily reached). It will also lead to reduced travel and reduced carbon	Ongoing	NCC, private investment
Work with Transport East on Regional rural mobility centre of excellence Work with Transport East on Regional rural mobility case for investment (led by the Western Gateway)	Better accessibility Reduced carbon	2022/23	NCC, Transport East, Western Gateway
Explore opportunities to secure funding to develop and trial innovative rural mobility solutions	Trials will deliver solutions that improve connectivity and access to services at a local level. This will lead to outcomes including improving people's life-chances as they are able to participate in employment, education and training	2023	NCC, funding bids, local communities
<u>Work with partners to bring forward improved interchange facilities including at rail and bus stations, significant origins or destinations (such as employment centres) or other centres</u>	<u>Improved facilities will improve the passenger experience and encourage people to switch modes to more sustainable ones.</u>	<u>Ongoing</u>	<u>NCC, transport operators, funding bids, development</u>

Actions	Outcome/Benefit	Timescale	Funding
Investigate the delivery of 'Mobility as a Service' solutions. See Policy 3	See Policy 3	See Policy 3	See Policy 3

Policy 15 of the adopted LTP4 Strategy under Objective 5: Increasing Accessibility

We will identify routes important for sustainable and active transport and give priority – especially in urban areas – to sustainable and active modes of transport.

Proposals for implementation Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Prioritise space for certain types of user in urban areas, putting in dedicated, segregated lanes for public transport and / or cycling. We will do this when we implement transport strategies in urban areas and market towns (See Policy 12 and Policy 5)	Prioritising space will result in mode shift to more sustainable modes, leading to: Better air quality; Improved health outcomes; Reduced carbon	Ongoing	NCC, partners, bids, developers
Develop countywide Local Cycling and Walking Infrastructure Plans (LCWIPs)	LCWIPs identify walking and cycling networks within local areas, based on the journeys people are most likely, or need, to make. Delivery of the networks – prioritising them over other general traffic – will lead to an increase in active travel and a reduction in car use, in turn resulting in reduced carbon, better air quality, improved health outcomes and better connectivity	King's Lynn, Norwich and Great Yarmouth Spring 2022, Countywide Winter 2022	NCC, Active Travel Fund
Consult on the draft Walking and Cycling Strategy	See Policy 10	See Policy 10	See Policy 10

Actions	Outcome/Benefit	Timescale	Funding
Work with partners at an early stage of planning and development on accessibility to key regeneration, housing and employment sites	See Policy 5	See Policy 5	See Policy 5
Work with National Highways to improve local connections along and adjacent to trunk roads as set out in the NSIDP (more information in Chapter 3)	Reduced carbon Improved health outcomes Better connectivity	Ongoing	NCC, National Highways
Promote the use of mobility solutions such as electric bikes See also Policy 2 commitment to Beryl Bikes scheme	Reduced carbon Improved health outcomes Better connectivity	Ongoing	NCC
Respond to the Norfolk Rural Economic Delivery Plan and support priorities, such as programmes to improve connectivity between coast and rural Norfolk, including market towns	Better connectivity	Norfolk Rural Economic Strategy endorsed in December 2021 and Norfolk Rural Economic Delivery Plan due to be approved 2022	NCC, awaiting Gov guidance on new funding streams

Policy 16 of the adopted LTP4 Strategy under Objective 5: Increasing Accessibility

We commit to providing a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people. We recognise that people who live, work in and visit Norfolk access the network in different ways, depending on their individual circumstances and characteristics, and that what enables good access for one person may act as a barrier to another. We will therefore robustly assess all schemes and pay due regard to the Public Sector Equality Duty (along with our other

duties and responsibilities), to identify potential barriers and determine how best to overcome any barriers and facilitate access to the greatest extent possible for all. Where appropriate, on a case-by-case basis, we will make reasonable adjustments.

Proposals for implementation ~~Implementation~~ of the policy

Action	Outcome/Benefit	Timescale	Funding
Undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility	Better accessibility for all	Ongoing	NCC
<u>Continue to assess proposals for the use of digital technology to assess implications for people without access to technology</u>	<u>Better accessibility for all</u>	<u>Ongoing</u>	<u>NCC, other partners</u>
Continue to support and review the Safe Sustainable Development in development management guidance, which gives due regard to equality as part of meeting the Equality Act 2010 and the Public Sector Equality Duty.	See Policy 7	See Policy 7	See Policy 7

Objective 6: Improving Transport Safety

LTP4 Strategy Summary

The county council works in partnership to achieve casualty reductions on the transport network. The county council has adopted the Safe Systems Approach and works with others within the road safety partnership. Reducing the rate of casualties who are killed or seriously injured is the key priority.

Norfolk County Council is a proactive member of the Safety Camera Partnership, which is led by and accountable to Norfolk Constabulary. This partnership manages funds from court diversion courses which are reinvested into road safety initiatives across Norfolk. This includes payment for and the placement of speed cameras which are deployed where they have the best potential to reduce injury.

A range of other initiatives are delivered across various partnership groups to both reduce casualties and improve public health outcomes.

Approach to Implementation

Our approach to implementation will be to continue to work in these partnerships to drive down casualty rates, deliver education and undertake enforcement.

We will continue to look at a range of joined-up complementary measures affecting how the road network is used, how it is perceived and to reduce rates of killed or seriously injured casualties. This will not only improve road safety but reduce the impacts of the highway network on communities and remove any barriers that would otherwise prevent or deter people from using the network to access opportunities. The Safe Systems approach will be integrated alongside our behaviour change campaigns and Healthy Streets approach.

Within the county council, we will look at how new technology and innovation affects transport safety and how it can improve it. This might involve trialling digitally connected vehicles that can 'speak' to each other to avoid collisions whilst improving network performance, eg by being able to travel closer together than vehicles can safely manage currently. Alternatively, there might be opportunities to trial improved data collection to inform drivers about road conditions.

These measures will contribute to our target of reducing the rates of killed or seriously injured casualties on the roads.

Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

Our approach to implementation will therefore be to focus on reducing the rate of killed and seriously injured casualties through:

- Following the Safe Systems approach and working as part of the Road Safety Partnership. This will reduce the rate of killed or seriously injured casualties on the roads, helping us achieve our target
- Delivering a range of initiatives including safety schemes, speed management, encouraging alternative modes of transport, and the safest vehicles possible, and achieving compliance through initiatives that influence road user behaviour, with enforcement action taken where required. This will help achieve our objective to

improve road safety. It will also improve people's quality of life by reducing the impacts of the highway network on communities. It will improve people's life chances by reducing or removing any barriers that would otherwise prevent or deter people from using the network to access opportunities

Alternatives Considered

Alternative 1

~~Instead of rolling out behaviour change alongside implementations to improve safety, we would:~~

~~Concentrate behaviour change only on achieving a shift in the modes of travel that people choose.~~

~~We have not included this as our preferred option because:~~

~~By encompassing road safety outcomes and messages within behaviour change, people will become more invested in how their choices affect others and are therefore more likely to use the network in ways that achieve road safety outcomes.~~

Alternative 2

~~Instead of adopting a target of reducing the rates of killed and seriously injured casualties, we would:~~

~~Adopt zero vision, where all traffic fatalities and severe injuries are eliminated, while safe, healthy and equitable mobility for all is achieved.~~

~~We have not included this as our preferred option because:~~

~~It is not the approach that is currently adopted by the partnerships of which we are a part. There is concern that adopting the vision becomes simply a message and that—because it might be difficult or impossible to achieve in the short term—it takes away from what can actually be achieved in reducing killed or seriously injured casualties.~~

Table of Actions

Policy 17 of the adopted LTP4 Strategy under Objective 6: Improving Transport Safety

Using the safe systems approach, the county council and road safety partners will work together to contribute to a reduction in the number of people killed and seriously injured on the road network.

Proposals for implementation ~~Implementation~~ of the policy

Actions	Outcome/Benefit	Timescale	Funding
Deliver road safety through the Safe Systems Approach by agreeing annual plans with interventions focusing on education and behaviour change with Road Safety Partnership.	Reduced numbers of casualties More liveable communities This will help achieve LTP Transport Safety target to reduce the rate of killed and seriously injured casualties	Ongoing	NCC, Safety Camera partnership
Work in partnership with the Road Safety Partnership and Safety Camera Partnership to deliver the adopted Safe Systems approach. This is based on four pillars: safe roads; safe vehicles; safe road users, and safe speeds.	Reduced numbers of casualties This will help achieve LTP Transport Safety target	Ongoing	NCC, Safety Camera partnership
Refresh the county council's speed limit strategy	Reduced numbers of casualties More liveable communities by reducing speeds, increasing, inter alia, perception of safety, reducing noise, encouraging on-street activity	2022	NCC
Monitor casualty numbers on the network with the priority being to reduce the number of people killed and seriously injured	Reduced numbers of casualties	Ongoing	NCC funding
Continue to support the road safety partnership priorities supported by the Road Safety Communities Team	Reduced numbers of casualties More liveable communities	Ongoing	NCC
Deliver a range of projects including driver development, driver education and enforcement	Reduced numbers of casualties	Ongoing	NCC

Actions	Outcome/Benefit	Timescale	Funding
Investigate the implementation of trials of technology and innovation to improve transport safety	Reduced numbers of casualties	2023	NCC
Roll out via the Road Safety team training programmes in schools for pedestrians and cyclists including Step on it, Crucial Crew and Bikeability	Behaviour change People will feel safer using sustainable transport	Ongoing	Public Health Grant

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Objective 7: A Well Managed and Maintained Transport Network

LTP4 Strategy Summary

LTP4 strategy is to focus limited regular funding streams towards ensuring that the most important parts of the network are kept in good repair. We expect to be able to make significant improvements by successfully securing other funds, for which we have a good track record.

On corridors in market towns and urban areas that are important for sustainable and active transport, the strategy sets out that we will focus maintenance for users where it will have the most beneficial impact. For example this might mean focussing maintenance on cyclists and pedestrians for active travel routes identified in LCWIPs.

Our strategy is to manage the network in urban areas to improve conditions for public transport through the implementation of measures such as bus priority lanes, giving priority to buses at traffic signals and restrictions of general traffic. The network in urban areas will also be managed to favour active travel modes. Outside of urban areas, traffic generally flows freely and so specific priority measures for buses are often not needed. However, it is important that journeys are reliable, and our strategy is that this is targeted. Importantly, we need to ensure the networks are resilient given impacts of climate change and adopt processes that allow the council to identify and tackle areas identified as having the highest risk, on the parts of the network where disruption is considered to be of most consequence.

Approach to Implementation

Our approach to implementation is that we will target the regular, core funding towards keeping the most important parts of the network in good repair. There would be an increased rate of decline in condition unless we target the funding in this way, and our approach will be to maintain the existing asset rather than use this funding on new assets which we would find difficult to keep in good condition without prioritising the regular, core funding accordingly.

This makes it crucial that we maximise the amount of funding we are able to draw down from other sources, usually competitive bidding processes. We will look to exploit all funding opportunities to deliver the widest range of improvement and maintenance schemes, and other initiatives.

Doing this means that we are able to maintain the existing asset and keep it in good repair, especially where it is most used. This will help achieve our target for road maintenance, and the objective of a well maintained network. Maximising funding from other sources will also help us achieve this objective, and also the other LTP objectives.

By regularly reviewing the Transport Asset Management Plan and increasing our range of monitoring outcomes, we will be able to more effectively target funding to achieve our outcomes. Boosting our capability in areas of new technology and innovation means we can more effectively understand usage and condition of the network and other assets, and use this to inform decisions. Increasingly new

technology is providing the tools for more informed decision-making at much less resource cost than previously; innovative new materials can perform better and provide more cost-effective solutions.

In urban areas and market towns in particular, we will include outcomes of prioritisation work for active travel and public transport, and from other initiatives such as LCWIPs, in reviews of the Transport Asset Management Plan. This will mean that resources for management of the network will have an increased focus towards those prioritised routes. A wider focus on the range of indicators and data considered to inform the plan will also enable a better understanding about the use and performance of active travel and public transport networks enabling more targeted direction of resources to supporting these modes. This will, in turn, lead to better outcomes including reduced carbon and improved air quality.

Our approach to innovation and technology to support management and maintenance of the networks will take the same approach as set out for Objective 1: we will develop our capabilities so that we are able to better use technology and explore trials of low-cost sensors that will provide an increase in the data available about performance of the network.

More effective ways of better understanding use, condition and performance of the network by exploiting innovation will enable us to plan more effectively. This will help us to achieve the objective of achieving a well-managed and maintained network.

Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy

Our approach to implementation will be to:

- Prioritise local transport grant funding towards maintenance of the most well-used parts of the network; to ensure A and urban / inter-urban routes are in good condition.
- Vigorously exploit all funding opportunities to deliver the widest range of schemes and other initiatives. We will seek to secure funding for innovative schemes such as trials of new technology. This will provide significantly more funding than through core grants and will enable the transport network to meet the needs of users
- Use better evidence gained through utilising technology to inform decisions This will help to achieve outcomes including to improve economic outcomes by ensuring these important routes fulfil their strategic role
- Develop our use of innovation drawing on key contracts with companies and businesses, develop our use of technology to monitor performance and develop our prototype system using vehicle movement data to provide an objective assessment of network performance. This will provide better data across an increased range of indicators to enable better understanding and the ability to target resources more effectively. This will help to achieve a broad range of outcomes and several of our targets
- Manage the networks in urban areas to provide dedicated and priority measures for active travel and public transport. This will lead to better conditions for active travel and public transport. In turn, this will lead to reduced carbon, improved air quality and better health outcomes

- Consider government's response to consultation on pavement parking with a view to taking appropriate action to implement and take on powers to enforce moving traffic offences. This will help improve conditions for pedestrians and encourage people to walk. Taking on enforcement of moving traffic offences will contribute to a reduction in casualties.

Alternatives Considered

Alternative 1

~~Instead of allocating some of our local transport plan integrated transport funding towards maintenance, we would:~~

~~Concentrate more resources into integrated transport in order to bring forward more improvement schemes.~~

~~We have not included this as our preferred option because:~~

~~Spending the local transport plan grant in line with the current maintenance and integrated transport notional allocations would result in additional money for improvements, allowing some additional low-cost measures to be brought forward. However, it would mean reduced funding for maintenance, leading to an increased rate of decline of the existing asset. On balance, we consider it better to maintain the existing asset rather than add more new assets which we would find difficult to keep in good condition.~~

Alternative 2

~~Instead of concentrating our use of new technology to collect data about how people use the network, or how the network performs and use this to inform decisions about how we manage the network, we would:~~

~~Engage directly with providers of apps or systems so that the information that is provided to transport users through these systems informs, or directs, people to use the transport network that is beneficial in achieving our objectives and aims.~~

~~We have not included this as our preferred option because:~~

~~We are unlikely to be successful in getting providers of systems to embed county council preferences (for how products direct their customers to use the network through navigation apps or similar) into their software.~~

Table of Actions

Policy 18 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network

Maintaining the current highway asset will be a key priority for funding. Works should be targeted to ensure A and urban / inter-urban routes are in good condition.

~~Proposals for implementation~~ Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Vigorously exploit all funding opportunities to deliver the widest range of improvement and maintenance schemes, and other initiatives. Seek to secure funding for innovative schemes such as trials of new technology through exploiting opportunities	Securing funding from a range of sources provides significantly more funding than through core grants and enables the transport network to meet the needs of users	Ongoing	NCC staff time
Annually update the Transport Asset Management Plan	Updates will enable us to understand network performance better and to be able to direct resources to achieving key outcomes and objectives. It will enable more effective use of resources to better manage the network	Annually	NCC staff time
We will annually monitor the Asset Management Strategy and its performance framework	This will enable us to target actions more effectively	Annually	NCC staff time
<u>We will deliver the Norfolk Access Improvement Plan</u>	<u>Better accessibility for users of Norfolk's public rights of way network</u>	<u>Ongoing</u>	<u>NCC</u>

Policy 19 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network

We will identify corridors important for sustainable and active transport and focus maintenance on provision for these users where its impact would be most beneficial in market towns and urban areas.

Proposals for implementation-Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Include outcomes of prioritisation for active travel and public transport (See Policy 15), and from other initiatives such as LCWIPs (See Policy 15), in reviews of the Transport Asset Management Plan	Review will embed LTP4 principles, objectives and outcomes This will lead to: Increased active travel; Better health outcomes; Better air quality; Reduced carbon	Annually, following adoption of relevant strategies or plans	NCC
Consider banning parking on pavements	Improved conditions for pedestrians and those with mobility issues	Following outcome of government Managing Pavement Parking consultation	NCC

Policy 20 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network

In urban areas we will focus on measures to improve public transport corridors to make those journeys quicker and, in areas identified as having less congestion, we will aim to make all journeys more reliable.

Proposals for implementation-Implementation of the policy

What to add for the Implementation Plan	Outcome/Benefit	Timescale	Funding
Implement the Bus Service Improvement Plan (See policy 15) and priority measures in urban areas (policy 19)	Improved public transport Better air quality Reduced carbon	See Policy 15 and Policy 19	NCC

What to add for the Implementation Plan	Outcome/Benefit	Timescale	Funding
Monitor journey times and reliability to inform implementation	Improved reliability for journeys	Ongoing	NCC

Policy 21 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network

The likely impacts of climate change on the highway network should be addressed to ensure assets are resilient. Where assets can't be made resilient to impacts of climate change, such as coastal erosion, we should have planned alternatives so we can respond faster and avoid disruption. We will use a risk-based approach to determine the priority for action.

~~Proposals for implementation~~ Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Review the resilient network assessment (see Policy 1 action to identify vulnerability on the network)	Review will embed LTP4 principles, objectives and outcomes This will lead to: More resilient network; Better targeting of resources; More reliable journeys	2022 and then bi-annually or as necessary	NCC Staff
Maintain an up to date Norfolk Local Flood Risk Management Strategy to manage risk of flooding due to climate change	More resilient network Better targeting of resources More reliable journeys	Ongoing	NCC

Policy 22 of the adopted LTP4 Strategy under Objective 7: A Well Managed and Maintained Transport Network

New and innovative technology to collect data about the network, inform decisions, assess where to target funding on the network and share information with the public will be embraced and used proactively.

~~Proposals for implementation~~ Implementation of the policy

Actions	Outcome/Benefit	Timescale	Funding
Explore the use of connected vehicle and mobile phone data	Better understanding of network use Better targeting of resources	Ongoing	NCC, grant funding

Actions	Outcome/Benefit	Timescale	Funding
Trial artificial intelligence cameras to better capture walking and cycling data	Better understanding of network use Better targeting of resources	Ongoing	NCC, grant funding
Exploit key contracts with companies such as Microsoft to trial use of artificial intelligence technology to improve decision making	Better understanding of network use Better targeting of resources	Ongoing	NCC, grant funding
Implement and evolve the prototype for network management data using vehicle movement data	Objective assessment of our network performance Better targeting of resources	Ongoing	NCC, grant funding
Trial sensor technology to collect information about air quality, network use, and road and weather conditions (Also see Policy 3)	Better outcomes informed by better data Increased ability to monitor	Ongoing	NCC, grant funding
Work with Transport East on the future of freight strategy	Better understanding of network use Better targeting of resources	2022/23	Transport East

Chapter 3: Major and Significant Transport Schemes

Summary

This section summarises current progress on the major and significant transport schemes currently being taken forward by the county council and other agencies, and those in the pipeline of projects that we intend to develop towards delivery. The projects included are those shown in the Norfolk Strategic Infrastructure Delivery Plan (NSIDP).

This is a shared plan that contains Norfolk's high-level strategic infrastructure priorities for the next ten years, pulling together information on key projects needed to support planned development and deliver economic growth in Norfolk. It is reviewed and updated annually as projects are progressed through to delivery and new schemes come forward. Annual updates of NSIDP will reflect progress with delivery of the projects in this Implementation Plan, and any projects subsequently arising.

The NSIDP is focused on strategic transport, utility, and sustainability projects; there are other infrastructure schemes and projects important across the county but not included in this strategic plan. The NSIDP is refreshed annually. For the next annual update, due at the end of 2022, we will be looking that the plan represents a broader range of projects to reflect more accurately the range being undertaken, showing how the council is working on a variety of decarbonisation projects, and other transport projects focused on active travel, public transport and decarbonisation.

Projects are placed in one of two groups: those grouped in local authority control and those to be delivered by external organisations. Schemes on trunk roads and railways are not in the control of the county council and will be brought forward and delivered by other agencies. They will therefore come forward outside of the local transport plan and be supported within other relevant plans and programmes. The county council will work in partnership with other relevant agencies and bodies to secure the necessary funding for scheme development and delivery of the schemes within its control. Details are in the NSIDP, but most projects require input from a range of partners and funding from various sources including the county council.

The remainder of this chapter provides a summary of current progress.

Projects included within current government funding: Large Local Major Schemes and schemes on the Major Road Network

Government is supporting a programme of road schemes where delivery will start before April 2025. Norfolk has four schemes within the programme, which were supported by Transport East in July 2019 and subsequently accepted by government into the programme. They are at various stages of development, but all will require approval of funding by government and will also need to secure any necessary consents before delivery.

In January 2022, government wrote to all sub-national transport bodies and local authorities with projects in the programme advising that "the Spending Review has challenged Ministers to make choices and to focus on key departmental priorities. As

a result, it is likely that we will not have sufficient funding to continue to fund all the schemes currently in the programme to the current scale or timing.”

The letter asked sub-national transport bodies and local authorities to reconsider schemes to take account of whether they remained a priority, whether schemes still fitted objectives and whether they could be delivered in line with the cost and programme delivery criteria. At the time of writing the county council is considering the issues raised and liaising with Transport East, the sub-national transport body for the area, in order to respond. It is relevant to note that the letter did not ask for reconsideration of projects that had secured approval at outline business case stage, which applies to the Long Stratton Bypass.

Large Local Major Schemes

Norwich Western Link

The Norwich Western Link would provide a higher standard dual carriageway route between the western end of A1270 Broadland Northway and the A47, linking with the proposed A47 dualling scheme. It will support planned growth set out in the adopted plan and significantly improve travel between major roads. Traffic congestion, rat-running and delays to journeys are all significant issues on minor roads to the west of Norwich. The high-level objectives for the project are to: Support sustainable economic growth; Improve the quality of life for local communities; Promote an improved environment; and Improve strategic connectivity with the national road network.

The project has been developed to enable active travel and uptake of public transport within the west of the greater Norwich area. Proposed measures, to be delivered as part of the scheme, encourage mode shift away from the private car by providing the means to travel sustainably by bike, on foot or by bus, as well as linking up the existing Public Rights of Way network. It will do this by the introduction of new and improved public right of way links whilst discussions are underway with bus operators regarding potential new bus services. This work is detailed in the project's Sustainable Transport Strategy. In parallel, the Transport for Norwich Strategy has been reviewed, and was adopted in 2021, which sets out ambitious and potentially far-reaching measures across Norwich, and its wider growth areas, for traffic reduction (potentially including vehicle restraint), active travel, public transport and public realm measures. Transforming Cities, focusing on public transport improvements is being delivered, a major investment to provide better connections through significant improvements to public transport and walking and cycling measures.

In December 2016, the county council agreed the Norwich Western Link scheme as one of three priority projects. In July 2019, the county council agreed a preferred route for the road and submitted the strategic outline business case to government. Government subsequently approved this, released funding for further development work, and the council submitted the outline business case in June 2021. A decision from government about progression to the next stage is awaited.

If this business case is approved, this would provide a funding commitment from government expected to cover 85% of the £198 million total project costs. Throughout this year the county council will work to complete a consultation on the

details of the project and submit the planning application. ~~A report will be taken to the county council's cabinet in March to set out more details including a timeline to delivery.~~

Major Road Network Schemes

A10 West Winch Housing Access Road

Provision of a new housing access road scheme is planned for West Winch. This is required for the growth area which will see up to 4,000 new homes built. The West Winch Housing Access Road will also address existing traffic problems on the A10 by providing an alternative route around the village that conforms to Major Road Network standards.

The road is part of much wider integrated proposals for the area. The various partners, led by King's Lynn and West Norfolk Borough Council, are undertaking master planning across West Winch to ensure that sustainable transport connections, including active travel and public transport, are brought forward as the road and the development come forward.

The Borough Council and Norfolk County Council are working in partnership on this project with the county council leading on delivering the transport infrastructure and the borough council leading on the housing element.

A Strategic Outline Business Case was submitted to government in March 2021, showing a scheme cost of £58.1m. If we get a positive response it means that they support the West Winch Housing Access Road project in principle and will provide financial assistance to develop the Outline Business Case which we plan to submit later in 2022.

A140 Long Stratton Bypass

Norfolk County Council is currently working in collaboration with South Norfolk District Council, Norfolk Homes Ltd and Norfolk Land Ltd to develop proposals to deliver a long-awaited bypass of Long Stratton on the eastern side of the town, which will cut congestion and support the local economy. This work is in the context of wider planning for the area including an area action plan, and neighbourhood plan. This wider work will ensure that other objectives, around town centre environment and active travel and public transport links are achieved.

The outline business case was approved by government in July 2021. This estimates the current overall cost of delivery at £37.44m. The project would be mainly externally funded with 70% from the Major Road Network Fund and 30% from local contributions made up primarily of developer contributions and Community Infrastructure Levy (CIL) contributions.

Revised planning applications from the developers have now been submitted to South Norfolk District Council.

The target date for work to start on construction is mid-2023, with the road open to traffic before the end of 2024 subject to planning approval, procurement and completion of other necessary statutory approval processes.

A17/A47 Pullover Junction, King's Lynn

The A17/A47 Pullover Junction improvement is required to reduce congestion and delay in the King's Lynn area and to support the planned growth set out in the adopted Local Plan. The county council is currently working with National Highways on developing proposals. A pre-strategic outline business case has been completed and work is starting on a strategic outline business case. This work will identify a preferred option and – on completion – be submitted to government for approval. At present, dependent on identification of a suitable scheme and satisfactory progression to secure funding and necessary consents delivery could start before April 2025.

Schemes on national networks

Trunk roads

The NSIDP contains the following projects on trunk roads. These projects are additional to those included within the national Roads Investment Strategy for a start prior to 2025 (for Norfolk, these are Great Yarmouth Junctions, A47 Blofield to Burlingham dualling, A47/A11 Thickthorn Junction and A47 North Tuddenham to Easton dualling):

- A11 Thetford Bypass Junctions: Evidence has shown that even without the proposed growth at Thetford, the junctions on the A11 are forecast to operate over their theoretical capacity by 2026. National Highways is leading on work to consider potential options, working in partnership with the local authorities
- A47 Wisbech Bypass Junctions: Improvements to the Broadend Road junction and minor improvements to the existing Elm High Road / A47 roundabout will be brought forward with the Growth Deal Funding from the Cambridgeshire Peterborough Combined Authority
- A47 Tilney to East Winch Dualling and A47 Acle Straight Dualling: These two schemes are not included in current trunk road improvement programmes but have been identified by the A47 Alliance, which the county council chairs, as two of its priorities for a future programme.

Railways

The NSIDP contains the following projects on the rail network:

- Norwich to London Rail (Norwich in 90): Subject to government funding approval a Strategic Outline Business Case will be completed on a package to deliver performance and journey time benefits. This includes timetable performance work for the line and also looking at the benefits of Bow Junction and Trowse, Norwich.
- Great Yarmouth Rail Station: Although not included in a funded programme, a significant improvement is required at Great Yarmouth rail station to improve the arrival experience at this key public transport gateway to the town
- Ely Area Enhancements: A large number of rail services pass through Ely. A package of improvements has been identified and an Outline Business Case is being prepared for submission to government
- East West Rail (Cambridge to Oxford): The complete East West Rail scheme comprises a strategic rail route that will link Ipswich and Norwich to Cambridge,

Bedford, Milton Keynes, Bicester, and Oxford. Government has set up a Special Delivery Vehicle for the project and this is currently taking forward design and development work on a new line from Cambridge to Bedford. Delivery of this could be completed in the mid-2020s.

Schemes within local authority control

The transport projects within local authority control are listed below. The NSIDP includes details of the current stage of development and the required next steps. In most cases, funding will be required to enable these to progress; this funding coming from the local authorities themselves potentially supplemented by funding from other sources:

- **Broadland Growth Triangle Link Road:** A road linking the strategic employment areas of Broadland Business Park and Norwich Airport through the development sites within the northern suburbs of Norwich. It will significantly increase the accessibility of employment sites in the Broadland Growth Triangle area and support the development of approximately 55 hectares of employment land in this vicinity
- **Attleborough Link Road:** A link road between the B1077 near Bunns Bank to London Road to the south of the town. It is required for planned strategic growth (4,000 dwellings) in Attleborough. It will distribute new and existing traffic away from the town centre
- **A148 Fakenham Roundabout Enhancement:** Required to support the delivery of one of North Norfolk's largest Local Plan allocations of 950 dwellings
- **Broadland Business Park Rail Station:** A new station adjacent to Broadland Business Park, a strategic employment site located adjacent to the Norwich to Sheringham rail line just east of Norwich
- **Weavers Way:** New walking and cycling infrastructure in rural Norfolk. Weaver's Way links Cromer, Aylsham, Stalham, and Great Yarmouth. This project will focus principally on revitalising the disused railway line between Aylsham and Stalham
- **The Green Loop:** A 46-mile circular route for walking / cycling and disabled use. Encompassing the Marriott's Way, Bure Valley Path and Broadland Way. It will also connect to the Three Rivers Way Cycle route and to Weaver's Way.

Up-and-coming projects in local authority control

The NSIDP contains a list of up-and-coming projects, to assist in the creation of a pipeline of schemes. These projects fit the NSIDP criteria but are at an early stage of development. The county council will work with other partners on bringing them forward. Details of the current stage of development and the required next steps are in the NSIDP. In most cases, funding will be required to enable these to progress; this funding coming from the local authorities themselves potentially supplemented by funding from other sources:

- **North Walsham Link Road:** A new road required to open up development identified in the review of the North Norfolk Local Plan, which was consulted on early 2022 and is due to be adopted in Winter 2022/early 2023. North Walsham link road unlocks growth on the land to the west of North Walsham to provide a mixed-use sustainable urban extension amounting to 108 hectares, which is allocated for approximately 1,800 dwellings, 7 hectares of employment land, green infrastructure and community facilities.

- Thetford A134 to A11 connection: Although this project was included in the 2021 NSIDP, further work is now focusing on working with National Highways in respect of mitigating the impacts of growth in the town on the A11, and improvements within the town itself. The form and nature of these are not yet known, with work planned during 2022
- Longwater additional access: A potential new link from Queens Hills onto the A1074 Dereham Road in Norwich
- Transport Infrastructure to support Norwich East: New infrastructure across a range of modes to facilitate an exciting regeneration opportunity in east Norwich
- A149 King's Lynn Bypass: Work will look at how congestion and delay on the A149 could be overcome including by moving trips across the town and along the bypass to active travel or public transport modes, or reducing trips altogether, to achieve wider outcomes around decarbonisation
- A10 Setchey (south of West Winch): Investigation of issues on the A10 south of the proposed West Winch Housing Access Road
- A140 north of Long Stratton: Investigation of issues on the A140 north of the proposed Long Stratton Bypass
- Great Yarmouth Town Centre Improvements: A range of measures aimed at regeneration of the town
- Active Travel in Breckland: Active travel measures to link towns, employment sites and services.

Up-and-coming projects not in local authority control

- Trowse Rail Bridge: The single-track bridge on the approach to Norwich Station has been identified as a pinch-point restricting service frequencies and timetabling, and being a cause of unreliability to current services. Work on development of an improvement is being closely linked to the work ongoing to regenerate East Norwich.

Chapter 4: Funding and Delivery Structures

Introduction

This Chapter summarises funding, showing typical sources used to develop and deliver projects and programmes. It also sets out the risks to delivery of the future works programmes and actions identified in this Implementation Plan.

Much of our delivery relies on working in partnership, with most projects and programmes being developed and delivered with others, utilising a number of different sources of funding. We will look to continue to work in partnership and to draw in funds from a range of areas to support the work.

The Chapter also includes a section summarising the relationship of the local transport plan with other strategies, policy documents and guidance produced by the county council, and a summary of how we work in partnership from inception to delivery of projects. More detail on partnerships is shown in Appendix 1, and funding in Appendix 2.

Funding Sources

Delivery of the LTP Implementation Plan will be funded from a number of sources.

Core funding for local transport plan delivery is provided via a government grant with allocations for integrated transport (improvement schemes) and maintenance.

Government makes other funding available, often through competitive bidding processes. The council has been very successful at securing money through competitive bidding and would expect to maintain this record in the future. Currently, development and delivery of the major projects (Great Yarmouth Third River Crossing, Long Stratton Bypass, and Norwich Western Link) is being largely funded from the large local major road and major road network funding streams supported by local contributions. We would expect similar funding for West Winch Housing Access Road and A47 / A17 Pullover Junction, King's Lynn.

The Transforming Cities programme in Norwich has also received government support together with a substantial local contribution from the council and other partners including bus companies. Several of the initiatives currently being developed within King's Lynn and Great Yarmouth are to be funded from the Towns Fund. This is a government fund investing in towns as part of government's levelling-up agenda.

[The October 2021 Spending Review announced that funding would be available to support the Zero Emissions Bus Regional Areas scheme \(ZEBRA\). This funding was available for local transport authorities to apply for to introduce zero-emission buses and the infrastructure needed to support them. NCC was successful in a funding bid and was awarded £3.2m from the ZEBRA scheme to provide 15 battery electric buses, which will be in operation in Norwich by March 2024. This funding has been matched by £3.6m of local investment from First Bus.](#)

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Although the council has secured significant additional funding through bids, they are developed at-risk to the authority with no guarantee of success.

Funding is also secured from developers. This funding is generally via Community Infrastructure Levy or S106 contributions. These are planning tools that can be used to provide infrastructure to support development and mitigate its impact.

The county council also puts its own money in to support transport. The council provides bus subsidies for supported routes and has recently allocated additional money into maintenance. We also put our own resources, including staff time, to initiatives and projects. We will continue to commit resources to delivery including the identification and assessment of schemes, projects and programmes to take them forward to a point where they can secure funding for delivery.

Further detail is provided in Appendix 2.

Core Funding: Capital funding from the Local Transport Plan maintenance and integrated transport blocks

Government provides a grant allocation for delivery of the local transport plan, broken down into allocations for Structural Maintenance and Integrated Transport. The six-year formula ended in 2020/21, at which time for Norfolk it was £23.043m and £4.141m respectively. A one-year settlement was allocated for 2021/22. Government announced funding amounts for the next three years, as shown below, in 2022.

Table: DfT Local Transport Plan Funding Settlement 2022 to 2025

Funding Source	Potholes	Highways Maintenance Block needs element	Highways Maintenance Block incentive element	Integrated Transport Block	Total
Amount	£15,892,000	£15,892,000	£3,973,000	£4,173,000	£39,930,000

In previous years, Norfolk County Council has allocated some of the integrated transport block to maintenance to ensure that the asset remains in good condition. In 2021/22, £1.3m was allocated to integrated transport, with the remainder of the allocation put towards structural maintenance.

In 2021/22 some £84m of 'other funding,' including the county council's own money, funding from developers and funding secured through successful bids was allocated to integrated transport.

The capital programme summary shown in the table below sets out how the local transport plan allocation is proposed to be allocated to different scheme types. The programme will be agreed by the council in March 2022. The final version of the Implementation Plan, following consultation, will show details.

It should be noted that this programme shows secured funding only. Therefore, in future years, the 'other' funding, which includes funding received from successful

bids or from developers, reduces or is zero. It is probable that the county council will be successful in securing additional funding and the figures for future years will be closer to those for this year. However, the future funding environment is tight, and we do not yet know which opportunities might present themselves.

Table: Capital Spending Summary 2022/23 to 2024/25

Note: This table shows the programme recommended to Norfolk County Council's Cabinet in March 2022.

Year	2022/23		2023/24		2024/25	
	LTP	Other	LTP	Other	LTP	Other
Major schemes	0	41,882	0	40,108	0	96,993
Bus infrastructure	20	5,273	20	3,118	20	0
Bus priority schemes	0	897	0	5,367	0	0
Public Transport Interchanges	145	2,962	145	0	145	0
Cycling schemes (County)	50	865	283	633	70	0
Walking schemes	640	240	365	300	365	300
Road crossings	0	75	0	0	0	0
Local road schemes	681	5,967	522	2,706	735	0
Traffic Management & Traffic Calming	115	5	0	0	0	0
Local Safety Schemes	326	0	317	0	317	0
Other Schemes, Future Fees & Carry Over Costs	0	840	0	840	0	0
Integrated transport	1,977	59,007	1,652	53,072	1,652	97,293
Structural/Routine/Bridge Maintenance	42,596		41,326		41,326	
Totals:	44,573	59,007	42,978	53,072	42,978	97,293

Notes

Figures in £000s

- LTP is the DfT grant allocation
- Other funding includes Section 106, Section 278, CIL, county council funding and major scheme / major road network scheme funding

For the purposes of the Implementation Plan, it has been assumed that funding levels remain at similar levels to 2021/22. In real terms, this means a reduction in spending power since inflation in the construction sector is currently around 15% per annum.

Delivery Risks

We have assessed risks to delivery of the Implementation Plan. The major risks considered are set out in summary below. We will compile and maintain a more detailed risk assessment for delivery of the plan following its adoption. In addition, the county council has established governance arrangements around individual

schemes and projects, and comprehensive risk registers will be compiled and maintained for the individual schemes, projects and programmes as we deliver them.

Risk Description: Inadequate Staff Resources

Causes

- Lack of skilled and experienced staff across the industry
- Staff moving to external organisations or to other locations
- Inability to recruit, retain and employ staff due to funding pressures within the local authority

Consequences

- Outcomes not delivered or delayed
- Reputational issues for the authority
- Opportunities not being able to be followed up (eg no suitable staff resources to develop funding bids)

Risk Description: Cost pressures

Causes

- Construction inflation currently running at 15% across the industry
- Funding pressures within the local authority for scheme development and delivery

Consequences

- Outcomes not delivered or delayed
- Asset condition continues to deteriorate
- Reputational issues for the authority
- Opportunities not being able to be followed up (eg no resources to develop funding bids; or local authority unable to risk putting resources into a bid with no guarantee of success)

Risk Description: Lack of certainty around long-term funding

Causes

- Government is yet to announce longer-term settlement for LTP capital grant and is currently reviewing funding streams including for major schemes
- Local authority budgets remain under pressure

Consequences

- Outcomes not delivered or delayed
- Reputational issues for the authority
- Inability to plan with any certainty over the medium to long-term, affecting the ability to develop – in particular – larger projects or programmes to delivery (as such projects require large up-front investment from the local authority and there is no certainty they will ultimately receive funding for delivery)

Risk Description: Changes in priorities

Causes

- Political change can result in changes to priorities
- Levelling Up White Paper might lead to change in political structures within the county
- Partners' priorities can change, or others' agendas can be different from ours
- Local Transport Plan guidance expected from government

Consequences

- Outcomes not agreed
- Reputational issues for the authority or other partners
- Resources utilised on abortive projects

Risk Description: Recovery from covid

Causes

- Pandemic has radically affected people's lives and habits
- Timing of return (if at all) to pre-covid habits remains uncertain

Consequences

- Planning for the long-term is uncertain
- Funding opportunities might remain restricted with uncertain economic outlook, therefore outcomes not delivered or delayed.

Relationships with other strategies / policies and duties

The Norfolk Local Transport Plan describes the council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions. There is a suite of transport policy and guidance documents that sit below it. These documents provide more detail about specific geographical areas (eg urban areas, market towns), different transport modes (Bus Service Improvement Plan) or how the council deals with specific issues (Safe Sustainable Development). In this Implementation Plan we have indicated that we propose to review a number of these so that they are brought up to date with LTP4 following adoption of the Implementation Plan.

A summary of the main documents can be seen in Appendix 1. These include the Electric Vehicle Strategy, Bus Service Improvement Plan and Safe Sustainable Development, which have been referenced in other chapters of this document.

Partnerships

Delivery is complex, with most projects and programmes being delivered in partnership with others, utilising several different sources of funding. Partnerships are key in strengthening delivery and reach of projects, as well as providing a more robust case for many funding bids. Norfolk County Council works in partnership with other local authorities and outside organisations to help deliver transport improvements within Norfolk or for the benefit of Norfolk residents. We will consider whether, in our partnerships, we can work with local and national companies to provide employment opportunities, or to develop people's skills, in the sector.

Looking ahead, delivery structures will need to continue to evolve to take account of the changing roles and decision-making responsibilities of local authorities and to reflect funding arrangements and availability. Norfolk County Council will continue to work hard to foster new and existing partnerships.

Norfolk County Council is an active member of numerous partnerships to support the delivery of key transport improvements. A more comprehensive list of key partnerships can be seen in Appendix 2.

Chapter 5: Targets

Introduction

We ~~propose~~ have adopted the targets shown in the table below for the Implementation Plan.

These targets are ambitious but achievable. As set out in Chapter 4, for the purposes of the Implementation Plan it has been assumed that funding levels remain at similar levels to 2021/22. Other uncertainties include that we are: emerging from restrictions put in place due to the pandemic, which have affected travel and the outlook still remains uncertain; awaiting the outcome of our Bus Service Improvement Plan submission to government and expect to be advised of funding later in spring 2022; and some funding streams are yet to be fully announced (eg levelling-up, ~~shared prosperity~~).

We will monitor progress for all targets against the trajectories shown for each year. If we are behind on the trajectory, we will need to develop and refine the measures being brought forward to stay on track to achieve the target. (It should be noted that the annual trajectories are a means of monitoring progress only against the targets shown in table below.) We intend to report progress on delivery more widely on an annual basis. Part of this will be to show progress in whether we are on course to achieving the targets.

~~Government has indicated that it intends to publish guidance on local transport plans. We will need to consider this when it is published and assess whether this means we need to review the targets (or other parts of the plan).~~

Targets for LTP4

This section provides a short description of LTP4 targets shown in the table following.

1. Objective 1: Embracing the Future

Target: Public satisfaction with transport and highway services

This target measures overall satisfaction with transport and highway services. Data is obtained from The National Highways and Transport (NHT) network survey which is carried out each summer. For the 2020 survey, 3,300 Norfolk residents, chosen at random, were asked to rate a range of highway and transportation services.

Our target is to maintain current satisfaction levels. In 2021 these were 56%. Holding satisfaction at current levels is considered to be ambitious given the current resource pressures and bearing in mind that there are uncertainties around future funding levels. Norfolk has ranked top for two years in the ratings for this measure across the authorities participating.

2. Objective 2: Delivering a Sustainable Norfolk

Target: Percentage of new residential development with travel plans

The strategy is to work with partners on development proposals to ensure – as far as is practicable – that development is sited in places within easy reach of services and facilities, and that these local links can be made by active travel and public transport. We are examining a suitable target for this and are considering two potential targets:

- Percentage of new residential development with travel plans
- Mode share at residential developments with travel plans.

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3. Objective 3: Enhancing Connectivity

Target: Journey reliability on the Primary and Main Distributor Network

Congestion levels have been derived from several million vehicle telematic records for each month between 7am and 7pm daily. Separate figures have been calculated for the local road network with the highest strategic function (primary and main distributor roads (typically, A roads excluding the A47 and A11)) and local access roads (linking larger villages, bus routes and HGV generators to the primary and main distributor network).

Over the past year we have been developing reliable statistics and have worked up provisional results subject to further validation once additional monthly datasets have been analysed.

Our target therefore is to improve journey reliability against the current levels. We will give further review to the target once the dataset is fully established.

4. Objective 4: Enhancing Norfolk's Quality of Life

Target: To achieve net zero carbon emissions from transport by 2050

~~We propose to adopt a~~Our target ~~is~~ to reduce carbon emissions from transport ~~to net zero by 2050~~ in Norfolk in line with the projections of domestic transport emissions ~~to 2050~~ in government's decarbonising transport plan. This is a credible, deliverable pathway to net zero emissions by 2050, with large reductions achieved by 2040. Achieving these reductions in the county will be challenging as many current journeys are lengthy and therefore not easily made by active travel, and not easily served by the largely commercial public transport market. This is due to the historical spatial distribution of settlements and other services. We have included actions to try to ensure that new development is sited within easy reach of services so that we achieve a reduction in travel, and mode shift to active travel and public transport, alongside a more general shift to electric vehicles. Together, the actions we set out, and the national actions shown in the decarbonisation plan, including half of all journeys in towns and cities to be cycled or walked by 2030 and the end of sale of new petrol and diesel cars also by 2030, will reduce carbon. We consider this a challenging, realistic and practicable target. The target is not a limit to our ambition. We will seek to exceed it and bring forward carbon reductions more quickly if this proves possible given constraints such as levels of funding and other resource.

~~Like all targets, we will regularly monitor progress and develop and refine the measures brought forward to stay on track. This target will be given further consideration following publication of government guidance on local transport plans, which is expected to provide more guidance in this area.~~

This target is using data on road transport ('tailpipe emissions') published by the Department for Business, Energy and Industrial Strategy. The trajectory shown to 2037 is in line with that shown in the net zero strategy upper end of range. The trajectories for the national reductions are underpinned by modelling undertaken for government and give a sound basis for our target, especially given that the roll-out of

measures in Norfolk will be in line with that of the rest of the nation, as set out in government publications.

This target will support the county council's adopted environmental policy. This has the following target: "Striving to meet this collective global challenge [of protecting and improving our global environment], we will work with our neighbours within the region, specifically Suffolk County Council and the Broads Authority, to collectively achieve 'net zero' carbon emissions on our estates by 2030, but within our wider areas, work towards 'carbon neutrality' also by 2030."

5. Objective 5: Increasing Accessibility

Target: Grow annual bus patronage in Norfolk

The Bus Service Improvement Plan includes the target to grow annual bus patronage in Norfolk, returning to 2019/20 patronage levels by March 2023, then growing bus patronage in the County by 1% per annum between 2023 and 2027. The baseline for this outcome is 28.911 million journeys, leading to a future total of more than 30m journeys per year. The trajectory is subject to funding for the BSIP.

This indicator, alongside implementation of our Bus Service Improvement Plan, will help to support government's Levelling up Mission 3: By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing.

6. Objective 5: Increasing Accessibility

Target: Increase rural accessibility

The Bus Service Improvement Plan also includes a target to improve Norfolk's index of rural accessibility to 85% by 2027. The baseline for this outcome is 74.4%. The index measures a target level of service for each parish based on its population size (for example, a parish with 1,000-2,000 people should be able to expect a journey to health services, and a shopping service five days a week, a commuter journey at peak times and a Saturday service).

This indicator, alongside implementation of our Bus Service Improvement Plan, will also help to support government's Levelling up Mission 3: By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing. The trajectory is subject to funding for the BSIP.

7. Objective 6: Improving Transport Safety

Target: Number of people killed or seriously injured in road traffic collisions:

The county council is part of the Road Safety Partnership. The partnership has not set a target for levels of reduction of casualties. As set out above, our priority, and therefore the target we propose to adopt, is to reduce the rate of killed and seriously injured casualties.

8. Objective 7: A Well Managed and Maintained Transport Network

Target: Percentage of principal roads where maintenance should be considered

Carriageways (roads) are by far the largest of the council's assets and account for an estimated 85% of the total highway asset value (ignoring land value). In the Implementation Plan we set out that our priority will be to prioritise the A road network. With current funding levels, we have seen a slight decline in condition. In the target, we have assumed that future funding levels will be similar to current levels. Given high trade inflation, our buying power will decrease over time. This is reflected in our target (which will need to be reviewed when future funding levels are announced).

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Table: Summary of targets for LTP4

Target			Baseline	Trajectory over next five years					
				2022	2023	2024	2025	2026	2027
1	Public satisfaction with transport and highway services:	Maintain current satisfaction levels	2021: 56%	56%	56%	56%	56%	56%	56%
2	Developments with good access to sustainable travel with an active Travel Plan in place	94% by 2027	2022: 90%	90%	90%	92%	92%	94%	94%
3	Journey reliability on the Primary and Main Distributor Network (100% = consistent journeys)	To improve on current levels	2021: 58.6%	58.6%	58.6%	58.6%	58.6%	58.6%	58.6%

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4	Carbon emissions from transport	To achieve net zero carbon emissions from road transport by 2050	2018 2019: 1,717.71,82 4,000 (1,000 ktCO2e)	1657.321,72 9,000	1636.251,70 5,000	1616.581,68 1,000	1591.301,65 7,000	1522.481,59 9,000	1453.661,54 1,000
5	Grow annual bus patronage in Norfolk (Actual passenger numbers to be included in consultation draft)	1% per annum between 2023 and 2027	2022: 18.7m	18.7m	28.9m	29.2m	29.4m	29.7m	30m
6	Increase rural accessibility (Using Norfolk's index of rural	85% by 2027	2022: 74.4%	74.4%	77%	79%	81%	83%	85%

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	accessibility)								
7	Number of people killed or seriously injured in road traffic collisions	To reduce from current levels	Index of 100	100	100	100	100	100	100
8	% of principal roads where maintenance should be considered	Below 5.2% by 2027/28	2022: 4.30%	4.30%	4.48%	4.65%	4.82%	5.00%	5.17%

Note: The pathway to 2037 for the carbon reduction target is shown below

2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
1345.52	1242.99	1125.01	1016.86	903.10	751.41	669.95	591.30	530.90	477.53

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Appendices

1. Relationships; ~~Policies and Partnerships~~ with other Norfolk County Council strategies and policies

Relationships with other Norfolk County Council strategies and policies

The Local Transport Plan and Implementation Plan cover Norfolk County Council's overarching transport strategy, policies and projects in Norfolk. Several other documents are produced by Norfolk County Council which sit below the LTP and go into more specific detail based on area or transport mode for example. The main documents are provided below.

Norfolk Environmental Policy

This policy sits above the LTP and reflects the areas that the Council sees as key to protecting and maintaining the health of Norfolk's distinctive environment and its occupants. The Policy itself signposts to overarching activity that spans a range of environmental interactions that the Council is involved with, including those where it already has its own statutory environmental responsibilities.

The Norfolk Environmental Policy can be found [here](#).

Norfolk Electric Vehicle Strategy

The Strategy includes several recommendations to help increase electric vehicles (EV) uptake in Norfolk. EVs currently make up 0.6% of the total vehicles on the road in Norfolk in 2020. This is projected to increase in Norfolk to 5% (26,000 vehicles) in 2025, before rapidly increasing to 27% (168,000) in 2030.

The Electric Vehicle Strategy can be found [here](#).

Norfolk Bus Service Improvement Plan

This is a five-year plan which proposes an ambitious and highly deliverable programme of measures and schemes to deliver outcomes, identifying funding streams for each element of the programme and outlines the governance and processes that will be put in place to deliver these measures and schemes once the funding is available, based upon a county-wide Enhanced Partnership Plan and scheme.

The Bus Service Improvement Plan can be found [here](#).

Local Cycling and Walking Infrastructure Plans

Current plans are being developed in Greater Norwich, King's Lynn, Great Yarmouth and Dereham. The Cycling and Walking Infrastructure Plans provide information about proposed cycling and walking networks and share a list of prioritised improvements which can be delivered over the short, medium and long term.

Local Cycling and Walking Infrastructure Plans can be found [here](#).

Norfolk Rural Economic Strategy

The 2021-24 strategy was consulted on with a wide range of partners, and endorsed by Norfolk County Council's Cabinet in December 2021. The Strategy's priority themes are: New rural economy and market towns; World class environment and the green economy; Community resilience; Skills and rural innovation; Digitalisation and technology adoption; and Modern infrastructure. A Delivery Plan is being prepared and will consider new funding streams when they become available.

Norfolk Rural Economic Strategy can be found [here](#).

Parking Guidelines for new developments in Norfolk

This document is currently under review. Norfolk County Council produces parking guidelines for new developments in Norfolk. Districts and Borough Councils now have an obligation to adopt their own standards for inclusion within their Local Plans.

Parking Guidelines for new developments in Norfolk can be found [here](#).

Safe, Sustainable Development

This document is currently under review. Safe, Sustainable Development contains aims and guidance notes intended to act as best practice and provide general guidance for use by local authorities, developers, designers, councillors, and the community on what is likely to be acceptable to the Local Highway Authority. The intention is to ensure good design is achieved, thereby improving the safety and quality of the places in which we live.

Safe, Sustainable Development can be found [here](#).

Transport Asset Management Plan

Highway authorities exercise their duties to maintain, operate and improve their highway assets (physical things such as roads and bridges). Norfolk County Council's Transport Asset Management Plan (TAMP) identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future users.

The TAMP contains the Highway Asset Management Strategy and its Performance Framework. This will be reviewed on sight of the proposed grants for Norfolk over the next 3-year period.

The Transport Asset Management Plan can be found [here](#).

Norfolk Rail Prospectus

The document is currently under review. The Norfolk Rail Prospectus covers Norfolk County Councils ambition for the future of the rail network in and to Norfolk.

The Rail Prospectus can be found [here](#).

[Norfolk Access Improvement Plan \(NAIP\)](#)

[The NAIP sets out priorities for increasing public use and enjoyment of Norfolk's public rights of way network. Norfolk's countryside access network provides a free resource, providing recreation and health benefits and access to local services.](#)

[The Norfolk Access Improvement Plan can be found here.](#)

Transport for Norwich

The document is currently under review. The transport strategy has been designed to help deliver the growth that will happen within the Norwich area and address problems, such as congestion. The strategy should ensure that Norwich develops as a sustainable urban community, with a transport system that meets its needs. The strategy promotes travel choice, recognising the need to maintain the economic health of the Norwich area.

Transport for Norwich can be found [here](#).

King's Lynn Transport Strategy

Transport study work was carried out for King's Lynn including extensive data collection, traffic model building, option testing and appraisal. The Implementation Plan measures will address issues on the transport network such as congestion and accessibility and should also help to make King's Lynn more attractive to economic investment and assist existing and new businesses within the town. They also take account of the planned growth set out in the local plan to ensure the town can grow sustainably.

The King's Lynn Transport Strategy can be found [here](#).

Great Yarmouth Transport Strategy

Transport study work was carried out for Great Yarmouth including extensive data collection, traffic model building, option testing and appraisal. The implementation of the transport strategy will take account of environmental policies and any implications of the current Coronavirus crisis.

The Great Yarmouth Transport Strategy can be found [here](#).

Market Town Network Improvement Strategies

Market Town Network Improvement Strategies identified potential measures to help address existing transport network constraints and transport improvements to facilitate growth identified in Local Plans. Strategies were produced for Aylsham, Dereham, Diss, Downham Market, Fakenham, North Walsham, Swaffham, Thetford, Wroxham and Hoveton and Wymondham.

The Market Town Network Improvement Strategies can be found [here](#).

2. Funding

Introduction

Norfolk County Council seeks and secures funding from wide variety of sources including:

- Capital funding from the Local Transport Plan maintenance and integrated transport blocks, a government funding stream
- Large local majors, a government funding stream
- Major road network, a government funding stream
- Developer funding: Community Infrastructure Levy and S106 contributions
- Government grants and bids including: Active Travel Fund; Growth Deal and its successor; Transforming Cities; Levelling Up Fund
- EU funding and its successor
- Delivery partners, such as Sustrans, Homes England
- Roads Investment Strategy (trunk roads)
- Rail Network Enhancement Pipeline
- City Deal (Greater Norwich)
- County council's own funding and similar local initiatives: Revenue Support Grant and initiatives such as Business Rates Pool; Enterprise Zone Fund
- Private investment.

This section provides a summary of sources of funding, where they are significant and currently known.

Revenue Funding

Norfolk County Council uses its own money for transport improvements and maintenance, with income coming from council tax, schools funding, government grants, business rates, grants from joint projects and other income.

The county council has recently put in £1m over four years from 2021/22 to the Road Safety Community Fund and £10m over four years, £2.5m per annum from 2021/22, to the Highways Maintenance Pothole Fund. More detail on these is included below.

Current annual spending on passenger transport across all services is £3.5m for public transport, £0.5m for community transport, £0.2m for the rural mobility fund, £44m for school transport, £6m for adult transport, £0.2m for information and publicity, £0.2m for bus stations, and £0.2m on the capital programme.

The county council also allocates its own money to project and scheme development, to fund the necessary technical work and staff time needed to bring projects forward to a point where they can secure external funding.

Major Road Network Programme

In December 2017, government consulted on proposals for the creation of a Major Road Network, which would form a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network and the rest of the local road network. In December 2018, government published the guidance *Major Road Network and Large Local Majors Programmes: programme investment planning*. In that year's budget, government

announced the National Roads Fund would be £28.8 billion between 2020-2025, £3.5 billion of which is expected to be spent on local roads.

The objectives for the Major Road Network programme are:

- Reducing congestion
- Support economic growth and rebalancing
- Support housing delivery
- Supporting all road users
- Supporting the Strategic Road Network

Government invited Sub-national Transport Bodies to complete a Regional Evidence Base, which would identify priority schemes. Transport East submitted their REB in July 2019, which contained the following schemes in Norfolk. The REB was accepted by government and work has progressed to develop these schemes. This is outlined below. More information is shown in Chapter 3: Major and Significant Transport Schemes:

- West Winch Housing Access Road
- A47/A17 Pullover Junction, King's Lynn
- A140 Long Stratton Bypass.

Large Local Major (Road) Scheme Programme

In addition to the REB and advice on potential MRN schemes, government invited STBs to also provide advice on the Large Local Majors (LLM) pipeline. The eligibility rules for these schemes were that the lower threshold for consideration was £50m, and – as the programme is funded through the National Roads Fund – only road schemes were eligible.

In Norfolk, the Norwich Western Link has been included in this programme. More information is shown in Chapter 3.

Other Major Schemes

In the *Major Road Network and Large Local Majors Programmes* guidance, government stated that Large Public Transport schemes will be expected to be funded from other programmes such as the Transforming Cities Fund and through Devolution Deals.

Norfolk has successfully drawn down Transforming Cities funding for a package of sustainable transport measures within the Norwich area. In addition, the county council was also successful under the previous major o scheme programme of securing funding for the Great Yarmouth Third River Crossing, which is currently under construction. Again, more information on these projects is shown in Chapter 3 and below.

Transforming Cities Fund

Transforming Cities is a £2.5bn transport fund to support connectivity in some of England's largest cities, launched at the Autumn Budget 2017 and expanded in the 2018 Budget with funding running from 2018-19 to 2022-23.

In 2019/20 Norfolk County Council successfully secured £6.1m in Tranche 1 for six schemes. These schemes are now complete. In September 2020, the DfT awarded

Norwich £32m capital funding from Tranche 2 to overhaul local transport links in Norwich, including a new bus interchange at Norfolk and Norwich University Hospital, improvements to cycle and pedestrian crossing facilities, and a junction redesign at Heartsease. The government funding has been matched by third party and local authority contributions of £18.8m and £7.9m respectively to make a total of £59.9m. This programme aims to complete delivery during the current 2022/23 financial year.

Active Travel

In May 2020 the government announced final funding allocations of the active travel fund to support local transport authorities develop cycling and walking facilities. Tranche 1 enabled the installation of temporary projects related to the COVID-19 pandemic. In June 2020, DfT confirmed Norfolk's phase 1 allocation as £295,500. Tranche 2 is for longer-term projects with Norfolk allocated approximately £1.5m in total (£300,000 of this was revenue).

An announcement about Tranche 3 is expected in spring 2022.

Shared Prosperity Fund

Shared Prosperity Fund is a new fund for levelling up the economy. The three-year fund, due to be launched in spring 2022, is worth £2.6bn. We anticipate applications to be due by June/July and projects to start in January 2023. To ensure that Norfolk punches above its weight and makes a genuine impact on 'building back better' after the pandemic, and to maximise our chances of drawing down other new funds, we have commissioned a Norfolk Investment Framework, a countywide set of investment priorities based on a new, robust, evidence base.

Levelling Up Fund and Community Renewal Fund

In 2021, government announced three investment programmes aiming to level up communities: Community Renewal Fund; Levelling Up Fund; and Community Ownership Fund. The £4.8 billion Levelling Up Fund was to invest in infrastructure that improves everyday life across the UK, including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets.

The *Levelling-Up Fund Technical Note March 2021* provided the opportunity for county councils to submit one transport bid. The first round of the Fund focused on smaller transport projects that make a genuine difference to local areas; town centre and high street regeneration; and support for maintaining and expanding the UK's world-leading portfolio of cultural and heritage assets. All funding was expected to be spent by 31 March 2024 with priority given to bids able to demonstrate investment or begin delivery on the ground in the 2021/22.

As the county council did not have projects that were suitably developed for such early delivery, it did not submit a bid for round 1 and instead started to scope what might be brought forward in future rounds. Although further detail on how future rounds was expected in 2021 to date this has not been forthcoming. The council will consider bidding following further announcements on the funds.

The previously announced **Local Pinch Points Fund** (£150 million for 2021/22 and 2022/23) was rolled into the Levelling Up Funding stream.

Roads Investment Fund

In 2014, government reformed the way that England's strategic (trunk) roads were funded. Five-year funding settlements were set out in Roads Investment Strategies. The first Roads Investment Strategy, RIS1, covered the period from 2015 to 2020 and included the following trunk road improvements in Norfolk:

- A47 North Tuddenham to Easton dualling
- A47 Blofield to North Burlingham dualling
- A47 Acle Straight (addressing safety concerns; measures implemented)
- A47 junction enhancements Great Yarmouth (schemes now confirmed as Harfreys Junction and Vauxhall Junction; measures at Acle New Road / rail station junction delivered)
- A47/A11 Thickthorn Junction.

RIS2 was announced in 2019 and committed £27.4 billion during Roads Period Two; 2020 to 2025. Delivery of the outstanding Norfolk schemes was confirmed for this period subject to the statutory processes.

Work has now begun on development of RIS3.

Rail Schemes

Network Rail is responsible for the maintenance and improvement of infrastructure, such as track, signalling and level crossings. Rail improvements are funded by the Network Rail Spending programme, allocated by government. The other bulk of funding for improvements, particularly for services (rather than new track or signals) comes from rail operators' franchise commitments, generally raised from fare payers. The county council will continue its engagement with the rail industry to secure investment for Norfolk's benefit in future programmes.

The county council has contributed to a number of projects including:

- East West Rail: Funding for Interim Strategic Outline Business Case from the East West Rail Partnership
- Local Authorities: We contributed to development of business cases for improvements to infrastructure at Ely and on the Norwich to London line
- Transforming Cities Fund: This has been used to improve walking, cycling and public transport links to Wymondham Rail Station.

Other potential funding sources include:

- Developer contributions
- Community Infrastructure Levies
- Locally retained, or supplementary, business rates
- Tax increment financing.

The rail industry is currently undergoing a period of great change, with the formation of the new public body Great British Railways, which is due to take over leadership in 2023, integrating the railways, owning the infrastructure, collecting fare revenue, running and planning the network and setting fares and timetables. We will review new strategies as they emerge and respond to any changes in priorities for funding or funding mechanisms.

Road Safety Community Fund

In September 2021, Norfolk County Council agreed to introduce this £1m fund, from our own resources, aimed to deliver 100 new road safety schemes in local communities over the next four years. The profile of funding is as follows:

- Year 1: £0.150m
- Year 2: £0.350m
- Year 3: £0.250m
- Year 4: £0.250m.

Highways Maintenance Pothole Fund

In September 2021 Norfolk County Council agreed an additional £10m of county council funding for maintenance. It was agreed to allocate £2.5m in 2021-22, and each of the following three financial years. For 2021/22, the funding has been allocated to resurfacing works (£0.5m), surface dressing (£1.1m), resurfacing and drainage repair work (£0.4m), additional bridge maintenance repairs (£0.1m) and machine patching (smaller isolated resurfacing works to repair and prevent potholes) and other pothole repair work (£0.4m).

Pooled Business Rates

This scheme allows councils to pool business rate resources where it makes local economic sense to do so. Between 2013/14 and 2020/21 Norfolk County Council participated with other Norfolk local authorities in a Business Rate Pool. There was a higher risk and uncertainty attached to pooling because of the significant and widespread impact of the COVID-19 pandemic, and the lack of clarity at the time of budget-setting offered by Government in relation to the continuation of exceptional retail, hospitality and other reliefs provided in 2020/21. Due to this Norfolk Leaders agreed in January 2021 to withdraw from pooling in 2021/22, although the 2021/22 pool was distributed between the authorities on an agreed basis, differing from the previous mechanism for allocating money to projects.

Development of transport projects benefitted from the pooling of business rates, including funding for development of West Winch Housing Access Road and a series of market town network improvements strategies.

The opportunity for pooling is to be reviewed for 2022/23 although the continued delay around the outcomes of the Comprehensive Spending Review, Fair Funding Review, and 75% Business Rates Retention Scheme means that the council faces a very significant level of uncertainty about funding levels from 2022/23.

3. Monitoring and Review

Introduction

Monitoring is carried out to assess delivery of the local transport plan. Corporately Significant Vital Signs are reported to the council's Cabinet quarterly to provide an update on performance towards achieving strategic outcomes. Highway and transport network performance is also reported to Members enabling informed decisions on agreed performance targets and for taking any necessary action to manage changing circumstances.

As set out in Chapter 2, we will review and revise the network performance report, especially to increase the focus on public transport, walking & cycling, electric vehicles, and air quality. This will enable better informed decisions about future plans across a wider range of outcomes. We also monitor outcomes and indicators in the Asset Management Strategy Performance Framework which, again, is reported to Members. As well as these reports, a wide range of data is collected and analysed to inform decisions and achieve better outcomes. A key part of our proposals in this Implementation Plan is to continue to improve our intelligence through adopting and using technology and innovation to keep us better informed and deliver better outcomes.

Local Transport Plan 3 Targets

The targets set out in LTP3, and progress against them, is shown in the table overleaf. The table also records where changes have been made to the targets to reflect changes in areas of monitoring or performance against the targets set when the plan was adopted.

Monitoring of LTP3 Indicators and Targets

Indicator	Target for 2026 (unless stated)	Baseline	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Public satisfaction with transport and highway services	To maintain current satisfaction levels	58% (2010)	Trajectory: 58% Actual: 55%	Trajectory: 58% Actual: NA¹	Trajectory: 58% Actual: 55%	Trajectory: 58% Actual: 56%	Trajectory: 58% Actual: 56%	Trajectory: 58% Actual: 54%	Trajectory: 58% Actual: 54%	Trajectory: 58% Actual: 52%	Trajectory: 58% Actual: 56%	Trajectory: 58% Actual: 56%	Trajectory: 58% Actual: 50%
% of principal roads where maintenance should be considered	4.2%	3.5% (2010/11)	Trajectory: 3.6% Actual: 3.7%	Trajectory: 3.7% Actual: 2.95%	Trajectory: 3.9% Actual: 3.25%	Trajectory: 4.2% Actual: 3.4%	Trajectory: 4.2% Actual: 2.8%	Trajectory: 4.2% Actual: 2.8%	Trajectory: 4.2% Actual: 2.5%	Trajectory: 4.2% Actual: 2.1%	Trajectory: 4.2% Actual: 2.6%	Trajectory: 4.2% Actual: 3.9%	Trajectory: 4.2% Actual: 4.3%
% of the population in rural areas able to access a market town or key employment destination by public transport ²	77%	77% (2010/2011)	Trajectory: 77% Actual: 72.8%	Trajectory: 77% Actual: 73.7%	Trajectory: 77% Actual: 75.0%	Trajectory: 77% Actual: 75.5%	Trajectory: 77% Actual: 68.4%	Trajectory: 77% Actual: 68.4%	Trajectory: 77% Actual: 59.3%	Trajectory: 77% Actual: 67.3%	Trajectory: 77% Actual: 63.8%	Trajectory: 77% Actual: 73.48% (July 2020)	Trajectory: 77% Actual: 74.4%
Number of people killed or seriously injured (KSI) in road traffic collisions	33% reduction by 2020	494 (2004-8 average)	Trajectory: 416 (2011) Actual: 355	Trajectory: 406 (2012) Actual: 353	Trajectory: 397 (2013) Actual: 392¹⁷	Trajectory: 387 (2014) Actual: 410	Trajectory: 378 (2015) Actual: 370	Trajectory: 364 (2016) Actual: 415	Trajectory: 350 (2017) Actual: 418	Trajectory: 366 (2018) Actual: 458	Trajectory: 322 (2019) Actual: 525	Trajectory: 308 (2020) Actual: 390	Trajectory: 308 ³ (2021) Actual: Not Currently Available
Per capita carbon emissions from transport ⁴	25% reduction on 2008 levels by 2020	2.44t CO2 per capita (2008)	Trajectory: 2.29t (2011) Actual: 2.24t	Trajectory: 2.24t (2012) Actual: 2.21t	Trajectory: 2.19t (2013) Actual: 2.18t	Trajectory: 2.14t (2014) Actual: 2.04t	Trajectory: 2.08t (2015) Actual: 2.07t	Trajectory: 2.03t (2016) Actual: 2.12t	Trajectory: 1.98t (2017) Actual: 2.20t	Trajectory: 1.93t (2018) Actual: 2.20t	Trajectory: 1.88t (2019) Actual: 2.08t	Trajectory: 1.83t (2020) Actual: Not currently available	Trajectory: 1.83t (2021) ⁵ Actual: Not Currently Available

¹ Norfolk County Council did not participate in the National Highways & Transport Network Public Satisfaction Survey 2012, so results are unavailable

² This indicator has been amended to remove the Flexibus services from the calculation as it does not realistically provide a journey to work service. Therefore, the Baseline has been adjusted from 83% to 77% and the 2011/12 figure has been adjusted to 72.8% (from 80.4%). As of 2020, this indicator was changed to measure 'the percentage of parishes which meet their target level of service'. This data is recorded monthly and collected slightly later than other data sets, hence the month of July is recorded in this monitoring report.

³ Trajectory rolled over from 2020 as this is the year the target goes up to.

⁴ Per capita carbon emissions from transport: The data for this indicator is now published by the Department for Business, Energy, and Industrial Strategy, and was previously published by DECC. In their 2011 release DECC revised the 2005-2010 figures "so they were directly comparable" to the new 2011 figures. The LTP3 target is to achieve a 25% reduction on 2008 levels by 2020.

Hence, the LTP trajectory values have been revised since the 2012 SEASA Monitoring Report so that its starting value is the same as the revised 2008 DECC value.

In November 2019 Norfolk County Council adopted its Environmental Policy which included a 2030 carbon neutrality target. This is a far more ambitious target than set for LTP3. A revised trajectory has not been shown in this monitoring report.

⁵ Trajectory rolled over from 2020 as this is the year the target goes up to.

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1. Methodology
2. Introduction
3. Public Consultation
4. Free Text Summary
5. Consultation Summary

Appendix 1. Free Text Analysis with proposed changes

Overview

This report summarises the responses from the Local Transport Plan 4 Implementation Plan consultation. The draft Implementation Plan went out for public consultation for six weeks, Monday 21st March – Monday 2nd May 2022. The aim of the consultation was to get the views of residents, local businesses and key stakeholders to find out their opinions on Norfolk County Council (NCC) priorities for Implementation of the Local Transport Plan 4 (LTP4).

1.0 Methodology

The consultation was hosted on the County Council's Citizen Space consultation hub. Paper copies and Easy Read copies were available to download from the online portal, and available on request by email and phone (with a Freepost returns process in place). Comments received via NCC's Have Your Say email address were manually added to the consultation document to ensure all feedback is considered consistently.

Engagement Methods

Information about the consultation and a link to survey was sent out by email to:

- District Councils
- Members
- Association of Local Councils
- Public Transport operators
- MPs
- Disability groups
- Environmental organisations
- Key Stakeholders and partner organisations
- Statutory consultees.

Promotion

To ensure as many residents as possible could take part in the consultation it was promoted through the following channels:

- Press release (22 March 2022) to all media partners/channels across Norfolk, together with follow up statements and answers to media questions.
- Emails to key stakeholders (including MPs, Transport East, New Anglia LEP, relevant district & NCC officers, transport providers, relevant businesses, Suffolk CC)
- Email briefing to members of our Norfolk Resident's Panel
- Social media promotion on Twitter, Facebook, NextDoor. Also, paid Facebook advertising was used to target key areas and demographics that were underrepresented
- Half page advertisement in Eastern Daily Press
- Members briefing to all NCC councillors
- Information sent to Norfolk Youth Parliament
- Information on the staff intranet and staff newsletters (including CES Bulletin, News in Bites)
- Information on the Council's website www.norfolk.gov.uk

- Email to over 500 Parish Councils, and promotion via Norfolk Association of Local Councils
- Follow up calls made to charities supporting hard to reach groups.

The consultation was sent out via email to charities and organisations on our distribution list who represent or support hard to reach groups. Follow up calls were made to reinforce that responses could be made via a telephone or face to face discussion, rather than the online consultation, if that better suited their needs.

The consultation was delegated to our equalities team to share with hard to reach groups on our behalf. Hard copy advertising was done in local press to reach those who don't have access to social media or online resources.

WSP have been commissioned to conduct a Sustainability Appraisal Report (SA), including Strategic Environment Assessment (SEA), and Habitats Regulation Assessment (HRA) on the Local Transport Plan Implementation Plan. The existing SA regulations require that we consult with statutory consultees, the Environment Agency, Historic England and Natural England, as well as publishing a draft of the strategy, alongside the SA for public comment. The SA and HRA were sent directly to the statutory consultees and were also consulted on alongside the draft of the Implementation Plan available to the public. This report looks at the public responses.

2.0 Introduction

The six-week consultation was hosted on Citizen Space and a link to the consultation was available on the Local Transport Plan Page on the NCC website.

Within the six-week period 210 responses were received, of which 130 were from the public and 80 responded on behalf of an organisation. The majority of responses online identified themselves as members of the public, as shown below. There were 26 additional responses received after the consultation closed, bringing the final number to 236 responses in total. The additional responses have been included in the free text analysis but are not shown in the statistics.

Option	Total	Percent
A member of the public	116	55.24%
On behalf of a voluntary or community group	9	4.29%
On behalf of a statutory organisation	1	0.48%
On behalf of a business	7	3.33%
A Norfolk County Councillor	2	0.95%
A district or borough councillor	2	0.95%
A town or parish councillor	4	1.90%
A Norfolk County Council employee	2	0.95%
Prefer not to say	0	0.00%
Not Answered	67	31.90%

Organisations represented included:

- Guide Dogs
- St. Margaret's Church, Upton

- Thetford Society
- Colney Parish Council
- Narborough Parish Council
- Watton Town Council
- Klyne Aviation Limited
- Estate Agents
- Liberal Democrats
- Green Party
- Norwich Friends of the Earth
- Extinction Rebellion
- Disability advocate
- Norfolk Local Access Forum
- Suffolk County Council
- NCC Public Health
- Broadland District Council
- South Norfolk Council
- Norwich Climate Commission
- King's Lynn Civic Society
- KLWNBUG – Norfolk & The Fens Cycling Campaign
- The King's Lynn to Hunstanton Railway Campaign

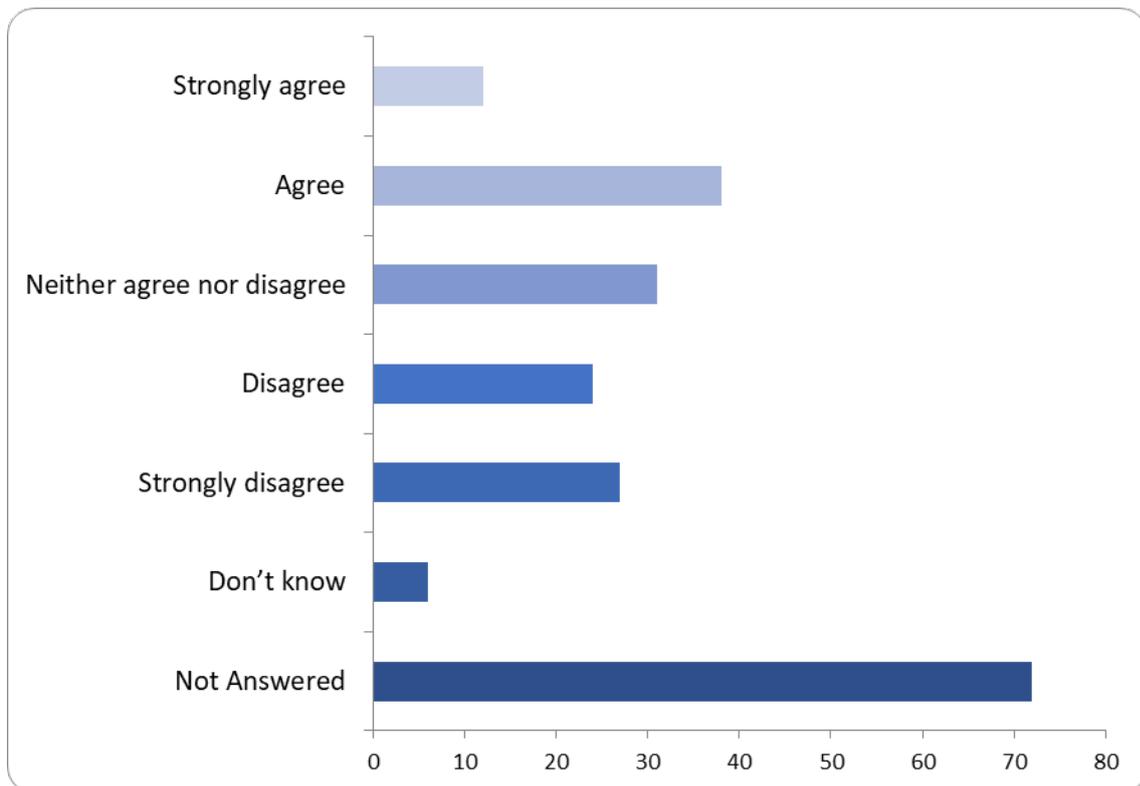
3.0 Public Consultation

The public consultation was undertaken through an online questionnaire. Responders were asked to give the first line of their postcode so we could ensure a mix of perspectives across Norfolk and better understand some of their views. Views are likely to be influenced by where people live, whether urban or rural, close to services and large roads. Age is also a factor in your priorities, as access to services and reasons for travelling will change through your life cycle.

People were first asked about the overall objectives followed by questions on each topic. Each question included a free text box, and these responses have been analysed separately in section 5. Responders had the option to review the detailed technical reports (SEA and HRA) or could skip that section if they felt it wasn't relevant to them. The questionnaire also asked if responders felt there should be any changes to the Strategy, adopted in 2021, in response to changes in funding, priorities, or society.

There were several responses that were received via email and their comments are reflected in the free text analysis, chapter 4 and appendix 1. As they did not complete the questionnaire or give a response to the questions, their responses to the quantitative analysis have been marked as 'not answered'. Therefore, in analysis of each responses 'not answered' is not included as it does not represent an opinion, or lack of an opinion.

3.1 To what extent do you agree or disagree with our overall actions?



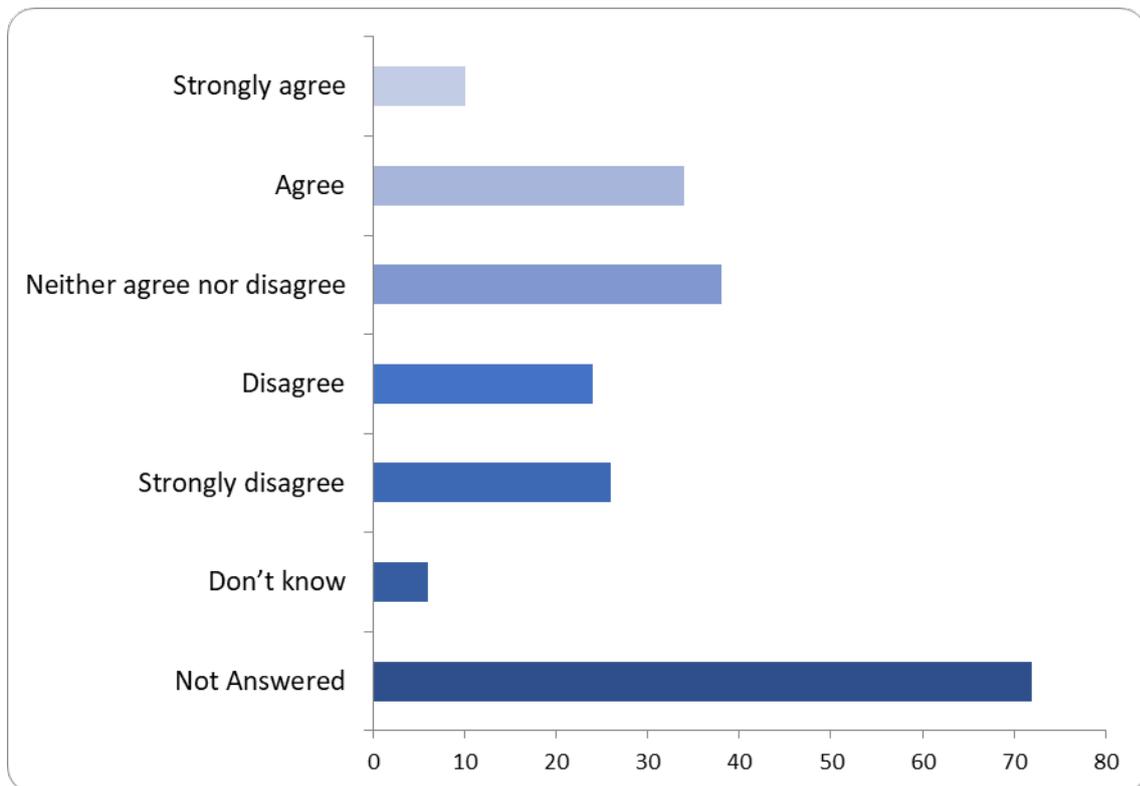
Option	Total	Percent
Strongly agree	12	5.71%
Agree	38	18.10%
Neither agree nor disagree	31	14.76%
Disagree	24	11.43%
Strongly disagree	27	12.86%
Don't know	6	2.86%
Not Answered	72	34.29%

There were 138 responses to this question. The majority of respondents said they 'agree' that the overall actions of the LTP4 Implementation Plan are correct, with 18.1% stating that they 'agree' and 5.7% strongly agreeing. 52% 'neither agree nor disagree', 'didn't know' or chose not to answer this question. 11.4% 'disagreed; and 13% strongly disagreed. Those who 'disagree' or 'strongly disagree' (24.3%) and 'agree' or 'strongly agree' (23.9%) is almost divided equally, while those who 'neither agree nor disagree', or 'don't know' made up 17.6% of responses.

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 122 responses to the free text response section.

3.2 Embracing the Future

To what extent do you agree or disagree with our approach to implementation?

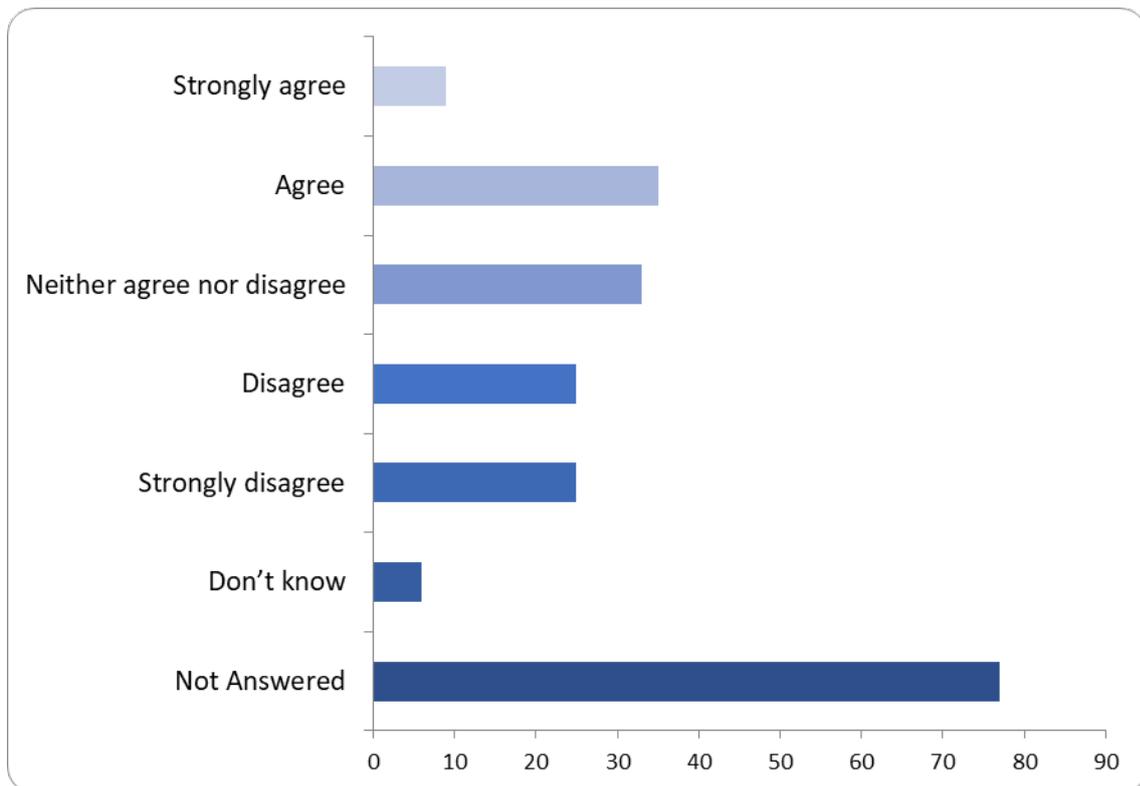


Option	Total	Percent
Strongly agree	10	4.76%
Agree	34	16.19%
Neither agree nor disagree	38	18.10%
Disagree	24	11.43%
Strongly disagree	26	12.38%
Don't know	6	2.86%
Not Answered	72	34.29%

There were 138 responses to this question. The majority of respondents 'neither agree nor disagree' with this question, with 18.1% giving this answer. 21.7% of respondents said they 'agree' or 'strongly agree' with 23.8% saying they 'disagree' or 'strongly disagree'.

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 106 responses to the free text response section.

To what extent do you agree or disagree with the table of actions?



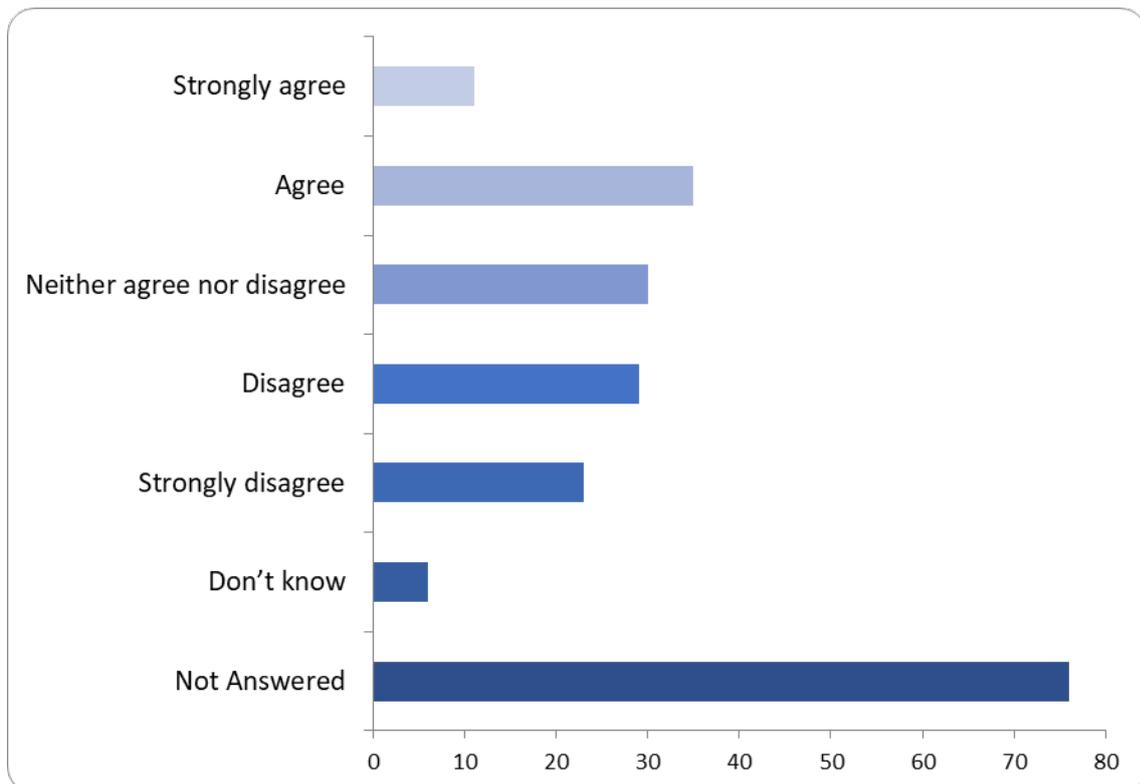
Option	Total	Percent
Strongly agree	9	4.29%
Agree	35	16.67%
Neither agree nor disagree	33	15.71%
Disagree	25	11.90%
Strongly disagree	25	11.90%
Don't know	6	2.86%
Not Answered	77	36.67%

There were 133 responses to this question. The majority of respondents, 16.7% said they 'agree' with the table of actions. 4.3% 'strongly agree' and 11.9% disagreed, with the same figure stating they 'strongly disagree'. 18.6% 'don't know' or 'neither agree nor disagree'.

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 93 responses to the free text response section.

3.3 Delivering a Sustainable Norfolk

To what extent do you agree or disagree with our approach to implementation?

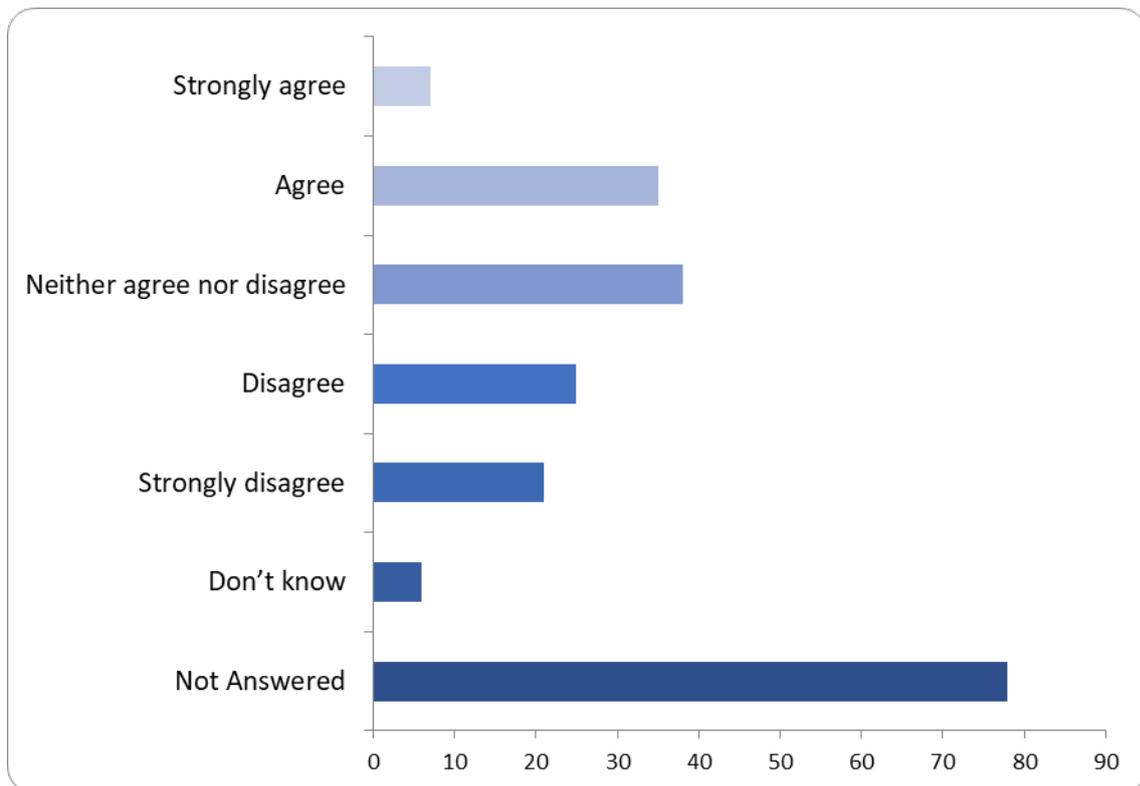


Option	Total	Percent
Strongly agree	11	5.24%
Agree	35	16.67%
Neither agree nor disagree	30	14.29%
Disagree	29	13.81%
Strongly disagree	23	10.95%
Don't know	6	2.86%
Not Answered	76	36.19%

There were 134 responses to this question. The majority of respondents said they 'agree' with the approach to implementation with 16.7% stating they agree. However, only 5.2% 'strongly agree' while 13.8% 'disagree' and 10.9% 'strongly disagree'. 17.2% 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 99 responses to the free text response section.

To what extent do you agree or disagree with the table of actions?



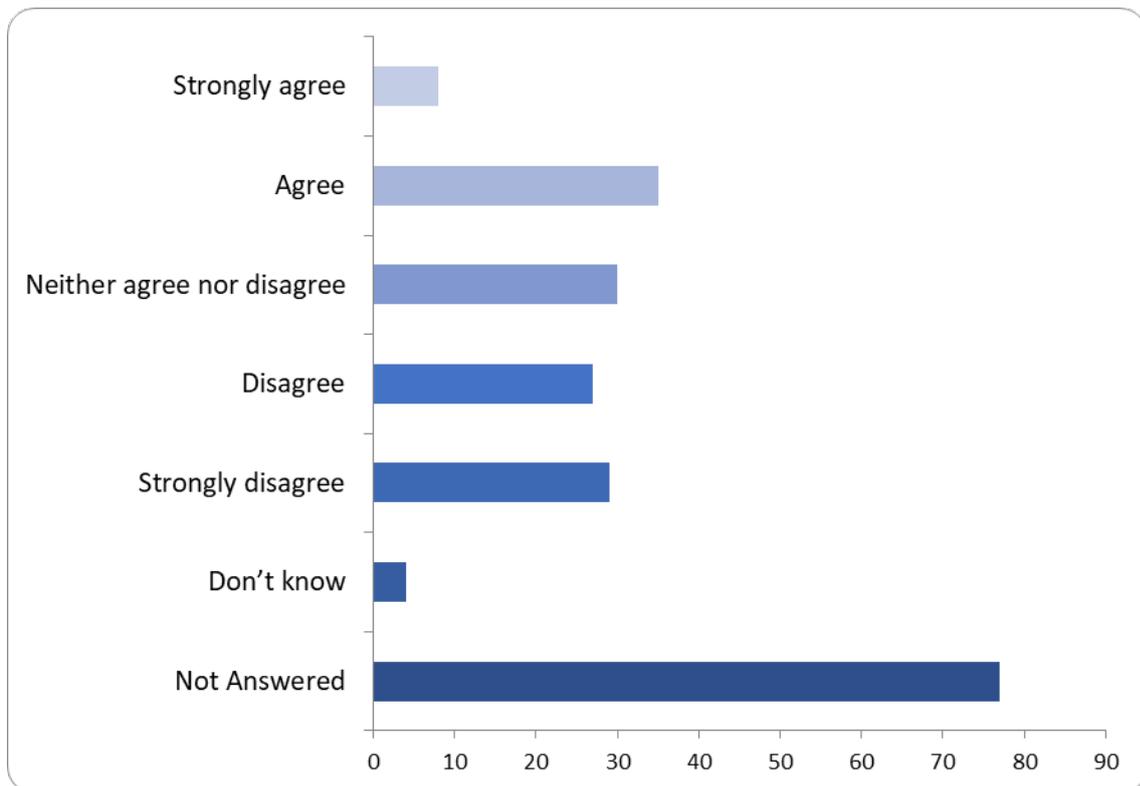
Option	Total	Percent
Strongly agree	7	3.33%
Agree	35	16.67%
Neither agree nor disagree	38	18.10%
Disagree	25	11.90%
Strongly disagree	21	10.00%
Don't know	6	2.86%
Not Answered	78	37.14%

There were 132 responses to this question. The majority of respondents said they 'neither agree nor disagree' with the table of actions with 18.1% stating this. 20% said they 'agree' or 'strongly agree' with 21.9% saying they 'disagree' or 'strongly disagree'. 21% 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 74 responses to the free text response section.

3.4 Enhancing Connectivity

To what extent do you agree or disagree with our approach to implementation?

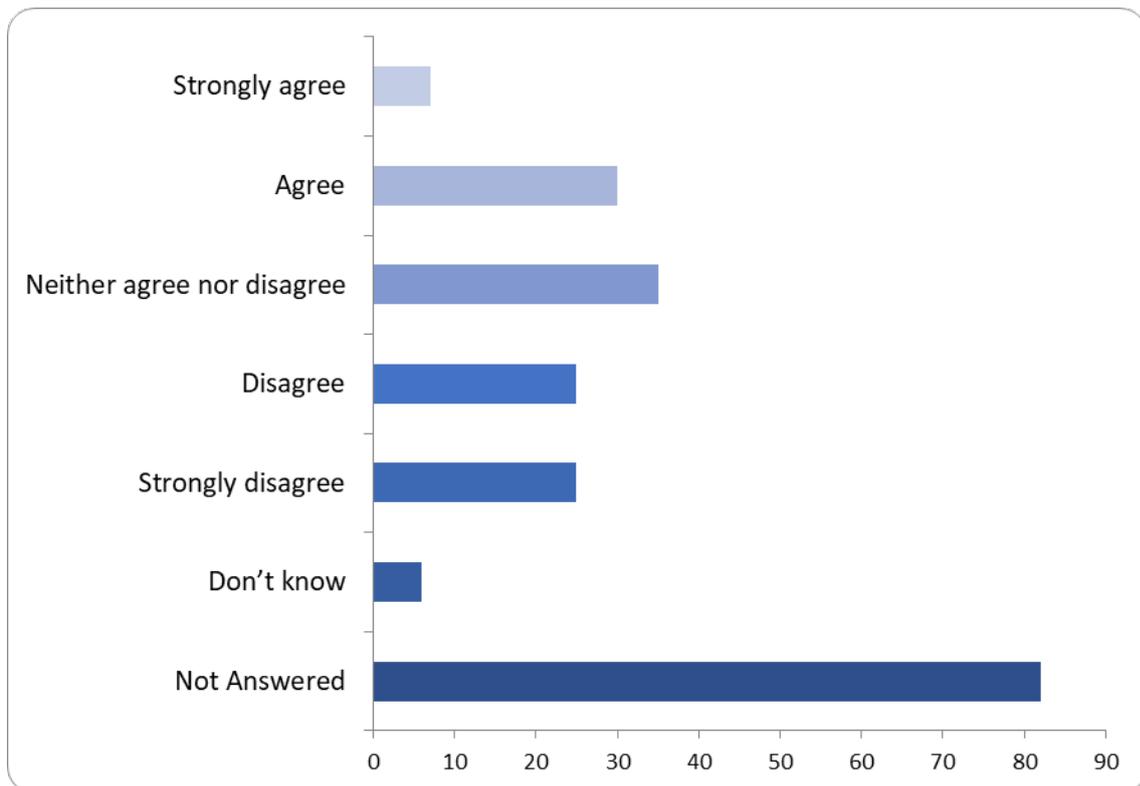


Option	Total	Percent
Strongly agree	8	3.81%
Agree	35	16.67%
Neither agree nor disagree	30	14.29%
Disagree	27	12.86%
Strongly disagree	29	13.81%
Don't know	4	1.90%
Not Answered	77	36.67%

There were 133 responses to this question. The majority of respondents said they 'agree' with the approach to implementation with 16.7% stating they agree. However, only 3.81% 'strongly agree'. 12.9% said they 'disagree' and 13.81% 'strongly disagree'. 16.2% 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 91 responses to the free text response section.

To what extent do you agree or disagree with the table of actions?



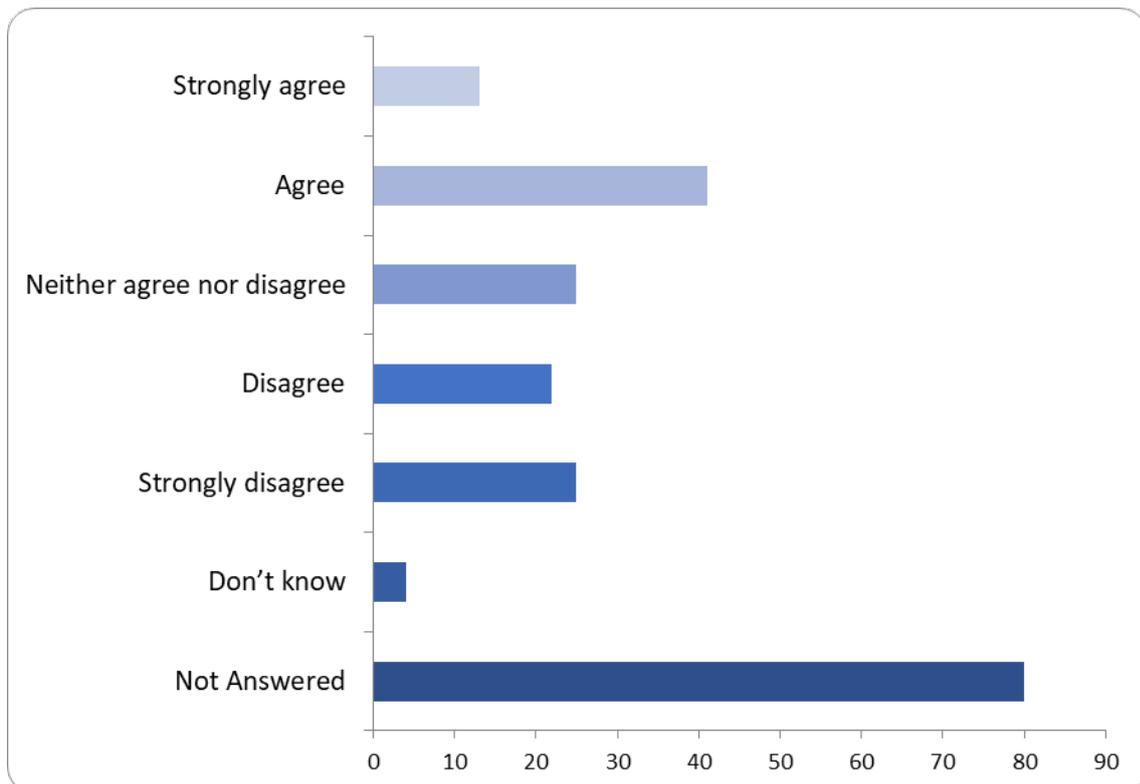
Option	Total	Percent
Strongly agree	7	3.33%
Agree	30	14.29%
Neither agree nor disagree	35	16.67%
Disagree	25	11.90%
Strongly disagree	25	11.90%
Don't know	6	2.86%
Not Answered	82	39.05%

There were 128 responses to this question. The majority of respondents said they 'neither agree nor disagree' with 16.7% giving that answer. 14.3% 'agree' and 3.3% strongly agree. 11.9% said they 'disagree' with the same figure saying they 'strongly disagree'. In total 19.6% 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 72 responses to the free text response section.

3.5 Enhancing Norfolk's Quality of Life

To what extent do you agree or disagree with our approach to implementation?

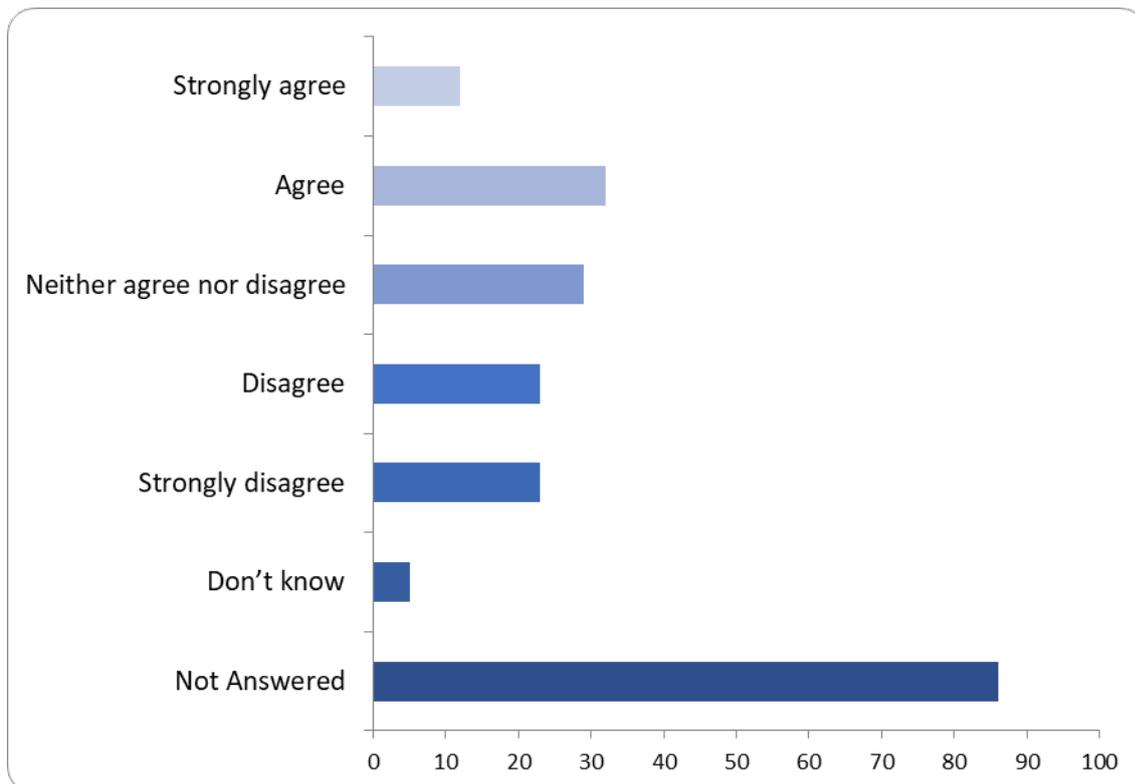


Option	Total	Percent
Strongly agree	13	6.19%
Agree	41	19.52%
Neither agree nor disagree	25	11.90%
Disagree	22	10.48%
Strongly disagree	25	11.90%
Don't know	4	1.90%
Not Answered	80	38.10%

There were 130 responses to this question. The majority of respondents said they 'agree' with the approach to implementation with 19.5% stating they agree. However, only 6.2% 'strongly agree'. 10.5% said they 'disagree' and 11.9% 'strongly disagree'. 13.8% 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 86 responses to the free text response section.

To what extent do you agree or disagree with the table of actions?



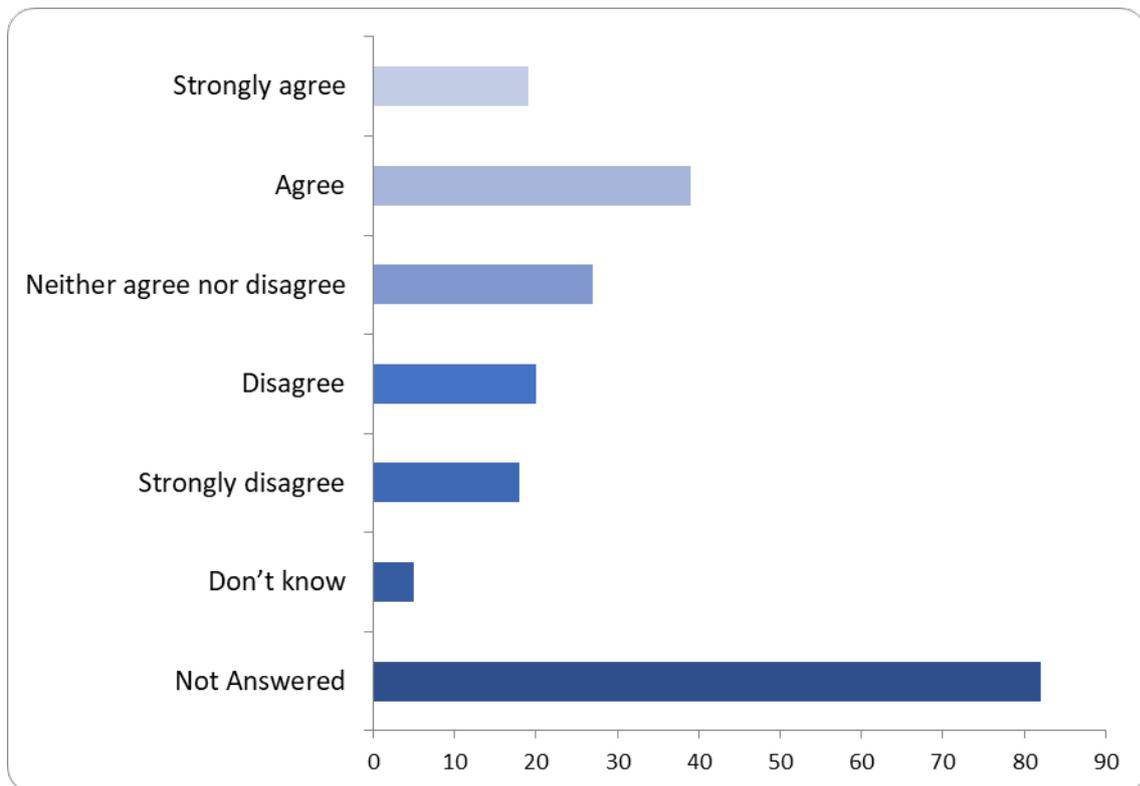
Option	Total	Percent
Strongly agree	12	5.71%
Agree	32	15.24%
Neither agree nor disagree	29	13.81%
Disagree	23	10.95%
Strongly disagree	23	10.95%
Don't know	5	2.38%
Not Answered	86	40.95%

There were 124 responses to this question. The majority of respondents said they 'agree' with the table of actions with 15.2% stating they agree, and 5.7% 'strongly agree'. 11% said they 'disagree' and 11% 'strongly disagree'. 16.2% 'don't know' or 'neither agree nor disagree'.

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 68 responses to the free text response section.

3.6 Increasing Accessibility

To what extent do you agree or disagree with our approach to implementation?

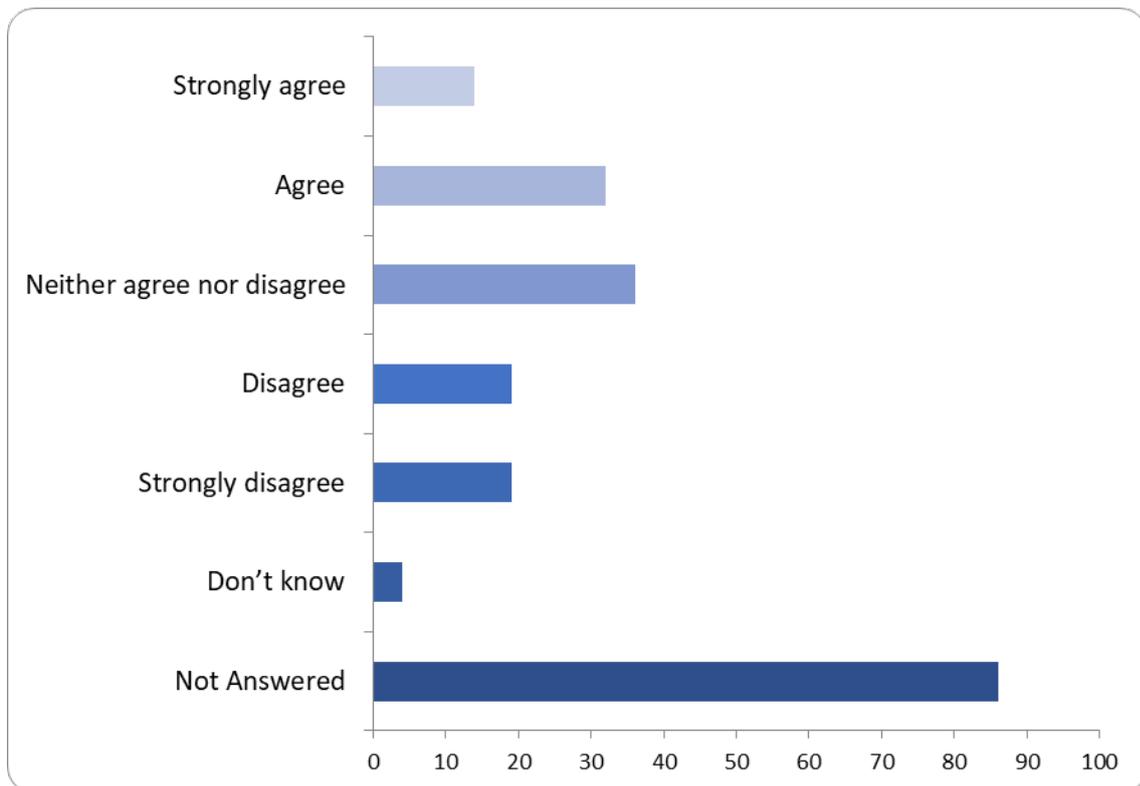


Option	Total	Percent
Strongly agree	19	9.05%
Agree	39	18.57%
Neither agree nor disagree	27	12.86%
Disagree	20	9.52%
Strongly disagree	18	8.57%
Don't know	5	2.38%
Not Answered	82	39.05%

There were 128 responses to this question. The majority of respondents said they 'agree' with the approach to implementation with 18.6% stating they this, and 9% said they 'strongly agree'. 12.9% neither agree nor disagree. 9.5% said they 'disagree' and 8.6% 'strongly disagree'. 15.2% 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 82 responses to the free text response section.

To what extent do you agree or disagree with the table of actions?



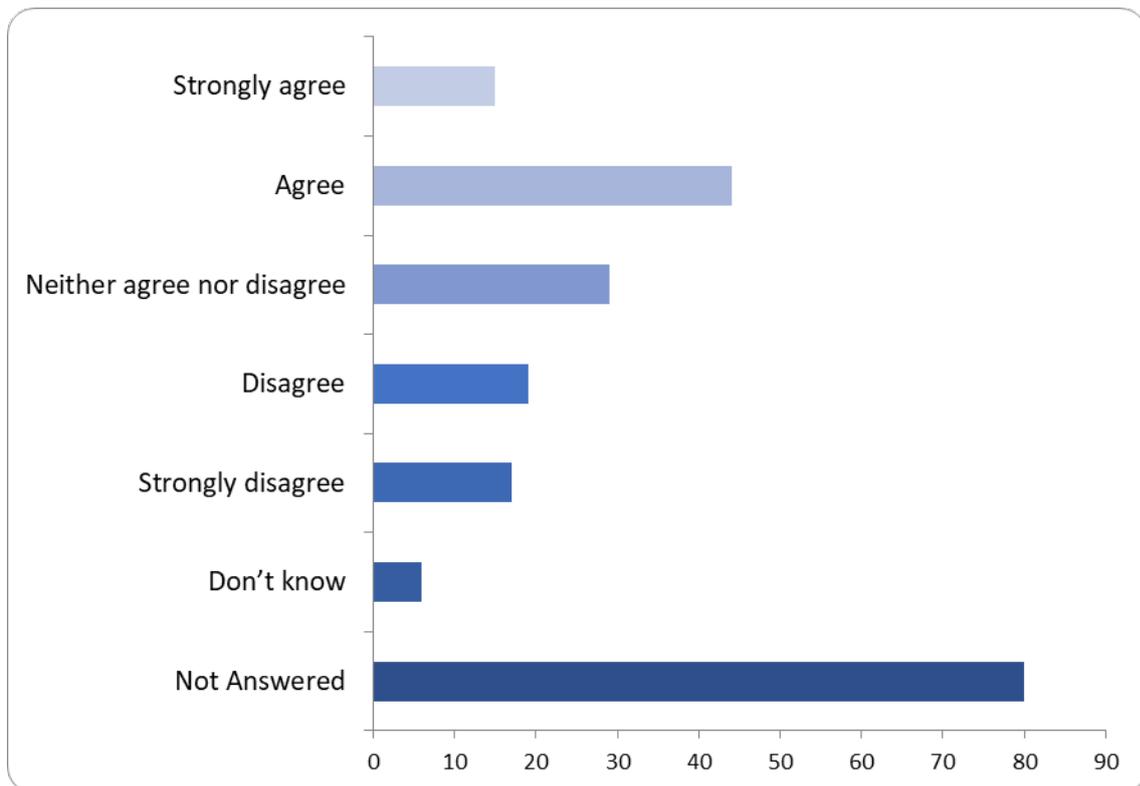
Option	Total	Percent
Strongly agree	14	6.67%
Agree	32	15.24%
Neither agree nor disagree	36	17.14%
Disagree	19	9.05%
Strongly disagree	19	9.05%
Don't know	4	1.90%
Not Answered	86	40.95%

There were 124 responses to this question. The majority of respondents said they 'neither agree nor disagree', which 17.1% giving that answer. 15.2% 'agree' with the table of actions and 6.7% 'strongly agree'. 9% said they 'disagree' and 9% 'strongly disagree'. In total 19% 'don't know' or 'neither agree nor disagree'.

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 60 responses to the free text response section.

3.7 Improving Transport Safety

To what extent do you agree or disagree with our approach to implementation?

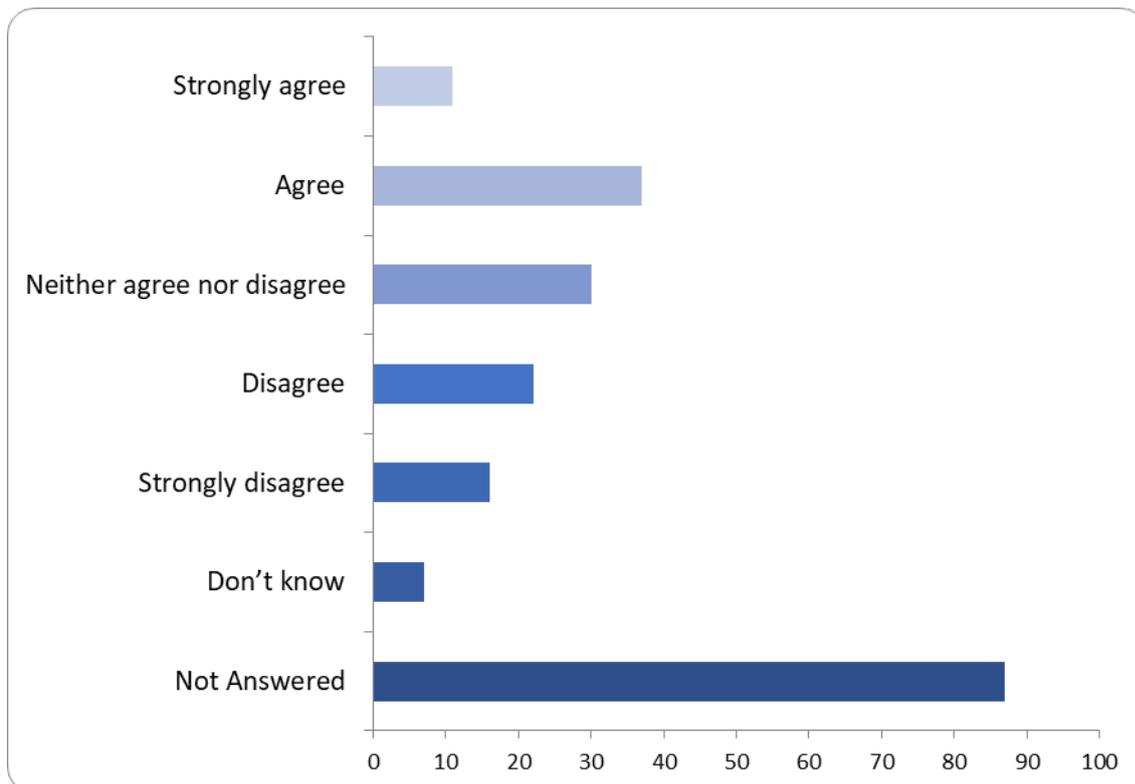


Option	Total	Percent
Strongly agree	15	7.14%
Agree	44	20.95%
Neither agree nor disagree	29	13.81%
Disagree	19	9.05%
Strongly disagree	17	8.10%
Don't know	6	2.86%
Not Answered	80	38.10%

There were 130 responses to this question. The majority of respondents said they 'agree' with the approach to implementation with 21% stating they agree and 7.1% stating they 'strongly agree'. 13.8% 'neither agree nor disagree', 9% said they 'disagree' and 8.1% 'strongly disagree'. 16.7% 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 81 responses to the free text response section.

To what extent do you agree or disagree with the table of actions?



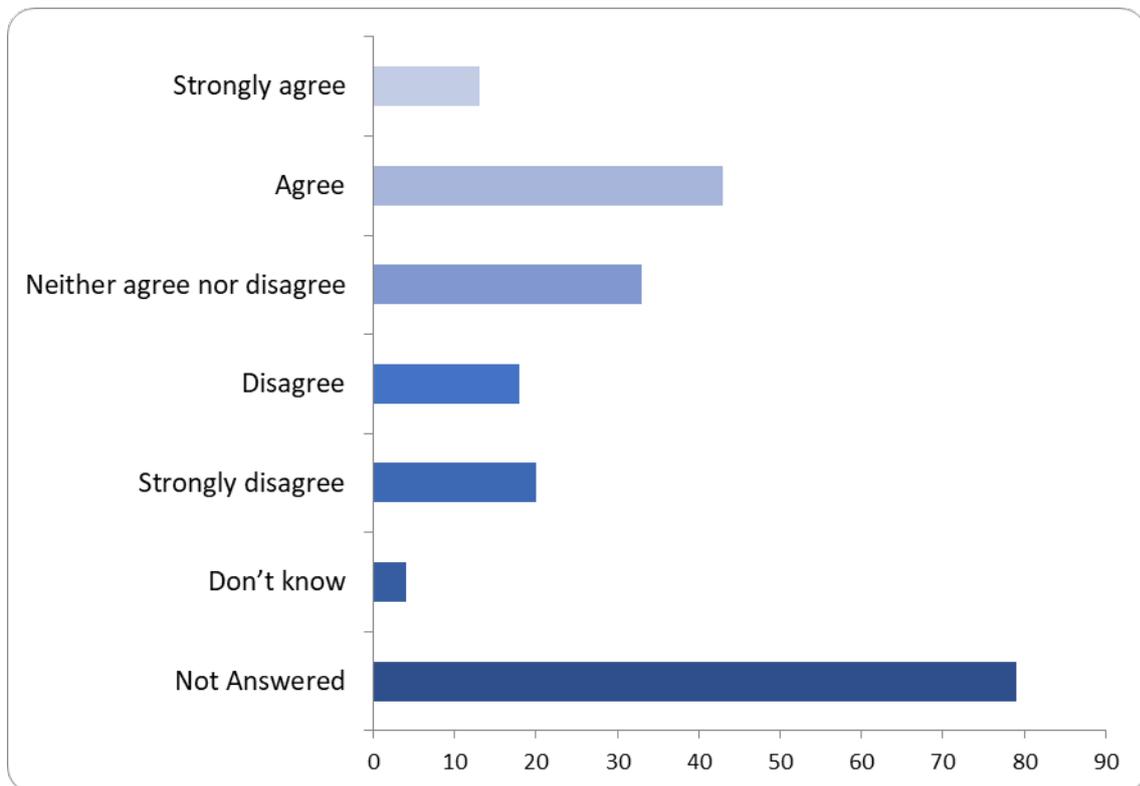
Option	Total	Percent
Strongly agree	11	5.24%
Agree	37	17.62%
Neither agree nor disagree	30	14.29%
Disagree	22	10.48%
Strongly disagree	16	7.62%
Don't know	7	3.33%
Not Answered	87	41.43%

There were 123 responses to this question. The majority of respondents, 17.6%, said they 'agree' with the table of actions and 5.2% 'strongly agree'. 14.3% 'neither agree nor disagree'. 10.5% said they 'disagree' and 7.6% 'strongly disagree'. 17.6% 'don't know' or 'neither agree nor disagree'.

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 56 responses to the free text response section.

3.8 Well Managed and Maintained Transport Network

To what extent do you agree or disagree with our approach to implementation?

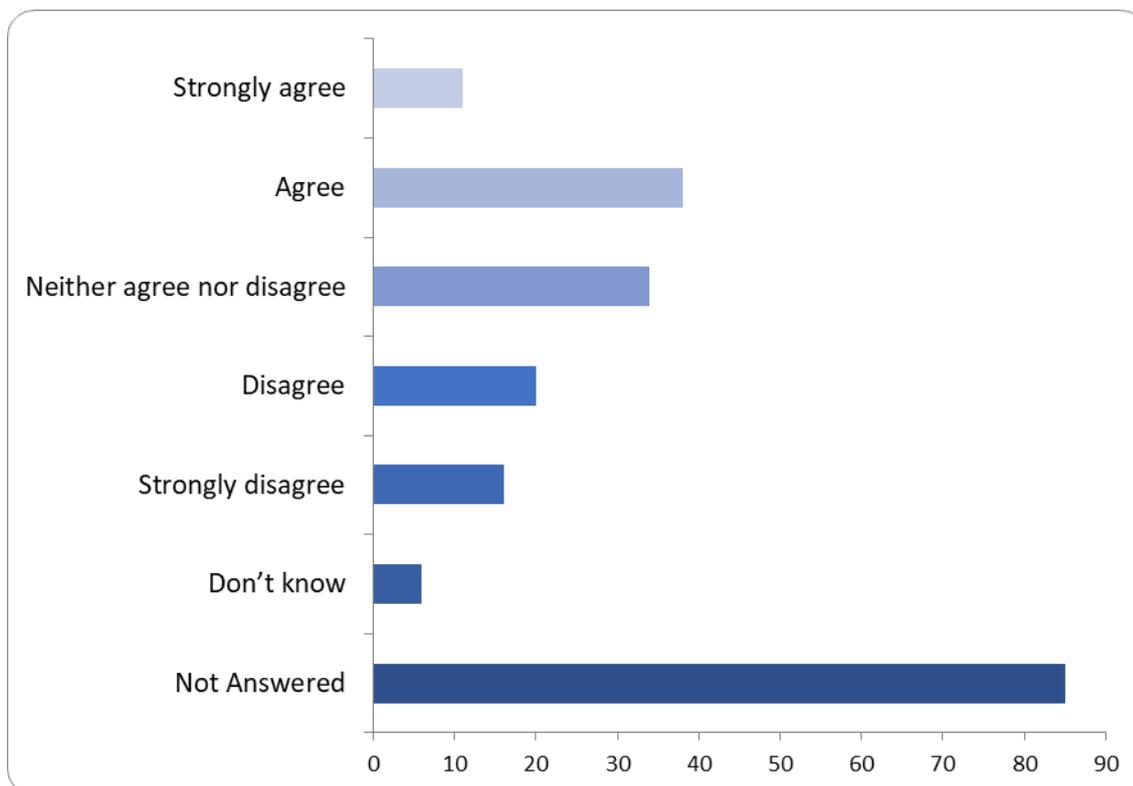


Option	Total	Percent
Strongly agree	13	6.19%
Agree	43	20.48%
Neither agree nor disagree	33	15.71%
Disagree	18	8.57%
Strongly disagree	20	9.52%
Don't know	4	1.90%
Not Answered	79	37.62%

There were 131 responses to this question. The majority of respondents said they 'agree' with the approach to implementation with 20.5% stating they agree and 6.2% said they 'strongly agree'. A high number 'neither agree nor disagree' with 15.7% responding in that way. 8.6% said they 'disagree' and 9.5% 'strongly disagree'. 17.6% 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 77 responses to the free text response section.

To what extent do you agree or disagree with the table of actions?



Option	Total	Percent
Strongly agree	11	5.24%
Agree	38	18.10%
Neither agree nor disagree	34	16.19%
Disagree	20	9.52%
Strongly disagree	16	7.62%
Don't know	6	2.86%
Not Answered	85	40.48%

There were 125 responses to this question. The majority of respondents said they 'agree' with the table of actions with 18.1% stating they agree and 5.2% 'strongly agree'. There were also a high number of responders, 16.2%, that said they 'neither agree nor disagree'. 9.5% said they 'disagree' and 7.6% 'strongly disagree'. In total 19% said they 'don't know' or 'neither agree nor disagree'..

Respondents were then asked why they made this choice, which is covered in the free text responses section. There were 65 responses to the free text response section.

4.0 Free Text Analysis

Each question included a free text box which allowed respondents to provide written comments. These comments have been collated and analysed and have been grouped into themes. The issues within each theme have been summarised and Norfolk County Council have provided a written response to each issue raised, with actions where appropriate, which can be found in Appendix 1.

4.1 To what extent do you agree or disagree with our overall actions?

Although there was a general sense that people agreed with the actions many felt that the impact of road building is not compatible with carbon targets. People also felt that the actions should directly address the barriers to the uptake of public transport such as unreliable, sparse and expensive services. However, it is felt that these are all addressed by the Bus Service Improvement Plan (BSIP), which includes targets on levels of service, improved ticketing, accessibility and reliability.

Many agreed with the setting of carbon targets but feel they should go further to accelerate net zero. However, a common theme was also that there is little alternative to the car for many people, including those in rural areas, and for some people with disabilities so these need to be addressed before there can be an end to private car use. There is support for the investigation and roll out of EV infrastructure.

4.2 Embracing the Future

A common theme was that while planning for the future is essential it should not come at the cost of maintaining the existing transport network. Also, public transport improvements and increase of services in rural areas and in the evenings is essential, as well as making busses more affordable. Not all interventions, such as e-scooters, were felt to be suitable for both urban and rural areas and focus should be given to making some areas safer for active travel.

There is concern for the safety and reliability of new technology. However, the Plan aims include trials and research as part of the introduction of any new technology. Although there is wide support for supporting EVs, and the aims around charge points, there is also concern that there shouldn't be too much emphasis on EVs as they are still unaffordable for a large number of the population.

4.3 Delivering a Sustainable Norfolk

Many respondents are concerned that infrastructure must support the large amount of growth proposed in the county, and that it is essential to ensure active travel and sustainable options are at the heart of new developments.

4.4 Enhancing Connectivity

Respondents felt there should be emphasis on rail, bus and active travel, and how they are connected to each other. Common themes from other areas also came forward, such as the current lack of public transport provision, and lack of options in rural areas to help people move away from private car use.

4.5 Enhancing Norfolk's Quality of Life

The common themes of lack of public transport provision in rural areas and at evenings and weekends was raised, as well as concern over pollution from old busses. Respondents are concerned that new developments and schemes are removing green spaces and could have a detrimental impact on wildlife. Many of these themes are being addressed by the BSIP, and individual schemes and developments are subject to reports into environmental impacts. There is support for development and implementation of Local Cycling and Walking Infrastructure Plans.

4.6 Increasing Accessibility

There was a high level of support for the actions within this objective. However, previous themes were reiterated around the current lack of public transport and active travel provision.

4.7 Improving Transport safety

There is support for increased enforcement to deter inappropriate road use. However, NCC also support a safe systems approach, whereby compliance is encouraged through influencing road user behaviour. Safety is seen as a large barrier to walking and cycling, particularly in rural areas. Improved safety of cycle and pedestrian crossing and priority lanes will be investigated further in the development of LCWIPs.

The safety of new technology such as e-scooters is also considered a problem and these issues will be approached and resolved through the trial programmes. The Implementation Plan supports providing training to different road users to make all uses safer.

4.8 A Well managed and maintained Transport Network

The majority of responses show that maintenance of existing roads is seen as a major priority and the Strategy sets out that we will do this by using dedicated funding predominantly for maintenance. There is particular concern for the maintenance of rural roads, where bad road condition can provide an additional barrier to cycling.

Although there is a great deal of support for improving roads to encourage walking and cycling, there is also concern that prioritising active travel and public transport measures will increase congestion and hence increase air pollution. The Implementation Plan aims to address this by focussing on behaviour change to drive modal shift away from the private car.

- 4.9 **Question 20:** 'Do you think the LTP4 Strategy should be revised in light of the content of the proposed implementation plan and their assessments, or because of any other changes including changes in legislation or policy?'
There were 93 responses to this part of the question.

The main comments in response to this question highlighted the need to accelerate work on carbon reduction to achieve net zero, supporting increase modal shift to sustainable transport and addressing health inequalities. The Strategy gives these as a priority, and it is through the Implementation Plan that we have set out how this will be achieved. Therefore, we have not substantially changed the Strategy policies or objectives, as these are largely supported in the consultation responses.

The Strategy has been updated to reference national and local policies and funding which have emerged since the adoption of the Strategy in 2021, which we will continue to monitor for their impact. Any national policies that accelerate achieving carbon targets or changes to these targets will be addressed and acted on if they influence the policies or objectives of the Strategy.

- 4.10 **Question 22:** Asked for free text comments on the Integrated Sustainability Appraisal (ISA) Report and Habitats Regulations Assessment (HRA). 16.2% of respondents chose to complete this part of the survey. There were 16 responses to the HRA and 12 responses to the ISA.

The responses to this question show that respondents are deeply concerned with the impact infrastructure has on wildlife, biodiversity and protected habitats. More detailed assessments will be done on a project-by-project basis. The Implementation Plan includes relevant actions including a target for net-zero and commitment to undertake appropriate and proportionate whole life carbon assessments on proposed schemes including construction and use of the asset. We recognise that this commitment is dependant on the publication of LTP Guidance on Local Transport Plans and will be done at the appropriate stage for schemes where this a requirement for funding or regulatory processes.

5.0 Summary of Public Consultation

Through analysis of the responses to the consultation several key themes have emerged. Decarbonisation, sustainable transport and disability themes were mentioned most throughout the consultation. Many comments felt that greater measures need to be taken to tackle climate change and the Plan does not go far enough to achieve national targets. In contrast, to many respondents the cost of decarbonisation is seen as too high and therefore low income or disabled residents will suffer as a result of measures to push out the private car and shift to electric vehicles and sustainable transport.

The Implementation Plan sets out that the council will, in the 2022 review of the Norfolk Strategic Infrastructure Delivery Plan (NSIDP), ensure that it represents a broader range of projects to reflect more accurately the range being undertaken, showing how the council is working on a variety of decarbonisation projects, and other transport projects focused on active travel, public transport and decarbonisation.

The range of comments show that a balance needs to be struck between proactively addressing climate change and providing the infrastructure to support modal shift to sustainable transport, which is currently seen as inaccessible to a large number. Many comments addressed the barriers to public transport uptake such as high cost, unreliability, lack of services and lack of connectivity to other forms of transport.

Many respondents also felt that the actions in the Implementation Plan are more suitable for urban areas and not enough focus was given to interventions in rural areas where sustainable transport can be considered more dangerous and public transport is limited. There is a strong desire to balance interventions that encourage sustainable transport with the fact that it is not a viable option for everyone due to age, disability or location. It is, however, considered that the plan provides a geographical balance of interventions and supports the BSIP to improve bus services.

Accessibility, safety and maintenance objectives had the strongest number of

people agreeing with the actions in the plan, whereas planning for the future was an area of greater uncertainty. Therefore, a great deal of focus in the Plan has been given to trialling new technology and innovation to choose the most sustainable and useful interventions.

There are several changes that have been made to the Implementation Plan in light of the comments received in the consultation. The changes that have been made, their location in the Implementation Plan and our reasons for making the change can be found in the free text analysis, appendix 1.

Appendix 1 – Free Text Analysis

Strategy Section/Policy	<p>To what extent do you agree or disagree with our overall objectives and associated actions? (Q.4)</p> <ol style="list-style-type: none"> 1. Embracing the future 2. Delivering a sustainable Norfolk 3. Enhancing connectivity 4. Enhancing Norfolk's quality of life 5. Increasing accessibility 6. Improving transport strategy 7. A well-managed and maintained transport network
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
Concern regarding the longevity of road improvements and how often the same locations need repairing	<p>The LTP4 approach to implementation is to Prioritise local transport grant funding towards maintenance of the most well-used parts of the network; to ensure A and urban / inter-urban routes are in good condition</p> <p>We will annually monitor the Asset Management Strategy and its performance framework</p>	No change required to the IP. This is a detailed, operational issue. The comments will be forwarded to the relevant teams for information / action	
Concern regarding the environmental impact of road building	<p>A Sustainability Appraisal has been carried out in relation to the proposals in the Strategy and Implementation Plan which identify the strategic environmental impacts. Individual road building schemes will require planning permission and other statutory processes during which a greater level of design detail will be available and which, in accordance with the requirements of those statutory processes, more detailed environmental impact assessments will be carried out</p>	No change required to the IP. This is a detailed, operational issue. The comments will be forwarded to the relevant teams for information / action	
Public Transport			

Issues	Response	Changes to Strategy/Action	Location of change
Public transport running hours should be extended later into the evening	<p>The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience</p> <p>It includes target levels of service including for evening services. The funding proposals included support for evening services</p>	No change / Action	
Improving public transport connectivity (bus and train) to surrounding areas as well as to other public transport services e.g. a bus to the train station	<p>The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience</p> <p>It includes target levels of service for connectivity and measures to improve connectivity to rail stations and other transport hubs</p>	No change / Action	
Improved accessibility of public transport is necessary for those with restricted mobility	<p>The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience. This includes addressing additional interventions for those with sight and hearing loss and access at, and</p>	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
	route to, bus stops		
Carbon and Sustainability			
Carbon reduction actions identified in the plan do not go far enough and are not at a fast enough pace	The plan supports short, medium and long term actions to address carbon reduction. This includes trialling new technology and data collection that will enable the right interventions to be made at a faster pace	<p>Consider issues in the Implementation Plan as and when projects are taken forward</p> <p>The success of funding for zero emissions busses through the ZEBRA scheme has now been announced and added to the Plan</p>	Chapter 4: Funding and Delivery Structures ; Funding Sources
Too much of a focus on road building which contradicts net zero ambitions	<p>The Strategy and Implementation Plan have a strong focus on carbon reduction and set out a range of actions to achieve this. The Implementation Plan includes a chapter on Major and Significant Transport Schemes, reporting on those projects within the Norfolk Strategic Infrastructure Delivery Plan (NSIDP) and supports the benefits to residents and businesses that new roads deliver. The Implementation Plan sets out that the council will, in the 2022 review of the NSIDP, ensure that it represents a broader range of projects to reflect more accurately the range being undertaken, showing how the council is working on a variety of decarbonisation projects, and other transport projects focused on active travel, public transport and decarbonisation.</p> <p>LTP Strategy Policy 9 is that</p>	Consider issues in the Implementation Plan as and when projects are taken forward	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>Our priority for improved connectivity will be that the network is used by clean transport modes. When seeking improvements to the strategic connections we will endeavour to secure, design and implement them in a way that encourages clean transport modes. This means low carbon vehicles including cars and buses using cleaner propulsion (eg electric vehicles) and sustainable modes such as walking and cycling.</p>		
NWL			
<p>Against the building of NWL and more roads in general as this will not help meet decarbonisation ambitions</p>	<p>LTP Strategy sets out the need for improved connectivity and the benefits to residents and businesses. Good connectivity is also vital to the local economy as without good connections to other parts of the country many businesses might not choose to stay in, or move to, Norfolk.</p> <p>The Implementation Plan includes relevant actions including a target for net-zero</p>	<p>Consider issues in the Implementation Plan as and when projects are taken forward</p>	
<p>Opposition to the Western Link in general as well as concerns for the environment and North Norfolk's roads</p>	<p>LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The Norwich Western Link needs to be considered within the context of the whole plan, which is seeking to deliver a range of outcomes including carbon reduction. We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant</p>	<p>No change / Action</p>	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>environmental effects at a strategic level. The NWL will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery.</p> <p>The strategy recognises that major bus, road and rail connections need to be quick and reliable. The Implementation Plan sets out those major and significant transport schemes that are considered to be needed to be brought forward in support of this at a strategic level. Each proposal will be the subject of its own assessments and appraisals and the business cases will need to demonstrate the case for the scheme, taking into account the full range of impacts and objectives. The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL</p>		
Rural			
Better public transport provision is needed in rural areas where there is little alternative to the car	The Implementation Plan endorses the Norfolk Bus Service Improvement Plan (BSIP), which includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience. The BSIP recognises the demand for increased and more reliable rural services	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
Too much of a focus on urban areas	<p>The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies.</p> <p>The Plan supports a range of actions including to investigate the delivery of 'Mobility as a Service' solutions, the implementation of the Bus Service Improvement Plan to improve public transport services and infrastructure connecting into settlements, and supports the priorities of the Norfolk Rural Economic Delivery Plan</p>	No change / Action	
Active Travel			
The cycling network should reach from urban areas/key attractors to commuter villages	<p>LTP Strategy includes Policy 10 (We will seek to improve connectivity between rural areas and services in urban centres.). The Implementation Plan contains a number of supporting actions. Countywide Local Cycling and Walking Infrastructure Plans (LCWIPs) identify walking and cycling networks within local areas, based on the journeys people are most likely, or need, to make. A countywide LCWIP is one of the actions in the Plan and this will take account of the comments</p>	Consider issues in the Implementation Plan as and when projects are taken forward, specifically development of LCWIPs	
Too much focus on more roads and cars	<p>The Plan contains a range of actions with a focus on public transport and active travel, such as:</p> <ul style="list-style-type: none"> • Delivery of the LCWIP networks – prioritising them over other general traffic 	Consider issues in the Implementation Plan as and when projects are taken forward	

Issues	Response	Changes to Strategy/Action	Location of change
	<ul style="list-style-type: none"> Promoting the use of mobility solutions such as electric bikes <p>The actions support the LTP strategy, which was developed taking into account – amongst other things – evidence on problems and issues</p>		
More should be done to promote use of cargo bikes	Objective 3 Enhancing connectivity approach to implementation (actions under Policy 9) includes investigating funding opportunities to deliver a range of initiatives to deliver clean freight including e-cargo bikes	Consider issues in the Implementation Plan as and when projects are taken forward	
Accessibility			
People are unable to afford the net-zero lifestyle	NCC recognises cost is a major barrier to switching to electric vehicles. The Electric Vehicle strategy recognises potential disparities and delivery will take such issues into account. By supporting a robust charging infrastructure there should be an increase in uptake and therefore drive down the cost of electric vehicles	Consider issues in the Implementation Plan as and when projects are taken forward	
Greater consideration of inequalities needed – both economic, social and health	Sustainability Appraisal (SA) Report found that some of the most vulnerable groups will particularly benefit. However, there are still possible adverse impacts that would be felt by those with limited mobility or feeling deprivation such as the implementation of new technologies	Consider issues in the Implementation Plan as and when projects are taken forward	
More needs to be said about disabled facilities	Implementation Plan sets out that NCC will undertake proportionate assessments of proposals to make sure they are suitable for all users	No change required. Detailed, specific issues will be considered in the Implementation Plan	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>including people with disabilities or restricted mobility (Objective 5), in support of the relevant policy (Policy 16).</p> <p>It also sets out that “Underlying...will be a commitment to making sure, as far as we can, that the transport network is suitable for all users including people with disabilities or restricted mobility” (Objective 5, approach to implementation)</p>	as and when projects are taken forward	
Safety (2 responses)			
Secure cycle parking should be increased to reduce bike theft. St Andrews car park cycle parking used as a good example.	<p>Implementation Plan supports the development of LCWIPs. These include detailed proposals for cycle infrastructure in local areas including secure cycle parking.</p> <p>Cycle parking is also currently being looked at in the review of Parking Standards</p>	No change required. Consider issues in the Implementation Plan as and when projects are taken forward	
Concern regarding safety of e-scooters, particularly for elderly pedestrians	The county council is currently trialling the use of e-scooters. Evidence does not suggest that this is an issue, although it is recognised that people can feel at threat, especially from the illegal use of e-scooters	Include additional text to set out that we will continue to monitor the trials of e-scooters and reflect any learning points in the future roll-out of infrastructure or the e-scooter trials	Objective 1, Approach to Implementation
Affordable			
Concern there is not enough government funding to deliver the ambitions within the plan. Developers should share the funding burden	Funding is sought from a variety of sources depending on the project. Funding sources are shown in Chapter 4. The Implementation Plan recognises the funding pressures	No change Continue to look to maximise the level of funding secured for delivery of the plan. Consider issues in the Implementation Plan as and when	

Issues	Response	Changes to Strategy/Action	Location of change
		projects are taken forward	
Public transport needs to be made more affordable	The Bus Service Improvement Plan recognises the cost of public transport as an issue. One of its objectives is to have a simple and affordable fares and ticketing offer	No change / Action	
Technology (2 responses)			
The technology is not there to make the proposals viable	The Implementation Plan is premised on maximising the use of technology and innovation as it is recognised that this can help to achieve better outcomes. Whilst the Plan is ambitious, the available technology is not considered to be a barrier to delivery	No change / Action	
There is a missed opportunity for innovation and forward thinking	The Strategy has an objective to embrace the future, including maximising the use of technology and innovation as it is recognised that this can help to achieve better outcomes.	No change / Action	
Electric			
Support for EV buses	One of the actions in the plan, in support of Policy 12, is to work with bus operators to achieve a switch to clean fuels. This will include EV buses. Since the publication of the consultation draft NCC have received the results of a funding application to the Zero Emission Bus Regional Access (ZEBRA) scheme. Fifteen battery electric buses will be in operation in Norwich by March 2024, matched by £3.6m of local investment from First Bus	The success of funding for zero emissions busses through the ZEBRA scheme has now been announced and added to the Plan	Chapter 4: Funding and Delivery Structures ; Funding Sources

Issues	Response	Changes to Strategy/Action	Location of change
Concern over lack of EV charge points and rapid chargers	<p>Implementation Plan contains a number of actions to address provision: The NCC Electric Vehicle Strategy provides the framework for ensuring that the necessary charging infrastructure is in place</p> <p>Work with Transport East on bringing forward EV infrastructure</p> <p>Adopt Parking Standards to (amongst other things) ensure every new home with a parking space has an EV charge point</p> <p>Adopt EV parking standards for new workplaces and other new non-residential developments</p>	No change / Action	
Concern regarding how carbon neutral EVs are e.g. emissions from electricity generation, lifespan and how they are disposed of	Whilst these concerns are noted, they are more an industry-wide / national matter than one for the LTP. The LTP supports the national policy of achieving a switch to electric vehicles	No change / Action	
Developers (2 responses)			
The cost of low carbon infrastructure should be shared with developers who should also contribute towards non-car-based transport links .	Developers are required to mitigate the impacts of their development, and the county council will look to secure appropriate actions (eg sustainable transport links) / funding (eg for travel plans) from developments within the constraints of the planning system	No change / Action	
Concern for parking standards in new developments and	The parking standards for new development are currently being reviewed, which is aimed – in part – to	No change / Action Comments will be passed to relevant team to consider in	

Issues	Response	Changes to Strategy/Action	Location of change
how these tie into sustainability goals	address this point	reviews of standards.	
Access to Norwich (2 responses)			
Highway changes to Norwich city centre have made it difficult to get about and have harmed the character of the city	<p>Character of places is covered by LTP Policy 13: We will seek to improve quality of place, conserving and enhancing our built and historic environments, when we take action to improve the transport network.</p> <p>Actions in the Implementation Plan under this policy include to undertake proportionate assessments of schemes to consider their impact</p>	<p>No change</p> <p>Consider issues in the Implementation Plan as and when projects are taken forward</p>	

Strategy Section/Policy	<p>To what extent do you agree or disagree with our approach to implementation for Objective 1 ‘Embracing the future’ (Q.5)</p> <p>Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy</p> <p>In summary, our approach to implementation will be to:</p> <ul style="list-style-type: none"> • Trial and adopt innovative approaches, which have the potential to bring a step-change in people’s ability to get to services and facilities where currently travel is a barrier and to support other outcomes such as carbon reduction • Make better use of technology and innovation. This will lead to better understanding of network use and will enable us to plan more effectively • Facilitate and encourage changes in how people move about the network through development of a behaviour change programme, targeted marketing campaign aimed at getting people back on the bus and expanding the offer of measures such as e-scooters and bike hire schemes and investigate their roll- to other locations. This will lead to better health outcomes for people, reduced carbon and better air quality • Deliver our electric vehicle strategy to facilitate faster switch to electric vehicles, supporting our carbon targets. Work on achieving zero-carbon across the council’s own estate will be electrification of, or clean fuelling, our own fleet and contracted services like school travel. <p>Our approach to this will be to work in partnership.</p>
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
Road improvements are needed now. There should be more focus on the present	Chapter 3 sets out major and significant transport schemes and how they will be brought forward. large projects are complex and take a number of years to bring forward	No change / Action	
Public Transport			
Bus services should be increased and run later to support the ‘evening economy’	The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience It includes target levels of service including for evening services. The funding proposals included support for evening services	No change / Action	
Behavioural change is	Policy 4 is to bring about behaviour change. The	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
required to increase bus patronage	Implementation Plan includes actions to encourage Behaviour Change		
Public transport should be more affordable.	The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience. One of its objectives is Simple and affordable fares and ticketing	No change / Action	
Carbon and Sustainability (2 responses)			
Housing growth has contradicted ambitions to reduce carbon emissions as it results in increased household vehicles	Implementation Plan has a range of actions in support of the Strategy aims of delivering sustainable growth designed to reduce carbon emissions. These are listed, principally under policies 5 and 6	No change / Action	
Call to stop all new road building projects	The strategy recognises that major bus, road and rail connections need to be quick and reliable. The Implementation Plan sets out those major and significant transport schemes that are considered to be needed to be brought forward in support of this. Each proposal will be the subject of its own assessments and appraisals and the business cases will need to demonstrate the case for the scheme, taking into account the full range of impacts and objectives	No change / Action	
NWL			
Support for the NWL contradicts carbon reduction ambitions	LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The Norwich Western Link needs to be considered within the context of the whole plan, which is	No change / action	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>seeking to deliver a range of outcomes including carbon reduction. Good connectivity is vital because when people choose to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families. Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level. The NWL will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery. The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL</p>		
Rural			
<p>Plan is too town/Norwich focused. The new technologies alluded to in the plan will not be suitable for rural Norfolk which has different needs</p>	<p>The Plan contains a range of actions with a focus on public transport and active travel, such as supporting the priorities of the Norfolk Rural Economic Delivery Plan</p>	<p>No change / Action</p>	
<p>Ideas look good on paper but are not realistic</p>	<p>The Implementation Plan aims to be ambitious but realistic</p>	<p>No change / Action</p>	
<p>Rural roads are not safe for e-scooters and cyclists</p>	<p>The Implementation plan contains a range of actions in support of Policy 17, Improving Transport Safety. Its implementation will include addressing areas where</p>	<p>No change / Action</p>	

Issues	Response	Changes to Strategy/Action	Location of change
	evidence shows that there is an issue		
Active Travel			
More emphasis on active travel is required	The Plan outlines that priority will be given to active travel. It includes a range of actions intended to support this, including the adoption of LCWIPs across the whole of the county, managing the network in urban areas to favour active travel, and inclusion of active travel measures in programmes such as the Transport for Norwich strategy and in the major and significant transport schemes	Consider issues in the Implementation Plan as and when projects are taken forward	
Accessibility			
<p>More provision needed for the elderly as they:</p> <ul style="list-style-type: none"> • may find technology advancements difficult to use • are less likely to use active travel • find it difficult to access alternative forms of transport to the private car in rural areas 	<p>Implementation Plan sets out that NCC will undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility (Objective 5), in support of the relevant policy (Policy 16).</p> <p>It also sets out that “Underlying...will be a commitment to making sure, as far as we can, that the transport network is suitable for all users including people with disabilities or restricted mobility” (Objective 5, approach to implementation)</p>	Consider issues in the Implementation Plan as and when projects are taken forward	
More mention of disabled facilities is needed, for example Audio Visual Announcements	<p>Implementation Plan sets out that NCC will undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility (Objective 5), in support of the relevant policy (Policy 16).</p> <p>It also sets out that “Underlying...will be a commitment to making sure, as far as we can, that the transport</p>	Consider issues in the Implementation Plan as and when projects are taken forward	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>network is suitable for all users including people with disabilities or restricted mobility” (Objective 5, approach to implementation)</p> <p>The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience. This includes addressing additional interventions for those with sight and hearing loss and access at, and route to bus stops</p>		
<p>Concern regarding reduced private vehicle access to Norwich city centre as this makes it difficult for those who are disabled and have reduced mobility</p>	<p>As above: NCC undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility</p>	<p>Consider issues in the Implementation Plan as and when projects are taken forward</p>	
Safety			
<p>Concern regarding the safety of autonomous vehicles</p>	<p>Legislation on autonomous vehicles is directed by UK government, who have produced a Code of Practice for automated vehicle trialling</p> <p>Any trialling of automated vehicle technology must be carried out in line with UK law and will additionally be subject to any further NCC controls considered as required.</p>	<p>No change / Action</p>	
WFH (1 response)			
<p>Digital connectivity should be encouraged to cut down on car</p>	<p>The plan includes an action to seek opportunities to improve digital connectivity. The Plan recognises that improving digital connectivity will reduce travel by</p>	<p>No change / Action</p>	

Issues	Response	Changes to Strategy/Action	Location of change
journeys and enable parents to walk children to school	supporting the needs of businesses, home and other services. It will improve people's connectivity to services and reduce carbon emissions		
Affordable			
Concern regarding the cost of EVs and the exclusion this could cause	NCC recognises cost is a major barrier to switching to electric vehicles. The Electric Vehicle strategy recognises potential disparities and delivery will take such issues into account. By supporting a robust charging infrastructure there should be an increase in uptake and therefore drive down the cost of electric vehicles	Consider issues in the Implementation Plan as and when projects are taken forward	
Bus fares should be reduced	The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience	No change / Action	
Partnerships (1 response)			
Partnership working is key.	Agreed. This is set out clearly in Chapter 11: Approach to delivery of the LTP Strategy, which states "Norfolk County Council is committed to working in partnership..." The Implementation Plan includes a number of actions on partnerships, together with a separate appendix in support of this.	No change / Action	
Technology			
Improved phone signal, particularly in rural areas, is needed	Objective 1 strategy summary in the Implementation Plan states: The strategy recognises that users of the transport system increasingly use technology to inform their travel choices on the network: whether this be through mapping and navigation apps on mobile phones	The action under Policy 3 "Seek opportunities to improve digital connectivity" reworded to "Seek opportunities to	Actions under Policy 3

Issues	Response	Changes to Strategy/Action	Location of change
	An Action under Policy 3 (Innovation and new technologies will be embraced and used proactively in order to achieve our vision, including responding to new targets set by the recently adopted environmental policy) is to “Seek opportunities to improve digital connectivity.” Improving access to other forms of non-physical connectivity (eg phone signal) will support the policy	improve digital, phone and other forms of information connectivity to support LTP objectives.” Outcomes / Benefits amended	
Training on the rules of the road needed for e-scooter and bike share users.	The Implementation Plan contains a series of actions in support of behaviour change (Policy 4) and improving transport safety (Policy 17). Training and appropriate messaging could be included within these actions.	Under Policy 4, add a new action, Outcome / benefit, Timescale and funding	Actions under Policy 4
Not everyone has access to or able to use technology.	This is recognised in the Strategy (Policy 16) and supporting action in the Implementation Plan, albeit at a project-specific level.	Add action under Policy 16 “Continue to assess proposals for the use of digital technology to assess implications for people without access to technology.” Add Outcome / Benefit “Better accessibility for all.” Add Timescale “Ongoing.” Add Funding “NCC, other partners.”	
Electric			
More clarity is needed on how people without off road parking will be able to charge	EV Street charging is part of delivery of the EV Strategy. The council has adopted an appropriate policy for this. This is available on the council’s website	Comments will be passed to the appropriate team in order that any	

Issues	Response	Changes to Strategy/Action	Location of change
their EVs		necessary action can be taken to improve publicity	
Concern regarding pollution caused by EVs including the disposal of batteries	Whilst these concerns are noted, they are more an industry-wide / national matter than one for the LTP. The LTP supports the national policy of achieving a switch to electric vehicles.	No change / Action	
Concern over the safety of E-scooters	The county council is currently trialling the use of e-scooters. Evidence does not suggest that this is an issue, although it is recognised that people can feel at threat, especially from the illegal use of e-scooters	Continue to monitor the trials of e-scooters and reflect any learning points in the future roll-out of infrastructure or the e-scooter trials.	

Strategy Section/Policy	To what extent do you agree or disagree with the table of actions for Objective 1 'Embracing the future'? (Q.6)
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Issues	Response	Changes to Strategy/Action	Location of change
Roads (1 response)			
Stop closing roads and lanes	It is acknowledged that roadworks can be disruptive to residents, businesses and commuters. Detailed consideration of the impacts will be undertaken as schemes and projects are taken forward	Consider issues in the Implementation Plan as and when projects are taken forward	
Public Transport			
Improved connectivity to the city needed	The Strategy and Implementation Plan contain a number of policies (eg Policy 10 Policy 10 We will seek to improve connectivity between rural areas and services in urban centres) and actions in support of this. Actions include delivery of the BSIP and LCWIPS. The strategy and other supporting documents, eg Transport for Norwich Strategy, recognise the importance of connections between key service areas such as Norwich	No change / Action	
Public transport should be cheaper	The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience. One of its objectives is Simple and affordable fares and ticketing	No change / Action	
Need for more integrated public transport linking modes together	The first action under Policy 14 is: Deliver the Bus Service Improvement Plan (BSIP). The BSIP includes a range of interventions ... integration of	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
	services with other forms of transport...		
Carbon and sustainability			
Action needs to be quicker	The Plan and the associated carbon reduction target are considered to be ambitious and achievable given constraints such as available funding and the rural nature of the county. Government and NCC have set ambitious deadlines to achieve carbon neutrality and the Plan recognises the need to support this at a rapid pace	No change / Action	
NWL (1 response)			
Major infrastructure e.g. NWL does not encourage greater use of EVs and active travel.	The Strategy includes Policy 9 (Our priority for improved connectivity will be that the network is used by clean transport modes) and policies for achieving a switch to EVs and active travel, supported by a range of actions in the Implementation Plan such as delivery of the EV strategy and LCWIPs. In particular, in relation to larger schemes, the Implementation Plan (under Policy 11) contains actions, at the planning stage, to “Undertake appropriate and proportionate whole life carbon assessments on proposed schemes including construction and use of the asset” and “Develop our assessment criteria for schemes on the project pipeline to consider their impact across the range of LTP4 objectives”	No change / Action	
Rural			
Too much focus on large towns and cities	The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies. The Plan supports a range of actions including to investigate	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
	the delivery of 'Mobility as a Service' solutions, the implementation of the Bus Service Improvement Plan to improve public transport services and infrastructure connecting into settlements, and supports the priorities of the Norfolk Rural Economic Delivery Plan		
Unrealistic for a rural county.	The Plan is considered to contain a realistic set of proposals tailored to the demands of the county.	No change / Action	
Active Travel			
Walking and cycling should take into account potential inequalities between different groups of people and look to support overcoming other barriers to sustainable transport e.g. access to public transport in rural areas	The Plan acknowledges the importance of delivering a transport network which meets the needs of all. This Plan gives due regard to equality as part of meeting the Equality Act 2010 and the Public Sector Equality Duty	No change / Action	
Support for the promotion of physical exercise	The Plan supports the development of an online information hub under the brand of Travel Norfolk to encourage behaviour change	No change / Action	
Accessibility			
Walking and cycling are not viable alternatives for the elderly and disabled.	The Plan acknowledges the importance of delivering a transport network which meets the needs of all. This Plan gives due regard to equality as part of meeting the Equality Act 2010 and the Public Sector Equality Duty	No change / Action	
Agreement with all aspects	Noted	No change / Action	
Safety (3 differing			

Issues	Response	Changes to Strategy/Action	Location of change
responses)			
Safe routes to walk or cycle to school need to be provided where there is no bus service to reduce car journeys	The Plan supports working with the new communities to develop and deliver travel plans (actions under Policy 6). We will work with other active travel groups who are also looking to expand this function with schools	No change / Action	
Safe cycling enforcement needed e.g. wearing high-vis jackets should be compulsory	Enforcement is a matter for the police. The Implementation Plan sets out how we will work with them, and other organisations, on road safety. Legislation is a matter for national government.	No change / Action	
Partnerships			
Targets should be more specific and measurable	The targets in the Plan are specific and measurable.	A change has been made to the carbon target, to reflect other comments made in response to the consultation, see later.	
Technology			
Concern regarding autonomous vehicles and whether the transport network can cope with these	The Plan accepts that trialling work needs to be done on research and development of the infrastructure to support autonomous vehicles	Consider issues in the Implementation Plan as and when projects are taken forward	
Electric			
The section should focus on the immediately-achievable technologies such as EVs and charging infrastructure instead of pod technology and e-scooters which are not as practical for Norfolk	This Plan aims to be resilient to future challenges and will do this by preparing for a range of new technologies in the short, medium and long term. It is agreed that initial work at least should focus on immediately-available technology such as EVs.	Consider issues in the Implementation Plan as and when projects are taken forward	
EV changepoints	An action of the Plan (under	No change /	

Issues	Response	Changes to Strategy/Action	Location of change
in new builds is a priority	Policy 5) is to Adopt Parking Standards to amongst other things) ensure every new home with a parking space has an EV charge point	Action	
Developers (1 response)			
New developments need good provisions in order to reduce the need to travel.	Agreed. The Strategy sets out the approach to ensuring this (Policy 5) and the Implementation Plan contains a range of actions in support	No change / Action	

Strategy Section/Policy	<p>To what extent do you agree or disagree with our approach to implementation for Objective 2 ‘Delivering a sustainable Norfolk’ (Q.7)</p> <p>Summary Our approach to implementation will therefore be to continue to put resources into our work at all stages on new development:</p> <ul style="list-style-type: none"> Working with district councils, developers and other partners on reviews of local plans, at individual sites or allocations, in pre-application discussions and as a statutory consultee on planning applications. This will bring forward well-formulated development proposals in places within reach of services and facilities, enabling people to get to places by a range of sustainable travel options and in turn reduce carbon, improve air quality and create better communities Building evidence bases to inform of impacts of growth. This will identify infrastructure requirements to be understood up front and be planned for. This will benefit places, providing better connections and reducing congestion Keeping our guidance up to date. A key part of this will be embed carbon mitigation and budgets, and air quality requirements, into future reviews, achieving objectives and targets in these areas Devising and delivering travel plans at new developments, including monitoring travel behaviour at new developments to feed back into future decision-making. This will help understand people’s travel patterns and enable sound planning if future interventions. <p>Our approach will be to work in partnership on these issues.</p>
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
Concern regarding the impact of house building on the road network and how existing road infrastructure will not be able to handle this	Noted. It is acknowledged that it is important for areas of growth to be well served by transport networks, including public transport, and the Implementation Plan and associated Strategy recognise this. Norfolk County Council will continue to work with developers to ensure transport provision is integrated into development	No change / Action	
Public Transport			
Increased provision of public transport required – more frequent and direct services	Noted. This Plan supports the delivery of the BSIP	No change / Action	
Increased investment in rail is needed.	Both the Strategy and the Implementation Plan support rail and look to secure investment for improvements. It is considered to	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
	have adequate weight within the plan. Rail investment decisions are made by government. The Implementation Plan sets out that NCC will work with partners to make the case for improvements on the rail networks.		
Carbon and Sustainability			
The plan needs to go further to achieve net zero	The Plan includes a target for net zero. This is considered a challenging, realistic and practicable target. It should not be seen as the limit of ambition, and we will regularly monitor progress and develop and refine the measures brought forward to stay on track, or exceed the target if possible. The Implementation Plan sets out a range of actions including reducing travel, mode-shift to public transport and active travel, and switching to electric vehicles to achieve net-zero.	Amend the text in support of the carbon target “We consider this a challenging, realistic and practicable target. The target is not a limit to our ambition. We will seek to exceed it and bring forward carbon reductions more quickly if this proves possible given constraints such as levels of funding and other resource.”	Chapter 5 Target under Objective 4
Concern regarding new settlements which are dependent on car use and the impact this increase has on carbon and safety of roads for NMUs.	LTP Strategy includes policies about how the council will work to ensure new development is sited in places to reduce travel, or where it is well connected by sustainable transport, to avoid car-dependent development (Policy 5). The Implementation Plan contains appropriate actions to implement this policy	No change / action	
NWL			
NWL contradicts ambitions for sustainability	LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The Norwich Western Link needs to be	No change / action	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>considered within the context of the whole plan, which is seeking to deliver a range of outcomes including carbon reduction. We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level. The NWL will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery. The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL.</p> <p>Good connectivity is vital because when people choose to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families. Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. Without good connections to other parts of the country many businesses might not choose to stay in, or move to, Norfolk</p>		
Rural			
Some rural communities feel cut off from public transport due to the cost, frequency, reliability and time taken	The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience. The BSIP recognises the demand for increased and more reliable rural services. It includes target levels of service	No change / Action	
New developments should not be	Noted. LTP Strategy includes policies about how the council will work to ensure new development is	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
in areas with no transport options other than the car	<p>sited in places to reduce travel, or where it is well connected by sustainable transport, to avoid car-dependent development (Policy 5). The Implementation Plan contains appropriate actions to implement this policy</p> <p>It is acknowledged that it is important for areas of growth to be well served by public transport, and the Implementation Plan and associated Strategy recognise this. Norfolk County Council will continue to work with developers to ensure transport provision is integrated into development</p>		
Active Travel			
Concern for the practicality of walking and cycling everywhere	The Plan supports the development of an online information hub (action under Policy 4) under the brand of Travel Norfolk to encourage behaviour change and plan suitable transport for the route	No change / Action	
Accessibility			
Encourage an inclusive built environment and public transport for those with sight loss and disabilities	<p>Implementation Plan sets out that NCC will undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility (Objective 5), in support of the relevant policy (Policy 16).</p> <p>It also sets out that “Underlying...will be a commitment to making sure, as far as we can, that the transport network is suitable for all users including people with disabilities or restricted mobility” (Objective 5, approach to implementation)</p>	No change required. Detailed, specific issues will be considered in the Implementation Plan as and when projects are taken forward	
Partnerships (1 response)			
All development should be handled by NCC to better implement a sustainable	Noted	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
future			
Technology (1 response)			
The plan needs to take advantage of new technologies which facilitate new ways of working and living based around active transport and an integrated network.	Agreed. This is a main tenet of the Strategy (Objective 1: Embracing the Future) and the actions in the Implementation Plan.	No change / Action	
Electric			
Support for increased electric public transport	Noted	No change / Action	
Desire for more chargepoints	Noted	No change / Action	
Developers			
Support for working with developers and reiterate the need to share the delivery of transport provision with developers.	Developers are required to mitigate the impacts of their development, and the county council will look to secure appropriate actions (eg sustainable transport links) / funding (eg for travel plans) from developments within the constraints of the planning system	No change / Action	

Strategy Section/Policy	To what extent do you agree or disagree with the table of actions for Objective 2 'Delivering a sustainable Norfolk' (Q.8)		
Issues	Response	Changes to Strategy/Action	Location of change
Public Transport (2 responses)			
Orbital/circular public transport	Noted.	No change / Action.	

routes are needed around the city.			
More rail lines. Suggest Lynn to Norwich and North Norfolk Coastal lines.	Noted. These routes have not been included in the strategy or implementation plan as there is insufficient evidence to suggest that the business cases would show that there is a positive case likely to attract government investment.	No change / Action.	
Carbon and Sustainability			
Concern for housebuilding on the environment	Noted. This is a matter for the planning authorities rather than the local transport plan to determine.	No change / action	
NWL (1 response)			
Major infrastructure projects are contradictory to carbon reduction and improved air quality	<p>LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The Norwich Western Link needs to be considered within the context of the whole plan, which is seeking to deliver a range of outcomes including carbon reduction and improved air quality. The NWL will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery. We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level.</p> <p>Good connectivity is vital because when people choose to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families. Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. Without good connections to other parts</p>	No change / action	

	of the country many businesses might not choose to stay in, or move to, Norfolk.		
Rural			
Little consideration of rural communities	The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies. The Plan supports a range of actions relevant to rural communities	No change / Action	
Active Travel (2 responses)			
More protective cycle lanes are needed	Noted. This is included in LCWIPs	Consider issues in the Implementation Plan as and when projects are taken forward	
New developments need to prioritise active travel	LTP Strategy includes policies about how the council will work to ensure new development is sited in places to reduce travel, or where it is well connected by sustainable transport, to avoid car-dependent development (Policy 5). The Implementation Plan contains appropriate actions to implement this policy Norfolk County Council will continue to work with developers to ensure transport provision is integrated into development	No change / Action	
Safety (1 response)			
Concern new builds to not accommodate for walkers and cyclists	Norfolk County Council will continue to work with developers to ensure transport provision is integrated into development	No change / Action	
Affordable (1 response)			
Need more affordable alternatives to the car	The Implementation Plan contains a number of actions to promote active travel and public transport. The BSIP aims to address ticketing on bus services. One of its objectives is Simple and affordable fares and ticketing	No change / Action	

Electric (1 response)			
E-bikes, cargo bikes and pedestrian facilities are needed in Norfolk towns	This is included. An action under Policy 9 is to investigate funding opportunities to deliver a range of initiatives to deliver clean freight including e-cargo bikes	No change / Action	
Developers			
Developers need to provide transport infrastructure such as safe walking and cycling routes and bus stops.	Developers are required to mitigate the impacts of their development, and the county council will look to secure appropriate actions (eg sustainable transport links) / funding (eg for travel plans) from developments within the constraints of the planning system	No change / Action	

Strategy Section/Policy	<p>To what extent do you agree or disagree with our approach to implementation for Objective 3 ‘Enhancing connectivity’ (Q.9)</p> <p>Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy</p> <p>Our approach to implementation will therefore be to:</p> <ul style="list-style-type: none"> • Work with a range of partners on significant projects and programmes that improve connectivity into and within the county. This includes making the case for improvements on the strategic trunk road and rail networks with a focus on achieving low carbon in the way that these networks are used. This will help to achieve better, cleaner connectivity, bringing forward economic outcomes for the county • Take forward schemes that are included in the current government large local major and major road network funding streams. These are Long Stratton Bypass, Norwich Western Link, West Winch Housing Access Road, A47/A17 Pullover Junction, King’s Lynn. Delivery of the Great Yarmouth Third River Crossing has already started on the ground and will be completed open to traffic by early 2023. These schemes will realise a range of benefits. They all have detailed business cases, at various stages of development, setting out scheme objectives, benefits and impacts. Appropriate relevant and assessments will be required for each scheme at the appropriate stages in their development. Each will need to prove its case in order to draw down funding and receive any statutory consents or approvals needed prior to delivery on the ground. A key part will be consideration of carbon credentials of each scheme. • Reduce carbon and improve air quality by making sure impacts are known and measures taken to reduce impacts in bringing forward schemes that improve connectivity. We will do this by assessing the carbon impacts of schemes the county council brings forward. We will develop and deliver low-carbon connectivity through countywide Local Cycling and Walking Infrastructure Plans, and the Bus Service Improvement Plan. These measures will lead to acceleration of carbon reduction, and help to achieve our outcomes of improved connectivity and accessibility.
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
Investment in rail should be prioritised over road building	Rail investment decisions are made by government. The Implementation Plan sets out that NCC will work with partners to make the case for improvements on the rail networks.	No change / Action	
Public transport			
Improved public transport connectivity to service centres and other public transport	The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience The BSIP aims to address the issue of connectivity to service	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
	centres and link with other services		
More emphasis needed on rail and the opportunity for investment in rail infrastructure.	Both the Strategy and the Implementation Plan support rail and look to secure investment for improvements. It is considered to have adequate weight within the plan. Rail investment decisions are made by government. The Implementation Plan sets out that NCC will work with partners to make the case for improvements on the rail networks.	No change / Action	
Carbon and Sustainability			
Road building contradicts carbon emission targets.	LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The need for road improvements needs to be considered within the context of the whole plan, which is seeking to deliver a range of outcomes including carbon reduction. We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level. Each scheme will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery.	No change / Action	
NWL			
Concern regarding the impact on flora and fauna	<p>We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level.</p> <p>The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL.</p>	No change / Action Consider issues as the project is taken forward	
Contradiction	LTP4 is an ambitious strategy	No change /	

Issues	Response	Changes to Strategy/Action	Location of change
to carbon reduction and improved air quality ambitions	<p>putting carbon reductions and improved air quality at the heart of transport policy. The need for road improvements needs to be considered within the context of the whole plan, which is seeking to deliver a range of outcomes including carbon reduction. Each scheme will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery.</p> <p>Good connectivity is vital because when people choose to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families. Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. Without good connections to other parts of the country many businesses might not choose to stay in, or move to, Norfolk.</p> <p>We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level.</p>	Action	
Rural			
Too much focus on larger towns and cities than rural areas	<p>The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies.</p> <p>The Plan supports a range of actions relevant to rural communities</p>	No change / Action	
Safety (1 response)			
Safety concerns make walking and cycling	We will work with partners to deliver behaviour change and make the network safer for all users	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
less attractive			
Affordable (2 responses)			
Train fares are too expensive	Noted Fares are generally set by government.	No change / Action	
Affordability of EVs	NCC recognises cost is a major barrier to switching to electric vehicles. The Electric Vehicle strategy recognises potential disparities and delivery will take such issues into account. By supporting a robust charging infrastructure there should be an increase in uptake and therefore drive down the cost of electric vehicles	Consider issues in the Implementation Plan as and when projects are taken forward	
Partnerships			
Reiterate the importance of partnership working	Agreed. This is set out clearly in Chapter 11: Approach to delivery of the LTP Strategy, which states “Norfolk County Council is committed to working in partnership...” The Implementation Plan includes a number of actions on partnerships, together with a separate appendix in support of this.	No change	
Technology (1 response)			
Pick-up points and delivery bikes should be used as an alternative to drones and autonomous vehicles for last mile deliveries.	Agreed that pick-up points could be a suitable alternative.	Amend relevant action under Policy 9 “Investigate funding opportunities to deliver a range of initiatives to deliver clean freight including pick-up points, e-cargo bikes, freight consolidation centres (where last-mile deliveries are made by clean modes) and	

Issues	Response	Changes to Strategy/Action	Location of change
		more innovative technologies such as drones or automated vehicles / pods (see Policy 2)"	
Electric (2 responses)			
Reiterate need for electric charging	Noted. This is included within EV strategy	No change / Action	
Access to Norwich (2 response)			
The ambition to support and improve assets and businesses in the city centre is supported	Noted	No change / Action	

Strategy Section/Policy	To what extent do you agree or disagree with our table of actions for Objective 3 'Enhancing connectivity' (Q.10)
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
New road building is not the answer	Noted LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The need for road improvements needs to be considered within the context of the whole plan, which is seeking to deliver a range of outcomes including carbon reduction. Each scheme will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery Good connectivity is vital because when people choose	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
	to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families. Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. Without good connections to other parts of the country many businesses might not choose to stay in, or move to, Norfolk		
Public transport			
Work with rail companies and electrify rail travel. Greater reliability and connectivity in East Anglia and beyond is needed	NCC work closely with partners to deliver greener and better connected rail transport. Several actions under Policy 8 address the comments, including to electrify the remainder of the rail network into the county	No change / Action	
More bus routes operating with more buses is needed	The BSIP aims to address routes and appropriate levels of bus provision	No change / Action	
Support for the emphasis on the rail network, clean freight solutions and replacement of old buses	Noted	The Plan has been updated to include the recent successful ZEBRA Bid for electric busses	
Carbon and Sustainability (2 responses)			
Specific measurable targets are needed and a clear differentiation is needed between air quality and carbon emissions.	Specific, measurable targets are set out in Chapter 5: Targets of the Implementation Plan. It is not considered that the Plan does not differentiate between air quality and carbon, although may actions will address both.	No change/Action	
Increase tree	Both measures are being	No change /	

Issues	Response	Changes to Strategy/Action	Location of change
planting and electrify council vehicles.	taken forward by NCC in response to its environmental policy. Progress was reported to Cabinet , April 2022. The Implementation Plan includes an action, under policy 11 to deliver net zero on our own estate, which includes electrification of NCC fleet	Action	
NWL			
Disagree with Western Link	<p>There was no clear theme as to why the Wester link was not seen as benefiting connectivity, other than carbon emissions. LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The Norwich Western Link needs to be considered within the context of the whole plan, which is seeking to deliver a range of outcomes including carbon reduction. The NWL will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery.</p> <p>Good connectivity is vital because when people choose to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families. Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. Without good connections to other parts of the country many businesses might not choose to stay in, or move to, Norfolk</p>	No change / action	
Rural			
Not enough consideration of	The Plan covers the whole of the county and is considered	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
rural areas	to contain sufficient focus across all geographies. The Plan supports a range of actions relevant to rural communities		
Active Travel (2 responses)			
Agree with encouraging increased cycling and walking	Noted	No change / Action	
Implementation should take account of the importance of both local and county-wide connectivity to achieve higher levels of active travel	Noted. The Implementation Plan does this.	No change / Action	
Accessibility (2 responses)			
Concern over the countywide LCWIP and the impact on ability to drive. Concern where the funding is coming from for this	Consultation on the countywide LCWIP is due for later in 2022, when such matters will be considered. Funding comes from a range of sources including Capability Fund and Norfolk Strategic Fund. Funding sources are shown in the Implementation Plan (Appendix 2)	No change / Action	
More mention of those with disabilities needed.	Implementation Plan sets out that NCC will undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility (Objective 5), in support of the relevant policy (Policy 16). It also sets out that "Underlying...will be a commitment to making sure, as far as we can, that the transport network is suitable for all users including people	No change required. Detailed, specific issues will be considered in the Implementation Plan as and when projects are taken forward	

Issues	Response	Changes to Strategy/Action	Location of change
	with disabilities or restricted mobility” (Objective 5, approach to implementation)		
Safety (1 response)			
Roads need to be safer to encourage walking and cycling, particularly rural roads	Noted. LTP Strategy has an objective to improve transport safety. A range of actions is included in the Implementation Plan under Policy 17. A target is included in Chapter 5	No change / Action	
Affordable (1 response)			
Not all able to afford an EV	NCC recognises cost is a major barrier to switching to electric vehicles. The Electric Vehicle strategy recognises potential disparities and delivery will take such issues into account. By supporting a robust charging infrastructure there should be an increase in uptake and therefore drive down the cost of electric vehicles	Consider issues in the Implementation Plan as and when projects are taken forward	
Electric (1 response)			
Electric buses may only primarily suit towns journeys and not rural ones	Noted. As technology improves, this is likely to change.	No change / Action	
Access to Norwich (1 response)			
Concerned about how people will get to work if petrol and diesel vehicles are banned and the impact this will have on the city	Noted. This will be part of the assessment of such a measure prior to any decision made about its suitability.	No change / Action Consider issues in the Implementation Plan as and when projects are taken forward	

Strategy Section/Policy	<p>To what extent do you agree or disagree with our approach to implementation for Objective 4 ‘Enhancing Norfolk’s quality of life’ (Q.11)</p> <p>Our approach to implementation will therefore be to:</p> <ul style="list-style-type: none"> • Introduce relevant proportionate assessments into the feasibility, development and design process for schemes. Carbon assessments will be a key part of this, supporting us on our carbon targets • Deliver the Transport for Norwich strategy, which includes feasibility work on a number of potentially far-reaching interventions to reduce traffic, reduce carbon and improve air quality • Refresh the transport strategies in other urban areas. This will lead to an increased focus on delivering our outcomes for carbon, air quality and health • Consider any requirements for additional work on publication of Local Transport Plan guidance from government, enabling us to further improve the prospects of achieving carbon reduction if considered to be required • Work in partnership with districts, developers and other organizations for more effective, joined-up delivery.
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Issues	Response	Changes to Strategy/Action	Location of change
Roads (1 response)			
Plan undermined by road and house building proposals as it will make it difficult to move away from private cars	<p>Noted. LTP Strategy includes policies about how the council will work to ensure new development is sited in places to reduce travel, or where it is well connected by sustainable transport, to avoid car-dependent development (Policy 5). The Implementation Plan contains appropriate actions to implement this policy</p> <p>It is acknowledged that it is important for areas of growth to be well served by public transport, and the Implementation Plan and associated Strategy recognise this. Norfolk County Council will continue to work with developers to ensure transport provision is integrated into development</p>	No change / Action	
Public transport			
Bus stops are too far away making people unable to access public transport and encouraging people to drive all the way to	The BSIP aims to look at the journey to the bus stop as well as the bus journeys themselves	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
their destination			
Carbon and Sustainability			
Concern over levels of pollution from old buses and bus priority measures causing congestion for motorists	NCC continues to work in partnership with bus providers to improve the bus fleet. One of the objectives in the BSIP is “To have a green and sustainable transport offer”	No change / Action	
Too much dependence on EVs.	Work undertaken in support of development of the Strategy showed a switch to EVs to be one of the most effective measures to achieve carbon reduction. Both the Strategy and the Implementation Plan acknowledge that this is not the only action required to achieve LTP objectives, and the Implementation Plan contains a range of other actions.	No change / Action	
NWL (2 responses)			
Contradiction with carbon targets	<p>LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The Norwich Western Link needs to be considered within the context of the whole plan, which is seeking to deliver a range of outcomes including carbon reduction. The NWL will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery.</p> <p>Good connectivity is vital because when people choose to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families. Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. Without good connections</p>	No change / action	

Issues	Response	Changes to Strategy/Action	Location of change
	to other parts of the country many businesses might not choose to stay in, or move to, Norfolk		
Concern for the impact of the NWL on Norfolk's 'quiet charm'	We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level. The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL	No change / Action Consider issues as the project is taken forward	
Rural			
Too Norwich/urban-centric	The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies. The Plan supports a range of actions relevant to rural communities	No change / Action	
Better public transport provision is needed in rural areas.	The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience. The BSIP recognises the demand for increased and more reliable rural services. It includes target levels of service	No change / Action	
Active Travel (2 responses)			
More needs to be done to encourage modal shift away from personal vehicles e.g. access to leisure	Noted Several actions in the Implementation Plan support this.	No change / Action	
Accessibility			

Issues	Response	Changes to Strategy/Action	Location of change
(2 responses)			
More support for the disabled is needed to reduce alienation and loneliness	This is beyond the scope of the LTP4 Implementation Plan. Other work is being done across NCC to tackle this	No change / Action	
Facilities for disabled people need improving on public transport.	The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, integration of services with other forms of transport, improvements to fares and ticketing and improvements to the bus passenger experience. The BSIP includes a commitment to develop a customer charter that will show the minimum standards of on-board facilities	No change / Action	
Safety (2 responses)			
Improved cycle safety needed e.g. cycle safety lessons and segregation	The Plan includes the aim to roll out via the Road Safety team training programmes in schools for pedestrians and cyclists including Step on it, Crucial Crew and Bikeability (Policy 17)	No change / Action	
Affordable			
Concern regarding congestion zones/charging and the impact this will have on businesses	Noted. This will be part of the assessment of such a measure prior to any decision made about its suitability.	No change / Action Consider issues in the Implementation Plan as and when projects are taken forward	
Restriction of petrol and diesel vehicles will place the burden on those who cannot afford alternatives	Noted. This will be part of the assessment of such a measure prior to any decision made about its suitability.	No change / Action Consider issues in the Implementation Plan as and when projects are taken forward	

Issues	Response	Changes to Strategy/Action	Location of change
Partnerships (2 responses)			
Plans and associated costs should be shared with the public	Noted NCC undertakes consultation on schemes before they are implemented on the ground where such information is made available	No change / Action	
Support partnership working e.g. with the Broads Authority.	Noted The council works with the Broads Authority where this is relevant and appropriate.	Add a section on partnerships in Chapter 4, Partnerships section, noting the Broads Authority (amongst others)	
Electric (1 response)			
Electrifying bus fleet should be first priority	NCC continued to work in partnership with Bus providers to apply for funding to provide cleaner busses. One of the objectives in the BSIP is "To have a green and sustainable transport offer"	No change / Action	
Access to Norwich			
Concern that ambitions to decarbonise and restrict vehicles will harm the city centre and businesses	The issues will be investigated in detail as and when projects are taken forward. This will include consideration of access to the centre in order to maintain economic prosperity	No change / Action	

Strategy Section/Policy	To what extent do you agree or disagree with the table of actions for Objective 4 'Enhancing Norfolk's quality of life' (Q.12)		
Issues	Response	Changes to Strategy/Action	Location of change
Carbon and sustainability (2 responses)			
Decarbonisation of the Norfolk Broads should be pursued	Noted An action under Policy 11 is to "Investigate working with Broads Authority and other partners on decarbonising	No change / Action	

	waterways”		
Should await LTP requirements for quantifiable carbon reduction.	<p>Noted.</p> <p>Members agreed to a review of the LTP because it was recognised that this needed to be done in order that the council continues to have an up-to-date plan. The proposed LTP4 brings the plan up to date and recognises the key issues especially around the need to reduce carbon.</p> <p>We do not yet have a firm timescale for when further guidance might be published. It is important to make sure we have a plan that is up to date and best suited to the challenges ahead rather than not do anything.</p> <p>The Implementation Plan sets out clearly the actions we propose to take following any guidance.</p>	<p>No change</p> <p>The need for action will be considered following guidance, as set out in the Implementation Plan (set out in the narrative under Objective 4, Approach to Implementation).</p>	
NWL (1 response)			
Plans disguise the major damage caused through increased carbon emissions from the major infrastructure projects.	<p>We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level</p> <p>The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL</p>	<p>No change / Action</p>	
Rural (2 responses)			
Need to look at actions which can be rolled out county wide instead of focusing on large towns and Norwich.	<p>The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies.</p> <p>The Plan supports a range of actions relevant to rural communities</p>	<p>No change / Action</p> <p>Consideration will be given to the relevance of actions in any particular</p>	

		geography as projects are taken forward	
Active travel (1 response)			
LCWIPs are key to delivering a well connected network	Noted	No change / Action	
Accessibility (2 responses)			
Disabled drivers' needs must be considered when altering rules for private cars in the city centre	Noted. This will be part of the assessment of such a measure prior to any decision made about its suitability. NCC undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility	Consider issues in the Implementation Plan as and when projects are taken forward	
The health and wellbeing of the most disadvantaged should be prioritised to ensure they do not bear the burden of any unintended adverse impacts of the actions	NCC undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility	Consider issues in the Implementation Plan as and when projects are taken forward	
Affordable (2 responses)			
Concern that not everyone can afford to decarbonise life and buy EVs	NCC recognises cost is a major barrier to switching to electric vehicles. The Electric Vehicle strategy recognises potential disparities and delivery will take such issues into account. By supporting a robust charging infrastructure there should be an increase in uptake and therefore drive down the cost of electric vehicles	Consider issues in the Implementation Plan as and when projects are taken forward	
Partnerships (1 response)			
Support approach to partnership working and reiterate its importance to	Noted	No change / Action	

achieve improved carbon footprint			
Electric (2 responses)			
Be cautious about further disadvantage to residents who cannot afford an EV	NCC recognises cost is a major barrier to switching to electric vehicles. The Electric Vehicle strategy recognises potential disparities and delivery will take such issues into account. By supporting a robust charging infrastructure there should be an increase in uptake and therefore drive down the cost of electric vehicles	Consider issues in the Implementation Plan as and when projects are taken forward	
Need for more EV chargers	The Plan supports the recently adopted NCC EV Strategy	No change / Action	

Strategy Section/Policy	<p>To what extent do you agree or disagree with our approach to implementation for Objective 5 ‘Increasing accessibility’ (Q.13)</p> <p>Our approach to implementation will be to:</p> <ul style="list-style-type: none"> • Improve accessibility across the county through a range of measures based on public transport and active travel. Doing this will improve people’s access to services and facilities, especially in rural areas, by sustainable public transport based means. Increasing people’s access to services will improve their outcomes • Implement our Bus Service Improvement Plan, working in an enhanced partnership with bus operators. Doing this will achieve the outcomes listed in the BSIP. These include increased patronage, improved satisfaction, more punctual and reliable services, greener buses and increased accessibility (ie increase the range of services offered in rural areas) • Develop and deliver Walking and Cycling Infrastructure Plans across the whole of the county. This will lead to an increase in active travel, improving people’s health and leading to reduced carbon and improved air quality • Engage with other local authorities, developers and others in the planning for new development to bring it forward in places that are within easy reach for people to get to. We will work with service providers in the planning and delivery stages to make sure services are accessible. This will improve service delivery as well as improving people’s life chances (as places can be easily reached). It will also lead to reduced travel and reduced carbon • Reprioritise space, especially within urban areas, and give priority to walking, cycling and public transport. This will achieve a mode shift to more sustainable travel and lead to outcomes including better air quality and reduced carbon • Undertake proportionate assessments of proposals to make sure the transport system is suitable for all users including people with disabilities or restricted mobility. This will improve equality by providing a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people.
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Issues	Response	Changes to Strategy/Action	Location of change
Roads (1 response)			
Should have been built into transport plan before recent changes to Norwich road system.	The council was successful in securing funding from Transforming Cities, which has a focus on objectives similar to the transport plan’s. Future schemes will be considered against LTP4 once it is adopted and this will form part of the decision-making about whether measures are taken forward, and in what form.	No change / action	
Public transport			
Bus services are unreliable and need increased frequencies	Bus services are being looked at as part of the BSIP. This includes outcomes for mor reliable and more punctual services, as well as target levels of service.	No change / Action	
Old buses make taking the bus an unattractive	NCC are working in partnership with Bus providers to update fleets	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
option			
Investment in rail is needed.	Both the Strategy and the Implementation Plan support rail and look to secure investment for improvements. It is considered to have adequate weight within the plan. Rail investment decisions are made by government. The Implementation Plan sets out that NCC will work with partners to make the case for improvements on the rail networks.	No change / action	
Carbon and sustainability (2 responses)			
The Council needs to be an active advocate for change.	Noted. Although the action to promote behaviour change includes advocating in favour of walking and cycling it does not capture the point about being an advocate for wider change	Include, alongside the action for Behaviour Change under Policy 4, an action "Promote change to achieve the LTP objectives with a focus on sustainability, quality of life, accessibility and safety"	
Support for the plans.	Noted	No change / action	
Rural			
Public transport needs to be made more accessible in rural areas	Bus services are being looked at as part of the BSIP. The BSIP includes target levels of service	No change / Action	
Active travel			
Active travel needs to be made the easy and attractive option through improved infrastructure and road maintenance	The Strategy (Objective 7) sets out that we "will focus maintenance for users where it will have the most beneficial impact. For example this might mean focussing maintenance on cyclists and pedestrians for active travel routes identified in LCWIPs"	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
Accessibility			
Concern the plan does not go far enough to address accessibility for all including making transport accessible in places where there is not currently adequate infrastructure	Noted	Consider issues in the Implementation Plan as and when projects are taken forward	
Affordable			
The cost of public transport is too high	The Bus Service Improvement Plan recognises the cost of public transport as an issue. One of its objectives is to have a simple and affordable fares and ticketing offer	No change / Action	
Partnerships (1 response)			
Need to engage with local communities	Noted NCC undertakes a range of consultation including on schemes before they are implemented	No change / Action	
Developers (1 response)			
Housing developments should include facilities which reduce the need to travel.	Noted. LTP Strategy includes policies about how the council will work to ensure new development is sited in places to reduce travel, or where it is well connected by sustainable transport, to avoid car-dependent development (Policy 5). The Implementation Plan contains appropriate actions to implement this policy Actions under Policy 4 include the development and delivery of travel plans at new developments, encouraging reduced and more sustainable travel. The Plan includes a target (Target 2) about travel plans at residential developments		

Strategy Section/Policy	To what extent do you agree or disagree with the table of actions for Objective 5 'Increasing accessibility' (Q.14)
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Issues	Response	Changes to Strategy/Action	Location of change
Public Transport			
Agreement that public transport needs improving	Noted	No change / Action	
Coordination between public transport is needed e.g. inter-operator ticketing and timetabling, and orbital bus services.	The BSIP aims to address ticketing on bus services. One of its objectives is Simple and affordable fares and ticketing	No change / Action	
Rural (2 responses)			
Need for more inter-bus operator ticketing and coordination across Norfolk to enable public transport journeys across the county. Bus infrastructure in rural areas is poor compared to cities and town centres	The BSIP aims to address ticketing on bus services. One of its objectives is Simple and affordable fares and ticketing	No change / Action	
Avoidance of the rural nature of the county.	The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies. The Plan supports a range of actions relevant to rural communities	No change / Action	
Accessibility (3 responses)			
Must ensure bus and train access is wheelchair accessible without the need to make prior arrangements	NCC work in partnership with bus and train operators to provide accessible services as standard	No change / Action	
Implementation needs to avoid the	NCC will focus funding where access improvements are	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
risk of focussing access improvements in areas already with largely adequate access	considered a priority		
Support for thought given to disabled and reduced mobility users.	<p>Noted</p> <p>Implementation Plan sets out that NCC will undertake proportionate assessments of proposals to make sure they are suitable for all users including people with disabilities or restricted mobility (Objective 5), in support of the relevant policy (Policy 16).</p> <p>It also sets out that “Underlying...will be a commitment to making sure, as far as we can, that the transport network is suitable for all users including people with disabilities or restricted mobility” (Objective 5, approach to implementation)</p>	No change / Action	
Safety (2 responses)			
Suggestion of adult cycle lessons / refreshers on the highway code	Chapter 9: Improving Transport Safety of the Strategy sets out that the council delivers a range of courses. The Action to continue to do this is included under Policy 17 (Deliver a range of projects including driver development, driver education and enforcement)	No change	
Concern over the safety of shared bus/cycle lanes	<p>Noted</p> <p>This forms part of the assessment of such a measure prior to any decision about its suitability for implementation. Casualties are regularly monitored and changes brought forward to address issues as appropriate.</p>	Consider issues in the Implementation Plan as and when projects are taken forward	
Partnerships (1 response)			
Essential to work	Noted	Consider issues	

Issues	Response	Changes to Strategy/Action	Location of change
with bus companies, private broadband providers and local councils to support digital connectivity and bus and train connectivity in rural areas		in the Implementation Plan as and when projects are taken forward	
Technology 1 (response)			
Need for improved digital connectivity	Better broadband is a priority for Norfolk An action under Policy 14 is to improve digital connectivity	No change / Action	

Strategy Section/Policy	<p>To what extent do you agree or disagree with our approach to implementation for Objective 6 ‘Improving transport safety’ (Q.15)</p> <p>Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy</p> <p>Our approach to implementation will therefore be to focus on reducing the rate of killed and seriously injured casualties through:</p> <ul style="list-style-type: none"> • Following the Safe Systems approach and working as part of the Road Safety Partnership. This will reduce the rate of killed or seriously injured casualties on the roads, helping us achieve our target • Delivering a range of initiatives including safety schemes, speed management, encouraging alternative modes of transport, and the safest vehicles possible, and achieving compliance through initiatives that influence road user behaviour, with enforcement action taken where required. This will help achieve our objective to improve road safety. It will also improve people’s quality of life by reducing the impacts of the highway network on communities. It will improve people’s life chances by reducing or removing any barriers that would otherwise prevent or deter people from using the network to access opportunities
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Issues	Response	Changes to Strategy/Action	Location of change
Roads (2 responses)			
Improve roads and cease building houses on main arterial roads which results in reducing the speed limit	LTP Strategy includes policies about how the council will work to ensure new development is sited in places to reduce travel, or where it is well connected by sustainable transport, to avoid car-dependent development (Policy 5). The Implementation Plan contains appropriate actions to implement this policy. Under Policy 7 there is an action about reviewing Safe Sustainable Development document, which	Consider issues in the Implementation Plan as and when projects are taken forward	

Issues	Response	Changes to Strategy/Action	Location of change
	includes how we would consider new developments proposed on main roads.		
Must keep road maintenance to a good standard and increase policing and enforcement	The Strategy and Implementation Plan support the Safe Systems approach whereby compliance is encouraged through initiatives which influence road user behaviour, and enforcement action is taken where required	No change / Action	
NWL			
Concerns for safety of NWL and NDR, particularly for pedestrians and cyclists who wish to cross the busy roads	Noted. The project has been developed to enable active travel and uptake of public transport within the west of the greater Norwich area. Proposed measures, to be delivered as part of the scheme, encourage mode shift away from the private car by providing the means to travel sustainably by bike, on foot or by bus, as well as linking up the existing Public Rights of Way network. It will do this by the introduction of new and improved public right of way links	This comment will be passed to the relevant teams to consider.	
Rural			
Concern for reduced speed limits on rural roads which is a cause for frustration and query who will enforce this.	LTP Strategy sets out that the council will follow the safe systems approach (Policy 17). The supporting narrative states "The basis of the Norfolk Speed Management Strategy is to both set appropriate speed limits and achieve a reasonable level of driver compliance with those limits"	No change	
Active travel			
Cycle paths and crossings need to be improved to increase safety and encourage use	LCWIPs are being produced which focus on improving safety for cyclists and pedestrians	No change / Action	
Accessibility (1 response)			
Improved	Noted. This is too detailed an	This comment	

Issues	Response	Changes to Strategy/Action	Location of change
lighting at P&R sites to support those with mental health issues who are impacted by poor lighting	issue for the Implementation Plan	will be passed to the relevant teams to consider.	
Safety			
All road users need to be accountable to safety, not just drivers	The Strategy sets out that the council will follow the Safe Systems approach (Policy 17), which will be integrated alongside our behaviour change campaigns for all road users and Healthy Streets approach	No change / Action	
Concern regarding the safety of e-scooters and their impact on the safety of other network users	The county council is currently trialling the use of e-scooters. Evidence does not suggest that this is an issue, although it is recognised that people can feel at threat, especially from the illegal use of e-scooters	Continue to monitor the trials of e-scooters and reflect any learning points in the future roll-out of infrastructure or the e-scooter trials.	
Support for increased average speed cameras	Noted	No change / Action	
Suggest providing training for all road users on how to use the network safely	Chapter 9: Improving Transport Safety of the Strategy sets out that the council delivers a range of courses. The Action to continue to do this is included under Policy 17 (Deliver a range of projects including driver development, driver education and enforcement)	No change	
Technology (1 response)			
New technologies still in their infancy and it will take years for it to be more widely in use.	The Strategy has an objective to embrace the future, including maximising the use of technology and innovation as it is recognised that this can help to achieve better outcomes. It is accepted that some new technologies are still in their infancy, but this does not mean we should not use what is available now where it is	No change	

Issues	Response	Changes to Strategy/Action	Location of change
	considered to be beneficial		

Strategy Section/Policy	To what extent do you agree or disagree with the table of actions for Objective 6 'Improving transport safety' (Q.16)		
Issues	Response	Changes to Strategy/Action	Location of change
Rural (1 response)			
Rural one lane roads need to be made safer	Noted LTP Strategy sets out that the council will follow the safe systems approach (Policy 17). The supporting narrative includes detail about the system	Consider issues in the Implementation Plan as and when projects are taken forward	
Active travel (1 response)			
Where possible, cycle lanes should be segregated from road traffic and pedestrians	The Plan includes the aim to prioritise space for certain types of user in urban areas, putting in dedicated, segregated lanes for public transport and / or cycling. We will do this when we implement transport strategies in urban areas and market towns (See Policy 12 and Policy 5)	No change / Action	
Safety			
Greater enforcement is needed	The Strategy (Policy 17) supports the Safe Systems approach whereby compliance is encouraged through initiatives which influence road user behaviour, and enforcement action is taken where required	No change / Action	
There should be more use of digital camera signs	The Strategy has an objective to embrace the future, including maximising the use of technology and innovation as it is recognised that this can help to achieve better outcomes. This would include digital camera signs for, inter alia, road safety and to enable users to make decisions based on real time information about	No change / Action	

	the network		
Road safety training is highly important both for drivers and cyclists	Noted This is supported in both the Strategy (Chapter 9) and the Implementation Plan (actions under Policy 17)	No change / Action	

Strategy Section/Policy	<p>To what extent do you agree or disagree with our approach to implementation for Objective 7 ‘a well-managed and maintained transport network (Q.17)</p> <p>Summary of our preferred approach to implementation of the policies in the adopted Local Transport Plan Strategy</p> <p>Our approach to implementation will be to:</p> <ul style="list-style-type: none"> • Prioritise local transport grant funding towards maintenance of the most well-used parts of the network; to ensure A and urban / inter-urban routes are in good condition. • Vigorously exploit all funding opportunities to deliver the widest range of schemes and other initiatives. We will seek to secure funding for innovative schemes such as trials of new technology. This will provide significantly more funding than through core grants and will enable the transport network to meet the needs of users • Use better evidence gained through utilising technology to inform decisions This will help to achieve outcomes including to improve economic outcomes by ensuring these important routes fulfil their strategic role • Develop our use of innovation drawing on key contracts with companies and businesses, develop our use of technology to monitor performance and develop our prototype system using vehicle movement data to provide an objective assessment of network performance. This will provide better data across an increased range of indicators to enable better understanding and the ability to target resources more effectively. This will help to achieve a broad range of outcomes and several of our targets • Manage the networks in urban areas to provide dedicated and priority measures for active travel and public transport. This will lead to better conditions for active travel and public transport. In turn, this will lead to reduced carbon, improved air quality and better health outcomes • Consider government’s response to consultation on pavement parking with a view to taking appropriate action to implement and take on powers to enforce moving traffic offences. This will help improve conditions for pedestrians and encourage people to walk. Taking on enforcement of moving traffic offences will contribute to a reduction in casualties.
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
Maintenance of existing roads should be prioritised over the building of new ones	Chapter 10 A Well Managed and Maintained Transport Network of the Strategy sets out that we will do this (We will use this [funding] predominantly for maintenance”). The Implementation Plan includes an appropriate target: Percentage of principal roads where maintenance should be considered	No change / Action	
Public transport			
Buses are expensive, unreliable and infrequent.	The Plan supports the BSIP which aims to tackle the issue of cost and unreliable services. It includes target levels of service	No change / Action	
Concern for funding and that there is	The Norfolk Bus Service Improvement Plan (BSIP) is funded through the	The Plan has been updated to reflect the	Chapter 2, Objective 5: Increasing

Issues	Response	Changes to Strategy/Action	Location of change
not enough for public transport	Department for Transport BSIP funding so is ring fenced for public transport. The allocation was announced in April 2022 and the Implementation Plan has been updated to reflect this. NCC will continue to work with partners and apply for additional funding when it becomes available.	recent announcement of BSIP funding from DfT. The text in the consultation draft refers to the amount that had been applied for, pending the results.	Accessibility, Approach to Implementation
Carbon and sustainability (2 responses)			
Support for the plan	This response has been noted	No change / Action	
Concern that prioritising active travel and public transport measures will increase congestion and hence increase air pollution	The Strategy has been developed so that it best addresses the challenges. Any disbenefits from proposals will be assessed as part of scheme implementation, and actions such as behaviour change campaigns will help achieve change. By encouraging behaviour change to create a modal shift to active travel and public transport the number of private cars will be reduced, therefore reducing congestion	No change / Action	
NWL (2 responses)			
Maintenance of the new road will be an added cost on top of the high cost of building the NWL	Maintenance is considered in all road schemes, there are more details on how we are funded in Chapter 4: Funding and Delivery	No change / Action	
Origin-destination journey data is needed to understand need for improvements and justify schemes (such	Each proposal will be the subject of its own assessments and appraisals and the business cases will need to demonstrate the case for the scheme, taking into account the full range of impacts and objectives. There is national guidance set out	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
as NWL)	for how this will be done. More widely, the Strategy and Implementation Plan recognise that transport study work and utilising new technology to collect data on the network are key to the delivery of the LTP4. More detail of this can be found in Appendix 3: Monitoring and Review		
Rural			
Rural roads are neglected	By regularly reviewing the Transport Asset Management Plan and increasing our range of monitoring outcomes, we will be able to more effectively target funding The Plan, under Policy 1, includes the action to Monitor outcomes and indicators in the Asset Management Strategy Performance framework. More details about the Plan can be found in Chapter 2, Objective 7: A Well Managed and Maintained Transport Network	No change / Action	
Concern how public transport will be implemented on rural roads	The Plan supports the BSIP which aims to address services	No change / Action	
More emphasis is needed on rural areas in the plan	The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies. The Plan supports a range of actions relevant to rural communities	No change / Action	
Active travel			
Support for the focus on walking and cycling	This has been Noted	No change / Action	
Safety			
Poorly maintained	The Strategy (Chapter 10) states that we will prioritise	Consider issues in the	

Issues	Response	Changes to Strategy/Action	Location of change
surfaces are a barrier to cycling	work for active travel and public transport, and from other initiatives such as LCWIPs, in reviews of the Transport Asset Management Plan. This is supported by actions in the Implementation Plan under the relevant policies (18-22)	Implementation Plan as and when projects are taken forward	
Increased enforcement of pavement parking is needed	Our approach to implementation states that NCC will consider government's response to consultation on pavement parking with a view to taking appropriate action to implement and take on powers to enforce moving traffic offences. The relevant action is shown under Policy 19	No change / Action	
Partnerships (2 responses)			
Partnerships should focus on local and national companies to provide employment opportunities in transport	Accepted	Add a section on partnerships in Chapter 4, Partnerships section, in support of this	Chapter 4 Partnerships
Local councils should make their own decisions on maintenance	Councils are responsible for maintenance of the transport network in the county, with some exceptions such as trunk roads and railways, and are able to make their own decisions around maintenance, subject to certain caveats such as legislation. The Transport Asset Management Plan sets out how NCC does this	No change	

Strategy Section/Policy	To what extent do you agree or disagree with the table of actions for Objective 7 'a well-managed and maintained transport network (Q.18)
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
Support for ban on pavement parking as it is hazardous for road and pavement users	This has been Noted Our approach to implementation states that NCC will consider government's response to consultation on pavement parking with a view to taking appropriate action to implement and take on powers to enforce moving traffic offences (Objective 7).	No change / Action	
Against banning pavement parking unless there are workable alternatives. Concerned for those who are disabled and need close access to vehicles	The relevant action for this is under Policy 19 (we will Consider banning parking on pavements). Parking on the pavement can cause a dangerous obstruction for pedestrians, particularly those with push chairs, wheelchair users and partially sighted people. Any ban on pavement parking would consider the pavement width and the safety of all users	No change / Action	
Resource should be allotted to maintaining roads and gritting during the winter to avoid accidents. New technology should be used to repair and monitor roads	NCC is investigating new technology to support decision making on maintenance of the network	No change / Action	
Public transport (2 responses)			
Need for bus service improvements	This has been noted The Plan supports the BSIP,	No change / Action	

Issues	Response	Changes to Strategy/Action	Location of change
	which aims to address bus service improvement		
Rural (2 responses)			
Focused on urban areas	The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies. The Plan supports a range of actions relevant to rural communities	No change / Action	
Active travel (3 differing responses)			
More mention of cycle/foot path and bridleway maintenance.	Noted An action will be included under Policy 18 A Well managed and maintained transport network	Insert new action under Policy 18 A Well managed and maintained transport network The Norfolk Access Improvement Plan (NAIP) has been reviewed and added to the Plan	Appendix 1. Relationships; Policies and Partnerships
Traffic light systems to favour pedestrians, cyclists and public transport.	Noted Traffic signals are able to prioritise public transport or active travel modes. The Strategy is to achieve a switch to these modes	No change	
Support the ban on pavement parking.	Noted The relevant action for this is under Policy 19 (we will consider banning parking on pavements).	No change	
Accessibility (1 response)			
Ban pavement parking and make pavements more accessible.	Noted The relevant action for this is under Policy 19 (we will consider banning parking on pavements).	No change	
Safety (1 response)			
Travel to school should be a key	Policy 6 contains an action to expand sustainable travel	Consider issues in the	

Issues	Response	Changes to Strategy/Action	Location of change
consideration	plans to schools	Implementation Plan as and when projects are taken forward	
AI cameras to monitor active travel are intrusive	Noted. This is too detailed an issue for the Implementation Plan	This comment will be passed to the relevant teams to consider.	
Technology (1 response)			
There should be mention of utilising information on issues reported by the public	Issues are reported in a variety of ways	This comment will be passed to the relevant teams to consider.	
Developers (2 responses)			
New developments need sufficient parking provision to reduce pavement parking.	Under Policy 7 there is an action about reviewing Safe Sustainable Development document, which includes how we would consider this issue.	No change	

Strategy Section/Policy	Targets Would you like to make any comments about the proposed targets set out in the plan? (Q.19)
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
The satisfaction rate of transport and highways services target needs to be higher and stronger	As stated in the Implementation Plan holding satisfaction at current levels is considered to be ambitious given the current resource pressures and bearing in mind that there are uncertainties around future funding levels. Norfolk has ranked top for two years in the ratings for this measure across the authorities participating	No change to targets	
Journey reliability is needed	The Implementation Plan includes a target on journey reliability	No change to targets	
Public transport			
Public transport needs to be more effective e.g. better linkages between different forms of public transport and active travel	<p>The Norfolk Bus Service Improvement Plan (BSIP) includes a range of interventions including more frequent and reliable services, including integration of services with other forms of transport.</p> <p>The Implementation Plan includes targets under Objective 5: Increasing Accessibility:</p> <ul style="list-style-type: none"> • Grow bus patronage in Norfolk through delivery of the BSIP • Increase rural accessibility by increasing local 	No change to targets	

Issues	Response	Changes to Strategy/Action	Location of change
	public transport connectivity		
Better access to train stations via car alternatives needed	Noted, and the Strategy and Implementation Plan support the suggestion, but this is not considered to be sufficiently strategic for a target	No change to targets	
Desire for more bus services covering a wider area	The Norfolk Bus Service Improvement Plan (BSIP) includes relevant outcomes which will be monitored	No change to targets	
Public transport is unreliable and fares are expensive	The Norfolk Bus Service Improvement Plan (BSIP) includes relevant outcomes which will be monitored	No change to targets	
Carbon and sustainability			
Carbon targets lack ambition and are contradicted by road building	<p>The Plan includes a target for net zero. This is considered a challenging, realistic and practicable target. It should not be seen as the limit of ambition, and we will regularly monitor progress and develop and refine the measures brought forward to stay on track, or exceed the target if possible.</p> <p>The LTP4 and its IP set out how the Council proposes to support both economic growth, through the provision of infrastructure, and work towards net zero</p>	Amend the carbon target trajectory and show pathway to 2037 to reflect the comments received in the consultation and updated data published by government in support of the Transport Decarbonisation Plan.	
Requests for the county council to abandon the LTP4 consultation and redo it with annual carbon	Members agreed to a review of the LTP because it was recognised that this needed to be done in	Amend the carbon target trajectory and show pathway to 2037 to	

Issues	Response	Changes to Strategy/Action	Location of change
<p>targets for the plan period which are inline with the Net Zero Strategy and Transport Decarbonisation Plan.</p>	<p>order that the council continues to have an up-to-date plan. The proposed LTP4 brings the plan up to date and recognises the key issues especially around the need to reduce carbon. We do not yet have a firm timescale for when further guidance might be published. It is important to make sure we have a plan that is up to date and best suited to the challenges ahead rather than not do anything.</p> <p>The Plan includes a target in line with the Net Zero Strategy and Transport Decarbonisation Plan. However, government has published further data in support of its Transport Decarbonisation Plan and this will be used to refine the trajectory for carbon reduction to net zero. The pathway to 2037 will be shown in response to the comments received.</p>	<p>reflect the comments received in the consultation and updated data published by government in support of the Transport Decarbonisation Plan.</p>	
<p>The council must acknowledge a climate emergency</p>	<p>This has been noted. The LTP4 and its IP are consistent with the NCC Environmental Policy</p>	<p>No change to targets</p>	
<p>The net zero emissions/sustainability target should be the highest priority</p>	<p>This has been noted</p> <p>The LTP and Implementation Plan must consider many different factors and</p>	<p>No change to targets</p>	

Issues	Response	Changes to Strategy/Action	Location of change
	strike a balance that delivers the best for the residents and businesses of Norfolk and the wider national objectives		
Dependence on shift to EVs and concern whether they are truly sustainable	The shift to EV is part of the LTP Strategy, in line with government policy.	No change to targets	
Concern the LTP4 is being rushed	Sufficient time has been given to the development of the LTP4. Members agreed to a review of the LTP because it was recognised that this needed to be done in order that the council continues to have an up-to-date plan. The proposed LTP4 brings the plan up to date and recognises the key issues especially around the need to reduce carbon.	No change to targets	
NWL			
Calls for the NWL to be scrapped as it contradicts climate targets	A Sustainability Appraisal has been carried out in relation to the proposals in the Strategy and Implementation Plan which identify the strategic environmental impacts. Individual road building schemes will require planning permission and other statutory processes during which a greater level of design detail will be available and which, in accordance with the requirements of those statutory processes, more detailed environmental	No change to targets	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>impact assessments will be carried out</p> <p>The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL</p>		
Rural			
Need to focus on the whole county, not just large towns and cities	<p>The Plan covers the whole of the county and is considered to contain sufficient focus across all geographies.</p> <p>All targets cover a countywide geography</p>	No change to targets	
Active travel			
More active travel targets are needed. There is a desire for more cycle/footpaths connecting to surrounding areas and public transport	<p>Active travel is a key part of the Strategy and Implementation Plan. However, it is noted that a target for this is not proposed. Actions include to Review and revise the highway network performance report. Increase the focus on public transport, walking & cycling, electric vehicles and air quality (action under Policy 1). We will use this to monitor and report on active travel levels</p>	<p>No change to targets</p> <p>The IP has been updated to include the Norfolk Access Improvement Plan, which sets out priorities to increase public use of public rights of way</p>	Appendix 1. Relationships; Policies and Partnerships
Accessibility			
More engagement with disabled people needed	NCC engage with a variety of people and organisations via consultation throughout the development of schemes and policies linked to the targets	<p>No change to targets</p> <p>Consider issues in the Implementation Plan as and when projects</p>	

Issues	Response	Changes to Strategy/Action	Location of change
		are taken forward	
Better access to public transport for disabled people is needed to reduce isolation	The Norfolk Bus Service Improvement Plan (BSIP) includes similar outcomes which will be monitored, but the suggested target would be difficult to measure.	No change to targets	
Safety			
Enforcement needed on cyclists who ride dangerously e.g. without lights at night	This is beyond the scope of the LTP4 Implementation Plan as enforcement of cyclists is not done by NCC	No change to targets	
Affordable			
Concern regarding the cost of net zero measures on taxpayers and the effect this could have on businesses	Chapter 4 of the Implementation Plan sets out how the plan can be achieved within likely levels of funding available	No change to targets	
Partnerships (2 responses)			
Partnering with other County Councils is supported	This is noted. NCC work closely with other County Councils on a range of projects to achieve shared goals. However, we are not proposing a target for this.	No change to targets	
Technology (1 response)			
Concern regarding technology used to monitor use of the network and whether this is to distinguish different modes of transport, apply number plate recognition to vehicles or facial recognition to track individuals	This has been noted. As new technologies are developed and trialled data protection rules will be followed. However, we are not proposing a target for this.	No change to targets Consider issues in the Implementation Plan as and when projects are taken forward	
Electric			
EV charging infrastructure needs to	The shift to EV is part of the LTP Strategy	No change to targets	

Issues	Response	Changes to Strategy/Action	Location of change
be improved	and the Implementation Plan endorses the NCC EV Strategy which will lead to improvements. Figures are available publicly for locations of charge points.		
Access to Norwich (1 response)			
Concern regarding the impact closing roads and implementation of bus and cycle lanes is having on the access to the City Centre and the consequences this has on businesses	This has been noted. However, the targets set in this Plan are focused on Norfolk, rather than specific towns/city. The issues will be investigated in detail as and when projects are taken forward and individual town plans/strategies. This will include consideration of access to the centre in order to maintain economic prosperity	No change to targets Consider issues in the Implementation Plan as and when projects are taken forward	

Strategy Section/Policy	Do you think the LTP4 Strategy should be revised in light of the content of the proposed implementation plan and their assessments, or because of any other changes including changes in legislation or policy? (Q.20)
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Issues	Response	Changes to Strategy/Action	Location of change
Roads			
Road building contradicts carbon targets	<p>The LTP and Implementation Plan must consider many different factors and strike a balance that delivers the best for the residents and businesses of Norfolk and the wider national objectives</p> <p>A Sustainability Appraisal has been carried out in relation to the proposals in the Strategy and Implementation Plan which identify the strategic environmental impacts. Individual road building schemes will require planning permission and other statutory processes during which a greater level of design detail will be available and which, in accordance with the requirements of those statutory processes, more detailed environmental impact assessments will be carried out</p>	The Strategy has been updated to include government policy, which has emerged since the Strategy's adoption in 2021. New government targets will be monitored and assessed for their impact as they are released	Chapter 3: Strategic Objectives and policy context – Strategic Policy Context
Public transport (2 responses)			
Greater investment needed in public transport, particularly rail	NCC appreciates the role of rail in the transport network. An aim of the BSIP is to look at how sustainable transport options can be better connected to provide a better service. Both the Strategy and the Implementation Plan support rail and look to secure investment for improvements. It is considered to have adequate weight within the plan. Rail investment decisions are made	The Strategy will be updated to reflect emerging changes from the development of Great British Railways, expected in 2022/23	TBC

Issues	Response	Changes to Strategy/Action	Location of change
	by government. The Implementation Plan sets out that NCC will work with partners to make the case for improvements on the rail networks.		
Carbon and sustainability			
The plan needs to go further and faster for sustainability and net zero	The Strategy puts carbon reduction at its centre and has a focus on sustainability, including through reducing travel and a switch to active travel, public transport and clean fuels. The Plan includes a target for net zero. This is considered a challenging, realistic and practicable target. It should not be seen as the limit of ambition, and we will regularly monitor progress and develop and refine the measures brought forward to stay on track, or exceed the target if possible.	No change as the Strategy sets the overall policies and the Implementation Plan sets out how they will be achieved	
Fund public transport and active travel infrastructure improvements and encourage home working to negate the need for expensive infrastructure and road building	Active travel and improved broadband are included in the LTP4 Strategy, Chapter 8: Increasing Accessibility	No change to Strategy	
Abandon the consultation and redo the transport plan with targets in line with the Government's Net Zero Strategy and Transport Decarbonisation Plan and to wait for further guidance to be released.	Members agreed to a review of the LTP because it was recognised that this needed to be done in order that the council continues to have an up-to-date plan. The proposed LTP4 brings the plan up to date and recognises the key issues especially around the need to reduce carbon. We do not yet have a firm timescale for when further guidance might be published. It	No change to Strategy	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>is important to make sure we have a plan that is up to date and best suited to the challenges ahead rather than not do anything.</p> <p>The Implementation Plan sets out clearly the actions we propose to take following any guidance.</p>		
Quantifiable decarbonisation targets need to be included	These are included in the Implementation Plan, which is the proper place for targets (see above)	No changes proposed	
Concern LTP4 is being rushed	Members agreed to a review of the LTP because it was recognised that this needed to be done in order that the council continues to have an up-to-date plan. The proposed LTP4 brings the plan up to date and recognises the key issues especially around the need to reduce carbon.	No changes proposed	
Dependent on EVs	The shift to EV is part of the LTP Strategy, in line with government policy.	No changes proposed	
Too much focus on road building and concern for biodiversity affected by this.	<p>The Strategy and Implementation Plan set out a range of actions to meet the needs of the county.</p> <p>Each scheme proposal will be the subject of its own assessments and appraisals and the business cases will need to demonstrate the case for the scheme, taking into account the full range of impacts and objectives. There is national guidance set out for how this will be done.</p>	No changes proposed	
NWL			
The need for the NWL should be reviewed as it contradicts decarbonisation ambitions	LTP4 is an ambitious strategy putting carbon reductions at the heart of transport policy. The Norwich Western Link needs to be considered within the context of the whole plan,	No change to Strategy	

Issues	Response	Changes to Strategy/Action	Location of change
	<p>which is seeking to deliver a range of outcomes including carbon reduction. The NWL will need to demonstrate its case to relevant decision-makers in order to achieve the necessary consents and funding prior to delivery.</p> <p>A Sustainability Appraisal has been carried out in relation to the proposals in the Strategy and Implementation Plan which identify the strategic environmental impacts. Individual road building schemes will require planning permission and other statutory processes during which a greater level of design detail will be available and which, in accordance with the requirements of those statutory processes, more detailed environmental impact assessments will be carried out</p> <p>The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL</p>		
Rural			
Greater emphasis is needed on rural areas, particularly public transport provisions.	The Strategy covers the whole of the county and is considered to contain sufficient focus across all geographies. Chapter 8: Increasing Accessibility recognises that access in rural areas should be a priority and improved access is necessary to overcome barriers to sustainable transport use, particularly public transport. This is picked up in the BSIP, endorsed by the Implementation plan	No changes proposed	
Active travel			
There should be	The Strategy and	No changes	

Issues	Response	Changes to Strategy/Action	Location of change
more focus on active travel schemes than road building to encourage modal shift	<p>Implementation Plan set out a range of actions to meet the needs of the county.</p> <p>Active travel is a priority in Chapter 8: Increasing Accessibility, including action on working in partnership to promote active travel. Policy 15 states that we will identify routes important for sustainable and active transport and give priority – especially in urban areas – to sustainable and active modes of transport</p>	proposed	
Accessibility			
Need for Audio-visual announcements on public transport for those with sight loss and others with disabilities	The Implementation Plan and BSIP give more detail of what interventions can achieve better access to public transport	No changes proposed	
Access to transport needs to be improved	The Implementation Plan and BSIP give more detail of what interventions can achieve better access to public transport	No changes proposed	
Mention of addressing health inequalities is needed	Chapter 7: Enhancing Norfolk's Quality of Life in the Strategy sets out that NCC wants to improve the health of its residents through improvements in air quality and encouraging active travel options to improve health and fitness. Transport is a significant source of UK greenhouse gas emissions.	No changes proposed	
Increase disabled parking	The Strategy references parking issues and the NCC Parking Standards review is endorsed in the Implementation Plan. The requirements for parking provision for people with disabilities is given in that document. Any applications to the Council to increase parking spaces is dealt with on an	No changes proposed to the LTP4 Strategy, but the matter will be reviewed in any future changes to the NCC Parking Standards. This is a detailed,	

Issues	Response	Changes to Strategy/Action	Location of change
	individual basis	operational issue. The comments will be forwarded to the relevant teams for information / action	
Safety (2 responses)			
The strategy should be flexible and able to adapt to the dynamic and uncertain future. Concern regarding home working and potential confidentiality breaches	The LTP4 Strategy acknowledges that the way we travel and the reasons we travel are changing and it encourages trailing of new technology and utilising new funding streams to make decisions on the transport network	No changes proposed	
The road safety target needs to be more ambitious. Would like to see county adopt a Zero-Vision strategy which includes lower speed limits and fewer vehicles on the road and contribute to carbon reduction	Noted. We have proposed to adopt a target in line with the views of the Road Safety Partnership. If the Partnership adopt a zero-vision target, we can consider reporting against this. The target proposed is not a limit to our ambition and we would, in any case, look to exceed it.	No changes proposed	
Affordable			
Cost of petrol is affecting people's travel choices.	The LTP4 Strategy acknowledges that the way we travel and the reasons we travel are changing and it encourages trailing of new technology and utilising new funding streams to make decisions on the transport network. Changes in behaviour will be reviewed through the Implementation Plan	No changes proposed	
Partnerships (3 differing responses)			

Issues	Response	Changes to Strategy/Action	Location of change
Norfolk residents should have been consulted before creating the plan so it is a collaborative process	Norfolk residents were consulted prior to the LTP4 Strategy being developed. A consultation was produced to ask residents and businesses about their priorities for transport in Norfolk to input into the Strategy. This was used when developing the Strategy, which was then consulted on again at the draft stage	No changes proposed	
The plan should be continually reviewed to ensure it can adapt to a post Covid world as it unfolds	The Implementation Plan and Strategy have both been reviewed in light of new government policy and funding and will be continually reviewed access	Several changes have been made to the Implementation Plan as a result of the consultation, as outlined throughout in this document. A Policy review has also been conducted to ensure the Strategy reflects on recent Government Policy and Guidance	Chapter 3: Strategic Objectives and policy context – Strategic Policy Context
Commend the Oxfordshire Local Transport and Connectivity Plan for putting walking, cycling and public transport centre stage and suggest that NCC use this as a template	There is no standardised advice on how LTPs should be formatted. Oxford's LTP themes of environment, health, place shaping, productivity and connectivity are similar, although named differently. Similarly this Plan also sets out a series of key performance indicators, with which to monitor their plan	No changes proposed as it isn't felt that the layout change would add to the content of the Plan	
Electric			
The plan relies too heavily on a transition to EVs to decarbonise. Quote Grant Shapps "cannot	The Strategy sets out the aims of the LTP including achieving net zero by 2030. How we will work towards achieving decarbonisation is given in more detail in the	No changes proposed	

Issues	Response	Changes to Strategy/Action	Location of change
simply rely on the electrification of transport, or believe that zero emission cars and lorries will solve all our problems”	Implementation Plan, which includes a range of interventions		
Concern regarding affordability of EVs	NCC recognises cost is a major barrier to switching to electric vehicles. The Electric Vehicle strategy recognises potential disparities and delivery will take such issues into account. By supporting a robust charging infrastructure there should be an increase in uptake and therefore drive down the cost of electric vehicles	Consider issues in the Implementation Plan as and when projects are taken forward	
Developers			
New housing developments in rural areas without provision for shopping, schools, health services is flawed and creates car dependency	The Strategy sets out that sustainable transport should be embedded into development proposals. This has been addressed in the Implementation Plan in Policy 4 action to Deliver travel plans at residential development	No changes proposed	

Strategy Section/Policy	Habitats Regulation Assessment (HRA)		
Issues	Response	Changes to Strategy/Action	Location of change
Roads (1 response)			
A balance must be struck between the needs of humans and wildlife	Suitable environmental appraisals will be done on a project-by-project basis and mitigation actions considered to offset negative impact	No change required to the HRA or Implementation Plan (IP)	
Carbon and sustainability (1 response)			
SSSIs, mature woodlands and other natural habitats must be protected, and	Such matters are protected by National Planning Policy and legislation. A range of factors are therefore assessed as part of a scheme’s outline business	No change required to the HRA or IP	

mitigation should not be sufficient to defend their destruction	case, including mitigation. Environmental appraisals are conducted following the principles set out in the Department for Transport Analysis Guidance.		
NWL			
Does not take into account the impact of the NWL on the environment and species	<p>This assessment is for the Local Transport Plan4 Implementation Plan and is considered appropriate and adequate. More detailed, scheme specific assessments, including Environmental Impact Report, have been undertaken as part of the Outline Business Case, which can be found here</p> <p>We have carried out a sustainability appraisal of the proposals in the LTP4 Strategy and Implementation Plan and have carefully considered its likely significant environmental effects at a strategic level.</p> <p>The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL.</p>	No change required to the HRA or IP	
Developers (1 response)			
Any development has potential to impact protected habitats. This is unreported and there is little evidence of effective mitigation	Environmental Impact Assessments are conducted on all major projects.	No change required to the HRA or IP. This is a detailed, operational issue. The comments will be forwarded to the relevant teams for information / action	

Strategy Section/Policy	Integrated Sustainability Appraisal (ISA)		
Issues	Response	Changes to Strategy/Action	Location of change

Public transport (1 response)			
Importance of public transport on health and wellbeing should be clearer	It is felt that the ISA has given a suitable weight to different factors based on government standards that it should only focus on the environmental, economic and social impacts that are likely to be significant effects of the plan	No change required to the HRA or IP	
Carbon and sustainability (2 responses)			
Concern regarding destruction of habitats and other adverse environmental impacts from road building	A range of factors are assessed as part of a scheme's business case, including mitigation. Environmental Appraisals are conducted following the principles set out in the Department for Transport Analysis Guidance.	No change required to the ISA or IP	
NWL (1 response)			
Road building projects (notably NWL) will have adverse effects on biodiversity which cannot be mitigated. The schemes should not be allowed	<p>This assessment is for the Local Transport Plan4 Implementation Plan and is considered appropriate and adequate. More detailed, scheme specific assessments, including Environmental Impact Report, have been undertaken as part of the Outline Business Case, which can be found here</p> <p>Each proposal will be the subject of its own assessments and appraisals and the business cases will need to demonstrate the case for the scheme to the relevant decision-maker, taking into account the full range of impacts and objectives. There is national guidance set out for how this will be done.</p> <p>The NWL planning application will be accompanied by an Environmental Statement which will consider in detail the likely significant effects of the NWL</p>	No change required to the ISA or IP	
Rural / Safety (1			

response)			
Develop more green space for town dwellers to exercise instead of agricultural working areas as it is unsafe	The LTP Strategy, Policy 13, is to seek to improve the quality of place when taking action to improve the transport network. The development of additional green space, outside of the transport network, is beyond the scope of the Strategy and Implementation Plan.	No change required to the ISA or IP	

Policy and Funding Review, May 2022

Local Transport Plan 4

1. Summary
2. New government guidance or legislation since the adoption of LTP4 Strategy
3. Funding
4. Local Policy and Funding

1. Summary

Since the LTP4 Strategy was adopted in November 2021 and the Implementation draft was released for consultation in March 2022 new funding announcements, legislation, guidance and government policies have emerged which should be considered in the development of both documents. This review highlights the relevant documents and states whether the Strategy or Implementation Plan will be updated as a result.

2. Updated Government announcements

a. Gear Change: a bold Vision for cycling and walking, July 2020

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes:

- better streets for cycling and people
- cycling and walking at the heart of decision-making
- empowering and encouraging local authorities
- enabling people to cycle and protecting them when they do

This policy is not referenced in the LTP4 Implementation Plan but was included in the LTP4 Strategy and is therefore part of the suite of documents that underpin decisions in the Implementation Plan.

b. Decarbonising Transport: A Better, Greener Britain, July 2021

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

The summary of commitments is aligned with the aims and objectives of the LTP4 Strategy, and so no changes are suggested to the Strategy in light of this document. As the document was released before the Strategy was adopted in November 2021,

officers were able to review the document before it was put forward to Cabinet and Full Council.

c. Net Zero Strategy: Build Back Greener, October 2021

[Net Zero Strategy: Build Back Greener - GOV.UK \(www.gov.uk\)](https://www.gov.uk/net-zero-strategy-build-back-greener)

This strategy sets out policies and proposals for decarbonising all sectors of the UK economy to meet our net zero target by 2050. A key commitment in transport is to ensure the UK's charging infrastructure network is reliable, accessible, and meets the demands of all motorists. This strategy includes committing funding to support the transition to electric vehicles, and to increase the uptake of sustainable transport.

This Strategy has been reviewed and added to the LTP4 Strategy, Chapter 3: Strategic Objectives and policy context – Strategic Policy Context. No changes are proposed to the LTP4 Strategy or Implementation Plan targets at this time as these targets were developed in line with the Net Zero Strategy.

d. Environment Act, 9 November 2021

[Environment Act 2021 \(legislation.gov.uk\)](https://legislation.gov.uk/ukpga/2021/24)

The Environment Act introduced a requirement for biodiversity net gain as a condition of planning permission in England. This objective was included in the LTP4 Strategy before its adoption so no changes are suggested to the Strategy in light of this document. Part 6 (99), p.100, Biodiversity gain in nationally significant infrastructure projects - Schedule 15 makes provision about biodiversity gain in relation to development consent for nationally significant infrastructure projects.

In March 2022 the UK Government launched consultation on the introduction of at least two new legally binding targets for one of the most harmful pollutants, fine particulate matter (PM2.5), reducing it to 10 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) by 2040. These targets will set a clear direction for organisations and Local Authorities and will continue to be assessed in light of the results of their consultation.

The UK government has now directed over 60 English councils to reduce pollution to within the legal limit for the toxic gas, NO₂, in the shortest possible time. Consultation is also underway for proposed changes to the Local air quality management policy guidance, March 2022, to strengthen the local authority air quality action planning process and to provide guidance around designating relevant public authorities.

This is already included under Policy 13 in Chapter 7: Enhancing Norfolk's Quality of Life, in the LTP4 Strategy. No changes are proposed to the Implementation plan at this time as these targets are in line with the Strategy objectives and have been considered in the development of the Implementation Plan. Any targets or new guidance emerging from this act will continue to be monitored as part of the LTP4 review process.

e. Levelling Up White Paper, 2 February 2022

[Levelling Up the United Kingdom - GOV.UK \(www.gov.uk\)](https://www.gov.uk/levelling-up-white-paper)

The aim of the Levelling Up is to reorganise the relationship between central and local government and put more focus on councils to deliver the Government's programme to improve opportunities and outcomes in all parts of the country.

The White Paper provides details of 12 new missions across four broad areas: boosting productivity and living standards by growing the private sector; spreading opportunities and improving public services; restoring a sense of community, local pride and belonging; and, empowering local leaders and communities.

This document has been reviewed in relation to the LTP4 Strategy and Implementation Plan and has been added to LTP4 Strategy, Chapter 3: Strategic Objectives and policy context – Strategic Policy Context. It is already included in chapter 2 of the LTP4 Implementation Plan and will continue to be monitored in relation to its impact on the implementation of the Local Transport Plan 4.

f. Electric Vehicle Infrastructure Strategy, March 2022

[UK electric vehicle infrastructure strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/uk-electric-vehicle-infrastructure-strategy)

In March 2022 the government unveiled plans to support the UK market to reach 300,000 public electric vehicle (EV) chargepoints by 2030 – equivalent to almost 5 times the number of fuel pumps on our roads today.

The government has committed £1.6 billion to expand UK charging network to make electric vehicles a more appealing option by making charging cheaper and easier than filling up a car. As part of this measure, local authorities will be able to bid for the Local Electric Vehicle Infrastructure (LEVI) scheme, which begins with a pilot competition of £10 million designed to fund between 3 and 8 projects.

This has been reviewed alongside the LTP4 Strategy and Implementation Plan and added to the LTP4 Strategy, Chapter 3: Strategic Objectives and policy context – Strategic Policy Context. The LTP4 Strategy acknowledges that the lack of chargepoints is a major barrier to switching to electric. Policy 2 of the LTP4 Strategy states that 'the priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels; this includes the facilitation of necessary infrastructure.' How we roll out and support the uptake of EV charging across the county will be reviewed and updated as part of the NCC Electric Vehicle Strategy, which has been referenced in the LTP4 Strategy and Implementation Plan as providing the framework for these decisions.

g. British Energy Security Strategy, April 2022

[British Energy Security Strategy \(print-ready PDF\) \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/consultations/british-energy-security-strategy)

This aims to ensure secure, clean and affordable British energy for the long term and includes investment in green public transport, cycling and walking, and provision for hydrogen transport.

Design Transport & Storage business models by 2025 for hydrogen transport and storage infrastructure, which will be essential to grow the hydrogen economy. Norfolk is well placed to support a hydrogen economy and therefore, there will be a need to

provide a road network that can support these large cryogenic liquid tanker trucks or gaseous tube trailers.

Hydrogen is not currently referenced as a priority in the LTP4 Strategy so has been added to the LTP4 Strategy Chapter 3: Strategic Objectives and policy context – Strategic Policy Context. As this is integrated into national policy we will continue to review Hydrogen studies in the region and how the LTP might support these in the future.

h. Transport Decarbonisation: Local Authority Toolkit, April 2022

[Transport decarbonisation: local authority toolkit - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/transport-decarbonisation-local-authority-toolkit)

The toolkit is designed to provide advice to local authorities on planning and actions they can take to reduce transport carbon emissions. This document:

- highlights the benefits of different interventions
- sets out the actions local authorities can take to reduce carbon emissions
- shares best practice and lessons learnt from case studies of successful schemes already delivering local benefits
- signposts local authorities to other published guidance and methodologies

This has been reviewed alongside the LTP4 Strategy and Implementation Plan and added to the LTP4 Strategy, Chapter 7: Enhancing Norfolk's Quality of Life; Climate Change.

i. Zero emission fleets: local authority toolkit, Published 13 April 2022

[Zero emission fleets: local authority toolkit - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/zero-emission-fleets-local-authority-toolkit)

This guidance sets out actions for local authorities to convert to zero emissions fleets. For fleet electrification, local authorities need to:

- identify which vehicles are suitable for replacement with electric vehicles (EVs)
- formulate a procurement strategy based on whole life costs
- install chargepoints at council depots and review the options for charging
- implement supporting measures, such as driver and mechanic training

This will support the council's aim to become net zero on its own estate by 2030 and is therefore not considered likely to adversely affect its delivery. This Strategy has been added to the LTP4 Strategy, Chapter 7: Enhancing Norfolk's Quality of Life; Climate Change. No changes are proposed to the Strategy targets at this time as these targets are in line with the Strategy objectives and have been considered in the development of the Implementation Plan.

Levelling-up and Regeneration Bill, 11 May 2022

<https://www.gov.uk/government/collections/levelling-up-and-regeneration-bill>

This bill includes a range of proposed changes to the planning system, including changes to developer contributions, requirement for an area specific design code,

environmental assessment and enforcement. Council's will be required to produce Infrastructure delivery strategies and more focus will be given to Local and Neighbourhood Plans. The new system will be based on the principles of: beauty, infrastructure, democracy, environment and neighbourhood engagement.

A new system of Environmental Outcomes Reports will replace the current process of Environmental Impact Assessment and Strategic Environmental Assessment and this will be closely monitored as more guidance is released, and adhered to in any review of the LTP4.

This Strategy has been reviewed and added to the LTP4 Strategy, Chapter 3: Strategic Objectives and policy context – Strategic Policy Context. No changes are proposed to the LTP4 Strategy or Implementation Plan targets or policies at this time but the bill will be reviewed and further update may be necessary once the Bill is passed through Parliament.

j. COP26 Declaration: zero emissions cars and vans

[COP26 declaration: zero emission cars and vans - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/cop26-declaration-zero-emission-cars-and-vans)

The UK is committed to working towards 100% zero emission vehicle sales by 2035 at the latest in leading markets, and by 2040 globally.

This has been reviewed alongside the LTP4 Strategy and Implementation Plan and added to the LTP4 Strategy, Chapter 7: Enhancing Norfolk's Quality of Life; Evidence Section.

k. Nutrient Neutrality Policy, 2022

[Nutrient pollution: reducing the impact on protected sites - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/nutrient-pollution-reducing-the-impact-on-protected-sites)

Natural England has written to councils telling them that they need to make assessments and, where necessary, come up with mitigation to make developments nutrient neutral. When nitrogen and phosphate nutrients enter water systems it can cause excessive growth of algae, making it harder for aquatic species to survive. This is mostly caused by sewage treatment, septic tanks, farming and industry reducing the oxygen in the water, and wastewater from new developments can exacerbate the issue.

Councils have therefore suspended granting of permission within catchment areas of the Wensum and the Broads until these assessments can be made and mitigation put in place. Although this has delayed the planning process in some areas it is not considered a barrier to achieving the objectives of the Local Transport Plan 4 and will enhance its environmental aims.

This has been added to the LTP4 Strategy Chapter 5: Delivering a Sustainable Norfolk; Evidence. Within this chapter the Policy 6 Action is to consider options for monitoring and offsetting carbon impacts arising from new development and Policy 7 Action is to take account of any changes to UK law, best practice or

guidance following new air quality guidelines announced by the World Health Organisation in 2021.

3. Government Funding

The October 2021 Spending Review announced that funding would be available to support the Zero Emissions Bus Regional Areas scheme (ZEBRA). This funding was available for local transport authorities to apply for to introduce zero-emission buses and the infrastructure needed to support them. Since the consultation draft of the LTP4 Implementation plan NCC has been successful in a bid to the scheme to introduce 15 battery electric buses in Norwich by March 2024. This funding was matched by £3.6m of local investment from First Bus.

Norwich has been chosen as one of only three cities to receive £500,000 Zero Emission Transport City (ZETC) development funding from the government. These two funding successes have both been added to Chapter 4: Funding and Delivery Structures in the the Implementation Plan.

Individual projects to enable to the Policies set out in the LTP4 Strategy will be part of funding applications on an ongoing basis and those successful bids to date have been referenced in the LTP4 Implementation Plan. Many new funding opportunities are emerging to help achieve and accelerate carbon targets. Any new ideas or technologies that become available through the results of this funding will be assessed and applied on an ongoing basis.

- Funding to reach 40GW of offshore wind energy production by 2030
- Funding announced to invest £800 million in carbon capture and storage and £500 million decarbonising energy-intensive industries
- Funding announced to invest £100 billion of additional infrastructure spending, including roads, rail and flood defences
- Funding announced to create £4.2 billion fund for new bus and metro rail links in cities outside London
- Commitment to invest £28.8 billion in roads
- Funding to end the franchising model and create a simpler rail system under the new Great British Railways model
- Live Labs 2 competition, April 2022. The £30 million Live Labs 2 competition, funded by the Department for Transport (DfT), had been announced to bring ideas forward for net zero highways. The funding will support pioneering projects looking at ways to decarbonise local highways infrastructure in regions across the UK. There will be a particular focus on making the construction, maintenance and running of the UK's roads more sustainable.

4. Local Policy and Funding

a. Norfolk Access Improvement Plan (NAIP), 2019-2029

<https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/norfolk-access-improvement-plan>

The Norfolk Access Improvement Plan sets out priorities over the next 10 years for improving this rural and urban access network to make it easier to enjoy Norfolk's countryside and coast sustainably. The key objectives of the Plan will support the LTP4 aims of improving quality of life by helping to enable active lifestyles.

Key strategic objectives are to:

- Manage the countryside access network so that it is better able to meet the varying demands placed upon it
- Increase public, economic and environmental benefit
- Actively seek the involvement of communities
- Take a collaborative and pragmatic approach to responsibilities and resources
- Increase investment in the countryside access network

This has been added to the LTP4 Implementation Plan Appendix 1: Relationships; Policies and Partnerships and LTP4 and Strategy Chapter 3: Strategic Objectives and policy context – regional and Local Policy. The absence of this plan was also highlighted by a response in the consultation. Norfolk's countryside access network facilitates the aims of the plan to increase physical activity, uptake of sustainable transport and creating access to services.

b. Greater Norwich Sports and Physical Activity Strategy

<https://www.greaternorwichgrowth.org.uk/what-we-do/greater-norwich-sports-facilities-strategies/>

This strategy is currently in the draft stage and will be monitored for its impact on the LTP4 Strategy and Implementation as it is developed and when it has been formally adopted.



Norfolk County Council

Local Transport Plan 4 Strategy 2021-2036

DRAFT

Executive Summary

The Local Transport Plan sets out Norfolk County Council's plans, policies and programmes on transport and transport infrastructure. The plan details how we will deliver a transport network in Norfolk through identifying the projects and programmes important to us, and in their design and direct delivery. The plan also shows how we will seek to influence our key partners in government, communities, the commercial sector and the third sector.

This plan is important because transport is important. Transport enables people to get to work and education. It allows us all to visit friends and relatives. We rely on it for days out, for leisure outings and shopping trips. As such, good transport helps people to improve their skills and qualifications. It allows Norfolk's economy to flourish and ensures that we get good delivered to our factories and our doorsteps. People's physical and mental health can be improved, and social isolation reduced, through good transport, especially if people can be given confidence to walk or cycle, and if we can improve our bus and rail links. The plan will set out how we make sure that transport's impacts are minimised; how we will improve the air quality in our towns and built up areas; and how we plan to reduce carbon emissions.

This ~~draft~~ plan contains a transport strategy that looks towards 2036. It ~~will be~~ accompanied by ~~a separate~~ Implementation Plan setting out ~~in detail the short-term schemes, projects and measures that we will implement over a three-year period~~ our proposals for implementation. The implementation plan will also show, ~~albeit in less detail, the programme over the medium to longer term. This implementation plan will be developed over the course of 2022 once we have agreed our strategy in November 2021.~~

Achievements

Since the adoption of the previous Local Transport Plan in 2011 some significant achievements have been made. Norfolk County Council has worked closely with local planning authorities to make sure that new growth is in locations that ensure that people are able to access the jobs and services they need; and that this can be done sustainably.

We are a stakeholder in the largest investment in sustainable transport for the last hundred years through the provision of new rolling stock on Greater Anglia routes (which has grown capacity by 30%). London to Norwich rail services in 90-minute services are now a reality, and the Norwich-Cambridge service has recently been extended to Stansted airport. Longer trains now serve King's Lynn.

There are new buses on the county's core bus route on the A47 "Excel" bus service. Our ambitious Transforming Cities and Cycle City Ambition programmes will continue to reap major improvements to bus connections and cycle networks in Norwich. We have grown a network of community transport which increasingly complements the commercial bus network through partnerships with operators and direct operation through transport plus.

We work closely to accelerate housing growth and provide the necessary transport infrastructure including taking forward work on the Long Stratton Bypass and West Winch Housing Access Road. We have completed the Broadland Northway (Norwich Northern Distributor Road). Not only has this allowed a programme of sustainable transport measures to be implemented within the city centre, it has also stimulated housing and jobs growth. We have delivered programmes of sustainable transport improvements including in Great Yarmouth, Attleborough, and Thetford growth areas whilst Norwich has benefitted from roll-out of the cycle city ambition programme of cycle routes.

Government has committed to A47 improvements including dualling from Blofield to Burlingham and Easton to Tuddenham, as well as major junction upgrades in Norwich and Great Yarmouth. Government has also accepted the strategic outline business case for the Norwich Western Link with construction programmed to start in 2023. Construction of the Great Yarmouth Third River Crossing started in early 2021. This will provide improved access to the port directly from the trunk road and reduce traffic within the town.

We have managed and made improvements to the road condition during a period of austerity. The National Highway Transportation Survey shows that Norfolk performs well against and we came out on top in 2019 with the 'Highway Maintenance' and 'Tackling Congestion' categories.

Our New Plan

We ~~are updating~~have updated the Local Transport Plan to respond to the challenges ahead. These include carbon reduction and addressing air quality. These remain key priorities. In particular, this plan sets out how we will decarbonise the transport network. The council's Environmental Policy has been adopted, setting out a move towards carbon neutrality by 2030. Recently, in July 2021, government published *Decarbonising Transport A Better, Greener Britain*, its transport decarbonisation plan.

Active travel is increasingly important. Government has set out its vision that half of all journeys in towns and cities being cycled or walked by 2030. More recently government has also published its bus strategy, emphasising the place for buses as at the centre of the public transport network, and outlined its intention for reform of the nation's railways. Our new plan responds to these agendas. In our towns and urban areas, in particular, making sure that we have good transport connections is a challenge because of the amount of planned growth. The plan sets out how we will seek to make sure that shorter journeys can be made by active travel and meet government's objective for England to be "a great walking and cycling nation."

Connections to essential services and facilities remain a challenge, particularly in rural areas. This can reinforce social exclusion by preventing people from accessing key local services. We have committed to an enhanced bus partnership, setting out how we will work together with bus operators, and are developing a Bus Service Improvement Plan.

We also need to respond to the fact that society and the economy are changing. Improved technology and communication have led to people behaving differently,

and to different travel patterns. Innovation in vehicle technology brings challenges such as how to deal with new vehicle types on the network, whether this be electric cars, e-scooters or autonomous vehicles. More and more data is becoming available through tools like apps on mobile phones. People are increasingly relying on such tools for their journey choices often putting pressure on certain parts of the system with the county council unable to influence this.

We also need to tackle the infrastructure deficit to ensure journeys on our major bus, road and rail connections are quick and reliable, and can be made by clean modes of transport, or clean-fuelled vehicles. Our priorities include improvements to the major rail links to London and Cambridge, the Norwich Western Link, A140 Long Stratton Bypass, A10 West Winch Housing Access Road, and full dualling of the A47.

A good transport system will encourage investment into the county by businesses including housing developers. This will help meet the future housing needs of a growing population, as well as providing jobs and other essential services.

Covid-19

Since commencing the review of the Local Transport Plan, the Covid-19 pandemic has broken out. This has resulted in many changes to people's everyday life and seen the UK and Norfolk in various stages of lockdown for much of 2020, continuing into 2021. Restrictions around – amongst other things – movement, opening of businesses, retail units and the hospitality sector, physical-distancing and overseas travel have affected the way that people use the transport network; and the reasons why people are travelling. This has been monitored throughout the plan's development at both a local level and nationally. It is too early to say whether life might return to the pre-pandemic-normal or be very different because of it. However, indications suggest that the impact of Covid-19 has accelerated many of the changes that the nation was already going through: more working at home; more online shopping; increased flexibility around working hours and behaviours; major employers looking to reduce office costs resulting in different uses for buildings or in how they are used by employees.

The pandemic and resulting legislation also forced people to change. Workplaces were closed and people no longer travelled into work or for leisure. We saw a reduction in vehicular traffic, down to 50-60% of their usual levels in our urban centres in early April 2020. Bus and train travel reduced by even greater amounts. Traffic levels returned over the summer to pre-pandemic levels, although bus and train travel remain significantly down. We have seen an increase in people walking and cycling. Reports suggest that many large companies are planning for their employees to continue to work remotely whilst property agencies report an increase in people looking for houses outside of urban areas, probably remote from their office base.

We are therefore planning on the basis that it is likely that many of the changes (most of which we were going through in any case) will 'stick.' We also need to plan on the basis that we will encourage people to stick with their new habits of walking and cycling, which bring benefits including reduced carbon and congestion, improved

air quality in our urban areas, and better physical and mental health for people participating.

Local Transport Plan Strategy and Policies

This plan sets out that we will:

- Seek to achieve the environmental policy target of working towards carbon neutrality when we make changes and improvements to our transport network, and through working with users on how they choose to use the transport network.

This will include:

- Prioritising a shift to more efficient vehicles, including lower carbon technology and cleaner fuels with a particular emphasis on electric vehicles
- Looking at behaviour change and interventions that can help to increase the use of sustainable transport
- Prioritise tackling poor air quality problems where air quality falls below the recognised thresholds. This includes investigating vehicular restrictions or charging in urban centres
- Prepare the county for future changes and challenges to ensure the best for our society, environment and economy
- Be proactive when it comes to innovating and adopting new technologies
- Work closely with partners to ensure that new developments are located in suitable areas with access to services and leisure facilities via sustainable and active transport and not in areas that would be reliant on the private car
- Seek to mitigate any adverse effects of new development on the transport network
- Work with partners and make the case for investment to the rail network and trunk roads, which the county council does not manage or maintain, to seek improvements, seeking quick, reliable journey times for longer-distance journeys where there is the highest need
- Improve connectivity between rural areas and services in urban centres with a focus on active travel and public transport
- Tackle accessibility problems in partnership, targeting those communities most in need
- Put in dedicated, segregated lanes for public transport and / or cycling on certain corridors in urban areas and prioritise maintenance of those parts of the network used by people walking and cycling in our built-up areas
- Commit to providing a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people, robustly assessing all schemes and paying due regard to the Public Sector Equality Duty (along with our other duties and responsibilities), to identify potential barriers and determine how best to overcome any barriers and facilitate access to the greatest extent possible for all. Where appropriate, on a case-by-case basis, we will make reasonable adjustments.
- Design or change transport systems to recognise that people make mistakes and to ensure that survivability is maximised

- Use the annual funding allocation from government predominantly for maintenance and maximise other funding sources for new measures like cycleways, roads or public transport infrastructure
- Focus on identifying the key risks from climate change and directing efforts on tackling these where they are likely to be most disruptive to journeys, especially on those parts of the network identified as critical to keep functioning
- Embrace new and innovative technology so that we can (i) better monitor and maintain our networks and (ii) provide information about travel and current performance of the network to users.

Local Transport Plan Implementation Plan

An Implementation Plan ~~has been~~ will be developed ~~following adoption of the LTP4 strategy.~~ This ~~sets~~ will set out ~~our proposals for implementation, the projects and programmes / schemes and measures that will be brought forward to achieve the aims and objectives of the strategy.~~ ~~This will be~~ has been developed throughout 2022 ~~with its final adoption in autumn~~ Summer 2022.

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Chapter 1: Introduction

The Local Transport Plan details how the county council deals with a wide range of transport matters to achieve council objectives including a strong and stable economy, the health and well-being of our residents and reducing carbon. The plan shapes the nature of our own projects and the design and delivery of these as well as how we influence the plans and programmes of other agencies and partners including in government, communities, the commercial sector and the third sector where these are relevant to transport (such as district council growth plans or government programmes of schemes on the trunk road and rail network).

The key issues this plan explores include how we: achieve the policy aim to work towards carbon neutrality by 2030 as agreed in the environmental policy recently adopted by the county council; improve air quality in urban areas; meet the challenge of technology and innovation in the transport system and the ways in which people work; and support the economy of the county by ensuring that people can make the connections they need.

The Local Transport Plan objectives are:

- Embracing the Future
- Delivering a Sustainable Norfolk
- Enhancing Connectivity
- Enhancing Norfolk's Quality of Life
- Increasing Accessibility
- Improving Transport Safety
- A Well Managed and Maintained Transport Network.

The Government's Cycling and Walking policy has placed sustainable modes of transport and active travel at the heart of the way we design transport infrastructure

These objectives support the county council's wider strategic objectives and aims, not least as set out in the county council's business plan for 2019-2025, *Together, for Norfolk*. This sets out our ambition for economic growth, managed development and a better future for all, working with a host of organisations, businesses and community groups across our county. Recently, the council has adopted its environmental policies which include a target for a move towards carbon neutrality across all sectors by 2030. The Local Transport Plan sets out transport's contribution to this ambitious target. The plan is supported by a Strategic Environmental Assessment, which has been undertaken as part of a sustainability appraisal so that we understand, and can take account of where appropriate, the plan's impact on environmental, economic and social indicators in its development.

Norfolk County Council is the Highways Authority and is responsible for maintenance and management of most public roads and rights of way in Norfolk (except the A47

and A11 which are the responsibility of National Highways, formerly Highways England). The county council has a major influence on provision of other transport services such as public transport, but is not responsible for bus services, ports, airport or rail services. Our significant influence is exercised through working with partners, government and operators to improve these where possible.

The strategy is complemented by an implementation plan. This will describe the measures that will be delivered over a shorter time period, in accordance with the government's comprehensive spending review period. This implementation plan will be developed once the final Local Transport Plan strategy is agreed. It is anticipated that this will be adopted in autumn 2022.

The plan is supported by a number of more detailed policies and guidance notes. These include:

- Transport for Norwich Strategy, ~~currently being refreshed~~
- Transport strategies for King's Lynn and Great Yarmouth
- Electric Vehicle Strategy, adopted by the county council in October 2021
- Walking and Cycling Strategy, currently being refreshed
- Norfolk Rail Prospectus, currently being refreshed
- Bus Service Improvement Plan, submitted to the Department for Transport October 2021.

These documents contain more detail about individual topics and are signposted within the document.

Chapter 2: Background

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About Norfolk

Norfolk is situated in the east of England, bordered with Suffolk, Cambridgeshire and Lincolnshire.

The county has an exceptional heritage and culture, unique landscapes and diverse wildlife habitats. Norfolk also has over 100 miles of coastline, which is designated as an Area of Outstanding Natural Beauty and The Broads National Park, which is home to over a quarter of the UK's rarest species.

Total population of Norfolk is 908,000 and projected to rise to 985,200 by 2036

2019 population data – Norfolk Insight

Norwich is Norfolk's county town and its only city. Norwich is home to an estimated 117,000 jobs and more than 8,000 businesses, and the city is one of the largest centres of employment in greater south-east England. Norwich is one of the fastest growing cities in the UK and contributes more than £3 billion per annum to the national economy.

58.5% of people in Norfolk are aged 16-64

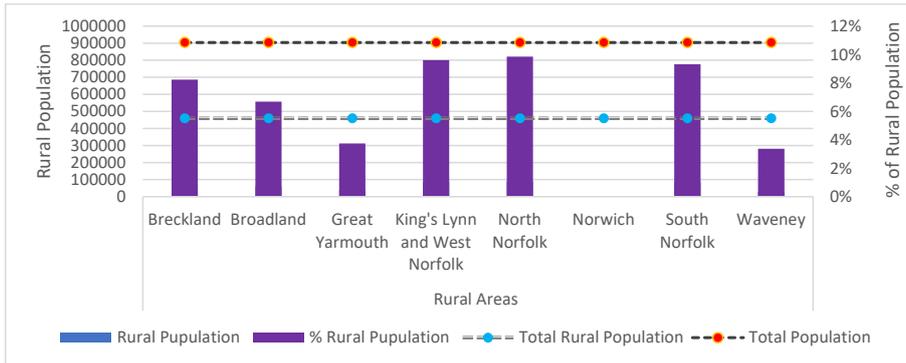
2019 population data – Norfolk Insight

King's Lynn and Great Yarmouth are also important urban areas within the county, forming important centres for their populations and supporting a wider range of businesses including those associated with offshore energy.

Much of Norfolk is rural, with a large number of small, dispersed villages and market towns. Public services, such as GP surgeries and schools tend to be within the larger villages, market towns or urban areas. Therefore, significant numbers of people have to travel relatively long distances to access everyday facilities, often with the added challenge of variable quality public transport. Norfolk also has one of the largest highway networks in the country, around 10,000km or over 6,000 miles, which provides some significant challenges in terms of travel and maintenance. Norfolk's transport network is also largely rural, lengthening journey times. Many

settlements still retain historic street layouts, leading to congestion on some corridors and a lack of space to provide facilities for all different types of user of the network.

Figure: Rural Population in Norfolk and Waveney



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Recent progress and achievements

The previous Local Transport Plan was adopted in 2011. Since its adoption several schemes and projects have been delivered. Norwich to London in 90 minutes rail services and complete replacement of all rolling stock in the Greater Anglia franchise have been delivered, transforming many rail journeys in Norfolk. Longer trains now serve King's Lynn.

Across the county we have made significant improvements to walking and cycling. In Norwich, we have adopted a comprehensive pedalway network and invested significantly in improvements to the pink, yellow, blue and green pedalways and the Marriotts Way section of the red pedalway / National Cycle Network 1. A bike-hire scheme is running, and e-scooter trials are currently underway in Norwich and Great Yarmouth.

The Broadland Northway (formerly known as the Norwich Northern Distributor Road) provides a new link around the northwest of Norwich, meaning that traffic no longer has to use city centre or suburban / rural links. It has stimulated housing and jobs growth around the north of Norwich and allowed a programme of active travel and public realm improvements in the city centre including closure to general traffic of St Stephens and Rampant Horse Street, and pedestrianisation of Westlegate.

A11 dualling has been completed. There has also been a commitment to improvements and funding for A47 Great Yarmouth Junctions, Blofield to Burlingham dualling, Thickthorn Roundabout and Easton to Tuddenham dualling. Great Yarmouth Third River Crossing started on site in early 2021. This will significantly improve access to the port as well as taking traffic out of the town.

The Local Transport Plan

The Local Transport Plan for Norfolk describes Norfolk County Council's strategy and policies for funding of roads and other transport infrastructure; and how the county council will work with others on matters relating to transport such as location of new housing growth.

Since the previous plan's adoption time there have been many changes to the way that people travel, and how much.

Technology has meant that we are now increasingly able to live our lives without the need to travel, for example using online resources such as internet shopping. This has also become more widespread since the 2020 Covid-19 outbreak, meaning people are now more comfortable using technology to work and socialise. Because of this people now re-evaluate their need to travel so it is important to ensure that people have the right technology to make informed decisions about travel choices. The way we travel is also changing, with more information and more technology being built into vehicles and more options such as car clubs and bike share schemes. Norfolk County Council has also recently adopted an environmental policy to achieve 'net zero' carbon emissions on our estates by 2030, but within our wider areas, work towards 'carbon neutrality' by 2030.

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Evidence and engagement



Chapter 3: Strategic Objectives and policy context

Strategic Objectives

<p>Objective 1: Embracing the Future Rapid advances in technology bring opportunities for us to be more innovative and agile in delivering an efficient and effective transport network. Increased data can help to inform how we manage and maintain the network. At the same time, we need to make sure that everyone benefits from the advances that technology can bring.</p>	<p>Objective 2: Delivering a Sustainable Norfolk Delivering sustainable development is highly important, especially with the planned housing growth. We will seek to preserve and enhance our built, natural and historic environment and seek to ensure new development is beneficial to Norfolk's society, economy and environment.</p>	<p>Objective 3: Enhancing Connectivity It is our priority to maintain and enhance important connections to enable movement into and around the county and increase our attractiveness as a location both for businesses and people. Good connectivity is very important for getting from A to B easily whether for work, education, visiting family and friends, and deliveries.</p>	<p>Objective 4: Enhancing Norfolk's Quality of Life Enhancing the quality of life for Norfolk's residents is very important to Norfolk County Council. We want to improve the health of our residents by improving air quality and encouraging active travel options to improve health and fitness. Our commitment is to work towards zero carbon.</p>
<p>Objective 5: Increasing Accessibility Increasing accessibility is important so that everyone has access to the services and opportunities they require. In this plan we aim to increase the accessibility of Norfolk and address the challenges such a rural county faces and also to adapt to accessibility requirements in the future.</p>	<p>Objective 6: Improving Transport Safety We aim to improve the safety of our transport network in order to reduce casualties and help people feel safe when using any mode of transport. Norfolk County Council aims to overcome the various challenges on the network and to create a network which encourages safe usage of our roads and to protect vulnerable transport users.</p>	<p>Objective 7: A Well Managed and Maintained Transport Network Norfolk County Council is responsible for the management and maintenance of 10,000 kms of Norfolk's roads and 4,000 kms of Norfolk's footpaths and other public rights of way. We will apply new and innovative technology where it will be most effective to improve the management and maintenance of the network to keep Norfolk moving.</p>	

Strategic Policy Context

International and National Policy and papers

The Road to Zero 2018

Next steps towards cleaner road transport and delivering the Industrial Strategy.

- Ending the sale of new conventional petrol and diesel cars and vans by 2035 (originally 2040)
- Aim for almost every car and van to be zero emission by 2050.

This ambitious target is relevant to Norfolk's LTP4 as it sets the direction of where transport is headed in the future, enabling us to look ahead and plan infrastructure around zero emission vehicles and the phase out of petrol and diesel cars and vans. The strategy drives the uptake of zero emission cars, vans and trucks.

Transport Act 2000

Requires local transport authorities to write a local transport plan with policies for the promotion and encouragement of safe, integrated, efficient and economic transport within their area and an implementation plan explaining how these policies will be carried out.

Climate Change Act 2008

The Climate Change Act 2008 sets the target to reduce the UK's CO2 emissions to 80% of 1990 levels by 2050. This has since been updated in 2019 with the aim of the UK being carbon neutral by 2050.

This is relevant to the LTP4 as the transport sector emits the greatest amount of carbon dioxide emissions in the UK and will therefore need to be transformed to meet such ambitious targets.

Decarbonising Transport: Setting the Challenge 2020

Sets out how DfT will work with others to produce a Transport Decarbonisation Plan later in 2020 to ensure we reach net zero transport emissions by 2050, with a vision for how a net zero transport system will benefit us all.

Future of mobility: urban strategy March 2019. Bus Back Better 2021

This strategy outlines government's approach to maximising the benefits from transport innovation in cities and towns. E-scooters could be a fast and clean way to travel easing the burden on the network. Parts of the county are participating in e-scooter trials to help inform legislation. Bus Back Better sets government's vision for buses to be at the heart of the public transport network.

[Net Zero Strategy: Build Back Greener, October 2021](#)

[This strategy sets out policies and proposals for decarbonising all sectors of the UK economy to meet our net zero target by 2050. A key commitment in transport is to ensure the UK's charging infrastructure network is reliable, accessible, and meets the demands of all motorists.](#)

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Government Cycling and Walking Policy for England July 2020

Government wants to see a step-change in cycling and walking in the coming years.

Increasing cycling and walking can help improve air quality, combat climate change, improve health and wellbeing, address inequalities and tackle congestion on our roads. This policy aims to create connected, healthier and more sustainable communities.

Decarbonising Transport A Better, Greener Britain 2021

Sets out how a plan for how government intends that the emission reductions in Decarbonising Transport will be achieved. Four other documents were published alongside the strategy: Jet Zero Consultation, non-zero emission HGV Phase Out Consultation, Green Paper on a New Road Vehicle CO2 Emissions Regulatory Framework and a Rail Environment Policy Statement.

British Energy Security Strategy, April 2022

This aims to ensure secure, clean and affordable British energy for the long term and includes investment in green public transport, cycling and walking, and provision for hydrogen transport.

Design Transport & Storage business models by 2025 for hydrogen transport and storage infrastructure, which will be essential to grow the hydrogen economy. Norfolk is well placed to support a hydrogen economy we will therefore continue to review Hydrogen studies in the region and how the LTP might support these in the future.

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Levelling Up White paper, 2 February 2022

The aim of Levelling Up is to reorganise the relationship between central and local government and put more focus on councils to deliver the Government's programme to improve opportunities and outcomes in all parts of the country.

The White Paper provides details of 12 new missions across four broad areas: boosting productivity and living standards by growing the private sector; spreading opportunities and improving public services; restoring a sense of community, local pride and belonging; and, empowering local leaders and communities.

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Levelling-up and Regeneration Bill, 11 May 2022

This bill includes a range of proposed changes to the planning system, including changes to developer contributions, requirement for a design code, environmental assessment and enforcement. The new system will be based on the principles of: beauty, infrastructure, democracy, environment and neighbourhood engagement.

Regional and Local Policy

Norfolk and Suffolk Economic Strategy 2017

The Norfolk and Suffolk Economic Strategy has been formed through the collaboration of businesses, education providers, local councils, the voluntary community sector and the New Anglia LEP. The document outlines the ambitions for future growth across Norfolk and Suffolk.

This is relevant to the LTP4 as the plan should aim to facilitate the achievements of the strategy and take into account the ambitions and future development of the county.

Norfolk County Council's Environmental Policy

A Key part of the Norfolk County Council Environmental Policy was to work towards 'carbon neutrality' in Norfolk by 2030 and to collectively achieve 'net zero' carbon emissions in Norfolk County Council, Suffolk County Council and the Broads Authority estates, also by 2030.

This is relevant to the LTP4 as it sets out an ambition for the County in which transport can have a big effect. The LTP4 should hence aim to help achieve these targets by drastically reducing our transport emissions.

Together, for Norfolk 2019-2025

Together for Norfolk sets out Norfolk County Council's priorities:

- Focussing on inclusive growth and improved social mobility
- Encouraging housing, infrastructure, jobs and business growth across the county
- Developing our workforce to meet the needs of the sectors powering out local economy
- Work to reduce our impact on the environment
- Help Norfolk have a growing economy, full of thriving people living in strong communities we are proud of.

Local Transport Plan 4 should aim to help achieve these priorities.

Relationship of the Local Transport Plan with other Norfolk transport policies, plans and programmes

The Local Transport Plan sets out the overarching strategy across the whole of the county, across all areas including different transport modes and the overall approach for how we will deal with transport issues arising from growth plans. Alongside the Local Transport Plan there is a series of more detailed plans, policies and programmes. These provide more detail about how the strategic policies of the Local Transport Plan will be implemented at the detailed level. Although not an exhaustive list, these include:

- Bus Improvement Plan. Following release of the government bus strategy, Bus Back Better, in March 2021, we have developed our bus improvement plan and submitted to government in autumn 2021
- Walking and Cycling Strategy: This is currently being refreshed. The county council is developing a series of Local Cycling and Walking Infrastructure Plans (LCWIPs) to provide more detail in local areas. LCWIPs ~~were adopted for Norwich, Great Yarmouth and King's Lynn in spring 2022 and are well-advanced for Norwich, Great Yarmouth, King's Lynn and progressing for Dereham and countywide, with plans for the rest of the county being developed~~
- Transport Asset Management Plan: Sets out the management, operation, preservation and enhancement of the transport infrastructure
- Transport for Norwich: This ~~is currently being~~ refreshed ~~was~~ and adopted in autumn 2022 to replace the existing Norwich Area Transportation Strategy. This deals with the built-up area of the city, its growth areas and travel to and from surrounding areas
- King's Lynn Transport Strategy: This has recently been adopted
- Great Yarmouth Transport Strategy: This has recently been adopted
- Market Town Transport Network Improvement Strategies: The council has developed ten such studies looking at the market towns across the county to identify transport measures needed to accommodate growth pressures.

As well as county council documents, such as the Norfolk Access Improvement Plan (NAIP), 2019-2029, there are other significant documents including local plans, setting out development plans across the districts, and documents setting out visions for specific areas, such as, for Norwich, the 2040 City Vision and Norwich City Centre Public Spaces Plan.

Chapter 4: Embracing the Future

Introduction and chapter summary

This chapter deals with:

- Challenges, changes and trends. This includes changes in the way we travel, and our reasons for travel, and increased awareness of climate change issues
- Policy. Existing national and local policies and targets we need to consider such as the climate change act, and the move towards electric vehicles (EVs)
- Technology. New technology requiring infrastructure such as EVs, connected and autonomous vehicles, and the way we monitor the network such as using sensors
- Behaviour change. Interventions that can work alongside other policies and programmes to help bring about changes in the choices that people make.

The chapter sets out that:

- Norfolk has a growing population which, if we don't act, will increase traffic and put pressure on the transport network, air quality, climate change, the environment and economy.
- Awareness of climate change is increasing and there is a growing expectation that this will be a large consideration in decision making.
- The increased need to focus on active and sustainable modes of transport such as electric vehicles, cycling and walking.
- We should be ready to trial new technology and work in partnership with the private sector to bring about innovation. Use of innovative technology can also be used to monitor the network and provide real time information to users, which is covered further in the Connectivity chapter.
- Our desire for transformation mixed with the rapid changes and developments in technology mean we need to prepare for new technology such as electric scooters, charging points for electric cars, and advances in the way we keep people informed of changes on the transport network.
- Norfolk has responded well to the Covid-19 pandemic and residents have adjusted to new ways of working, shopping and socialising. As a result, there has been an increased desire to cycle and walk and access green infrastructure. With this has come a heightened awareness of the environment and how transport effects our quality of life, which is covered in the Sustainability and Quality of Life chapters.

We are going through large changes in the transport sector. Our society, economy and environment are all rapidly changing and as a result, the way we travel and the way we will work and shop in the future is also changing.

Policies

This section provides a summary of the policies in this chapter.

Policy 1

We will plan and prepare the county for future challenges and changes to ensure the best for our society, environment and economy, and to actively review these developments through time.

What this means in practice:

- Future changes and challenges in Norfolk may be different from other parts of the country so solutions should be found that are tailored to Norfolk's needs. Working with communities and companies to predict, and respond to, changes can also boost the local economy.
- Norfolk will be best placed to identify and respond to future challenges. We will be able to take a leading role in preparing for the future, and not be left behind the rest of the country.
- Appropriate evidence and data gathering will enable us to identify future challenges and help us react faster to these changes, and therefore avoid the negative consequences.

Policy 2

The priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels; this includes the facilitation of necessary infrastructure.

What this means in practice:

- We will facilitate changes in the ways that people travel so that people choose to travel more by walking and cycling or new travel modes like e-bikes and e-scooters.
- We will work with partners in the private sector to make sure that the necessary infrastructure for cleaner vehicles, like charging points, is put in suitable places and are sufficient to encourage people to take up the use of these vehicles. This could include working with the private sector to create a market to provide charging points that satisfies and promotes the demand for electric cars; or to work with passenger transport operators to promote the conversion from diesel operation to electric bus and rail operation.
- Working in partnership to support and deliver infrastructure will enable the council to take a leading role for the market to follow, without shouldering the full financial burden.
- Our Electric Vehicle (EV) strategy will help us build EV technology into future infrastructure decisions. EV technology is integral to achieving environmental targets and carbon neutrality.

Policy 3

Innovation and new technologies will be embraced and used proactively in order to achieve our vision, including responding to new targets set by the recently adopted environmental policy.

What this means in practice:

- We will lead in trialling new technology suitable for Norfolk and learn from developments elsewhere. We can build strong partnerships with other sectors that will make Norfolk more resilient to environmental challenges.
- This might mean the use of apps, where the technology is robust, for monitoring how people use the network, or to monitor air quality, or innovative solutions to encourage electric vehicles or e-scooters. Trials of e-scooters are underway in Norwich and Great Yarmouth. These trials, alongside others across the country, will help to inform future government legislation about this new type of vehicle
- The use of new technology will come forward more quickly if we are not reliant on other places adopting it first and might not be suitable for Norfolk. New technology is going to be vital in monitoring success on interventions, so money isn't wasted on projects that don't work for Norfolk.
- We will make the most of data from work done at other locations but also lead in trialling innovative technologies and share information.
- Sensors, apps, data, and surveys can better inform where we target our future budget for maintenance, safety and accessibility and sustainability, which will be covered further in the later chapters.

Policy 4

We will work with people to shape the way they travel, why they are travelling and whether they need to travel, encouraging behaviour change and interventions that can help to increase the use of sustainable transport.

What this means in practice:

- The support of people and communities is vital in making successful interventions in sustainable transport. People need to understand and support changes to encourage uptake of sustainable transport. If infrastructure changes are made without the support of Norfolk residents and businesses, they will be less successful, and it will take longer to see any benefit from investment.
- We will engage with communities to understand their needs and encourage and assist people to use more sustainable transport. This includes working with residents of new developments through our AtoBetter programme. How to influence the design of new growth is dealt with in Chapter 5: Delivering a Sustainable Norfolk
- Covid-19 has accelerated changes in behaviour. We continue to monitor impacts on people's travel and will use this information to enable us to better plan for changes in travel behaviour.

Introduction

Our population and economy are growing and shifting in form, technology is developing fast and increasingly offering new solutions to help solve the social, economic and environmental issues we face.

Environmental policy is setting targets that need to be achieved in ambitious timelines. This chapter covers the challenges, changes and trends transport is facing now, and in the future. We are setting policies that will shape the future of transport and the technologies which will help ease congestion and emissions and improve safety, accessibility and movement in our county.

The chapter also covers behaviour change: what it is, why we need it and how it can help in adapting to and mitigating climate change in the future. The transport sector is the most polluting sector in the UK hence it is vital that we do everything we can to change this in order to reduce our impact on the climate and all the social, environmental and economic consequences that come with this.

It is difficult to predict the future. This is perhaps especially difficult now, given that Covid-19 has had a major disruptive impact in the way that people live, work and travel. However, Covid-19 also shows that people are adaptable to change and has – in many respects – simply accelerated changes, like working from home, that society was in any case going through. This chapter sets out some of the things which could be expected in the years to come. Our population is growing, becoming older and moving to urban centres (although there is some evidence of change to this trend recently). Our lifestyles are becoming more instant and less structured. Our technology is advancing and has the ability to combat the challenges we may face in the future; or react more quickly to change. Our society has the power to make rapid changes to also overcome the challenges of the future.

Evidence and Challenges

Along with the rest of the UK, the population of Norfolk is growing. Currently, Norfolk has a population of 900,000 people. By 2036, this is expected to be over one million. The growth in population needs to be managed if it is not simply to increase pressure and demand on the transport network.

Road traffic growth could have negative effects on air quality, climate change, the environment, society and the economy. This can be minimised through embracing innovative new technologies, like clean fuels where people will still need to travel by car, and focusing on changing people's travel behaviours to those that are more sustainable.

In Norfolk, urbanisation is occurring with more people moving out of rural parts of the county and into the urban centres such as Norfolk's towns and Norwich city centre, although we are seeing evidence that the pandemic might change this. Unless we help people to use more active travel modes, there could be an increase in congestion and higher levels of air pollution. As people in urban areas and market towns might not need to commute as far for work, cycling and walking will be a more feasible option. Public transport is often well connected in urban areas where transport hubs and interchanges can be found.

We have seen an increase in people walking, cycling and using other forms of active travel recently, especially, during Covid-19 lockdown. New options such as e-scooters are becoming increasingly popular even though, at present, their use is very strictly limited. Through being receptive of change and encouraging innovation and technology, these moments of change can be harnessed, and have beneficial impacts on the transport network and environment.

Many people live outside our urban areas and market towns, and face challenges of accessing jobs and other services, particularly if they do not have a car. These issues are covered further in Chapter 8. This chapter considers how technology might help people be more connected: through better broadband to enable virtual connections; through electrically assisted cycles, which extend the range of bike journeys; or bus information through phone apps.

The LTP consultation showed that people in rural areas are concerned by the unreliability of the bus service, particularly where older people have to wait outside, not knowing when or if a bus will turn up

Norfolk's population is also ageing. With this comes transportation problems and an increasing risk of isolation. The most common transport issues for elderly people, as identified by Age UK, include:

- The lack of sufficient transport links for elderly people in rural locations to healthcare and other vital services
- Transport not being convenient or comfortable for elderly people
- Lack of encouragement to use more active modes of transport for both physical and mental health.

In the UK, the population aged 65 and over increased by 37% in rural areas between 2001 and 2015 and increased by 17% in urban areas. Rural areas are often disadvantaged in terms of access to services and activities due to the low population density in these areas making the provision and maintenance of service infrastructures difficult and expensive. There is some evidence that, because of the pandemic, there has been an increased demand for people who want to move to rural areas.

Society and the economy are changing. People are behaving differently, due to various external factors such as improved technology and communication, meaning people do not have to travel as much or as far. We have seen an acceleration of this behaviour recently during Covid-19 restrictions. The average number of trips per

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person across all journey purposes and modes shows a downward trend in the UK. These trends are showing a decrease in trips for work, education, shopping, visiting friends and relatives and personal business between 2001 and 2016. New technologies and ways of communicating such as Skype, online shopping and the ability to work from home are influencers on this.

In England there has been a 24% drop in shopping trips between 1995/97 and 2013

Trends are showing that the gig economy has more than doubled in size over the past three years. This is a labour market characterised by the prevalence of short-term contracts or freelance work, as opposed to permanent jobs. The gig economy is driving a shift away from the traditional nine to five working hours and hence rush-hour congestion could ease. The gig economy can also alter people's personal behaviours as it enables near-instant services such as Uber and Deliveroo. Changes to how people work is also influenced by the ability to work from home. Thanks to new super-fast connectivity technologies, it is now easier than ever to work from home by using laptops and carrying out video conferences. With the growth in popularity of flexi working, or the closure of office accommodation by employers following Covid, the future could see a decline in the peak congestion times and rush hour when people start and finish work: a growing number of people will be commuting at different times or not needing to commute at all.

Popularity in ordering goods online has dramatically increased within the last few years. Due to this, fewer people are making journeys to retail areas which could in the future take more vehicles off the road. However, increasing online purchases could see an increase in delivery vans or lorries due to a higher quantity of deliveries being made.

Another behaviour trend is delayed car ownership. The percentage of young people obtaining driving licences has decreased in the last 20 years. This could be put down to the high cost of learning to drive, high cost of insurance for young people and the financial insecurities of millennials. Alongside this, technological change is also influencing the trend and reducing the need to own a car.

Young people especially are increasingly aware of climate change. This awareness is only expected to grow in the future and hence cycling, walking and public transport could become more popular as these are more sustainable modes of transport.

As Norwich in particular has a large young student population, it is likely to see an increase in the usage of these forms of transport as they are cheaper and align with the climate conscious attitudes of the young. However, Norfolk on the whole is a rural county which makes transport via these more sustainable modes difficult for those living in rural areas and the elderly. It is therefore vital in the future that Norfolk

embraces new technologies to enable those in rural locations to also move in a low-carbon manner.

Technology, innovation and behaviour change have the ability to bring about rapid change when used together.

Strategy for delivery

- Plan and prepare for future changes and challenges. We will embrace new initiatives where these have positive benefits for Norfolk. This might include initiatives such as the use of autonomous vehicles, but we will only do this where it can be demonstrated that these initiatives will bring positive benefits
- Be proactive in using new technology and new methods, for monitoring outcomes, information provision and in our delivery, where these are shown to be robust and effective
- Support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels
- Help people to effect a change in the way that they use the transport system to one that is better for the environment, and people's mental and physical well-being.

Planning for change

Policy 1

We will plan and prepare the county for future challenges and changes to ensure the best for our society, environment and economy, and to actively review these developments through time.

Given its unique geography and socio-demographic make-up, Norfolk will face its own unique challenges. The Local Transport Plan sets out how we will respond to these, whether they be from climate change or lack of rural access to services. Appropriate evidence and data gathering, together with working with local communities, businesses and other interests, will enable us to identify future challenges and help us react more quickly to these changes.

It will be necessary to understand what these future challenges might comprise and be prepared to be agile to act to find tailored solutions. Evidence and data gathering will enable us to identify future challenges and help us react faster to these changes, and monitor outcomes. We will take a leading role in preparing for the future, being pro-active in our use of innovation and new technology to ensure that the county is not left behind.

Technology

Policy 2

The priority for reducing emissions will be to support a shift to more sustainable modes and more efficient vehicles, including lower carbon technology and cleaner fuels; this includes the facilitation of necessary infrastructure.

Technology has the potential to reduce transport congestion and emissions and improve safety, accessibility and mobility. Technology therefore plays an important role in shaping how the future of transport will look both in Norfolk and all over the world.

The 2040-2030 ban on the sale of all petrol and diesel cars and vans will promote the uptake of electric vehicles, which are already becoming popular. The UK government aimeds to invest £1.5billion in ultra-low emission vehicles by 2021, further evidence to suggest that a growth in these vehicles can be expected in the future.

UK Climate Change Committee analysis shows that technological change alone is not enough to reach the UK's net zero goal, social transformation is also required.

Currently, Norfolk lacks an extensive electric vehicle charging network. Most local authorities, including Norfolk County Council, lack the funding and expertise to provide facilities although the market is increasingly providing charging points. With the phasing out of petrol and diesel vehicles and increasing interest in low-emission vehicles, it is likely this will be increasingly rolled-out. Charging points tend to be focussed in urban areas and town centres where there will be most usage. These are also usually the areas with the poorest air quality. The county council has developed an EV strategy that sets out how the council can help facilitate growth in the number of EV charging locations across the county. The county council already works with developers and district councils the planning authorities, on provision in new developments.

The county council is also refreshing its walking and cycling strategy. This responds to government's recently published Gear Change which sees England as "a great walking and cycling nation" with "half of all journeys in towns and cities being cycled or walked by 2030."

Policy 3

Innovation and new technologies will be embraced and used proactively in order to achieve our vision, including responding to new targets set by the recently adopted environmental policy.

We are going through a revolution in transport. Applications like Google mapping have collected data on a scale that could not have been envisaged a decade ago. Trials of autonomous vehicles are ongoing; many vehicles on the road today have technology such as lane-assist systems, adaptive cruise control and self-parking that enable them to be semi-autonomous. Such systems can place demands on the transport network, and will affect how we manage and maintain the transport network in the future, but utilization will make the networks perform more efficiently.

The government is investing significantly into the research and development of Connected and Autonomous Vehicles (CAVs), also known as self-driving or driverless cars or other vehicles. Over time, CAVs are likely to have numerous impacts on how we move people around and how we manage highways. These include:

- Providing opportunities for people to connect
- Improving access, especially for those unable to use traditional vehicles. This consequently reduces isolation especially in rural counties such as Norfolk
- Improving road safety through sensors and communicating with other vehicles
- Reducing congestion by using intelligent technology such as planning routes to avoid traffic and communicating with other vehicles on the road network.

Innovation in the bicycle industry is also shaping the future of transport. E-bikes are becoming increasingly popular as they make cycling accessible to different abilities, make journeys faster and more comfortable and make journeys less exhausting by assisting the rider. A growth in E-bikes in the future would mean a greater demand for safe cycling infrastructure on key routes and a reduction of congestion and carbon emissions, especially in urban areas. (Policy 15, in Chapter 8: Increasing Accessibility, sets out our ambitions and intentions for active travel measures.)

In Spring 2020, Norwich launched its own bike sharing scheme called 'Beryl Bikes'. This has placed 600 (manual and electric) bikes on the streets of Norwich

An increase in bike sharing schemes is also leading to the growth of cycling as it makes biking easier, cheaper and more convenient which has the potential to prompt a modal shift towards cycling. Bike sharing initiatives promote the cultural shift towards more sustainable living. Therefore, a future scenario for Norfolk would be improved accuracy in data for popular cycle routes to make informed decisions and plans, increased cycling in urban areas, especially areas with access to bike sharing schemes.

Developments in technology and data collection have also led to the creation of smart traffic management systems. These are systems where centrally controlled traffic signals and sensors regulate traffic flow through a certain area in response to demand. This technology is able to reduce congestion and emissions as it is able to alter signals as and when it is needed and facilitates more efficient driving. Smart traffic signals are able to sense the type of vehicles in a certain traffic flow and hence in some cases provide bus priority. In the long term, this has the potential to make public transport more reliable and possibly change people's perceptions of public transport, prompting greater uptake in its usage.

Advancements in technology and data collection is enabling the growth of Mobility as a Service (MaaS) and seamless transport. MaaS bundles a variety of transport modes together and enables you to plan, pay for and use the modes of transport via one app or card. This makes the use of public transport far easier and seamless hence making it a more attractive choice of travel.

Norfolk is beginning to move towards this with relation to bus services with the A to Better journey planner. It is therefore likely that in years to come, multi-modal services will be increasingly used in our county.

Behaviour Change

Policy 4

We will work with people to shape the way they travel, why they are travelling and whether they need to travel, encouraging behaviour change and interventions that can help to increase the use of sustainable transport.

People's behaviour is often deeply engrained. We need to make it easier for people to change their habits and make sustainable choices about how they choose to travel. This requires more than just infrastructure improvements.

Behaviour change in transport is capable of reducing people's dependence on cars in order to reduce congestion and emissions, and increase the use of active modes of transport, all of which have a positive impact on our environment and health and wellbeing. This means working with people and communities in understanding their points of view and working up solutions together with engagement on development and delivery of individual interventions. Behaviour change initiatives, used alongside transport provision, will ensure that infrastructure is used to its full potential.

Integrating behavioural change strategies into transport developments will enable substantial shifts in how we travel. The Department for Transport states that to be successful in enabling change, new behaviours should seem:

- More advantageous: perceptions of costs and benefits change
- More 'me:' behaviour fits in with perceptions of self or aspirations
- More prevalent: increased awareness of who else is doing it
- More doable: increased confidence in ability to change.
- OR **it should** make people's old behaviour seem less of any of the above.

We will engage with communities to understand their needs and encourage and assist people to use more sustainable transport. This will be done as part of our transport delivery to reduce impacts on the environment and benefit society and the economy.

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Chapter 5: Delivering a Sustainable Norfolk

Introduction and chapter summary

This chapter deals with:

- Growth. Consideration of where new development should go to be best placed for the needs of communities and residents.
- Economy. Ensuring good links to services, jobs, education and skills by sustainable transport methods.

The chapter sets out that:

- As a council we need to meet the needs of the present population of Norfolk, local businesses, and tourism industry without restricting future growth and our ability to meet the demands of future generations. This includes making sure we respond to changes in government policy on development to make it work for Norfolk.
- New developments must consider whether they are in an air quality management area (AQMA), where air pollution is above national targets. Where we have declared an AQMA an action plan sets out measures to work towards an improvement of the air quality in the area. Therefore, this should be considered in the location of new development so increased travel doesn't cause further problems. Air quality is also covered in more depth in the Quality of Life chapter.
- We need to embrace new technology to monitor and respond to how journeys are changing to inform how we respond to the developing needs of existing and new communities. Using technology to inform travel plans.

Public highways and transport networks have a significant influence in shaping the place in which we live. Transport infrastructure connects communities and services together and plays a vital role in the way people move around and access the wider world. It also plays an essential part in the economic vibrancy of Norfolk connecting us to each other and the rest of the country.

Policies

This section provides a summary of the policies in this chapter.

Policy 5

We will work with partners to inform decisions about new development ensuring they are well connected to maximise use of sustainable and active transport options. This will make new developments more attractive places to live, thus supporting a strong sense of the public realm.

What this means in practice:

- We will work with partners to try to ensure that new developments are located in suitable areas with access to services and leisure facilities via sustainable and active transport and not in areas that would be reliant on the private car.
- If this were not the case, people will be reliant on private cars or, if they don't have a private car, are likely to struggle to access services, leading to social isolation and economic disadvantage.
- We will seek to ensure new developments are well-connected to bus networks: it can be difficult to add or change bus routes after a development has been inhabited, and changes to routes could take a long time to introduce.
- New developments with insufficient transport options could lead to social isolation and the inability for people to access services.
- Development without considering transport first could lead to unnecessary congestion and strain on the highway network causing more problems in the future.

Policy 6

We will work with the development community and local stakeholders to ensure greener transport solutions are embedded in land-use planning to significantly reduce traffic generation by private car. We will also work to ensure that the necessary infrastructure to support the transition to a clean transport network is in place. We will seek that any carbon impacts are monitored and offset by locally applicable measures. As part of our ongoing work on developing guidance for how we will deal with new development we will amongst other things consider how to establish carbon plans and budgets and devise methodologies to achieve carbon neutrality.

What this means in practice:

- The county council will engage and work with partners to ensure, where we can, that: development is planned with active and sustainable travel in mind; we secure contributions to active travel infrastructure from developers so that negative impact from developments is minimised; travel plans for new developments are secured and enacted; and carbon (arising from travel to and from the new development) is taken into account
- We will seek to ensure that measures supporting an uptake of cycling and walking, or by bus, in communities are provided as part of the development. Without developer contributions cycleways to encourage active travel and reduce reliance on private cars can be delayed until funds can be found, or not built at all.
- Development can put unnecessary strain on the network without interventions such as road improvements to access the development without disrupting through traffic.
- We are, however, only able to secure measures that directly mitigate the impact of a development as defined by a planning consent.
- The way that these contributions are secured in the future might change as government reforms planning.

Policy 7

In air quality management areas development will need to demonstrate its positive contribution to tackling the air quality problem.

What this means in practice:

- Air quality management areas are places where the national air quality objective for a specific pollutant is exceeded. New developments will not automatically make these emissions worse but could provide funding to provide positive intervention such as new cycle routes and footways to local amenities and schools so fewer existing and new residents need to use cars.
- We could simply raise an objection to planning applications (on which we are consulted as highway authority) where they fall within an air quality management area, but this would constrain housing from coming forward, particularly in locations where it is otherwise well-sited. The preferred policy will result in new developments helping to address air quality problems. It would mean that developers would need to demonstrate how development would address air quality or bring forward measures to address the issue. The National Planning Policy Framework requirement is for a proposed development to mitigate the impacts on air quality only.
- Interventions made by new developments can help air quality with sustainably built housing (eg including electric vehicle charging points) and interventions such as putting in place robust travel plans, car sharing schemes and better broadband (to minimise travel).

Achievements

- ★ We have a strong track record of working in partnership with Local Planning Authorities to develop planning policy such as the Greater Norwich Local Plan. The county council is a partner in the process to help develop and influence that plan to align with county transport objectives.
- ★ AtoBetter is a sustainable travel scheme that works with the community to offer free travel advice to aid people make the best travel choices. This is helping people make journeys as easy as possible and enables more journeys by foot, bike, public transport and car sharing.
- ★ Bringing forward and supporting large growth areas. New ways of working to deliver growth and bring forward strategic infrastructure together, leveraging in both public and private investment. Working with Transport East, Long Stratton bypass and West Winch Housing Access Road – both required to enable housing growth – have been identified in the Major Road Network programme for government funding.
- ★ Attleborough, Thetford and Great Yarmouth Growth Deal: Success in securing growth deal funding through the New Anglia Local Enterprise Partnership capital growth programme. This included packages of measures to reduce traffic congestion and improve sustainable transport in order to sustain and bring forward economic growth in the towns.

Evidence

The economy of Norfolk has particular strengths in sectors such as agri-tech and clean energy but lags behind in other areas. Across Norfolk house-building rates are insufficient to meet the calculated need for housing. Investment in housing and jobs growth can be constrained by perceptions that Norfolk is cut-off from the rest of the country; or because significant improvements to the local networks need to be provided to make the developments acceptable, but these cannot be afforded making the development slow to come forward. (Connections between major places within the county, and to major places outside, are dealt with in Chapter 6: Enhancing Connectivity.) As well as encouraging and enabling housing and jobs growth in the right places to come forward, we need to ensure that this growth is sustainable and does not lead to worsening problems.

The Norfolk Strategic Infrastructure Delivery Plan sets out Norfolk's priorities to help deliver significant economic growth in Norfolk for the next ten years. This is a coordinated approach to growth and transport investment to unlock potential and link people to jobs, homes and local amenities.

District Councils' local plans set out the housing requirements and details of where this, and economic growth, is planned. The county council works closely with district councils in the preparation of these plans and is a consultee on individual planning applications. How government takes forward its Planning for the Future White Paper, August 2020, might affect the strategy for delivery in the future. However, government has not yet finalized the full detail of changes to the planning system so it is not clear what changes this could mean for local authorities. This will continue to be monitored and our strategy could be amended accordingly.

[Natural England has released policy for Norfolk Local Authorities to follow to make developments nutrient neutral, March 2022. When nitrogen and phosphate nutrients enter water systems it can cause excessive growth of algae, making it harder for aquatic species to survive. The implications of this policy will continue to be monitored to assess its effect on achieving the objectives of the Local Transport Plan 4.](#)

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Challenges

- We must ensure that the impacts of development are fully met to maintain the function of the transport networks-
- Delivering housing need in locations that minimise the need to travel.
- Forward funding infrastructure to enable growth in the future-
- Balancing growth with its transport and environmental impacts-
- Over the next ten years the population of Norfolk is set to rise by approx. 50,700. With the increase in population new jobs and homes will be needed and there will be additional journeys as a result. We need to ensure these do not lead to detrimental impacts such as an increase in carbon or road congestion
- Norfolk needs to be attractive for new businesses and industries to come to the county-

- Making sure that, where there is an increase in travel, the networks (active and public travel, road and rail) can cope with growth and that public transport options are available.

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Strategy for delivery

- Providing advice to local planning authorities and on individual proposals to ensure development is well located and laid out in such a way that it achieves our Local Transport Plan objectives
- Consideration of new settlements to be well connected to services through sustainable and active modes of transport
- Developing the Infrastructure Delivery Plan
- Developing strategies and implementation plans for major growth locations
- Developing the case for funding to promote sustainable growth, housing and employment
- Developing transport strategies to support the vitality of town centres
- Developing our development management and design guidance to enable new growth to deliver increases in sustainable transport (including commercial bus services)
- Travel planning.

Growth and Development

To deliver the most sustainable possible growth in Norfolk, Norfolk County Council needs clear, aligned planning and transport objectives.

The county council recognises the need to develop and follow clear policies and guidance to inform the delivery of growth. Allocation of sites in local plans allows local planning authorities to identify strategic sites that will be delivered, or started, in the period of the plan. By helping local planning authorities to identify sites, we can make sure that development is well-connected to local services, and that consideration is given to the appropriate infrastructure that will be needed to deliver it sustainably.

Policy 5

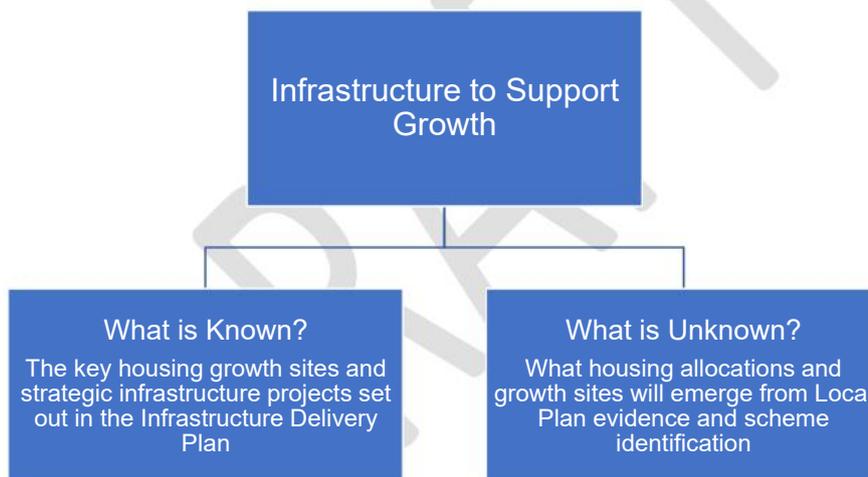
We will work with partners to inform decisions about new development ensuring they are well connected to maximise use of sustainable and active transport options. This will make new developments more attractive places to live, thus supporting a strong sense of the public realm.

The county council will work with – in particular – the development industry and district councils, who produce local plans, to seek that new development must: take into account access to education and schools; minimise the need to travel; support active travel; support travel planning through schemes such as AtoBetter; and enhance and protect the strategic network. We recognise the role that rural areas including market towns, key service centres and village clusters will play in housing growth.

To support clean growth, our advice will be that new sites must be in locations that promote active travel, and public transport, with good links to local services, but especially education and skills. This was reflected in the public consultation, where people showed a strong desire to see more sustainable transport options championed in the region, particularly in rural areas where this is currently a challenge. Active travel will also help air quality in areas with congestion.

We will:

- Support the production of an evidence base for planned sustainable growth
- Strengthen partnerships and provide clear guidance on the requirements of growth to:
 - Contribute to the Norfolk County Council Environment Policy
 - Promote active travel
 - Work with county council service delivery and help provide access for all.
- Support robust enforceable travel plans.



Policy 6

We will work with the development community and local stakeholders to ensure greener transport solutions are embedded in land-use planning to significantly reduce traffic generation by private car. We will also work to ensure that the necessary infrastructure to support the transition to a clean transport network is in place. We will seek that any carbon impacts are monitored and offset by locally applicable measures. We will consider how to establish carbon plans and budgets, and devise methodologies, to achieve carbon neutrality in new developments.

As part of our work with local planning authorities on their plans, and in responding to individual planning applications, we also influence the layout and design of new housing areas. This is to ensure, as far as we are able, that they can be served by good bus links and have suitable walking and cycling (as well as general traffic) links. As part of this, we also consider things like the provision of charging points for electric vehicles in new developments. More detail on this is in our separate, more detailed development management and residential estate layout guides. Our guidance documents will be reviewed following adoption of LTP4 strategy.

We will seek to work with the development community to ensure that transport planning is connected to land use planning to significantly reduce traffic generation by private car and ensure greener transport solutions are embedded in the design process. We will also work to ensure that the necessary infrastructure to support the transition to a clean transport network is put in place as part of the development proposals. We will seek that any carbon impacts are monitored and offset by locally applicable measures. As part of our ongoing work on developing guidance for how we will deal with new development we will amongst other things consider how to establish carbon plans and budgets and devise methodologies to achieve carbon neutrality.

Our travel planning team, AtoBetter, works with developers on the larger housing sites to agree travel plans that set out the measures that will help and encourage people to make sustainable travel choices. These plans, and their implementation, are funded by developers.

New developments in areas of poor air quality

Policy 7

In air quality management areas development will need to demonstrate its positive contribution to tackling the air quality problem.

Chapter 7: Enhancing Norfolk's Quality of Life deals with air quality in more detail. It notes that there are currently air quality management areas, where the annual average levels of nitrogen oxides (NOx) exceed recognised thresholds, in parts of Norfolk. New development in these areas could, if no action is taken, contribute to a worsening of air quality whilst also increasing the numbers of people living (or working) in areas with poor air quality. However, in other respects, these locations might be well-suited to new development because they are in places with good access to other services and facilities. We will therefore take an approach where we require developers demonstrate how their proposal can address air quality or bring forward measures to address the issue. Interventions could include sustainably built housing (eg including electric vehicle charging points), active travel networks, robust travel plans, car sharing schemes and better broadband (to minimise travel). Rather than automatically recommending a refusal to development in certain areas we will judge each development on how they propose to mitigate air quality issues.

Innovation

Norfolk County Council and the local planning authorities will need to work even closer together to deliver housing and commercial land that benefits the people of

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Norfolk and allows for growth in a sustainable way. We need to gather more evidence to understand what journeys people are making, and the journeys people will be making in the future, whether social, economic, or for tourism.

New ways of data collection such as sensors can better inform the decisions, and interventions, we make to ensure people can access services and leisure activities without putting additional strain on the highway network. This includes helping people access information on route planning. The use of new technology in the way we monitor air quality can help us better understand causes and therefore make the most suitable interventions in the most suitable areas, maximising investment and benefit.

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Chapter 6: Enhancing Connectivity

This chapter deals with connectivity. This refers to the major connections that people have to make:

- Between the major places within the county; and to major places outside. The strategy sets out that improvement to the major road and rail connections remain a priority for the Local Transport Plan. There must however be a shift to less polluting vehicles using these strategic connections.
- Getting to the major urban centres and market towns to access vital services that people need such as employment, education, health services and retail. For these trips, connectivity will be improved from surrounding rural areas with the focus being on clean transport modes including electric vehicles, public transport and walking and cycling.

Chapter 8: Increasing Accessibility deals with local connectivity and accessibility, such as making trips within built up areas by walking and cycling. The Quality of Life Chapter (Chapter 7) deals with how we will seek improvements to air quality and a reduction in carbon emissions. This considers aspects such as the modes of travel that people choose to make (by bus, car, etc.) and the types of vehicle that people choose, and how these might be made more efficient.

Good connectivity is vital because when people choose to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families. Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. Without good connections to other parts of the country many businesses might not choose to stay in, or move to, Norfolk.

Policies

This section provides a summary of the policies in this chapter.

Policy 8

Our priority will be to improve major road and rail connections between larger places in the county, and to major ports, airports and cities in the rest of the UK.

What this means in practice:

- We will work with partners and make the case for investment to the rail network and trunk roads, which the county does not manage or maintain, to seek improvements
- We will seek quick, reliable journey times for longer-distance journeys where there is the highest need as we see this as important to support, in particular, our economic objectives. Initial analysis of the long-term impacts of Covid-19 suggests that these longer-distance trips will remain important over the longer-term (and might even be of increasing importance as people choose to live in places like Norfolk and visit their workplaces in the capital on a relatively

infrequent basis, rather than living in London and commuting to work in the capital every day)

- Our priorities will be the A11 (bottleneck junctions at Thetford and Mildenhall Fiveways) and A47 trunk roads (dualling), Norwich Western Link, the Major Road Network (Long Stratton Bypass, West Winch Housing Access Road, A47/A17 Junction), connections to Norfolk's transport gateways (quick, reliable connections) and the rail lines connecting Norwich to London (more frequent 90 minute journeys, half-hourly frequency), Peterborough and Cambridge/Stansted (more capacity, faster journeys), East West Rail (services from Norwich via Cambridge to the Midlands and southwest England) and King's Lynn to Cambridge/London (half hourly frequency)
- Strategic connections are important for many of the businesses in the county as well as providing vital links for residents and visitors
- It is important to secure investment in their improvement to support, in particular, economic objectives. If journey times, and reliability of journeys, to Norfolk from other major places in the country do not compare well with similar places it is likely that investors would choose instead to invest in other locations, putting the economic prosperity of Norfolk at risk. Policy 9 sets out that there must be a shift to cleaner transport modes on these major links-
- The importance of the above rationale will be kept under review whilst considering the long-term implications of changes arising from the pandemic, but initial analysis suggests they still hold true.

Policy 9

Our priority for improved connectivity will be that the network is used by clean transport modes.

What this means in practice:

- When seeking improvements to the strategic connections we will endeavour to secure, design and implement them in a way that encourages clean transport modes. This means low carbon vehicles including cars and buses using cleaner propulsion (eg electric vehicles) and sustainable modes such as walking and cycling
- This means we will seek to influence the choice of vehicle type or how people choose to travel instead of hoping that individuals can make an informed choice, taking into account factors like their journey's impact on climate change, rather than simply their convenience
- The chosen policy will support our environment policy and emerging government policy. The policy will help to contribute to reducing carbon, improving air quality or the better physical and mental health of people through active travel whilst ensuring that major connections – necessary to support the economy – are suitable for their strategic purpose of transport large numbers of people efficiently and effectively.

Policy 10

We will seek to improve connectivity between rural areas and services in urban centres.

What this means in practice:

- Residents in rural areas need to access employment and services, which are often based in urban areas.
- To connect rural areas to the services and facilities centred within the market towns and urban areas, we will focus on improving the connections between them. This will comprise a variety of actions including: extending sustainable walking and cycling networks in the urban areas to connect with longer-distance facilities; working with public transport operators to improve services and infrastructure connecting into settlements (this is covered in the Accessibility Chapter; Chapter 8); and – recognising the significant role that car travel will continue to play in the future – improving some of the road links and connections. This ties in with our policies set out in A Well Managed and Maintained Transport Network (Chapter 10) where we state that we will prioritise main roads that have most usage
- This means that resources would be targeted to the above connections, rather than on improving connections in rural areas, which would result in improved connectivity within rural areas, but would not necessarily help people to access the urban areas and market towns
- People are increasingly working at home following changes to their habits during Covid-19 lockdown. Often, people need to make local trips to market towns and urban areas, replacing trips they would have previously combined with their journey to work. An improvement to the connections will help people to make these trips and will support the economies of the service centres.

Achievements

- ★ Greater Anglia rail franchise has delivered:
 - New rolling stock on all routes
 - Start of Norwich in 90 services
 - Extension of Norwich-Cambridge service to Stansted Airport
- ★ Improved connectivity in our built-up areas:
 - Major changes in Norwich including cycle network and removal of traffic from the retail and business centre, ensuring the city centre retains its place as one of the country's top retail areas, supports the visitor economy and remains attractive for business investment
 - New bus station in Thetford
 - Improvement of walking and cycling connections between the rail station and market place in Great Yarmouth. This is a key gateway to the town and the improvements have made a real difference to the impression visitors have on arrival.
- ★ Completion of Broadland Northway (Norwich Northern Distributor Road), fully opened to traffic in April 2018, and completion of A11 dualling (December 2014)
- ★ Commitment to over £300m of investment from government for the A47 including:
 - Easton to Tuddenham dualling
 - Blofield to Burlingham dualling
 - Wansford to Sutton dualling

- Thickthorn (A11/A47, Norwich) junction
 - Guyhirn junction
 - Junctions at Great Yarmouth
- ★ Large Local Major Road Schemes are in various stages of development:
- Norwich Western Link. The outline business case was submitted to government in June 2021. Construction is programmed for a start on site in 2023
 - Great Yarmouth Third River Crossing. Development consent and funding was secured, enabling construction to start on this project at the beginning of 2021. We aim to have the bridge finished and operational by early 2023.
- ★ Major Road Network improvements. Transport East has prioritised Long Stratton Bypass, West Winch Housing Access Road and A47/A17 Pullover Junction King's Lynn for funding under this stream. Government approved the outline business case for Long Stratton Bypass in July 2021 and awarded funding for the next stage of work.

Evidence

Strategic connections are important to Norfolk particularly for its continued economic success. This includes connections to London and Cambridge, and to major gateways like the London airports. These major connections, however, tend to be lengthy due in part to the location of Norfolk, but also because many are not of the same high standard as elsewhere in the UK.

The county has two major trunk road routes: the A11 and A47. The A47 is a mixture of poor standard single carriageway road and dual carriageways. This leads to inconsistency of standard, creating safety issues, as well as slow and unreliable journeys.

Compared to other parts of the country, journey times from other major places to Norfolk are lengthy. The availability of rail is poor, with many places in Norfolk some distance from a rail station. There is also a limited number of destinations available by train from the county. As a result, Norfolk has substantially lower numbers of residents commuting by rail compared to the rest of the UK.

The British Chambers of Commerce (The Congestions Question: Business Transport Survey, London) found that almost 60% of UK firms consider transport infrastructure as a major influence on their business location, suggesting that physical transport connectivity remains important for businesses.

Evidence reports, such as the A47 Economic Impact Study, completed by WSP Consultants for the A47 Alliance in 2019, show the value of good strategic connections on the major road network. This found that the Alliance's three priority dualling schemes would create an uplift in gross value added from new employment of over £330m, generate over £200m in benefits from enhanced productivity and bring about benefits of £40m in regional markets by reducing delay and congestion and increasing efficiency.

The county council is refreshing its Norfolk Rail Prospectus. This sets out in detail the ambitions of the council for rail improvements and the rationale for them. This document will be used to support our work with partners to improve accessibility and connectivity by rail. This work was put on hold until government had completed its review of the railways. Government published its white paper Great British Railways: The Williams-Shapps Plan for Rail in May 2021, setting out government's intentions for reform of the rail sector.

Challenges

- Slow road journey times on strategic east west links
- Limited rail connections, especially east west
- Methods of sustainable transport are often viewed as unsafe, particularly in rural areas
- Norfolk is a largely rural county with services focussed in market towns and urban centres
- Many parts of Norfolk experience slow and unreliable road journeys for motorists and buses, especially on congested networks in the towns and cities
- Many parts of the county are not close to rail stations, and even then, rail services have a limited number of connections
- Journey times between Norfolk and major destinations like London, Cambridge and major airports are lengthy. It can be quicker to get from London to many other parts of the country than to Norfolk, even if these places are further away from London than we are.

Strategy for delivery

The county council will continue to work with partners and key stakeholders to improve transport links such as working with the A47 Alliance to secure improvements to the A47 trunk road, the East West Rail Consortium (to link Norwich with direct rail services via Cambridge to Bedford, Milton Keynes and the south west of England), and other rail groups including the Great Eastern Main Line Task Force (Norwich to London rail link) and Ely Task Force (critical rail junction for King's Lynn to Cambridge / London services and a range of east west services). We will also work with developers, ports and Norwich Airport to make Norfolk an attractive place to live, work and run a business.

Transport gateways

Transport gateways are the major arrival points, and generally where there is a change in transport modes, from land to sea or air. These gateways are generally international, but gateways such as Norwich and King's Lynn railways stations link Norfolk to national transport networks.

Norwich Airport, Great Yarmouth Port and King's Lynn Port are the gateways in Norfolk linking people, business and freight to international markets. International connections are becoming increasingly important, both recreationally and economically. Norwich Airport provides holiday destinations in Europe via its link with Amsterdam Airport Schiphol allowing people to travel globally. The airport also allows for economic links for businesses, such as tech, financial services and pharmaceutical firms, with global markets and the oil industry. The ports at King's Lynn and Great Yarmouth allow manufacturing businesses to ship goods around the

world as well as providing vital services for the offshore energy industry. Neither port, nor the airport, has rail connections. We will continue to work with the operators to improve connectivity.

Offshore energy is a major part of business in Great Yarmouth and the port is the principal support port for offshore energy in the southern North Sea. There are also important links to ports just outside Norfolk, such as Wisbech in Cambridgeshire and Lowestoft in Suffolk and other international gateways such as the Port of Felixstowe and Stansted Airport.

As with many transport modes international gateways will need to respond to the pressures of carbon reduction and clean air targets.

Strategic Road and Rail Connections

Policy 8

Our priority will be to improve major road and rail connections between larger places in the county, and to major ports, airports and cities in the rest of the UK.

The foremost road connections into the county are by the A11 and A47. These are both trunk roads and funding for improvements comes directly from government. They are maintained and managed by National Highways, formerly Highways England, rather than the county council, which manages all other roads. Similarly, rail services are currently run by private companies on a franchise basis from government. Network Rail manage and maintain the infrastructure, including the track. Often improvements to the infrastructure are needed before the rail companies can run improved services.

The focus concentrates on improvements to these strategic networks to ensure quick, reliable journey times for longer-distance journeys. Improvements to the road network will help the longer-distance bus networks. Elsewhere in the Local Transport Plan, principally in Chapter 8, we deal with how these bus links will connect into the centres of our towns and employment areas.

Policy 9, below, sets out that, whilst there is a need to improve the strategic connections, there will need to be a shift towards clean transport modes on these links.

Strategic Priority Connections

- The **A11** which provides the main road connection to London and the south
- The **A47** providing the main east-west road connection and route to the Midlands and north of England
- Connections to **Norfolk's transport gateways**: Norwich Airport and the ports at King's Lynn and Great Yarmouth
- The **Norwich to London** rail line, providing links to London and the south
- The **Norwich to Cambridge/Stansted** and **Peterborough** rail lines, providing links to the Midlands and the north of England
- **East West Rail**, supporting rail services from the east through to the south west of England including the construction of a new rail line between Cambridge and Bedford
- The **King's Lynn to London rail line**, providing links to London, the south and Europe via St Pancras / Thameslink
- **Major Road Network**: improvements to the A10, A140, A134 and A146 providing regional connections.

Priorities for enhancing strategic connections

- A11 trunk road (bottleneck junctions at Thetford and Mildenhall Fiveways)
- A47 trunk road (full dualling with appropriate grade separation at junctions)
- Major Road Network (Norwich Western Link, Long Stratton Bypass, West Winch Housing Access Road, A47/A17 Junction at King's Lynn)
- Connections to Norfolk's transport gateways (Third River Crossing at Great Yarmouth, currently under construction)
- Norwich to London rail line (at least hourly 90-minute journeys: likely to require infrastructure improvements including – when linked to other improved services – a double track over Trowse Bridge in Norwich)
- Norwich to Peterborough and Cambridge/Stansted rail lines (more capacity, faster journeys, half hourly frequency)
- East West Rail (services from Norwich via Cambridge to the Midlands (via Bedford and Milton Keynes) and southwest England)
- King's Lynn to Cambridge/London (half hourly frequency throughout the day).

All proposed infrastructure schemes and route options will be subject to the appropriate range of assessments in their conception and subsequent phases including taking into consideration their full range of impacts, and consideration of suitable alternatives. (This would be the responsibility of the agency promoting the project.) We would seek early engagement with inter alia the statutory environmental bodies on major schemes so that impacts can be given appropriate consideration from the outset.

Clean Transport Modes

Policy 9

Our priority for improved connectivity will be that the network is used by clean transport modes.

We see the benefit of improved strategic connectivity, as set out above, because of its benefits to the county's economy and our residents, businesses and visitors. The above priorities for strategic connections will improve people's connectivity. However, improved connectivity needs to be achieved in a way that meets our other objectives, especially to reduce carbon and improve air quality. We will therefore look to improve connectivity by clean transport modes. That is, we will seek to achieve a change in the ways that people use the networks towards clean transport.

We use the term *Clean Transport* to talk about low carbon vehicles including cars and buses using cleaner propulsion (eg electric vehicles) and sustainable modes such as walking and cycling. Increasingly, there is a range of newer ways that people are getting about including e-scooters or, for delivering goods, delivery-by-drone or autonomous pods. We talk in more detail about how clean transport modes will be promoted in our chapters on accessibility and quality of life.

Connectivity from rural areas

Policy 10

We will seek to improve connectivity between rural areas and services in urban centres.

Most services and facilities that people need to get to are sited in our market towns and urban areas. It is important that people can get to these. We set out here how we will improve this at a strategic level; our chapter on Accessibility deals with the details of this including the local connections within settlements.

To connect rural areas to the services and facilities centred within the market towns and urban areas, we will focus on improving the connections between them. This will comprise a variety of actions including: extending sustainable walking and cycling networks in the urban areas to connect with longer-distance facilities; working with public transport operators to improve services and infrastructure connecting into settlements (this is covered in the Accessibility Chapter); and – recognising the significant role that car travel will continue to play in the future – improving some of the road links and connections. As set out above, we will have a focus on clean transport modes in doing this. Good design will be important to make sure that local walking and cycling facilities are attractive to encourage all users. The county council is refreshing its walking and cycling strategy, which will include more detail, but where possible we will seek to provide cycle lanes and footpaths away from busy roads and support their use through behaviour change work including publicity to encourage use.

Innovation

New technologies are being developed at a fast rate but we must choose the right interventions to ensure maximum connectivity in a way that benefits everyone.

Innovative thinking as well as technology are needed as we must think radically in order to fulfil environmental targets.

We will trial innovative technology in different parts of the network for walking, cycling, motorcycling and car journeys by developing prototypes, preferably with local companies to also help economic development in the region. We should use technology to monitor the network to better understand which routes are used, when and why so we can then use this to inform evidence-based decisions where connectivity needs improving.

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Chapter 7: Enhancing Norfolk's Quality of Life

Introduction and chapter summary

This chapter deals with:

- Climate change. This includes the equality and social impacts of climate change and emissions and the measures for reducing carbon, increasing active travel and reducing inequalities.
- Strategies. How strategies such as The Joint Norfolk Health and Wellbeing Strategy 2018-22 and The Norfolk Public Health Strategy shape our planning.
- Travel choice and behaviour. How we can encourage cycling and walking and smarter travel choices.
- Air quality and pollution. Understanding causes to design suitable interventions working alongside behaviour change to improve conditions in air quality management areas, street design causes
- Transport and the environment. Looking at how we can improve our built and historic environments through making changes to the transport network.
- Innovation. Using new technology and innovative ideas to improve journey planning and environmental monitoring.

The chapter sets out that:

- The transport sector has the highest carbon emissions, so intervention is needed to reach our environmental target of carbon neutrality.
- There are several areas in Norfolk where air quality falls below defined thresholds due to emissions from transport
- Priority to reducing carbon and emissions is through cleaner vehicles and mode-shift to public transport and active travel.
- We will look to enhance and conserve our built and historic environments through making changes to the transport network
- Consideration should be given to health issues in planning decisions to promote air quality (see Chapter 5: Delivering a Sustainable Norfolk)

Enhancing the quality of life of Norfolk's residents is important. The county council wants to improve the health of its residents through improvements in air quality and encouraging active travel options to improve health and fitness. Transport is a significant source of UK greenhouse gas emissions.

Policies

This section provides a summary of the policies in this chapter.

Policy 11

When making changes and improvements to our transport network, and in working with users on how they choose to use the transport network, we will seek to understand the consequences of the decisions on meeting the collective challenge of protecting and improving our global environment to meet the environmental policy target of working towards carbon neutrality.

What this means in practice:

- The Norfolk County Council Environmental Policy, alongside national and international policies and agreements, means that we have a responsibility to meet targets to reach carbon neutrality.
- As transport is a major contributor to climate change these targets can only be met through intervention on the highway network, such as encouraging electric vehicles, and sustainable and active transport options.
- People now have a greater understanding of environmental issues and expect us to take action on climate change.
- If we did not follow the policy, it would mean that we would not make changes that would help us meet carbon targets and we would see a decrease in quality of life for future generations.
- We have adopted an Electric Vehicle strategy, which provides a framework for encouraging the uptake of these types of vehicle and provide guidance on changes to infrastructure to meet these needs.
- As part of the work on development of this plan we also commissioned work to understand the impact that measures will have on carbon reduction. LTP4 Implementation Plan ~~will develop~~ this work, taking account of the statement in government's decarbonising transport plan that LTPs will need to set out how local areas will deliver "ambitious quantifiable carbon reductions in transport, taking into account the differing transport requirements of different areas." ~~together with any further guidance to support LTPs issued by government.~~

Policy 12

Our priority for tackling air quality will be to take action to improve air quality, including investigating vehicular restrictions or charging, where air quality falls below the threshold for Air Quality Management Areas. We will also embrace new ways of monitoring air quality to inform interventions, including in other areas, where this is deemed necessary.

What this means in practice:

- Air quality is integral to health and wellbeing. Good air quality enables communities in locations where people want to live and spaces people want to visit. The recent Local Transport Plan consultation showed that there is support for restricting the most polluting vehicles from entering town and city centres.
- If we took no action, urban centres would not achieve air quality targets and will also become places people don't want to visit, widening the gap between quality of life in urban and rural areas. Budget is not unlimited so priority should be given to the areas with the worst problems.
- Road transport accounts for a third of NOx emissions and is the dominant source in urban, heavily-trafficked areas. The European Environment Agency estimates that road transport contributes to excessive concentrations about 70% for nitrogen dioxide (NO2). Therefore, transport modes are integral to achieving environmental targets.
- Monitoring outside schools has not shown breaches of the air quality thresholds (where it is shown to be harmful to human health and requires declaration of a management zone). Therefore, we are not proposing to prioritise action outside

schools specifically because of air quality. However, we do intend to be more innovative in our collection of data, which should allow a better understanding of air quality outside schools and will also look to respond to school issues either on an individual basis where problems are found, or collectively through implementation of our policies for – amongst other things – mode shift and cleaner vehicles.

Policy 13

We will seek to improve quality of place, conserving and enhancing our built and historic environments, when we take action to improve the transport network.

What this means in practice:

- The way a community is planned, designed, developed and maintained all affect the quality of life of people living and working in it, and those visiting.
- Therefore, a sustainable and healthy transport network is an important part of making Norfolk an attractive place for people to live and work and visit.
- Where we live effects our health and wellbeing and Norfolk residents deserve to live in healthy communities and have healthy transport options.
- Transport networks should remain functional, but budget needs to be targeted in areas that improve quality of life in order to achieve wider outcomes such as better physical and mental health of people, to encourage the tourist and visitor economy, to protect the unique characteristics of our places, and to encourage economic investment and sustainability into areas. Interventions to ensure functionality of the network are covered further in the Maintenance chapter.

Achievements

- ★ Norfolk County Council has been working with district council partners through an Air Quality improvement network to develop and deliver a countywide approach, reducing transport emissions being one shared objective.
- ★ Norfolk County Council adopted an Environmental Policy in November 2019. The policy supports the aims of the government's environmental plan and has 'Supporting initiatives that lead to clean air, such as developing new proposals within the forthcoming Local Transport Plan and its supporting strategies' as a key objective.
- ★ The Norfolk Cycling and Walking Strategy recognises that cycling and walking are not only good for the environment but also our children, our health and our economy so the strategy looks at Norfolk County Council's work to support them both now and in the future. This strategy is currently being refreshed.
- ★ AtoBetter is run by Norfolk County Council but funded by developers to make journeys as easy as possible and enable more journeys to be made by foot, bike, public transport, car sharing, and to reduce the need to travel in the first place.

Evidence

There are various government policies which impose targets on international, national and local scales. These targets are often linked to emissions and due to transport being the most polluting sector in the UK. These targets have a large effect on transport behaviours as this is where the most emissions can be cut.

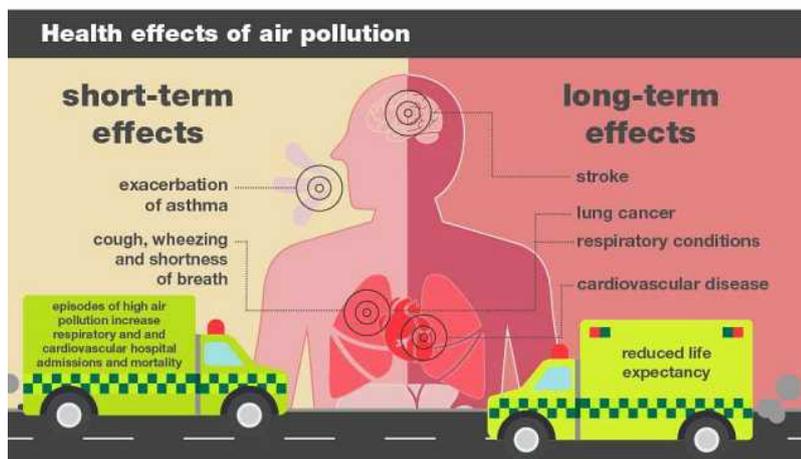
International agreements and policies are influencing what the future of transport looks like. For example, the Paris Agreement 2015 is a United Nations commitment to keep global temperature rise to well below two degrees Celsius above pre-industrial levels. This will influence the future of transport and provoke a widescale increase in low-carbon modes of transport, with growing encouragement for the usage of public transport, cycling, walking and electric vehicles (EVs).

[The Cop26 Declaration 2021 shows that the UK is committed to working towards 100% zero emission vehicle sales by 2035 at the latest in leading markets, and by 2040 globally. This declaration was signed by signed by national governments, states, regions, cities, vehicle manufacturers, businesses, investors and civil society.](#)

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The UK saw a 32.6% rise
in the number of EV
registrations in August
2019

Similarly, national policies are shaping the future of transport in the UK. The Climate Change Act 2008 sets the target for the UK's net carbon account for the year 2050 to be at least 80% lower than the 1990 baseline. As well as this, the UK's 'Road to Zero' strategy bans the sale of all diesel and petrol cars and vans from 2040 in order to move towards EVs and reduce greenhouse gas emissions. This was brought forward to 2035 in order to make the 2050 emissions target more achievable. More locally, Norfolk has made emissions commitments of its own. The recent (2019) Norfolk County Council Environmental Policy sets a carbon neutrality target for 2030 which will result in large changes to the way we move people, goods and services in Norfolk and will require rapid decarbonisation. Norfolk County Council has adopted its Electric Vehicle Strategy to encourage the uptake and ownership of EVs.



The EU Air Quality Directive (EU Directive 2008/50/EC) sets legally binding standards for the condition of air in outdoor environments. In the UK district councils are required to regularly review and assess air quality in their area. This has led to Air Quality Management Areas being declared in parts of King's Lynn, Swaffham and Norwich. These have been declared because the annual average levels of Nitrogen Oxides (NOx) exceed recognised thresholds. There are action plans in each of these areas designed primarily to reduce emissions from traffic, improve traffic flow and support public transport and active travel options.

Data shows that, in terms of estimated fuel usage, Norwich is much lower than other parts of the county and has a lower use of diesel engines. However, air quality is also affected by background levels of pollution, traffic flows, street design, engine idling and in some cases types of green infrastructure. It can also be localised and affected by weather. Consequently, transport solutions may need to consider not only absolute volumes but also factors which may trap or otherwise cause build-up of pollutants which may otherwise be dispersed more rapidly. It is important to make sure we can measure air quality so that we can successfully manage it.

Challenges

There are issues with pollution from vehicles causing both local air quality issues and contributing to climate change. CO₂ can be reduced, and air quality improved, by replacing petrol and diesel by electric cars although, beyond the remit of this plan, there will be a need to ensure that the emissions aren't displaced to the power generation for charging these vehicles; and that other environmental impacts, such as materials required for batteries, are minimised. There is currently limited infrastructure to support a significant uptake in electric vehicles and the technology is developing at a fast rate.

Options for how people and goods move across Norfolk is often restricted as we are a dispersed and rural county. It is difficult for some people to get to services, and

there are limited alternatives to the car, especially over longer distances in large areas of Norfolk. Therefore, some approaches that can work in urban areas are more difficult in rural areas where there is currently no obvious alternative to the car.

Behaviour change is important to encourage more people to use sustainable transport but can take time and cannot be done in isolation. Reducing single occupancy car journeys in urban areas can be achieved through a modal shift alongside provision of viable alternatives.

The county council ~~has recently~~ adopted an Environmental Policy including an aim to work towards becoming carbon neutral by 2030. The Local Transport Plan sets out the strategy for how we will achieve this. The implementation plan ~~will set~~ out specific targeted interventions ~~and will take~~ taking account of government's decarbonising transport plan, which stated that LTPs will need to set out how local areas will deliver "ambitious quantifiable carbon reductions in transport, taking into account the differing transport requirements of different areas." It is likely that, to be successful – and also to make improvements to air quality – we will all need to change how we travel.

The county council's plan 'Together for Norfolk' sets out Norfolk County Council's ambitions between 2019 and 2025. The priorities outlined in this document include:

- Focusing on inclusive growth and improved social mobility
- Encouraging housing, infrastructure, jobs and business growth across the county
- Developing our workforce to meet the needs of the sectors powering our local economy
- Work to reduce our impact on the environment.

Strategy for delivery

The Joint Norfolk Health and Wellbeing Strategy 2018-22 has a 'prioritising prevention' as a key objective both at a policy level and in decision making. The Norfolk Public Health Strategy prioritises public health action which will:

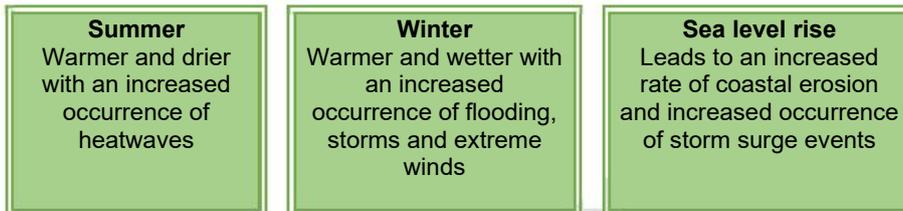
- Promote healthy living and healthy places
- Work towards the design of healthy streets
- Protect communities and individuals from harm
- Provide services that meet community needs
- Work in partnership.

Specific actions arising from this strategy include:

- Considering health issues in planning decisions and associated policies (including transport policy)
- Increasing physical activity
- Promoting open space, active travel and collaborative approaches to improving air quality
- Addressing the current inequalities in access to a sustainable transport system.
- Addressing air quality issues and the impact of air pollution on inequality.

Climate Change

“Effective and proactive planning can mitigate the threat of climate change impacts on transportation systems” – International Transport Forum, 2016



Policy 11

When making changes and improvements to our transport network, and in working with users on how they choose to use the transport network, we will seek to understand the consequences of the decisions on meeting the collective challenge of protecting and improving our global environment to meet the environmental policy target of working towards carbon neutrality.

Transport is the largest emitter of carbon in the county and, in recent years, emissions have been rising. We have recently (2019) adopted our Environmental Policy, which alongside national policies, means that we have a responsibility to meet targets to reach carbon neutrality. The Norfolk target is to move towards carbon neutrality across all sectors by 2030. Emissions from transport on the networks, including rail, road and waterways, will need to contribute towards achieving this target and the council will have to work in partnership with other agencies as appropriate, or where we do not manage the network. Policy 11 above reflects the adopted environmental policy. There is a separate target for net carbon zero on our own estate (ie the operations that the council directly undertakes) in our Environmental Policy.

Our strategy, set out in this plan, is to achieve a shift towards active travel and cleaner vehicles. LTP4 Implementation Plan, ~~to be developed immediately following adoption of the strategy, will set~~sets out how we will deliver the strategy and our ambitious carbon target. This ~~will take~~takes account of any guidance issued including government’s Toolkit of Guidance to support local authorities, which they have indicated will be released before the end of 2021. We are already refreshing our walking and cycling strategy and have adopted an electric vehicle strategy, amongst other things. As part of the work on development of this plan we commissioned work to understand the impact that measures will have on carbon reduction. This shows that car and van electrification is likely to have the most significant impact on reducing carbon emissions in the county, but that accelerating the uptake is needed if we are to meet our ambitious targets. The LTP implementation plan ~~will set~~s out how this shift will be made, together with the range of other actions we propose.

The implementation plan will also need to deliver on government's transport decarbonisation plan's statement that LTPs will need to show how quantifiable carbon reductions in transport, in line with carbon budgets and net zero, will be made. [The Transport Decarbonisation: Local Authority Toolkit, April 2022, has been designed to provide advice to local authorities on planning and actions they can take to reduce transport carbon emissions. New guidance in the Zero emission fleets: local authority toolkit, Published 13 April 2022, sets out actions for local authorities to convert to zero emissions fleets. This will support the council's aim to become net zero on its own estate by 2030 and is therefore not considered likely to adversely affect its delivery.](#)

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We need to ensure that transport infrastructure both mitigates climate change and adapts to it. Norfolk is a vulnerable county as it consists of a large number of coastal communities, communities close to rivers and The Broads. It is also a relatively flat and low-lying county. Therefore, it is important that transport infrastructure is adapted to climate change to mitigate the effects it will have to ensure the transport network is not compromised with a disruptive effect on the county's economy or in the ability of people to be able to continue to get to jobs and other services.

With the increasing occurrences of extreme weather events, vulnerability assessments of transport networks will become increasingly important. These assessments enhance our understanding of risk areas and certain measures which should be taken. This would provide a basis for strategic choices in order to climate proof our transport infrastructure and maintain stable transport networks and services.

Air quality and pollution

Policy 12

Our priority for tackling air quality will be to take action to improve air quality, including investigating vehicular restrictions or charging, where air quality falls below the threshold for Air Quality Management Areas. We will also embrace new ways of monitoring air quality to inform interventions, including in other areas, where this is deemed necessary.

The reduction of Nitrogen Dioxide (NO₂) and particulate matter in areas of high levels, and / or where there are vulnerable residents, is important in tackling the problem of pollution currently felt in Norfolk. Work also needs to be done to identify future problem areas and tackle emissions before they get too high. We can tackle this by increasing the use of public transport and active travel whilst cleaning up vehicles and facilitating a shift to electric buses and private hire vehicles. Our priority will be to tackle problems in Air Quality Management Areas (AQMAs) that have been declared due to transport emissions. These are areas where monitoring has shown that NO_x levels fall below thresholds.

We will also consider people's concerns in other areas, particularly outside schools. An innovative approach to monitoring air quality – through the use of apps or other

equipment that has been found to produce reliable results – and the use of data should help to identify the issues and inform appropriate interventions.

In areas where action is taken it must be ensured that those less able to use active and / or public transport options are still able to access services and not left isolated.

Travel choice and behaviour

Whilst the county council can make changes to the transport system this will only be effective if people also choose to adapt the way they use the network. For shorter journeys in urban areas people perhaps have greater choice than for those in rural areas, where journeys tend to be longer and infrastructure – and public transport – provision lower. There will be different solutions for individuals, dependent on their circumstances, and the journeys people wish to make. Behaviour change in the way we travel is integral in improving quality of life in Norfolk by influencing the choices we make, such as reducing single occupancy car journeys. This issue is covered more extensively in Policy 4, in Chapter 4: Embracing the Future.

Shifting travel from private cars to public transport and active travel is becoming increasingly important, particularly post Covid-19. Reducing the dominance of the car – reclaiming the streets for pedestrians and cyclists as well as making provision for improved quality of life such as green space and play areas.

Ways we can improve health and wellbeing through transport:

- Provide viable sustainable transport options, which helps reduce pollution and improve people's mental and physical health
- Develop and implement a systems approach to travel behaviour change, leading to a modal shift to public and active transport.
- Education to make people feel safer using the transport network on foot and cycling
- Improve infrastructure such as increasing the number of electric car charging points
- Electrification of the bus services and private hire vehicles will be vital to reduce emissions in the long term. The fuel-price stability of electricity over diesel can also benefit the transport providers.
- Restrict some types of vehicles in Air Quality Management Areas or the creation of Low Emission Zones
- Continue to monitor pollution levels across the county and act early to respond to high levels, but also consider interventions to stop levels getting too high or outside of schools or other locations of concern
- Make Norfolk an attractive place to live and work, ensuring access to sustainable and active transport option and recreational space
- Ensure we have a useable transport network, linking people to the services they need to reduce social isolation, which can contribute to poor mental health

- Make improvements for walking and cycling and cycle parking in city/town centres and residential areas to make them a more desirable option.
- Work with public transport providers to better move from different modes of transport. This includes better links between bus and train and improved cycle parking at stations.

Quality of place

Policy 13

We will seek to improve quality of place, conserving and enhancing our built and historic environments, when we take action to improve the transport network.

The transport network also has an impact on the environment through which it passes. This is especially true for built up areas where it is often the defining feature of the place. Norfolk is characterised by many ancient settlements that have retained their historic character, and it is important that we continue to respect this, both in changes we make to the existing network and in how new infrastructure, including new areas of housing, is provided. All proposals will be subject to an assessment of impacts, including on designated sites, townscape, landscape and heritage assets and designed accordingly. These assessments will be proportionate to potential impact and scale of the proposals. The importance of place making, however, in highway design should not be underestimated.

The adoption of a 'Healthy Streets' approach to planning and delivering transport, public realm and urban planning puts people, and their health, at the heart of decision making and results in healthier, more inclusive places where people choose to walk, cycle and use public transport. We will apply a Healthy Streets approach in Norfolk.

The Environment Act, which received Royal Assent in November 2021, introduces a requirement for biodiversity net gain as a condition of planning permission in England. We shall seek to meet the objective by assessment of any potential loss of biodiversity as a result of implementation of the transport strategy.

Innovation

Intelligent transport systems improve and innovate services across different modes of transport. Better traffic management enables users to be better informed and make safer, more coordinated, and 'smarter' choices across the transport network. The provision of up-to-date information to bus, train, and even congestion can help create a better-informed traveller. The collection of [Air Quality](#) data can help us tackle the issues of air quality and better understand how it has impacted by different policies in the Local Transport Plan. Working with partners we can introduce new technology, such as sensors, to better understand journeys and develop targeted improvements. Gaining as much data as possible on air pollution means we will be able to use this data to establish a baseline to inform future decision making and better target interventions.

Chapter 8: Increasing Accessibility

Introduction and chapter summary

This chapter deals with how are able to access essential services like jobs. It includes:

- Access to and within Norwich, King's Lynn, Great Yarmouth and our market towns: Access to and within larger urban areas have their own issues such as poor air quality and congestion. Encouraging interventions such as cycling and walking can contribute to easing both
- Access in rural areas. Public transport is often limited compared to urban areas. We want to encourage alternatives to the private car while acknowledging that there are barriers, as well as continuing to work with public transport providers to improve services in rural areas and overcome barriers to improving these services-
- Access for all: We recognise that people who live in, work in and visit Norfolk access the network in different ways, depending on their individual circumstances and characteristics. We want to provide a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people
- Bus Back Better: Government published its bus strategy in March 2021. We are committed to establishing Enhanced Partnerships with bus operators and have developed a local Bus Service Improvement Plan detailing how we propose to improve services
- Alternatives to travel: Encouraging better broadband and other measures without causing increased social isolation. Covid-19 has led to behaviour change and more activities such as shopping being done from home. Further research and monitoring is currently being done to better understand how travel patterns have been affected; and how much they might change in the future.

The chapter sets out that:

- Poor access can lead to social exclusion and restrict some people from being able to live independently
- Access by sustainable and active modes of transport is key to the design of new developments and needs to be part of existing networks
- Norfolk's dispersed population makes it difficult to provide some forms of transport, such as regular buses, in some areas, which is covered further in the connectivity chapter
- Cycling and walking is increasingly important, as people recognise the financial benefits and benefit to physical and mental health by getting active and cutting down car journeys
- Transport networks need to provide for economic growth and reduce emissions while still providing better accessibility to communities and services. This can be achieved by planning sustainable links within new developments and working with bus companies
- Safety, availability and reliability of some forms of transport, particularly in rural areas, can make people feel private cars are their only option

- Research and data collection are vital to gain as much information as possible on how and why people are making journeys so we can make better infrastructure choices
- The utilisation of new and innovative technology can better inform travel journeys and provide people with up to date information, which is also covered in the sustainability chapter. However, access for all groups is important and some people struggle to access information on the network and journey planning digitally.

Increasing accessibility is important so that everyone has access to the services and opportunities they require; poor accessibility can lead to social exclusion. Inaccessibility can be caused through a lack of public transport availability, lack of awareness of travel options, the cost of travel, long distances or simply having infrastructure that is not accessible. Accessibility can also include bringing services to communities by making sure developments link communities and provide options such as broadband.

Policies

This section provides a summary of the policies in this chapter.

Policy 14

We will work in partnership with agencies in Norfolk to tackle accessibility problems, targeting those communities most in need. We will seek to ensure that accessibility is planned as part of service delivery.

What this means in practice:

- We are committed to establishing Enhanced Partnerships with bus operators and have developed a local Bus Service Improvement Plan. Amongst other things we will:
 - Facilitate the commercial operation of the bus network through physical design including busways, bus priority and advising local planning authorities on appropriate estate design
 - Deliver transport to fulfil our statutory requirements to take children to school
 - Work with operators on ticketing schemes, education transport passes and information including allowing passenger transfer between operators and different sustainable modes
- In return we will expect operators to commit to the Enhanced Partnership to work with us and other service providers to improve accessibility and, amongst other things, provide clean, efficient and frequent services that run to time and explore new ways of delivering transport services that connect people with where they need to go
- By saying that “Accessibility should be planned as part of service delivery,” we mean that when providers are considering where to site facilities like doctors surgeries, they should consider how people will be able to access them. Therefore, when planning services and facilities, providers will take account of

the ability for people to get there as well as other factors such as availability of premises and the cost.

- Working in partnership means we get expertise and specialism of other organisations and networks. This allows agencies to consider accessibility problems in the round, taking account of any difficulties and – if necessary – making changes to the way that the services are provided so that people can access them more easily. Building relationships and targeting communities most in need helps us to find out what residents' needs are, and not what we think they are
- By working in partnership with transport providers we do not simply rely on the market to provide the services that people need to get where they want to

Policy 15

We will identify routes important for sustainable and active transport and give priority – especially in urban areas – to sustainable and active modes of transport.

What this means in practice:

- On certain routes in urban areas we will put in dedicated, segregated lanes for public transport and / or cycling. This is likely to make travel for general vehicles slower, but it might be possible to put in complementary measures elsewhere
- This means we will prioritise space for certain types of user in urban areas rather than trying to make provision for all types of user on each corridor, because it is not practicable to do this
- Where we have tried to make provision for access in urban areas to all types of user on each corridor, rather than favouring sustainable and active modes on some roads, it has simply resulted in a compromise whereby no user is satisfied with the provision. For example, general traffic movement is compromised by bus or cycle lanes, but these bus or cycle lanes are, in turn, compromised by the need to cater for general traffic. The layout and constrained nature of roads in our urban areas means it is very difficult to make improvements for all types of user
- Recent government guidance discourages shared use (eg paths shared by pedestrians and cyclists) for active forms of transport. People feel less safe where they share the roads with other users, and will be more encouraged to uptake healthier modes of transport if they are given priority and not sharing space
- Government policy, environmental targets and public feeling all support the encouragement and safe infrastructure for sustainable and active travel. The support for active transport intervention has been particularly heightened with Covid-19.

Policy 16

We commit to providing a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people. We recognise that people who live, work in and visit Norfolk access the network in different ways, depending on their individual circumstances and characteristics, and that what enables good access for one person may act as a barrier to another. We will therefore robustly assess all schemes and pay due regard to the Public Sector Equality Duty (along with our other duties and responsibilities), to identify potential

barriers and determine how best to overcome any barriers and facilitate access to the greatest extent possible for all. Where appropriate, on a case-by-case basis, we will make reasonable adjustments.

What this means in practice:

- When making or considering changes to the network, we will strive to make sure that it is suitable for all users including people with disabilities or restricted mobility
- Considering all users ensures people don't feel social isolation
- Where possible, we will work with partners to provide more information, support and suitable infrastructure to users to help all people feel confident about the full range of transport options available
- We are following this policy in preference to separating different types of users and providing dedicated provision suitable for different needs. There is often not enough space on the network to segregate everyone and provide separate space for all. We would struggle to find the budget to cover the cost of dedicated facilities for all different types of users
- The council encourages a safe and reliable transport network for all users. More information on the safe systems approach is covered in the Safety chapter.

Achievements

- * Norfolk County Council has a good working relationship with all of Norfolk's public transport operators, at both a strategic and operational level. This has led to a good level of service provision on a commercial basis, with the council funding plugging the gaps where necessary.
- * The county council works in partnership with providers to tackle accessibility issues for everyone and aims to improve movement for all modes of transport.
- * All local bus operations are accessible to people with disabilities. All trains have been replaced by brand new ones for the majority of Norfolk's services.
- * Norfolk has a good network of community transport operators and community car schemes. Many of these receive no funding from Norfolk County Council and are run entirely by volunteers or through donations. This means that many gaps in rural transport provision by conventional bus services are covered by alternative demand responsive services.
- * Norfolk's transport provision is integrated as much as possible, with many school children travelling on local bus services which then enables journeys to be provided throughout the day for shoppers and other travellers.
- * Norfolk's key urban areas and a limited number of market towns are served by good rail services. Through the PlusBus scheme tickets can be bought that then allow passengers to make onward travel by bus for a small additional cost.

★ Norfolk County Council manage approximately 3,900 km (2,400 miles) of Public Rights of Way consisting of footpaths, bridleways, restricted byways and byways open to all traffic. We also manage the Norfolk Trails, a network of 13 long-distance paths and associated circular walks covering 1,900km (1,200 miles).

★ Norfolk Trails team has developed further opportunities for short walks and circuits, many with a geographical focus such as market towns or that integrate with public transport. Access testing has been undertaken on the Norfolk Trails, in order to support people accessing the countryside and improve quality of life. This has led to the production of the Access Tested Booklet, which contains key logistical details and a route map, with a description, maps, photos and details, illustrating the ground conditions, width, etc...

★ Successful access initiatives have strong links with quality of life, with successful projects such as 'Pushing Ahead Norfolk' promoting the health benefits of cycling and walking as well as benefits for the environment, but also traffic reduction and being a cheaper alternative to the private car.

Evidence

Evidence shows that Norfolk has high levels of car ownership and use, reflecting that often this is the only viable option people have to get to services and facilities. Whilst the major towns and urban areas are generally well-served by public transport (bus) services from other centres of population, coverage is sparser elsewhere. Large parts of the county are not close to a rail station, though rail is relatively well-used for commuting into the major centres where it is available. Journeys tend to be lengthy – due to the geography of the county – meaning that active travel is often not an option for travel.

This means that accessibility – people's ability to get to essential jobs and services – can be poor. This restricts opportunities available for people and can lead to issues such as social isolation or employers finding it difficult to attract people with the right skills to the workplace.

Norfolk County Council uses evidence of access to services like healthcare (hospitals, GPs and other health services), employment and education by public transport. The Local Transport Plan consultation showed that lack of public transport is considered one of the largest barriers to giving up the private car. The House of Commons Transport and accessibility to Public Services Report and Department of Transport 'The Inclusive Transport Strategy: Achieving Equal Access for Disabled People' are also useful sources of evidence.

Challenges

- The geography of the county, with its dispersed population and many parishes with low population, makes it difficult to provide public transport on a commercially sustainable basis
- Congestion, high levels of non-bus traffic, cheap parking and lack of bus priority in urban areas make it difficult to make public transport an attractive alternative to the car
- Norfolk is the fifth largest county in England and has a limited rail network

- Public transport is frequently seen as a less attractive mode of transport to the car
- The bus and community transport market are very fragile; the county council subsidises several routes
- There is limited funding for transport interventions
- The natural and historic environment needs to be taken into account when considering transport improvements or route diversions
- Problems with transport provision and the location of services can reinforce social exclusion by preventing people from accessing key local services
- How people travel to work is changing and the challenge of getting people to leave their car at home is exacerbated when people don't always work standard hours that fit with public transport timetables
- Challenges of encouraging behaviour change to shift transport to sustainable methods, rather than the private car.

Strategy for delivery

Our focus will be to:

- Establish Enhanced Partnerships with bus operators and deliver on our local Bus Service Improvement Plan
- Maintain current commercial bus network and support operators
- Grow rural transport networks and increase frequency on inter-urban routes if further funding becomes available
- Increase bus priority measures on the most important routes
- Tackle congestion in urban areas so that buses can flow freely, and walking and cycling is a more attractive option
- Ensure access is a key consideration when new services are developed (eg health services, employment areas, and growth)
- Ensure access by sustainable modes (public transport, walking and cycling) is considered as part of any new housing developments
- Robustly assess all schemes to identify, and determine how best to overcome, any barriers and facilitate access to the greatest extent possible for all. Where appropriate, on a case-by-case basis, we will make reasonable adjustments.

Tackling poor accessibility

Policy 14

We will work in partnership with agencies in Norfolk to tackle accessibility problems, targeting those communities most in need. We will seek to ensure that accessibility is planned as part of service delivery.

Poor accessibility can affect a range of outcomes including the economy, and people's health, skills and aspirations. It is not only about whether areas are served by public transport, but that this can be used: All providers have a role in ensuring that people are able to use their services.

We will work in partnership to identify and deliver the most appropriate solution to address need. This could include a range of transport provision including scheduled bus services, taxis, car-sharing, demand responsive transport, informal community-based schemes and car clubs.

The majority of bus routes in Norfolk operate on a commercial basis. We have limited ability to influence the routes, timetables or fares. However, in some cases the council subsidises services which otherwise would not operate. We fund these because they are important to the communities and passengers who use them and help people to get, for example, to and from work, or healthcare and other services. We will continue to work in partnership with transport providers including to:

- Establish Enhanced Partnerships with bus operators
- Deliver the objectives and outcomes of the Bus Service Improvement Plan
- Facilitate the commercial operation of the bus network through physical design including bus priority and advising local planning authorities on appropriate estate design
- Deliver transport to fulfil our statutory requirements to take children to school
- Work with operators on ticketing schemes, education transport passes and information including allowing passenger transfer between operators and different sustainable modes.

We want accessibility to be planned as part of service delivery. This means that when providers are considering where to site facilities like doctors surgeries, they should consider how people will be able to access them. Therefore, when planning services and facilities, providers will take account of the ability for people to get there as well as other factors such as availability of premises and the cost.

Managing the network to improve public transport accessibility

The county council has a specific responsibility in maintaining and managing the transport network, and in delivery of this we will, amongst other things, facilitate the commercial operation of bus networks through physical design including busways and bus priority and advising local planning authorities on appropriate estate design.

We will work with operators on ticketing schemes, education transport passes and information including allowing passenger transfer between operators and different sustainable modes. In return we will expect operators to work in partnership with us and other service providers to improve accessibility and, amongst other things, provide clean, efficient and frequent services that run to time and explore new ways of delivering transport services that connect people with where they need to go.

Policy 15

We will identify routes important for sustainable and active transport and give priority – especially in urban areas – to sustainable and active modes of transport.

On certain corridors in urban areas we will put in dedicated, segregated lanes for public transport and / or cycling, recognising that this is likely to make travel for general vehicles slower, although it might be possible to put in complementary measures elsewhere. This would enable us to meet the challenges set out by government in their guidance on cycling, where dedicated, segregated cycle facilities

are the only types of provision that they have indicated will receive funding. It will also allow dedicated, segregated bus lanes to be implemented in full on important public transport corridors into the urban centres. This will support government policy and our environmental targets as well as respond to the strong public feedback we got for public transport and safe infrastructure for sustainable and active travel. The support for active transport intervention has been particularly heightened with Covid-19.

In managing the network, and in considering dedicated facilities on some corridors for certain types of user, we will consider access by powered two wheelers (including motorbikes, mopeds, etc...). Powered two wheelers can provide cheap, efficient transport options and can be used by younger people before they are old enough to drive. We will also give consideration to priority for high-occupancy vehicles where this will be effective and can be supported through necessary enforcement.

It is important to ensure good connections for freight, whether this is produce manufactured in the county or for individuals. Improvements to strategic connectivity will help on the main transport corridors. Within urban areas we will need to maintain access balancing this against large vehicles attempting to deliver into the heart of our historic towns and city. Initiatives such as freight consolidation onto smaller vehicles or electric powered cargo bikes might provide an answer.

The county council is refreshing its walking and cycling strategy, taking account of the recently published Gear Change and corresponding local transport note. This sets out, amongst other things, government's vision for active travel as well as the standards for infrastructure provision. We have developed Local Cycling and Walking Infrastructure Plans in our major urban centres and are now working countywide. In the future, the council will need to consider how to deal with newer forms of transport like e-scooters. Although not currently generally legal on the highways network, we are participating in trials in Norwich and Great Yarmouth allowing the use of rental scooters on the carriageway and dedicated cycle facilities.

Access to and within Norwich

The county council ~~is currently~~has completed its review of~~reviewing~~ its transport strategy for Norwich. This ~~will set~~sets out the detail of how we intend to improve access to and within the city and its strategic growth areas; the following provides a summary.

The county council wants to encourage the use of more sustainable forms of transport, such as public transport, cycling and walking. Completion of the A1270 Broadland Northway has enabled traffic to avoid the city, allowing many improvements to be brought forward without compromising the functionality of the road network. Completion of the Norwich Western Link will connect the Broadland Northway to the A47 in the west and will be complemented by sustainable transport measures. The Norwich Western Link would provide a higher standard route between the western end of Broadland Northway and the A47 and significantly improve travel between these two major roads. Traffic congestion, rat-running and delays to journeys are all significant issues on minor roads to the west of Norwich.

Parts of Norwich have been declared as an air quality management area. The major pollutant source in the city is road traffic. Source apportionment exercises identify oxides of nitrogen from road traffic to be the most significant source of nitrogen dioxide (NO₂) and, more specifically, buses and taxis to be the main contributor. Interventions need to be made to stabilise traffic levels and as a result improve air quality around Norwich. Chapter 7: Enhancing Norfolk's Quality of Life details how we intend to tackle this.

The county council will continue with the programme of increasing the number of walking and cycling routes. We will also create a new public transport route to connect Norwich Airport to the airport industrial estate, enabling longer-distance connections to the growth areas. Other priorities include the expansion of Thickthorn Park and Ride, quicker buses and new transport links to Norwich Airport, the University of East Anglia and Norwich Research Park, principally with the city centre. One priority is to increase the amount of bus priority in the city area and on the core radial routes into the city. By enhancing the Park & Ride offer we can make it a more attractive solution than the car.

We will also continue to work on accessibility issues to key regeneration sites including the East Norwich Strategic Regeneration Area where redevelopment will need supporting vehicular, pedestrian, cycle and public transport access infrastructure. Anglia Square will also need improvements in connectivity and permeability across the site with new and enhanced pedestrian and cycle links and improved shared transport services (buses, car club and bike share).

It is important to make it easy for passengers and all visitors to Norwich to know how to get to the city and how to get around while they are there. The results of the Local Transport Plan consultation showed that better use of technology to update travellers on traffic conditions, public transport and accidents is a priority for residents.

Access to and within towns and urban areas

Transport networks need to provide for economic growth, reduce social inclusion, contribute to environmental improvements, reduce emissions, and provide better accessibility to and within towns and urban areas. Our focus will be on providing sustainable links to connect in and around towns and urban areas including linking to longer-distance rural networks and to, and within, new developments. We will continue to work with bus companies to provide connections and improve the public transport offer. We recognise the need to better integrate public transport with school transport and provide travel training so more young people can access this.

New growth in urban areas has the potential to worsen current congestion areas during weekday peak hours; a concern also for leisure and tourism in coastal and market towns. The county council has completed market town transport network improvement strategies in the ten towns where need was greatest. These provide more detail on (amongst other things) how, and where, sustainable transport links will be provided and where new transport infrastructure should be considered to accommodate growth.

The council has also adopted transport strategies for King's Lynn and Great Yarmouth where more detail can be found about plans in the two towns. Highlights

include, at Great Yarmouth, continuing to improve local connections particularly on the cycle network, working with National Highways on A47 improvements and construction of the Third River Crossing. In King's Lynn there is again a focus on sustainable transport links together with working with the Borough Council on parking, congestion and air quality issues. To the south of the town, partners are working on development proposals at West Winch, including the West Winch Housing Access Road. This is required for 4,000 planned houses and will be complemented by sustainable transport links including links to the town.

Access in rural areas

The Local Transport Plan consultation showed that residents and businesses feel that access in rural areas is the poorest in the county. There is a need, and demand, to enhance walking and cycling connections between parishes, to nearby services and to market towns. Routes for cycling and walking are often seen as too unsafe and public transport seen as too infrequent to be useful, particularly for commuting. The county council is currently refreshing its cycling and walking strategy, which will include development of suitable networks in both rural and urban areas. A Local Cycling and Walking Infrastructure Plan is being developed countywide. Local footpaths and other assets such as longer-distance trails can provide important local connections for leisure and other uses such as connecting people to services.

The council currently works with parishes to formulate solutions for transport in their area, such as the use of car schemes, dial a ride, and feeder services. It is also vitally important that we plan for links from new housing developments at an early stage to make sure infrastructure is in place, alongside transport services and incentives not to drive.

We will continue to look at how we get a better understanding of need in rural areas, and how this might be accommodated given the challenges relating to provision of services. Research and data collection will ensure community resilience if we can better understand the real places that people in rural areas want to access to help overcome social exclusion and isolation.

Access for all

It is important to ensure no sector of society is disadvantaged by the local transport offer. Therefore, we need to make sure that transport can cater for those with physical disabilities; that young people have the access they need for education and work opportunities; that the way the roads and streets are laid out does not create difficulties.

Barriers to the network can include mobility issues, disability, age, hidden disabilities and cost and frequency of transport options.

Policy 16

We commit to providing a network where transport and movement can be accessed, understood and used to the greatest extent possible by all people. We recognise that people who live, work in and visit Norfolk access the network in different ways, depending on their individual circumstances and characteristics, and that what enables good access for one person may act as a barrier to another. We will therefore robustly assess all schemes and pay due regard to the Public Sector Equality Duty (along with our other duties and responsibilities), to identify potential barriers and determine how best to overcome any barriers and facilitate access to the greatest extent possible for all. Where appropriate, on a case-by-case basis, we will make reasonable adjustments.

The ability to physically access places people need to get to is fundamental. However, street environments can be difficult to navigate for some. An understanding of the barriers that people face is needed so that these barriers can be taken into account at all stages of policy making and scheme implementation. When making or considering changes to the network, including to public transport services, we will strive to make sure that it is suitable for all users. To help people access the transport network, information needs to be easily accessible to all people and in a format people can use. Where possible, we will work with partners to provide more information, support and suitable infrastructure to users to help all people feel confident about the full range of transport options available.

The county council will continue to work to support all groups being able to use the transport network. This includes:

- Removing and consolidating signs that restrict footway space and installing dropped kerbs and tactile paving
- Supporting the expansion of the use of talking bus stops outside Norwich city centre and Park & Ride sites, which are fitted with RNIB React software. With these you can use a RNIB React key fob to obtain information about the name of the bus stop and the next bus departure.
- A large tactile map that provides bus travellers with audible information is also now available at Norwich bus station. The map offers live travel information on bus station facilities, nearby bus stop locations and departure times. Designed to be fully inclusive, the map is fitted with an RNIB React module and responds with a location message and sound when a user with a React key fob approaches. If the user presses a button on the fob, the map will announce any message that is being displayed.
- Braille bus hailers are hand-held flipbooks, which are designed to clearly signal to the bus driver which bus you are waiting for. Simply use the braille flipbook to show the number bus you need, or the word bus, and hold it out at the bus stop.
- Our Transforming Cities programme will address (lack of) step-free access to Wymondham rail station. We will continue to explore how we can improve step-free access at others, with priorities being Thetford and Diss.
- We will explore how we can improve the provision of information for public transport. Elderly people report that they are reluctant to use the bus network as they are left waiting at rural bus stops with no information on buses that have been delayed or cancelled.

- A report by Age UK states that 1.45 million of those 65 and over in England find it difficult to travel to hospital, whilst 630,000 of those 65 and over find it difficult or very difficult to travel to their GP. It is the people with the worst health and the lowest incomes who struggle the most to travel to health services. The most frequent reasons for not using public transport among those 65 and over are that it's not convenient and does not go where you want.
- We will encourage active travel. Walking and cycling for older people could help health and wellbeing, and reduce feelings of social isolation
- Streetscape, spacing and infrastructure design for (including for electric infrastructure eg charging, parking, signposting) will need to take account of accessibility for all including those with reduced mobility or disability
- Consideration will be given to those who may not have the same understanding of, or access to, emerging technology.

Alternatives to travel

Increased broadband coverage, particularly in rural areas and ensure new developments include this to enable more people to work and shop at home.

According to the Norfolk Infrastructure Delivery Plan the Better Broadband for Norfolk (BBfN) Programme is expected to increase access to [Superfast-superfast](#) broadband to 95% of Norfolk properties by the end of March 2020. At the time the plan was written, BBfN has seen access to [Superfast-superfast](#) broadband speeds increase from 42% in 2013, to over 95% of Norfolk properties in spring 2020. These figures are taken from the independent organisation "Think Broadband" data.

Behaviour change due to Covid-19 has meant that more people are working from home and accessing services virtually, such as online shopping. Therefore, it is important to monitor the way people are travelling going forward to assess what will be the 'new normal', and how we can support it.

Innovation

We will work towards cleaner bus fleets. This will include investigating how we overcome the challenges of electric vehicle fleets that can meet the – often longer distance journey – needs of the county. We will also consider safe and better journey cards. These cards have been designed for bus users who might need some extra assistance when communicating with drivers. They include messages such as "please give me time to find a seat" and "please speak slowly".

It is important to embrace innovative technologies to increase data collection to better understand how people use the network and the services they want to access. The publication of data on transport, journey times and performance can also help people plan journeys and select the most suitable mode of transport. Data Collection using Sensors can help us plan more reliable journey times and improve decision making. Making data available to people through prototype technologies can help users with accessibility needs better access the right forms of transport for their needs.

Chapter 9: Improving Transport Safety

This chapter deals with Transport Safety.

The chapter sets out that the council will seek to reduce the number of killed and serious injured on the road network by adopting a safe systems approach and working with partners to achieve this vision. The safe systems approach acknowledges that road users will make mistakes and interventions should be designed to tackle that and increase survivability if a collision occurs. It has five pillars of:

- Safe speeds
- Safe roads
- Safe road users
- Safe vehicles
- Post-crash responses.

The priorities will be to reduce the rate of casualties who are killed or seriously injured. This will be achieved in conjunction with other partners and organisations through the road safety partnership. The road safety team in Public Health is prioritising development of communities work and reframing the schools offer.

Safety is important on the transport network, both to reduce casualties and help residents feel safe on the network when using any mode of transport. We also need to consider how we can encourage people to use the roads in a safer manner by encouraging a change in behaviour.

Policies

This section provides a summary of the policies in this chapter.

Policy 17

Using the safe systems approach, the county council and road safety partners will work together to contribute to a reduction in the number of people killed and seriously injured on the road network.

What this means in practice:

- The safe systems approach recognises that road users will make mistakes, and that there are many variables which can cause a collision. A range of factors influence survivability if a collision occurs, including how the road network is designed, the safety of the vehicle, the condition of the road, amongst other factors, many of which are outside the control of a road user.
- A safe system which does not rely on the skills of the road user to avoid a crash but considers the whole experience, can be demonstrated in the following ways:
 - Transport systems and roads are designed to maximise road user survivability
 - The safe separation or integration of different road users are integral to the design process

- Safety schemes and maintenance of networks are prioritised to enhance the road user experience
- Speed management policy and interventions include environmental solutions and don't rely on road user compliance alone
- Road users are encouraged to choose alternative modes of transport, and the safest vehicles possible.
- Compliance is encouraged through initiatives which influence road user behaviour, and enforcement action is taken where required;
- There are fast and efficient emergency responses at the roadside.
- If we followed the alternative policies we have considered, it would mean that we rely on road users to take full responsibility for collisions and focus resource on improving their skill sets and behaviours as sufficient to reduce mistakes and crashes
- The new approach allows partners to take into consideration the variables involved in a collision
- Promoting alternative, safe forms of transport through active travel initiatives will have health and environmental benefits
- Using intelligence and evidence to inform action will contribute towards effective allocation of resources to maximise impact
- Nationally the Department for Transport, and the police chief's council have adopted the safe systems approach following international guidance from the WHO to tackle collisions on the road. Locally Norfolk County Council adopted the safe systems approach in November 2018, followed by the Road Safety Strategic Partnership in 2019
- In 2009 there was a commitment to reduce the number of killed and seriously injured on the roads by a third by 2020. This has not been achieved, therefore a step change in policy and practice has been agreed by partners.

Achievements

- ★ Design and continual implementation of cycling schemes within the greater Norwich area has required significant cross working between differing disciplines across different organisations. The long-term goal of providing accessible cycling facilities should contribute to many strategic aims regarding congestion and air quality in the built environment as well as making cycling a generally safer and more attractive mode of travel.
- ★ Campaigning and engagement with National Highways regarding improvements to single carriageway sections of A47 will lead to safer journeys on one of Norfolk's longest, busiest roads. A route which experiences high numbers of killed or seriously injured casualties (KSIs) due to its busy nature and intermittently poor standard.
- ★ Refreshing the Road Safety Partnership and agreeing the safe systems approach as a county council. The wider partnership has also adopted the approach, including Norfolk Constabulary, National Highways and the Office of the Police and Crime Commissioner.

Evidence

The safe systems approach accepts that road users will make mistakes, and that the system itself should reduce the likelihood of serious harm occurring when these mistakes do happen.

Norfolk County Council is keen to explore the ViDA approach to roadway analysis which will enhance our understanding of key routes and will enable us to explore a more proactive rather than a reactive approach to road safety and road improvements by reducing risk on roads based on the safe systems approach. Use of a standardised risk analysis tool enables meaningful comparisons with similarly developed European neighbours.

*ViDA – Road safety
assessment tool
which uses data to
suggest interventions
to roads*

Challenges

Seeking to reduce the number of people killed or seriously injured on our roads after a decade of stagnant performance in accident reduction. This is the single largest challenge which we face and is the primary reason for work in road casualty reduction.

Addressing risk reduction is made harder by challenging financial circumstances. Opportunities to engage new technologies may help but these are likely to require significant investment.

There is currently a lack of evidence on effective behaviour change interventions aimed at road users of working age, which are a critical target group.

Dealing with Norfolk's continuing aging population. Whilst older people are not necessarily more likely to be involved in road traffic collisions and tend to selectively adapt their driving habits to account for any late life degeneration, they are more at risk of injury in the event of any collisions.

Priorities for road safety

- * Reducing the rate of casualties who are killed or seriously injured is the key priority for the road safety partnership.
- * The road safety partnership is developing shared data sets through Powerbi dashboards to help target interventions more accurately.
- * The road safety team in Public Health is prioritising development of communities work and reframing the schools offer.

Strategy for delivery

Adopting the safe systems approach means using the following sub-topics to formulate our responses to road safety collisions in the county:

- Safe speeds
- Safe roads
- Safe road users
- Safe vehicles
- Post-crash responses.

Safe Systems Approach –
Design roads to reduce the risk of crashes by segregating different road users to make routes safer

This is to ensure that the emphasis is not entirely on the road user, since the approach accepts that people will make mistakes and that this needs to be considered when designing the system.

A key focus for delivery in engineering should be on maximising survivability and including it in the design of networks and interventions.

A key focus for the road safety partnership is to use intelligence to target particular behaviours when developing interventions.

Policy 17

Using the safe systems approach, the county council and road safety partners will work together to contribute to a reduction in the number of people killed and seriously injured on the road network.

Safe speeds

Norfolk County Council is responsible for setting speed limits on local roads and does this through the Norfolk Speed Management Strategy which aims to address road safety issues as well as economic considerations and the environment.

The basis of the Norfolk Speed Management Strategy is to both set appropriate speed limits and achieve a reasonable level of driver compliance with those limits.

Between 2000 and 2010 speed management contributed to a 59% reduction of road collisions in Norfolk with a reduction in killed and seriously injured (KSI) from 862 to 353

This approach to speed reduction and traffic management is informed by the Safe Systems approach to road safety, which refers to the four components of the System as:

- Road Users
- Vehicles
- Roads and roadsides
- Speed Limits.

Potential or proposed changes to speed limits should be based on the following assessments:

1. What is the function of the highway corridor and the surrounding environment? Where ease of access or a sense of place are of greater importance, quality of life and social interaction may benefit from a lower speed limit.
2. Casualty numbers. Are the accident rate and/or severity pattern higher than expected? A lower speed limit or interventions to improve existing speed limit compliance may be appropriate.
3. The need to increase walking and/or cycling and whether a lower speed limit would help encourage this. Whilst likely to apply in urban areas and in the vicinity of schools this may also warrant consideration in tourism areas.

The 'Self-Explaining' Road (SER)

Physical measures such as speed humps or chicanes force the road user to reduce speed. Another approach is called the 'Self Explaining' Road, to redesign the road environment in order that drivers are persuaded to choose to reduce speed. The SER concept advocates a traffic environment that elicits safe behaviour through its design.

Safe Roads

Intelligence-led route risk identification and targeted reduction methods enable progression towards a safe system. Risk mapping via VIDAS and analysis by Road Casualty Reduction Analyst.

Continuing identification of cluster sites and targeted intervention.

Ongoing programme of pedestrian crossing assessments and implementation, ensuring that sites with the greatest potential benefit are prioritised.

Safe Road Users

Norfolk county council continues to deliver court diversion and other courses aimed at educating drivers about road safety and awareness. A memorandum of

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understanding with the Constabulary is in place to enable this work, and much of it is regulated by national requirements. The following courses are delivered:

- National Speed Awareness Course
- National Motorway Awareness Course
- What's Driving Us
- Safe & Considerate Driving
- Rider Intervention Development Experience
- Your Belt Your Life, online course facilitated by the Safety Camera Partnership.

Upwards of 30,000 clients per year access courses. These is a blend of behaviour change interventions with an element of on road coaching within the Safe and Considerate Driving course. Each course is delivered by nationally licensed self-employed trainers and courses can be deliver anywhere in the country. Those delivered in Norfolk are internally quality assured and monitored by the Road Safety Team at Norfolk County Council.

DRAFT

The road safety partnership priorities will be supported by the **Road Safety Communities Team**. This is a partnership commitment, and is outlined as follows:

Opportunity for Norfolk	Potential goal
Contributing to the road safety evidence base	For interventions to be monitored, evaluated and adapted as necessary to ensure effectiveness for the residents of Norfolk and to contribute to the national and international evidence base
Habitual/Automated behaviours	Influence the road user to be mindful and alert during their regular journeys
Risk taking behaviours	Target risk-taking behaviours such as speeding, distraction while driving, drink and drug driving and promote desirable behaviours. To achieve this, utilise all elements of the safe systems approach
Build capacity in the community	Work collaboratively with key stakeholders to achieve a Safe Systems approach in Norfolk
Road safety education in schools	Support schools to incorporate road safety education into everyday learning, integrating the messages within other subject lessons to achieve a continuum of learning. This could be through the development of evidence-based resources and training for teachers and schools
Sharing the road	Agree an approach including campaigns and interventions to keep two-wheeled road users safe whilst promoting sustainable active travel

Internal schemes of work consist of the following:

- Taxi assessments for district councils (Broadland, Norwich City, Breckland and South Norfolk)
- Minibus assessments for schools, colleges and academies
- Additional Driver development sessions
- Driving for work guidance and delivery
- Older driver assessments (GOLD) banner
- Motorbike rider Interventions.

Safe vehicles

Modern cars are designed to protect occupants in a crash. Increasingly vehicles are being designed and fitted with systems for collision avoidance and injury mitigation and protection. Driver assistance technologies help keep drivers to speed limits and traffic lanes, ensure occupants wear seat belts and are often able to warn drivers about the proximity of hazards or other vehicles; or take direct intervention and action.

There is a strong track record of Norfolk industries taking the lead in advanced manufacturing and technology and, particularly with the Lotus Group sited within the county, we are well-placed to work with partners to innovate in this area.

Post-crash responses

Working in partnership with other organisations and the emergency services will ensure fast and efficient emergency medical help, diagnosis and care. This forms the final pillar of the Safe Systems Approach.

Innovation

Governance:

Annual delivery plan for the road safety partnership with a range of interventions. A Road Safety Operational Group reports to the Road Safety Strategic Board. There is also a Safety Camera Partnership. All oversee the activities of partners.

The road safety partnership has agreed in addition to business as usual, to work together to target specific road user behaviours such as risk taking and habitual, automated behaviour. It should be noted that efforts to reduce casualties in young drivers and riders (motorbike users) will remain, due to the disproportionately high number of casualties in these areas.

Norfolk County Council has taken steps in the staff structure to make safety a key focus in transport strategy. Our previous 'Team Manager – Network Safety & Sustainability' role, with oversight of safety engineering, traffic signal design, traffic modelling and traffic surveys, has been replaced with a 'Highway Network & Digital Innovation' Manager. This new post will be looking at the issues discussed in this chapter and how new technology and innovation will both affect transport safety and how it can improve it.

Chapter 10: A Well Managed and Maintained Transport Network

Introduction and chapter summary

This chapter deals with:

- Maintenance. This is how the county council looks after the transport network and includes keeping roads, pavements and cycleways in good condition
- Management of the network. This is how the county council deals with issues like information provision, and how the network is used. For example, the principles about which types of road should have bus lanes or cycle lanes on them.

This chapter sets out how we will manage and monitor the network so that we achieve the objectives set out in the other chapters.

The chapter sets out that:

- The county council receives a funding allocation each year from government for its local transport plan. We will use this predominantly for maintenance and maximise our use of other funding sources for new measures like cycleways, roads or public transport infrastructure. The county council has a good record of drawing down such funding
- We will prioritise spending money on maintenance on the most-used parts of the network: the main roads between urban areas and within the urban areas themselves. In our built-up areas we will prioritise maintenance of those parts of the network used by people walking and cycling
- Within urban areas we will focus on providing bus priority or cycling on certain corridors, even if this means it might take longer for other general traffic to use the routes. We will aim to make all journeys reliable so that people know how long a trip is likely to take. This is something that came across strongly in our consultation. The chapters on accessibility and connectivity set out how we will choose corridors we consider as important, dependent on the journey being made and how people choose to make it
- We will focus on identifying the key risks to the transport network from climate change, such as potential flooding, and focus tackling these where they are likely to be most disruptive to journeys. Our chapter on quality of life shows the strategy for reducing carbon
- We will embrace new and innovative technology so that we can better monitor and maintain our networks and provide information to users. This links strongly with the policy on technology in our future chapter, where we explain this further.

Norfolk has one of the largest transport networks in England, with the County Council being responsible for over 6,000 miles of road, managing all aspects of this network. This includes road maintenance, water drainage arising from the roads and street lighting. The County Council also has responsibility for maintaining 2,400 miles of public footpaths and other public rights of way and cycleways.

Policies

This section provides a summary of the policies in this chapter.

Policy 18

Maintaining the current highway asset will be a key priority for funding. Works should be targeted to ensure A and urban / inter-urban routes are in good condition.

What this means in practice:

- We will use the annual allocation of Local Transport Plan funding from government predominantly for maintenance and maximise other funding sources, like from bids, for new measures like cycleways, roads or public transport infrastructure
- It is not possible to maintain all of the network to the same standard as we currently maintain the most well-used roads. If we didn't prioritise, given the levels of funding available, the network would still be maintained so that it is kept safe, but the condition of the main roads would not be as good as they are currently. The proposal is to prioritise the major roads, even if this means that we cannot maintain the condition of other roads, pavements or cycleways to the same standards
- There is a substantial transport network across Norfolk with only a small proportion of this being A and urban / inter-urban routes. Much of the network comprises minor roads where there is less vehicular (and other) traffic leading to less degradation and therefore less requirement for maintenance at the same standard as A roads and significant multi-purpose routes into urban areas and market towns
- As there is insufficient funding to maintain all roads to the current standards of the most well-used roads, our value for money assessment shows the major roads, which carry much greater volumes would not be kept to their current standard if this alternative was chosen. Solutions should always be cost-effective in context and provide for a safe environment
- All roads, pavements and cycleways (and other parts of the transport network) will be kept safe with repairs when required.

Policy 19

We will identify corridors important for sustainable and active transport and focus maintenance on provision for these users where its impact would be most beneficial in market towns and urban areas.

What this means in practice:

- We will prioritise maintenance of those parts of the network used by people walking and cycling in our built-up areas. This will mean that the condition of cycle lanes and pavements on the most well-used routes is at the highest standard possible
- If more people choose to walk or cycle for short journeys it would help to achieve some of the county council's objectives including contributing towards the carbon target in our environmental policies as well as health outcomes including through air quality improvements. It will also help meet government policy and other environmental challenges
- Ensuring that the most well-used walking and cycling routes are well-managed and maintained will result in more people travelling sustainably
- If we focussed on keeping the carriageway for general traffic at the highest standard possible, rather than focussing on pavements and cycleways, it would not help meet the wider policy objectives and challenges, or support government policy.

Policy 20

In urban areas we will focus on measures to improve public transport corridors to make those journeys quicker and, in areas identified as having less congestion, we will aim to make all journeys more reliable.

What this means in practice:

- In our urban areas the management of the network will favour improving conditions for public transport through the implementation of measures such as bus priority lanes, giving priority to buses at traffic signals and restrictions of general traffic. This is likely to mean that it might take longer for general traffic to use the routes in urban areas
- Outside urban areas, the roads are generally less congested and do not require bus priority measures. Here we will aim to make all journeys reliable so that people know how long a trip is likely to take, even if this means that sometimes journeys might take longer than they might do on a 'good day' (but less time than on a 'bad day')
- In our consultation, public transport improvements came across as very strongly supported. Also, people wanted more reliable journeys, even if this meant that, on some days, journeys might take a little longer
- Focussing only on car traffic would have knock-on consequences such as slower or more unreliable journeys for other users in buses or walking and cycling. (It might mean buses getting caught in general congestion because there are no dedicated bus lanes for them; pedestrians might find it more difficult to cross roads because the focus would be on keeping car traffic moving; cyclists would need to cycle on the main carriageway as dedicated cycle lanes would not be a priority.) This would not support wider objectives including reducing congestion, improving health outcomes, reducing carbon or support government policy or environmental challenges.

Policy 21

The likely impacts of climate change on the highway network should be addressed to ensure assets are resilient. Where assets can't be made resilient to impacts of climate change, such as coastal erosion, we should have planned alternatives so we can respond faster and avoid disruption. We will use a risk-based approach to determine the priority for action.

What this means in practice:

- Climate change is resulting in, amongst other things, longer, hotter summers and increased incidences of heavy rainfall, leading potentially to the risk of flooding on parts of the network. Our policy will see us focussing on identifying the key risks from climate change and directing efforts on tackling these where they are likely to be most disruptive to journeys, especially on those parts of the network identified as critical to keep functioning
- Taking a risk-based approach to interventions will allow the council to identify the highest risks, both in terms of where the network is likely to be affected, and also the consequences of that risk. As we don't have sufficient resource to tackle all potential impacts, this approach will mean that the areas with highest risk, on the parts of the network considered to be of most consequence, can be focused on first.

Policy 22

New and innovative technology to collect data about the network, inform decisions, assess where to target funding on the network and share information with the public will be embraced and used proactively.

What this means in practice:

- We will be proactive in using new and innovative technology so that we can better monitor and maintain our networks and provide information to users.
- This will mean continuing to move away from labour intensive data collection measures that largely rely on manual counts or – at some sites across the county – the use of specialist equipment to record usage. These do not, in any case, provide the level of analysis that innovative technology can provide
- Public behaviour, electric vehicle technology and priorities for traveling are changing rapidly and Norfolk County Council has a responsibility to respond to this change. We feel this can only be done by adopting new technology and being more innovative.

Achievements

★ We have managed and made improvements to the road condition during a period of austerity. The National Highway Transportation (NHT) Survey shows that Norfolk performs well against its peer group and came out on top in 2019 with the 'Highway Maintenance' and 'Tackling Congestion' categories, both above the NHT peer group average

★ We secured £10.3m through a successful bid for the Greater Norwich Area Surface Water Drainage scheme, which delivered upgrades to key drainage

infrastructure, addressing long standing flooding issues across a wide residential area

- * Additional funding has been secured from government, including £22.3m from the Department for Transport in May 2020, a higher sum than that given to any other local authority in the east of England, which will be used to repair and maintain roads, bridges, pavements and cycle paths
- * The Norfolk Permit Scheme was established in 2014 and continues to work well. It ensures that disruption to road users is kept to a minimum by managing and coordinating activities on our network, including for our own road maintenance programme, utility works and community events
- * Opening of A1270 Broadland Northway in 2018; a £205m road scheme around the north of Norwich to ease congestion and unlock economic growth, which is integral to the development of growth and new sustainable transport measures in Norwich
- * Infrastructure changes to support sustainable growth, such as Push the Pedalways in Norwich, which was improvements to Norwich's eight-mile pink pedalway and the connections leading to it.

Evidence

Successful maintenance is assessed in terms of highway condition. Annual condition results look at roads, footways, traffic signals and bridges. The National Highway Transportation survey collects public perspectives on, and satisfaction with, highway and transport services in local authority areas. Around 3,300 Norfolk people were chosen at random to rate a range of highways and transportation services in the 2019 survey. These responses have been compared against our peer group consisting of 28 large counties. In the latest survey Norfolk County Council was ranked **1st-first** in our peer group.

The county council also has a strong track record in securing additional funding and has been successful in receiving competitive funding from government's Maintenance Challenge Fund. In Tranche 1 (2015-18), funding was received for the Greater Norwich Surface Water Scheme, which was a £10.3m scheme to make improvements to Highway Drainage and resilience to flooding. A £2.5m grant has also been received for Tranche 2B (2019-20) towards resurfacing A1122 Marham & A1066 Brettenham to Riddlesworth; £2.8m scheme for delivery in 2020-21. More recently we received £22.3m for the repair and maintenance of roads, bridges, pavements and cycle paths.

Challenges

Maintenance

- There is a great deal of funding uncertainty around highway maintenance and development of the plan has been completed in the absence of longer term funding certainty
- There are limited times when roadworks can be undertaken, which leads to a conflict between closing roads and increasing congestion for a limited period

Managing the Network

- Increased demands on the network push capacity to its limits, causing disruption to road users' journeys. There is a major challenge in being able to provide capacity for fast journeys at the same time as making sure that journeys are reliable
- Influencing decisions made on the trunk roads in Norfolk (A11 and A47) which are managed and maintained by National Highways. These are the main routes used to travel between the three largest urban areas in Norfolk, Norwich, King's Lynn and Great Yarmouth, and have a big impact on journey performance for a large proportion of highway users in Norfolk
- We need to strike a balance between maintaining accessibility for car users whilst encouraging walking and cycling and bus use
- Planning for walking and cycling intervention is becoming increasingly important but we currently have limited data on its usage. Therefore, we need to innovate and develop more tools to monitor and evidence future improvement schemes. Traditional automatic traffic counters do not detect pedestrians, nor do signalled crossings detect walking/cycling particularly well
- More and more data is becoming available through tools like apps on mobile phones. However, the county council currently has no influence over some of the information provided by these technologies and therefore has little or no control over how people use the network, especially route planning or choosing diversions. We will therefore actively consider and deploy technology to collect data and provide information to the public to encourage behaviour change.

"we need to encourage a move away from car use and encourage people to use more sustainable transport options"

Response to the Local Transport Plan consultation

Priorities

Highway Asset Maintenance Policy and Strategy was refreshed and approved by Norfolk County Council's Cabinet in January 2020 for 2020-23 and – in March 2021 – Cabinet agreed a Highways Capital Programme 2020/21 to 2022/23 and Transport Asset Management Plan 2020/21 to 2024/25. We will consider the need for a refresh following government budget announcements or the comprehensive spending review.

It is increasingly important to support an increase in sustainable transport to promote healthier lifestyles and a healthier environment. This shift in need was reflected in

the Local Transport Plan consultation, which showed that a large number of people in Norfolk feel that focus should move away from the private car, to focus more on improving infrastructure for walking, cycling and sustainable public transport. The need for, and public support of, active travel has increased since Covid-19, so this should become an even more integral part of planning and managing the network.

Achieving value for money from our funding remains a priority.

Strategy for delivery

Maintenance

We have established delivery mechanisms to deliver maintenance of the network.

- Works
 - Norse Highways are principally involved in delivering routine and winter maintenance with some small works
 - Tarmac are concerned with improvement and maintenance, and seasonal maintenance such as gullies, weeds, and grass
 - Eastern Highway Alliance 3 is a Regional Framework contract designed to reduce the time and cost of maintenance by creating a bank of contractors to manage highway maintenance and management schemes
 - Norfolk County Council has an in-house design function, enabling us to respond quickly to need
 - The council has a contractor partnership with WSP to support the highway works programme
- Major Projects
 - Includes projects such as the Great Yarmouth Third River Crossing, Long Stratton Bypass, West Winch Housing Access Road, and the Norwich Western Link
 - Bespoke procurement routes depending upon size and complexity of project
 - Possible use of Eastern Highway Alliance 3 (a bank of contractors set up across ten councils in the east of England for delivering highway maintenance and improvement schemes).

Network Management

- Developing local indicators for journey reliability and congestion that can evidence the need for future improvement schemes
- Exploring the use of innovative technology, such as Artificial Intelligence cameras to better capture walking and cycling usage data in order to drive future efficiencies.

Various agencies have responsibility for different infrastructure. National Highways, formerly Highways England, is responsible for trunk roads, train operating companies and Network Rail for railways (although government will reform this arrangement with Great British Railways), and utility companies for the pipes and cables underneath the streets providing water, gas, telecommunications (including broadband) and electricity. We will aim to work in partnership with these bodies to provide the most effective and efficient networks.

Maintaining the network

Norfolk County Council has a Highway Asset Management Policy and Strategy of individual asset types such as roads, footways and bridges, aligned with the six-year Council Plan "Together for Norfolk," which sets out the council's priorities for 2020-21 and beyond. A performance framework is in place, with targets agreed by members to monitor at annual review.

The county council receives a funding allocation each year from government for its local transport plan. Given the levels of this allocation, we will make sure that we put enough of this into maintaining the roads, prioritising this above using the allocation to fund improvements to roads, pavements or cycleways. This makes it critically important that we successfully access additional sources of funding, usually through competitive bidding processes, for improvements like new cycleways, roads or public transport infrastructure.

Policy 18

Maintaining the current highway asset will be a key priority for funding. Works should be targeted to ensure A and urban / inter-urban routes are in good condition.

We will prioritise maintenance spend on the most used parts of the network: main roads and urban areas. The whole of the network will be maintained so that it is kept safe, but the condition of other roads, pavements or cycleways will not be maintained to the same standards as urban / inter-urban routes.

Policy 19

We will identify corridors important for sustainable and active transport and focus maintenance on provision for these users where its impact would be most beneficial in market towns and urban areas.

We will prioritise maintenance of those parts of the network used by people walking and cycling in our built-up areas. This will mean that the condition of cycle lanes and pavements is at the highest standard possible in areas where they get most use. We will also consider the implications of banning parking on pavements. This can be a particular problem in narrower streets with parked vehicles blocking pedestrian routes.

Getting the most out of our highway network

Capacity: we have approved a performance framework strategy to capture network congestion and capacity data. This will highlight areas of relatively poor performance on our Primary and Main Distributor Network. This will be used to drive future improvement schemes and support future funding bids by evidencing the need for investment. This is covered in more detail in the chapter on Connectivity.

Reliability: consultee responses tell us that this is an important issue to them, we have therefore developed this in conjunction with congestion data to deliver similar aims. We will trial technology to monitor the network to inform us about capacity to keep the network reliable.

We are exploring ways we can better capture data including for public transport, cycling and walking (eg we now have access to Strava, a mobile phone app for runners and cyclists, analysis tools). This will help identify areas of greatest need for investment. This is covered in more detail at the end of this chapter, and also in the chapter on the future which explores innovation and technology.

Policy 20

In congested areas we will focus on measures to improve public transport corridors to make those journeys quicker and, in areas identified as having less congestion, we will aim to make all journeys more reliable.

In Policy 15, we set out that we will identify routes important for sustainable and active transport and give priority – especially in urban areas – to sustainable and active modes of transport. On corridors identified as ones important for public transport we will focus on providing bus priority even if this means it might take longer for general traffic to use the routes. This is because we recognise the importance of bus travel for people to access essential jobs and services.

Outside urban areas, the roads are generally less congested and do not require bus priority measures. Here we will aim to make all journeys reliable so that people know how long a trip is likely to take, even if this means that sometimes journeys might take longer than they might do on a 'good day' (but less time than on a 'bad day').

Highway network resilience

A key recommendation of the 2014 Transport Resilience Review for Local Roads is "that Local Highway Authorities identify a 'resilient network' to which they will give priority, in order to maintain economic activity and access to key services during extreme weather."

Norfolk has established a number of defined networks within the overall transport network:

1. Our route hierarchy is based upon the functional importance of the route and provides a route of access for all parishes and generators of heavy goods vehicles. This is 2,394km, 25% of our network
2. Our winter service priority network is 3,403km, 35% of our network
3. Our core 'snow plough routes.' These vary based upon severity of the event and resources available.

Local highway authorities have many resilience responsibilities such as to mitigate the risk posed by flood risk, reduce emissions, reduce carbon footprint, maintain and protect the resilience of the highway network and manage the effects of climate change. A resilient network has been identified taking into account key sites and will become the focus to keep operational in the event of a major incident. The network comprises mainly A roads.

The proposed resilient network has been informed by these defined networks. The resilient network is 741km, 7.5% of our network, and represents a core network to give priority to in extreme weather. It contains key strategic sites which include

access to RAF Marham (Defence), Bernard Matthews Gt Witchingham (Food Production (livestock)) and Bacton (Energy production).

The resilient network will be used as a basis for decision-making and is included in the prioritisation criteria for relevant assets. A process will be put in place for annually reviewing the resilient network, alongside the winter service network.

Policy 21

The likely impacts of climate change on the highway network should be addressed to ensure assets are resilient. Where assets can't be made resilient to impacts of climate change, such as coastal erosion, we should have planned alternatives so we can respond faster and avoid disruption. We will use a risk-based approach to determine the priority for action.

Climate change is having an increasing impact on the network with more incidences of severe flooding, as well as other impacts such as soil 'heave' or the requirement to use different materials because of hotter temperatures. We will identify the key risks from climate change and direct efforts on tackling these where they are likely to be most disruptive to journeys, especially on those parts of the network identified as critical to keep functioning.

Climate change resilience for new projects will be assessed through appropriate project level design and assessment. We will also work across disciplines to provide infrastructure that is better adapted for climate change, such as might be achieved through the use of vegetation or permeable surfaces.

Innovation

We have adopted the use of 'warm' asphalt with carbon saving benefits, although its use in Norfolk is limited by the distance from the asphalt plants. We hope to use this method more extensively, depending upon the widened use in asphalt plants and improved distribution in the supply chain. Norfolk County Council seeks to adopt new materials if they are proven to be robust in whole-life costing terms. We are also monitoring developments in the use of Graphine, and recycled materials.

Norfolk County Council developed a method of strengthening the existing sub-grade on the Broadland Northway (formerly known as the Norwich Northern Distributor Road) in Norwich allowing a thinner traditional pavement design. This could be adopted by National Highways in the future.

We are exploring the use of connected vehicle and mobile phone data in order to better understand how our network is used as well as journey performance. We are also currently trialling artificial intelligence cameras to better capture walking and cycling data. We will also exploit key contracts with companies such as Microsoft to trial use of AI technology to improve decision making.

We have developed a prototype for network management data using vehicle movement data, which, subject to committee approval, will provide an objective assessment of our network performance. Building on the Norfolk Innovation network we will trial sensor technology to collect information about air quality and network use. This information would help us understand if changes in the network improve air

quality and how use affects the climate. This could be published to the public so people can make decisions that will improve their communities. The information could also be used to inform route planning, how road works affect journey times and tourism.

Policy 22

New and innovative technology to collect data about the network, inform decisions, assess where to target funding on the network and share information with the public will be embraced and used proactively.

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Chapter 11: Approach to delivery

Norfolk County Council is committed to working in partnership with district councils and other key partners to deliver a sustainable future for Norfolk. This Local Transport Plan will focus on working together for mutual benefit: A better connected county benefits residents and businesses alike.

Partnership working

- ★ *Norfolk and Suffolk Economic Strategy* places strong emphasis on working in partnership.
- ★ *Norfolk County Council Environmental Policy* includes working with neighbours Suffolk County Council and the Broads Authority. New targets set by the policy have also meant that we need to work in even closer collaboration with colleagues across the council such as highways, planning, public health and education.
- ★ *Together, for Norfolk* stresses the importance of working collaboratively and in partnership:
 - 'Working with a host of organisations, businesses and community groups county-wide'
 - 'Wherever possible, we'll continue to collaborate with our partners'
 - 'Genuine desire to work together', working in a more 'joined-up way'
- ★ Working with existing partners and suppliers to develop new technology and trial technologies already on the market to kick start innovation.

Example: A11 Cambridge-Norwich Tech Corridor

Norfolk County Council is working in partnership with the private sector, Cambridgeshire County Council and district councils in Norfolk, West Suffolk and Cambridgeshire, bringing together business, and academic and political leaders to grow the region's economy, attract funding and promote the region.

Community action and influence

A consultation on the themes for the plan was conducted Monday 13 Jan to Friday 28 Feb 2020, enabling the community to have their say on current transport in Norfolk, their priorities for the future of transport in Norfolk, and to influence the Local Transport Plan. We used feedback from the public, stakeholders and special interest groups to help us update our Local Transport Plan, making sure that it considers local peoples' current and future priorities for transport to help us shape the future transport provision in Norfolk.

As well as the online consultation we:

- Spoke to Norfolk Youth Parliament and collated their response as well as encouraging them to promote the consultation with the under 18s
- Commissioned an evidence report
- Commissioned a Strategic Environmental Assessment scoping report, which has been consulted on with the statutory environmental bodies (SEBs).
- Commissioned a Strategic Environmental Assessment

- Commissioned a study to test a number of policy levers to assess their impact on carbon emissions.

We undertook further consultation, in autumn 2020, on the Strategic Environmental Assessment (SEA). Alongside this, we published a draft version of the plan and invited comments. We have used these to help refine the plan. The SEA statement, included as an annex to the plan, sets out how the SEA has affected development of the final strategy.

Value for money and resource availability

Value for money is a key component of delivery and one of county council's core values.

Not all projects and ideas have dedicated funding. Therefore, we have created project pipelines, making sure that projects are ready to be implemented when funding becomes available.

Norfolk County Council is seeking funding from wide variety of sources including:

- Capital funding from the Local Transport Plan maintenance and integrated transport blocks
- Large local majors, a government funding stream
- Major road network government funding stream
- Developer funding - Community Infrastructure Levy and S106 contributions
- Norfolk Infrastructure Fund
- Local Sustainable Transport Fund
- Active Travel Fund
- EU funding and its successor
- Tax Incremental Financing
- Delivery partners, such as Sustrans
- New homes bonus
- DfT "Cycle ambition in national parks" funding
- Cycle City Ambition Grant
- Roads Investment Strategy (trunk roads)
- National Productivity Investment Fund
- Growth Deal and its successor
- City Deal
- Business Rates Pool
- Enterprise Zone Fund
- Enterprise Zone business rates retention fund
- Local Investment Fund
- Housing Infrastructure Fund
- Homes England
- Transforming Cities
- Heritage Lottery fund
- Levelling Up funding.

Many of these funding sources are being reviewed, and we are aware that new ones will be announced during the course of the plan's implementation. We will keep

funding sources under review and continue to tap into them to keep the pace of delivery high. The county council has a strong track-record of securing funding and is confident that this can be maintained.

The plan sets out that we will seek to address air quality issues in urban centres and reduce carbon. Other areas have introduced schemes such as congestion charging or levying a charge against parking places at workplaces in urban areas. The revenue from this type of measure can be reinvested in transport. We are already reinvesting revenue generated from on-street parking charges back into transport.

Local Transport Plan Implementation Plan

~~The Implementation Plan sets out our proposals for implementation of the strategy. It will be developed following adoption of this strategy. This will set out the projects and programmes / schemes and measures that will be brought forward to achieve the aims and objectives of the strategy. This will be developed throughout 2022 with its final adoption towards the end of 2022. This Implementation Plan will need to take account of any guidance issued by government on local transport plans or other relevant matters.~~

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**Norfolk Local Transport Plan
Sustainability Appraisal: SA Post Adoption Statement
DRAFT: November 2021**

Contents

1. Introduction
2. How environmental considerations have been integrated into the plan or programme
3. How the environmental report has been taken into account
4. How opinions expressed in response to consultation have been taken into account
5. The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with
6. The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.

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1. Introduction

Introduction to the Norfolk Local Transport Plan

Local transport authorities are required to have an up-to-date Local Transport Plan. The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTPs) to steer the development of national transport policies at the local level. The Transport Act 2000 (now amended by the Local Transport Act 2008) then made it a statutory requirement for local transport authorities outside of London to produce LTPs having regard to Government guidance and policies on the environment.

The Local Transport Plan sets out the county council's plans and policies on all aspects relating to transport. This includes not only the council's own delivery, but also how it will engage with the plans and programmes of others where these have transport implications.

This might be how the council: influences national trunk road and rail delivery plans; works with partners like bus companies to deliver transport provision in a commercial market; responds to consultations on growth plans as the location of growth has many transport implications including how people travel and people's ability to get to opportunities dependent on where growth is located; and plans and delivers our own services to ensure that implications on travel and transport are taken into account in decision making. The plan is a high level, strategic document that is supported by a series of more detailed separate policy and guidance documents.

Members agreed to review Norfolk County Council's plan, which dated from 2011, in 2019. Development of the plan involved extensive consultation and engagement in early 2020, and consultation on the strategic environmental assessment, alongside which a draft of the plan was published, in late 2020. The plan was adopted by Cabinet on 2 August 2021.

Appraisal of Sustainability

A Sustainability Appraisal (SA), has been undertaken as part of development of the Local Transport Plan. This considered the impact of the plan against a range of social, environmental and economic indicators. The SA is accompanied by separate:

- Health Impact Assessment (HIA)
- Habitats Regulations Assessment (HRA)
- Equalities Impact Assessment (EqIA).

Strategic Environmental Assessments (SEA) are required by European Directive EC/2001/42 (SEA Directive), which was transposed into UK law by the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations).

A SEA is mandatory for plans (including strategies) and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the EIA Directive.

SEA only considers the environmental effects of a plan, whilst SAs consider a plan's wider economic and social effects in addition to its potential environmental impacts, however, it is obligatory that SAs meet all of the requirements of the SEA Regulations.

SA is used to inform the development of a plan, policy or programme. The SA is a systematic process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.

Purpose of the Post Adoption Statement

Post Adoption Statements help to improve understanding of, and gives transparency to, the process of how SA was used in the decision-making process. It shows stakeholders how environmental, social and economic factors have been considered throughout the plan-making process, including taking into account the opinion of statutory bodies, other local authorities and the public; it sets out the reasons for choosing the selected approach over alternatives considered; and outlines the measures for monitoring the significant environmental effects of plan implementation.

The SA Statement is a requirement of the SEA Regulations. This requires that, as soon as reasonably practicable after the adoption of a plan, the planning Authority (in this case Norfolk County Council) must make a copy of the plan publicly available alongside a copy of the environmental report and an SA Statement.

The SA Statement must explain:

- How environmental considerations have been integrated into the plan or programme
- How the environmental report has been taken into account
- How opinions expressed in response to consultation have been taken into account
- The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.

2. How environmental considerations have been integrated into the plan or programme

Introduction

Environmental—as well as social and economic—considerations have been integrated into the plan throughout the process. The key stages of the SA process are the following:

- Setting the context and objectives, establishing the baseline and deciding on scope
- Developing and refining strategic alternatives and assessing their effects
- Preparing the SA Environmental Report
- Consultation on the draft revised LTP and the draft SA
- Monitoring the significant effects of implementing the revised LTP.

Scoping Report

An initial SA Scoping Report was prepared in January 2019. This report set the context and scope of the sustainability appraisal through:

- Identifying likely options for the delivery of the transport strategies
- A review of relevant policies, plans and programmes
- Collecting baseline information and identifying sustainability issues
- Development of the sustainability appraisal framework.

The SA Framework included fifteen SA objectives to guide the future assessment of policy options in the LTP.

Consultation on the Scoping Report took place for six weeks starting from 17 December 2019. Following consultation with the statutory bodies (Environment Agency, Natural England and Historic England) the report was updated accordingly.

Sustainability Appraisal

The assessment of the draft LTP at this stage included the assessment of both LTP policies and reasonable policy alternatives.

Preferred Draft Strategy

A preferred strategy for the LTP was consulted on for six weeks from 28 September to 9 November 2020. In line with the SEA directive, the draft plan included a number of reasonable alternatives which were also appraised. The publication draft was accompanied by the SA Report.

3. How the environmental report has been taken into account

Introduction

The SA findings and recommendations have been taken into account throughout development of the LTP. This is shown below.

Assessment of policies and reasonable alternatives

As the LTP will have a separate Implementation Plan, to be developed and adopted following adoption of the LTP strategy, the Environmental Report included the assessment of LTP policies and reasonable policy alternatives.

The Environmental Report found that, in general, LTP policies performed well against most SA objectives, with no significant negative effects being identified. Some uncertain effects were identified for air quality, noise, biodiversity and geodiversity, water, soils and mineral resources, landscape and townscape and cultural heritage and the historic environment.

LTP policies were found to generally result in more positive effects and less uncertainties than their policy alternatives. A summary for each SA Topic has been provided below:

- Air Quality: Policies have resulted in predominantly significant positive effects on air quality.
- Biodiversity and Geodiversity: Policies have generally resulted in both positive and negative effects on biodiversity and geodiversity.
- Climate Change, Soils and Resources and Water Resources and Flooding: Policies have resulted in predominantly significant positive effects on climate change (SA5) and carbon emissions (SA3) and neutral and uncertain effects on water, soil and mineral quality and resource (SA4).
- Community Access: Policies have predominantly resulted in significant positive and minor positive effects on the quality and safety of where people live (SA6), reduce poverty and social exclusion, improving access (SA7) and economic growth (SA8).
- Cultural Heritage and the Historic Environment: Policies have predominantly resulted in effects that are either both positive and negative or negligible.
- Economy and Employment: The policies have resulted in both significant positive and minor positive effects on economic growth (SA10) and access to employment (SA11).
- Health and Population: The policies have resulted in both significant positive and minor positive effects on reductions on death and injury (SA12) and encouragement of healthy lifestyles (SA13).
- Landscape and Townscape: Policies have predominantly resulted in effects that are either both positive and negative or negligible.
- Noise: Policies have result in a mixture of minor and significant positive and both negative and positive effects.

Cumulative Effects

An assessment of the potential cumulative effects on LTP with the local transport plans of neighbouring authorities was completed, looking at the potential impacts at a strategic level. Potential positive cumulative effects were identified for population

and health, economy and employment, community access and air quality. Potential uncertain/negative cumulative effects were identified for noise, biodiversity, cultural heritage, landscape and townscape and soils, water resources and flooding.

Health Impact Assessment

A Health Impact Assessment was undertaken as part of the development of the Local Transport Plan.

The assessment identified that the proposed transport objectives are all likely to result in positive health outcomes due to their focus on encouraging active and sustainable transport modes. However, enhancing connectivity and increasing accessibility could result in negative outcomes, particularly for air quality, noise and road safety, due a potential increase in the number of vehicles on the road. Overall, the Local Transport Plan is likely to contribute to improved connectivity and accessibility to jobs, services and health care.

Habitats Regulations Assessment

The LTP was subject to Habitats Regulations Assessment (HRA) screening and Appropriate Assessment (AA) for potential likely significant effects and adverse effects on the integrity of Habitats Sites at a strategic level.

A number of policies were screened out due to their de minimis or beneficial effects on Habitats Sites, but other policies were screened in for their further consideration at AA Stage 2. These policies are related primarily to proposed new infrastructure or improvement schemes, for which limited information is currently available.

Given the possibility of likely significant effects associated with the screened in policies, further, detailed assessment through Appropriate Assessment is considered necessary at a project level and on a case by case basis to satisfy the requirements of the Habitats Regulations.

Equalities Impact Assessment

An Equalities Impact Assessment (EqIA) was undertaken as part of the development of the Local Transport Plan. The assessment identified that transport policies are likely to result in primarily positive equality impacts with several neutral impacts at a concept level.

Appropriate assessments will be undertaken on a scheme by scheme basis to identify any scheme specific impacts as projects come forward to delivery.

4. How opinions expressed in response to consultation have been taken into account

Introduction

Consultation has been undertaken in accordance with the SEA Directive. In summary, this has comprised:

- Consultation on the SA Scoping Report 17 December 2019 for six weeks
- Consultation on the public's and stakeholders' views about the future of transport in Norfolk and where they feel Norfolk County Council (NCC) should be prioritising resources between Monday 13 January and Friday 28 February 2020
- Consultation on a preferred strategy for the LTP for six weeks from 28 September to 9 November 2020. In line with the SEA directive, the draft plan included a number of reasonable alternatives which were also appraised. The publication draft was accompanied by the SA Report, which included consultation with statutory consultees (Environment Agency, Historic England and Natural England).

Scoping Report

The Scoping Report was consulted on between December 2019 and January 2020 with the statutory consultees (Natural England, Environment Agency and Historic England). Comments received from the statutory bodies were reviewed and were considered in the update of the Scoping Report. This helped to inform how the sustainability appraisal was carried out.

Public consultation on future of transport in Norfolk

The aim of the consultation was to get the views of residents, local businesses and key stakeholders on main concerns for the future of transport in Norfolk and where they feel Norfolk County Council (NCC) should be prioritising resources. This was not designed as a consultation on a draft plan, but to be used to inform the development of the Local Transport Plan.

The online consultation was open to the public Monday 13th January – Friday 28th February 2020 and was publicised by various means.

Engagement methods:

- Information about the consultation and a link to survey was sent out by email to stakeholders including District Councils, elected representatives, public Transport operators, stakeholder representative groups, eg disability groups and environmental organisations, statutory consultees
- Promoted on social media online: Posts from NCC twitter and Facebook accounts
 - The results were analysed throughout the consultation period and paid Facebook advertising was used to target key areas and demographics that were underrepresented
- Offline survey sent by request
- Telephone calls and in person with Norfolk Youth Parliament and disability and older people's groups.

Within the 6-week period 928 responses were received, of which 889 were from the public and 39 responded on behalf of an organisation.

The consultation was used to inform the development of the LTP from—essentially—its inception. Overall, the consultation showed a great deal of support for a proactive future thinking approach, with the environment at the forefront. There should be a greater focus on carbon neutrality and reducing the need for private cars. However, highway maintenance is still very important to residents and businesses who rely on the road network to commute, move goods or transport tourists.

The majority of responders strongly agreed that encouraging people to walk, cycle and use more public transport is vital. A large number of free text responses were concerned that without a safe and well-maintained infrastructure for public and sustainable transport residents, particularly in rural areas, will not be able to go car free. There was also support for encouraging electric charging points for cars to help encourage uptake of new technologies and a desire for Norfolk to lead in the development and implementation of new green transport technology.

Consultation on a preferred strategy and consultation with statutory consultees on the SA Report

Consultation on the SA report, alongside which a draft of the plan was published, took place in late 2020, between 28 September and 9 November 2020.

A small number of responses were received, largely comprising responses from district councils and the statutory bodies. District councils in the main supported the draft plan although a number of detailed comments were received particularly around how the LTP applied in detail in particular localities, and the relationship between the countywide strategy and the more detailed transport strategies already adopted, or in development, within localities.

5. The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with

Sustainability considerations have been considered throughout the development of the plan. Consideration of reasonable alternatives, required by the SEA Directive, was formally considered as part of the SA to inform the draft plan, which was published alongside the SA report consultation in late 2020.

The draft plan set out the reasonable alternatives to the preferred policies considered with a rationale explaining why the preferred policies had been favoured. This was informed by the SA. In order to assess reasonable alternatives, different options for delivering strategic level transport across Norfolk were developed and assessed against the established sustainability objectives and environmental baseline. The assessment considered the development and eventual adoption of the policies contained in the Draft LTP Strategy. Where possible, each LTP policy had a proposed policy alternative, with a total of 27 policy alternatives being assessed.

The reasons for choosing the plan or programme as adopted are set out in more detail in the preferred strategy, published by the county council for consultation in September 2020 and the SA Report, Appendix A, which sets out the findings of the assessments of the policy alternatives.

The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures have been proposed in the SA report, designed to avoid or reduce the effects identified as potentially negative through the policy assessments on the SA Objectives.

This process also identified enhancement measures that aim to optimise positive impacts and enhance sustainability. The SA Report identified that these mitigation measures should be used to inform the subsequent development of specific schemes in line with the strategic objectives and policies. This will be undertaken as part of development of the Implementation Plan for the LTP.

6. The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme

Introduction

The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

Monitoring Framework

The aim of monitoring is to check whether the plan is having the significant effects that were predicted in the SA, and to deal with any unforeseen problems. As the assessment of LTP policies did not conclude any residual significant effects, monitoring was not proposed in the SA for significant effects. However, the SA found that some residual impacts remain uncertain and proposed monitoring for these. These monitoring proposals are set out below:

Table: Monitoring Proposals

Potential Uncertain effect	What needs to be monitored?
Potential negative effects on biodiversity and goodiversity	The number of biodiversity enhancement schemes implemented through LTP schemes
Potential loss of important agricultural land	Total area (ha) of permitted loss of best and most versatile (grades 1-3a) agricultural land
Increase in noise in NIAs	The number of developments located within NIAs Noise assessments submitted with planning applications within NIAs

Glossary

Active Transport	Active mobility, active travel, active transport or active transportation is transport through non-motorised means. The best-known forms of active mobility are walking and cycling, though other modes include running, skateboarding, non-motorised scooters and roller skates. We will mainly be discussing this in terms of walking and cycling.
Carbon neutral	Carbon neutrality refers to achieving net zero carbon dioxide emissions by balancing carbon dioxide emissions with removal (often through carbon offsetting) or eliminating carbon dioxide emissions altogether.
Clean Transport	Low carbon vehicles including cars and buses using cleaner propulsion (eg electric vehicles) and sustainable modes such as walking and cycling. Increasingly, there is a range of newer ways that people are getting about including e-scooters or, for delivering goods, delivery-by-drone or autonomous pods.
Emissions	<i>Emissions</i> is the term used to describe the gases and particles which are put into the air or emitted by various sources. We will focus on tailpipe emissions, Car fuel and CO2 <i>emissions</i> which are a serious threat to human and environmental health.
Highway Asset	Highways assets are all the parts that make up the highway infrastructure, including (but not restricted to): <ul style="list-style-type: none"> • roads • pavements • public rights of way • cycleways • bridges and structures • street lighting • signals and traffic management systems • some drainage systems • signs and road markings • fences and bollards • weather stations.
Micromobility	Small, lightweight vehicles designed for individual use, operating at speeds typically below 25 km/h (15 mph). This includes mobility scooters, electric bicycles, electric scooters, electric skateboards,

	shared bicycles, and electric pedal assisted (pedelec) bicycles.
NCC	Norfolk County Council
Net Carbon Zero	Net zero means that any emissions are balanced by absorbing an equivalent amount from the atmosphere. In order to meet the 1.5°C global warming target in the Paris Agreement, global carbon emissions should reach net zero around mid-century.
Safe Systems Approach	<p>Safe System is based on the underlying principles that:</p> <ul style="list-style-type: none"> • human beings make frequent mistakes that lead to road collisions; • the human body by nature has a limited ability to sustain collision forces with known tolerance to injury thresholds; and • it is a shared responsibility between stakeholders (road users, road managers, vehicle manufacturers, etc.) to take appropriate actions to ensure that road collisions do not lead to serious or fatal injuries. <p>A key part of the Safe System approach requires that the road system be designed to take account of these errors and vulnerabilities so that road users are able to avoid serious injury or death on the road.</p>
Sustainable Transport	<p>Sustainable transportation is the capacity to support the mobility needs of a society in a manner that is the least damageable to the environment and can make a positive contribution to the environmental, social and economic sustainability of communities.</p> <p>These modes include walking and cycling but also public transport, electric bicycles, electric vehicles, e-scooters and mobility scooters. Many methods of micromobility and active transport are considered sustainable transport.</p>

Local Transport Plan - Policy Framework update

Nov 2021
Council adopt the Local Transport Plan (LTP4) Strategy with the associated Implementation Plan to be brought to Council in due course.



21st March – 2nd May
Public consulted on the LTP4



17th May
Consultation with Council commences



25th May
Infrastructure and Development Select Committee review LTP4 proposals

6th June
Cabinet considers the Select Committee views and agrees to recommend the plan to Council following Scrutiny.



23rd June
Scrutiny review the Cabinet proposals and provide a report for submission to Council.



Report prepared for Council including Executive response to any Scrutiny recommendations



19th July
Council considers the proposals – informed by the report from Cabinet, the Scrutiny Report and the Executive responses to Scrutiny recommendations.



Council's decision



Council: may adopt, amend, sent back to the Leader or substitute its own proposals

Infrastructure and Development Select Committee

Item No: 10

Report Title: Safe, Sustainable Development Aims and Guidance notes for Local Highway Authority requirements in Development Management, Parking Guidelines and Pre- application charging

Date of Meeting: 25 May 2022

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Tom McCabe (Executive Director, Community and Environmental Services)

Executive Summary

Where new development in Norfolk would have an effect on the transport network, the Local Planning Authorities (LPA) consult Norfolk County Council (NCC) as Local Highway Authority (LHA) on any relevant highway and transportation issues relating to the proposal. Our **Safe, Sustainable Development Aims and Guidance notes** (SSD) provide general guidance for use by local authorities, developers, designers, councillors, and the community on what is likely to be acceptable to the Local Highway Authority. The intention is to ensure good design is achieved, thereby improving safety and the quality of life in Norfolk.

The SSD document was last reviewed in November 2019. Following the publication of several documents including the Government's National Planning Policy Framework (NPPF) and Transport Decarbonisation Plan and Norfolk's recently adopted Local Transport Plan Strategy and a thorough update of the document it is being brought through committees for comment and formal approval prior to publication. Included in the SSD is a new proposal to begin to charge developers for pre-app advice of Major Developments including Minerals and Waste.

Norfolk County Council also produces **Parking Guidelines** for new developments in Norfolk. This has also been reviewed in light of new guidance and the updating of document such as the SSD. Local Planning Authorities will need to include policy in their Local Plans to determine local parking guidelines and a policy context for their application. It is expected that Local Planning Authorities will refine and modify the parking guidelines in their Local Plans to reflect local circumstances or have their own parking standards.

The intention is that the Safe, Sustainable Development and Parking Guidelines will now be reviewed every two years and pre-app charging rates annually.

The updated Safe, Sustainable Development 2022 document can be found attached to the end of this report as **Appendix A** and the updated Parking Guidelines 2022 can be found in **Appendix B**. The Pre-App charging information can be found in **Appendix C**.

Recommendations

The Select Committee is asked to:

1. **Review and consider the updated Safe, Sustainable Development 2022 document and Parking Guidelines 2022.**
2. **Review and consider the new proposed pre-app charges.**
3. **Recommend that Cabinet approve and adopt the updated Safe, Sustainable Development and Parking Guidelines documents and agree that any necessary minor future changes be delegated to the Cabinet Member for Highways, Infrastructure & Transport.**
4. **Recommend that Cabinet approve and adopt the pre-app charges and agree that any necessary minor future changes be delegated to the Cabinet Member for Highways, Infrastructure & Transport.**

1. Background and Purpose

- 1.1 Norfolk County Council (NCC) grants planning permission for a range of developments within Norfolk, including minerals extraction, waste management and disposal and NCC's own developments (for example: - roads, schools and libraries). All other planning applications, including applications for residential, office, industrial, and retail development are determined by the relevant Local Planning Authorities (LPAs) comprising the District, Borough and City Councils or the Broads Authority.

Legislation requires consultation to take place between an LPA and certain organisations such as the LHA prior to a decision being made on a planning application. The LHA is under a statutory duty to respond to the LPA within a set deadline and must provide a substantive response, this is defined in Article 22 of the Town and Country Planning (Development Management Procedure Order) 2015 Schedule 4.

To assist in discharging its duty, in 2011 NCC as LHA produced a guidance document entitled "safe sustainable development" (SSD) setting out the key principles and aspirations which underpin its work.

SSD has not previously been through any committee as it is simply providing guidance, however following the publication of several documents including the Government's [National Planning Policy Framework](#) (NPPF); [Transport](#)

[Decarbonisation Plan](#); and Norfolk's recently adopted [Local Transport Plan Strategy](#) (LTP) and a thorough updating of the document necessitates referral through committees for comment and formal approval. The document is not statutory but sits under the LTP alongside a suite of transport policy and guidance documents produced by NCC. As Members will be aware, the county council is reviewing its current LTP. The review is being carried out in two stages. The legislation requires a local transport plan to contain both a strategy element for the promotion and encouragement of safe, integrated efficient and economic transport and a plan regarding how that strategy will be implemented. The Strategy element has been adopted, and the council is now developing an Implementation Plan. This is a separate item on the agenda. Safe and Sustainable Development and Parking Guidance have given due weight to adopted LTP4 Strategy in their preparation. Future reviews and updates will follow adoption of LTP4 Implementation Plan, at which point LTP4 will become the council's local transport plan, replacing the current local transport plan LTP3.

Rather than prescribing set design solutions, the SSD gives everyone engaged in the process the tools to develop solutions appropriate to each specific location, whilst at the same time ensuring like cases are decided in a like manner so that there is consistency in the process. It is intended for use by local authorities, developers, designers, councillors, and the community on what is likely to be acceptable to the LHA. The intention is to ensure good design is achieved, thereby improving safety and quality of life in Norfolk. Included in the SSD is a new proposal to begin to charge developers for pre-app advice on Major Developments including Minerals and Waste which is currently free to developers.

Norfolk County Council also produces Parking Guidelines for new developments in Norfolk. The current document was last updated in 2007. Local Planning Authorities will need to include policy in their Local Plans to determine local parking guidelines and a policy context for their application. It is expected that Local Planning Authorities will refine and modify the parking guidelines in their Local Plans to reflect local circumstances or have their own parking standards.

2. Proposal

- 2.1 The **Safe, Sustainable Development** document provides aims and guidance notes for LHA requirements in Development Management. It does not cover every point in exhaustive detail and many matters are left to the professional expertise and judgement of appropriately qualified and experienced professional officers employed by NCC. As such it embodies the collective professional experience of the officers gained over many years.

2.2 The document is split into two sections firstly, Norfolk's Aims in Development Management which includes 11 aims and secondly Guidance Notes. The Guidance Notes are split into five sections covering:

- Obligations and Assessments
- Highway Access Standards
- Design of Developments
- Design and Delivery of Developer Funded Transport Schemes
- Agreements, Scale of Charges, Commuted Payments and Fees

2.3 Several changes have been made to the document, since the November 2019 version, to take account of newly published documents and guidance, most notably:

- Clear reference to the LTP and how often the document will be reviewed
- A new **Aim 1** - climate change and net zero
- Updated requirements under **Aim 2** - transport sustainability
- Updated text in **Aim 3** - active and healthier ways to travel
- A new **Aim 7** - development needs to be serviced in a safe manner which does not result in any detriment to the free flow of traffic or public safety. In accordance with the NPPF, it also needs to allow for the efficient delivery of goods.
- Updated text in **Aim 8** - parking policies and standards
- Updated text in **Aim 10** - new development within Norfolk of regional/national importance shall promote the use of rail and water.
- Updated text under **G1.2** - planning conditions and obligations are fully enforceable.
- Updated heading for **G1.5** - travel plans must be submitted alongside planning applications which are likely to have significant transport implications, including (but not necessarily limited to): - i) All major developments comprising residential housing, jobs, shopping, leisure and services which would generate significant amounts of travel and ii) new and expanded school facilities.
- Updated criteria text under **G1.8** - the terms 'material' or 'significant' as used in highways development management assessments relative to traffic flows generated by development.
- New guideline **G1.9** - assessment of accident history
- Updated text **G2.1** - development must have safe vehicular and (where appropriate), pedestrian, cycle, equestrian links to a public highway.
- Updated text under **G2.3** - visibility at accesses and junctions onto highways with the characteristic of a 'Road' shall accord with the standards set out in the National Highways document Design Manual for Roads and Bridges.
- New guideline **G2.4** - 85th percentile speed calculation
- Updated heading and text in **G2.8** - separate vehicle entrance and exit to the public highway.

- Updated heading and text in **G2.10**- private streets will only be adopted by the Local Highway Authority as publicly maintainable highway if they comply with Norfolk County Council's guidance standards and offer safe passage for pedestrians and vehicles.
- New sentence in **G3.2** - pedestrian, cyclist, public transport and all other vehicular routes within industrial estates or business park development shall accord with the requirements of the Local Highway Authority.
- New **G3.4** - development with private drives onto a public highway which don't meet Norfolk County Council's road adoption criteria shall provide a turning space within the curtilage of the development of sufficient size to enable vehicles to leave and re-enter the public highway in a forward gear after no more than two gear changes.
- Updated text in **G3.6** - parking provision must be in line with adopted standards.
- Updated text in **G3.7** - Development shall be designed such that no obstruction is placed on/across a public highway including Public Rights of Way.
- Updated text in **G3.8** - No gate, door and/or window shall be positioned so as to open outwards over the public highway.
- Updated text in **G3.13** - Signs or advertisements shall not conflict with highway signs, visibility sight lines or be positioned and/or configured so as to be an unacceptable distraction to road users.
- Updated text in **G3.18** - All shop blinds shall be a minimum height of 1.98m above the ground.
- Updated heading and text in **G3.19** - Developments (including accesses/driveways) must provide adequate drainage for surface water and
- Updated heading and text in **G3.20** - Disposal of surface water run-off from new highways within residential or commercial development should be through a Sustainable Urban Drainage System (SUDS), which incorporates adequate water quality treatment measures where possible and
- Updated heading and text in **G3.22** - Drainage apparatus - distance from buildings/ structures/ landscaping.
- Updated text in **G4.1** - When highway works are required to mitigate the impact of development, the design of such works must be to a standard in keeping with the function of the route onto which the works are planned.
- Updated text in **G4.2** - The 'design life' of all new or improved transport infrastructure is dependent upon the function of the route and the context within which that route is considered in transport strategy terms.
- Updated text in **G5.1** – including that a legal agreement will be required in order to carry out works on the public highway including simple vehicle accesses and Small Highway Works Agreements (SHWA) which cover highway works is estimated not to exceed £30,000. The £30,000 was previously £20,000 in value (this has also been updated in a couple

of other places in section **G5**). Contractors also now need to supply evidence of a minimum £20m Public Liability Insurance and Supervisor & Operatives' Street Works Accreditation, previously £5m. Administrative costs have also increased. The SHWA deposit values have also been increased.

- Updated text in **G5.2** - A commuted sum will be payable in respect of the future maintenance costs associated with additional highway infrastructure.
- The table at the end of the document covering Transport Assessment / Transport Statement / Travel Plan thresholds has also been updated to remove the land use classes.
- Two new tables have been added to include the pre-app charges in the appendices.

Several other minor changes have been made including changes to wording in other sections, numbering, names of documents, renaming Highways England to National Highways, adding words to the list of abbreviations and figure and table headings amongst others. The document has also been altered so it meets the new accessibility requirements.

2.4 Norfolk County Council also produces **Parking Guidelines for new developments in Norfolk**. Local Planning Authorities will need to include policy in their Local Plans to determine local parking guidelines and a policy context for their application. It is expected that Local Planning Authorities will refine and modify the parking guidelines in their Local Plans to reflect local circumstances or have their own parking standards. The current Parking Standards for Norfolk were last updated in 2007.

2.5 Several changes have been made to the document, to take account of newly published documents and guidance, most notably:

- This review has renamed the document Parking Guidelines for new developments in Norfolk.
- Clear reference to the LTP and how often the document will be reviewed
- Adding text into each section of the guidelines to provide more context
- The tables including standards have been updated throughout
- A new Electric Vehicle Section has been added to provide consistent advice. Electric Vehicle charging infrastructure is essential to facilitate the Government's Road to Zero goal of ending the sale of new petrol and diesel vehicles by the year 2030. In November 2021, Government announced that new homes in England would need electric car chargers by law as part of changes to the Building Regulations. As part of the County Council's Electric Vehicle Strategy published in 2021, it expects that suitable charging infrastructure will be provided as part of all new developments. Government's recently published Taking Charge: The Electric Vehicle Infrastructure Strategy states that from June 2022, Government are requiring all new homes with associated parking,

including those undergoing major renovation, to have chargepoints installed at the point of construction. Charging infrastructure will also be required in new non-residential properties.

- Changes have been made to the text throughout the transport modes section.
- Several changes have been made to the accessible parking section and standards throughout including suggesting that guidance on accessibility in BS8300 is considered.
- A list of the new land use classes has been added at the end of the document following updated to the Town and Country Planning (Use Classes) Order 1987 in 2020.
- The document has also been altered so it meets the new accessibility requirements.

2.6 NCC is planning to introduce **charges on pre-apps** received asking for Highway advice relating to major developments. The details are provided in Appendix C. When considering the introduction of charging NCC have looked at various bands of development and the level of information to be assessed. The major development rates are based on those currently used by Essex and Cambridgeshire. We would begin charging from Monday 5 September 2022 with communication with developers commencing following Cabinet over the summer.

2.7 Where a pre-application request is received from a district council, the County Council will provide a short high-level response for free. If a detailed response is required, then the charges below will be levied before any response is given.

2.8 When the developer/applicant has provided the County Council with sufficient information to undertake an initial assessment for highways and transportation advice, the Highway Authority will consider the information submitted and attend a meeting with the developer/applicant and /or his consultants if necessary and depending on the type of advice required. A response summarising the main issues will subsequently be sent. If additional written advice, meetings, or site visits are required, further charges will then be incurred. Site meetings are not included within the cost and will be charged at the rate.

2.9 It should be noted that pre-application advice whilst helpful to the applicant is not binding on the Highway Authority and does not usually give rise to a legitimate expectation on the part of the applicant.

2.10 Several highway authorities across the country have already introduced a charge for pre-application advice. Their charging regimes vary, with some providing an initial consultation or assessment or meeting for free, with subsequent charges. Some authorities charge for all developments, not just major developments. Authorities who charge for highway pre-apps include

Cambridgeshire County Council, Essex County Council, Kent County Council, Gloucestershire County Council, West Sussex County Council, Hertfordshire County Council, Coventry City Council and Surrey County Council.

3. Benefits of the Proposal

- 3.1 There is often more than one way of providing a “technically acceptable” development solution. However, the SSD document aids early engagement that will allow NCC to influence the type of development that comes forward before developers become too entrenched. Making design changes later can be very expensive.
- 3.2 Having a clear set of aims and guidance helps local authorities, developers, designers, councillors, and communities know what is likely to be acceptable to the LHA. Accordingly, SSD and Parking Guidelines offers greater efficiency and saves officers time.
- 3.3 Having clear published guidelines all in one place on our website that keeps pace with the changes in NCC and Government guidance allows greater opportunity for developers to self-serve, rather than referral to an officer which is time consuming and inefficient.
- 3.4 Clear guidance allows greater consistency. Consistency is self-evidently important to both developers and the LHA, but it is also important for the purpose of securing public confidence in our work. Producing set guidance in this manner still allows staff to exercise their own professional judgment whilst having regard to the importance of consistency.
- 3.5 Benefits of introducing pre-app charging include:
 - Reduction in subsequent costs and abortive applications on the developer’s behalf
 - Potential for reducing the time developers’ professional advisors spend in formulating proposals
 - Will flag up where proposals are unacceptable, so saving the cost of developers pursuing a formal application
 - More consistent advice that is reliable, up to date and tailored to the developers needs
 - More structured pre-application discussions
 - Improved quality of major planning applications being submitted
 - Potentially fewer applications taken to appeal
 - Greater awareness of the level of specialist input required for pre-application enquires, thus helping to plan resources
 - More sustainable team
 - Income generation

4. Evidence and Reasons for Decision

- 4.1 The documents are tabled for Infrastructure and Development Select Committee due to several changes being made following the publication of the Government's National Planning Policy Framework and Transport Decarbonisation Plan and Norfolk's recently adopted Local Transport Plan Strategy. The [Town and Country Planning \(Use Classes\) Order 1987](#) also updated land use classes in 2020. Government recently published its [Taking Charge: The Electric Vehicle Infrastructure Strategy](#) and NCC produced our [Electric Vehicle Strategy](#).
- 4.2 The current SSD and Parking Guidelines do not meet the accessibility criteria. Accessible content is easier for everyone to use, understand and navigate.
- 4.3 Some documents mentioned within the previous versions have changed name or no longer exist, such as the Norfolk Residential Design Guide and Disability Discrimination Act.
- 4.4 Some of the text for the guidance and aims have been needing to be updated due to changes in NCC's own advice and requirements.

5. Alternative Options

- 5.1 Without published guidance, officers would need to dedicate more time to explaining requirements in person.
- 5.2 NCC could carry on providing pre-app charging for free on major developments but this takes up officer time.

6. Financial Implications

- 6.1 The SSD and Parking Guidelines documents provides savings in terms of staff time and efficiency, by allowing our customers to self-serve from the County Councils web site.
- 6.2 Currently NCC doesn't charge for pre-application advice, in order Norfolk County Council is able to sustain and improve the current level of service, a range of charges will be applicable for planning related advice. The schedule of charge is set out in Appendix C and will be subject to annual review in line with NCC fees and charges.
- 6.3 73 Major Development pre-apps were received between April 2019 and March 2020, 74 between April 2020 and March 2021 and 39 between April 2021 and 9 March 2022. For Minerals and Waste in the same time period but up to 7

January 2022, 5, 8 and 3 pre-applications were received.

- 6.4 If NCC had been charging over the past three years for Major Developments assuming each application was charged for pre- application written advice and a meeting (no more than one hour long up to 250 dwellings and care provision and no more than 2 hours long over 250 dwellings) and an assessment of scoping study for a TS or TA (cost in addition to the advice above) were required at the rates proposed a total of £171,450 would have been generated. For pre-apps received for over 1,000+ dwellings a cost of £1,100 and £650 were used as example costs for the two pieces of advice listed.
- 6.5 For Minerals and Waste using their pricing for informal advice – without a site meeting/ site inspection for smaller sites £2,720 would have been generated.

7. Resource Implications

7.1 Staff: All three documents will be regularly used by officers in Highways and the Major and Estate Development Team. There are no staff implications other than making occasional minor updates to the documents and dealing with the new pre-app claims.

7.2 Property: None.

7.3 IT: None.

8. Other Implications

8.1 Legal Implications: The LHA enters into legal agreements with developers under Section 278 of 1980 Highways Act. This is required to licence work in the highway and to safeguard road users against indiscriminate work on the highway and to ensure the works are completed in accordance with good engineering practice. Separate details are provided in respect of new, or alterations to, simple vehicle accesses and Small Highway Works Agreements (SHWA) which cover highway works.

8.2 The Local Government Act 2003 provides authorities with the express power to charge for discretionary services, including the provision of pre-application advice. This potentially allows authorities to recover at least some of the costs incurred in providing advice in advance of submission.

8.2 Human Rights Implications: None.

8.3 Equality Impact Assessment (EqIA) (this must be included):

Under the Equality Act 2010, public bodies (i.e., councils, fire and rescue services, the police, health etc) are required to thoroughly consider the equality issues of a proposal. EqIAs have been undertaken for both the Safe, Sustainable Development and Parking Guidelines documents and suggested improvements have been made.

8.4 Data Protection Impact Assessments (DPIA): None.

8.5 Health and Safety implications (where appropriate): None.

8.6 Sustainability implications (where appropriate):

The SSD supports the government's wider policy ambitions with the Climate Change Act (2008), Norfolk County Council's Environmental Policy sets the authority on a pathway towards carbon neutrality by 2030 and will align its guidance towards this end. A new aim has been added to cover climate change and net zero following the recently published documents referenced above.

Aim 2 in the SSD also covers Transport Sustainability which looks to minimise travel to ensure people can access facilities they need by appropriate transport modes, encouraging walking, cycling and public transport use and reducing the use of private cars especially for shorter journeys.

The Parking Guidelines now include a section on Electric Vehicle charging which supports clean growth and encourages a shift away from petrol and diesel vehicles.

8.7 Any Other Implications: N/A.

9. Risk Implications / Assessment

9.1 The SSD and Parking Guidelines need to be updated regularly to allow for changes in Government and local guidance and laws. If not updated regularly development could be built in unsuitable areas.

10. Recommendations

The Select Committee is asked to:

- 1. Review and consider the updated Safe, Sustainable Development 2022 document and Parking Guidelines 2022.**
- 2. Review and consider the new proposed pre-app charges.**
- 3. Recommend that Cabinet approve and adopt the updated Safe, Sustainable Development and Parking Guidelines documents and**

agree that any necessary minor future changes be delegated to the Cabinet Member for Highways, Infrastructure & Transport.

4. Recommend that Cabinet approve and adopt the pre-app charges and agree that any necessary minor future changes be delegated to the Cabinet Member for Highways, Infrastructure & Transport.

11. Background Papers

11.1 The current 2019 Safe, Sustainable Development document can be found [here](#).

11.2 The current 2007 Parking Standard for Norfolk can be found [here](#).

Officer Contact

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

Draft Safe, Sustainable Development

Aims and Guidance notes for Local Highway Authority requirements in Development Management



Revised May 2022

www.norfolk.gov.uk



Norfolk County Council

Norfolk County Council (NCC) is the Local Authority for the whole of Norfolk. We provide a range of services for people who live, work, do business or visit here. They include education, social services, highway maintenance, waste disposal, libraries, museums, fire and rescue, economic development and trading standards.

For further details of our services visit www.norfolk.gov.uk.

NCC grants planning permission for a range of developments within Norfolk, including minerals extraction, waste management and disposal and NCC's own developments (for example: - schools and libraries).

All other planning applications, including applications for residential, office, industrial, and retail development are determined by the relevant Local Planning Authorities (LPAs) comprising the District/Borough/City Council or the Broads Authority.

Where development would have an effect on the transport network, the LPAs consult NCC as Local Highway Authority (LHA) on any relevant highway and transportation issues relating to the proposal. The following aims and guidance notes will be used by NCC as LHA in providing our advice to the LPA.

This document is offered as general guidance; a suitably experienced or qualified professional should be consulted regarding its interpretation and/or potentially acceptable departures.

The Safe, Sustainable Development document is part of a suite of transport policy and guidance documents that sit below the Local Transport Plan. The Norfolk Local Transport Plan describes the council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions. The Local Transport Plan strategy covers the period 2020-2036.

This document will be reviewed every two years or sooner if there are significant policy changes.

If you need this document in large print, audio, Braille, alternative format or in a different language please contact Norfolk County Council on 0344 800 8020, text relay 18001 0344 800 8020 or developer.services@norfolk.gov.uk and we will do our best to help.



Foreword

In order to provide an inspirational place with a clear sense of identity and community, NCC recognises the fact that not only is the quality of buildings around us extremely important but so too is the quality of the place in which those buildings are situated.

Public highways have a significant influence in shaping the place in which we live. They function as a means of connecting communities together and play a vital part in the overall quality of life for our residents, affecting the way in which they are able to move around and access the wider world. They also play an essential part in the economic vibrancy and strength of our economy.

In order that we promote a safe and sustainable environment in accordance with the National Planning Policy Framework (NPPF), the existing quality and variation of development that goes towards making Norfolk such a wonderful place to live and work, thereby aspiring people to high levels of achievement, needs to be continuously improved in future developments.

The following aims and guidance notes are intended to act as best practice and provide general guidance for use by local authorities, developers, designers, Councillors, and the community on what is likely to be acceptable to the LHA. The intention is to ensure good design is achieved, thereby improving the safety and quality of the places in which we live.

In the consideration of development and its impact on the local highway network and those using it, the LHA gives due regard to equality as part of meeting the Equality Act 2010 and the Public Sector Equality Duty. In doing so it will consider the potential impact, in relation to accessibility and other factors on people with protected characteristics. Where possible it will identify mitigating actions to reduce identified negative impact.

This booklet does not necessarily cover all of the issues that may be relevant to you and if in any doubt we will be very pleased to assist with your enquiries.

Please visit www.norfolk.gov.uk for further information.



Martin Wilby

Cabinet Member for Highways, Transport and Infrastructure



Tom McCabe

Executive Director of Community and Environmental
Services

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List of Abbreviations

AADT	Annual Average Daily Traffic	LLA	Local Lighting Authority
ACA	Abortive Cost Agreement	LPA	Local Planning Authority
ADEPT	Association of Directors of Environment, Economy, Planning & Transport	LTP	Local Transport Plan
APC	Advanced Payments Code	MfS	Manual for Streets
CIL	Community Infrastructure Levy	MfS2	Manual for Streets 2
CLG	Communities and Local Government	MRN	Major Road Network
CoM	Corridor of Movement	NH	National Highways
CMS	Central Management System (Street Lighting)	NCC	Norfolk County Council
CTMP	Construction Traffic Management Plan	NPPF	National Planning Policy Framework
DfT	Department for Transport	NRH	Norfolk Route Hierarchy
DMRB	Design Manual for Roads and Bridges	PO	Planning Obligation
DDBA	Developer Design and Build Agreement	PQQ	Pre-Qualification Questionnaire (Approval of Contractors)
DDHABA	Developer Design and Highway Authority Build Agreement	PRN	Principal Road Network
EHA	Eastern Highways Alliance	SHWA	Small Highway Works Agreement
GTA	Guidance for Transport Assessments	SRH	Strategic Route Hierarchy
HADBA	Highway Authority Design and Build Agreement	SSD	Stopping Sight Distance
HADDBA	Highway Authority Design and Developer Build Agreement	SUDS	Sustainable Urban Drainage Systems
HGV	Heavy Goods Vehicle	TA	Transport Assessment
IDA	International Dark-Sky Association	TP	Travel Plan
ILP	Institute of Lighting Professionals	TRO	Traffic Regulation Order

LDF	Local Development Framework	TS	Transport Statement
LED	Light-Emitting Diode	UNESCO	United Nations Educational, Scientific and Cultural Organisation
LHA	Local Highway Authority		

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1. Norfolk's Aims in Development Management



Aim 1 Climate change & Net Zero

1.1 Need

Reduction of carbon dioxide emissions is an internationally recognised priority in order to slow and mitigate the damaging effects of climate change. The transport sector is one of the largest emitters of carbon dioxide in the UK accounting for 34% of UK carbon dioxide emissions in 2019 (Department for Business, Energy and Industrial Strategy, 2020).

Nationally, the Climate Change Act (2019 revision) has prompted a drive towards net zero with the UK government committing to the achievement of net zero by 2050. This has been progressed by the recent publication of the Department for Transport's Decarbonising Transport Plan, in July 2021, which sets out how government aims to reduce carbon emissions across the transport sector to achieve the UK's legally binding 2050 net zero target. Aligning to this, Norfolk County Council has its own targets, outlined in the Environmental Policy (2019), to achieve net zero in the council's operations by 2030 and to work towards carbon neutrality within the council's wider areas, also by 2030.

New development and its travel impacts need to contribute to the county council's commitment to decarbonisation.

1.2 Requirements

- Provide evidence to show NCC how the development minimises its carbon impact from its travel demand and will need to identify measures to mitigate carbon emissions through reducing the need to travel and promoting low emission travel choices.

Aim 2 (Transport Sustainability). Minimising travel to ensure people can access facilities they need by appropriate transport modes, encouraging walking, cycling and public transport use and reducing the use of private cars especially for shorter journeys.

2.1 Need

The consideration of Transport Sustainability is a material planning consideration. It must be taken into account when considering whether or not to apply for planning permission and forms part of the suitability assessment undertaken by the LHA. However, sustainability is not just about the environment - it's also about supporting economic development, improving safety and creating equal opportunities for everyone in society.



We need to ensure that the places we create today meet the needs of the present without compromising the ability of future generations to meet their own

needs. Emphasis needs to be placed on encouraging a shift away from use of the private car - towards walking, cycling and public transport. It is acknowledged that some disabled people will still need to use private transport either as a driver or passenger.

People need to be able to reach employment and facilities; families and friends, without over reliance on car travel which has created local air quality problems, safety issues and contributes to climate change. Over dependence on car use also increases isolation for people without access to cars particularly where public transport is not available.

Manual for Streets (MfS) advises that walk-able neighbourhoods are characterised by having a range of facilities within 10 minutes walking distance (about 800m) which people may access comfortably on foot, although it is important to note that this depends on walking speed and may be less for those less mobile and disabled people.

2.2 Requirements

- Reduce the need to travel by locating new homes close to existing facilities sufficient to cater for everyday living, or in areas where public transport can be used.
- Links by public transport must be considered in the context of the 'whole' journey, integrating seamlessly with other sustainable modes.
- Reduce the dominance of traffic in the street scene so that people feel safer when walking or cycling.
- Increase and improve walking, cycling and public transport, encouraging a shift away from car use.
- Consider the needs of disabled people and reduced mobility in relation to all modes of transport.
- Reduce the need for personal car ownership or solo journeys by encouraging shared car journeys or car clubs.

Minimum walking distances need to take account of **all** dwellings on a residential site and **all** entrance/exit points for commercial use. A phased approach may be required and, in this case, appropriate trigger points will need to be agreed.

Developer contributions will be sought to secure the transport measures necessary, including infrastructure and service improvements.

Aim 3 To encourage residents to explore active and healthier ways to travel.

3.1 Need

Walking and cycling are good for our well-being, good for getting us around, good for our public spaces and good for our society. For all of these reasons we need to encourage more people to choose to walk and cycle more often.

Walking and cycling offer the opportunity to build moderate, pleasant exercise into people's routines. This kind of exercise can help us to counteract problems of overweight and obesity as well as coronary heart disease, stroke, diabetes and cancer in addition to improving mental well-being.

Increasing walking and cycling levels will also improve our public space and the social interactions we have. Both modes allow us to stop and chat or just say 'hello' in a way which it is difficult to do when closeted in the car. As such, they improve our sense of community. They also provide for more pleasant and sustainable public spaces and serve to support local facilities.



3.2 Requirements

- Provide high quality walking and cycle networks within developments in accordance with LTN1/20.
- Link new development into the existing cycle network and public rights of way to create a sustainable travel infrastructure which encourages healthier travel for work, easier access to public transport, healthier journeys to school and education as well as leisure opportunities.
- Pedestrian and cycle routes must allow people to reach their day-to-day destinations easily and logically and follow natural desire lines.
- Pedestrian and cycle routes need to be attractive and comfortable to use. Comfort is influenced by a range of factors including the basic design of the route - its width as related to the number of users and the gradient and quality of the surface - as well as other elements such as tactile paving, street furniture, drainage, cleanliness, etc.
- Cycling provisions must not negatively impact the accessibility of pedestrian routes for disabled people as much as possible.

Aim 4 (Rural Diversification). To support agricultural enterprises and the rural economy, by encouraging other appropriate forms of development.

4.1 Need

Changes in agriculture have resulted in a decline in farm related jobs and an increase in surplus land and buildings no longer required for agriculture. These changes have coincided with declining farm incomes and increased environmental pressures, in turn leading



to farmers exploring different ways of supplementing their farm incomes through non-agricultural diversification.

4.2 Requirements

- Diversification should facilitate sustainable development, appropriate for its location.
- The development must be served by approach roads with the capacity to cater for the type and level of traffic likely to be generated, without prejudice to highway safety, particularly focusing on the most vulnerable road users.
- Adequate provision must be made within the site for the parking and manoeuvring of associated vehicles.
- Rights of way are very important for access and recreation and should be protected and where possible enhanced.



Where permission is granted for the re-use of an agricultural building for a non-agricultural use, the LHA may seek to impose conditions withdrawing the permitted development rights of that particular agricultural unit to erect additional farm buildings in the vicinity of that building where it is considered that intensification of vehicle use would be likely to have a serious adverse effect upon the highway network.

Developer contributions will be sought to secure the transport measures necessary, including infrastructure and service improvements.

Aim 5 To support national targets relating to the percentage of electricity that should be provided by renewable energy.

5.1 Need

It is widely recognised that human activity is changing the earth's climate. The impacts of climate change, together with any associated rise in sea level, are global issues that affect everyone.

At present there are seven major technologies available for the production of renewable energy in the UK, comprising: - biomass/landfill gas/onshore wind/ offshore wind/wave power/solar power/tidal power. Each of these developments has the potential to impact upon highway use during all phases of development: - construction/operation/decommissioning.



5.2 Requirements

- It is essential for developers to demonstrate that the development can be physically reached by approach roads (either public or private) that are suitable to cater for the delivery of the components used during construction.
- The development must be served by approach roads with the capacity to cater for the type and level of traffic likely to be generated, without prejudice to highway and pedestrian safety (including public rights of way).

- Adequate traffic management measures need to be agreed and implemented - particularly for any cable routes.

Developer contributions will be sought to secure the transport measures necessary, including infrastructure and service improvements.

Construction traffic/abnormal load movements along non-hierarchy routes will be required to enter into a legal obligation to make good any extraordinary damage. See Guidance Note **G1.7**.

NCC is able to provide a scoping list and developers are advised to seek an informal opinion from NCC as to the likely acceptability of such proposals at an early stage in their project analysis.

Aim 6 To keep commercial vehicles away from areas where their presence would result in danger/unacceptable disruption to the highway/or cause irreparable damage.

6.1 Need

The distribution of freight affects all aspects of the economy and much of daily life. It is essential for the economic well-being of our society and for the efficient functioning of our businesses. However, the transportation of freight by road has a significant impact in both urban and rural areas.



In urban areas, road freight can impact upon congestion, whilst in rural areas many roads are unsuitable to safely cater for Heavy Goods Vehicles (HGVs) due to poor alignment or restricted width.

HGVs have a lower accident rate than most other types of road vehicle, however where they are involved in an accident, the severity of the accident tends to be greater. HGVs are large and can intimidate pedestrians and other road users, particularly where footways are narrow or not present.

6.2 Requirements

- Development likely to serve or attract significant numbers of commercial vehicles should have good access to the routes specifically designated to carry this kind of traffic.
- Where appropriate, provide suitable signs to guide HGVs along acceptable routes.
- Where appropriate, enter into legal agreements to secure contractual obligations for the routing of vehicles visiting or operating from the site, and/or mandatory restrictions (Traffic Regulation Orders (TROs)) to prevent the vehicles from using unacceptable routes.
- Where pedestrian footways are narrow, it may in some cases be possible to alleviate problems - for example by



localised widening/ the use of bollards/reducing traffic speed limits.

Where routes do not meet the required standard, developers will be required to contribute, in whole, or in part, towards their improvement or implement such improvements as may be required to mitigate the development's traffic impact.

Aim 7 Development needs to be serviced in a safe manner which does not result in any detriment to the free flow of traffic or public safety. In accordance with the NPPF, it also needs to allow for the efficient delivery of goods.

7.1 Need

In order to improve the management of servicing and delivery vehicles, a Service Management Plan (SMP) may be required. This often has close links with the travel planning process, given the overarching focus is to encourage efficient and sustainable movements, in this case in relation to goods rather than people. A SMP is therefore an important tool for managing transport impacts and can have benefits for businesses, freight operators and residents leading to -

- Lower operating costs with less deliveries
- Saving staff time spent receiving goods
- Improved supply chain efficiency
- Improved safety
- Reduce the risk of accidents on-site
- Improved air quality and reduced noise.

7.2 Requirements

- Raise awareness – the SMP needs to explain how staff/ occupiers within the site will be informed about the SMP, its function, aims and objectives
- Timing of Deliveries – The method of encouraging companies to arrange deliveries outside peak hours, to alleviate pressure on the highway network.
- Routing of Deliveries - how suppliers will be informed of the appropriate routes to and from the site.
- Loading / Unloading – explanation of what designated areas are to be made available in order to avoid conflicts.

Aim 8 To ensure development conforms to parking policies and standards which take into account strategic and local objectives.

8.1 Need

All car journeys start and terminate at a parking space. Accordingly, achieving and maintaining the balance between supply and demand in the total number of spaces are important factors when considering local transport needs. It is recognised car parking is a key factor in determining travel choices.

Limiting parking availability at trip origins does not necessarily discourage car ownership and can push vehicle parking onto the adjacent public highway, potentially obstructing the free flow of emergency and passenger service transport vehicles.

8.2 Requirements

- Parking provision needs to meet the operational needs of the development and overcome the need for inappropriate on-street parking, whilst at the same time avoiding providing large amounts of parking for non-essential users that would encourage car use.
- New development needs to be provided with parking that avoids hazardous manoeuvring on the highway to obtain access to and from the site. No part of a vehicle parked within the development may project onto or over the highway. The vehicle access crossing may not be used as a parking area and no part of it is exempted for the purpose of footway parking.
- All parking/servicing areas to be available for use at all times and in all weather conditions. Provision should also be provided for the accessibility needs of users.

NCC has adopted a parking standard document, covering vehicular modes of transport commonly in use, e.g., bicycles, powered two wheelers, cars, buses, coaches and servicing vehicles. A copy of Parking Guidelines for new developments in Norfolk can be found on our website together with separate detailed guidance notes relating to vehicular access crossings.



Aim 9 To ensure the Major Road Network and Principal Road Network (PRN) can safely cater for sustainable development, which, if not suitably addressed, would otherwise cause fundamental road safety and accessibility concerns.

9.1 Need

Outside of urban areas with high connectivity, the Major Road Network (MRN) and Principal Road Network have a strategic role to play in carrying traffic, usually at speed. Development in the vicinity of these roads or their junctions can compromise the ability for people to travel more sustainably whilst also prejudicing the ability of strategic routes to carry traffic freely and safely. For these reasons the MRN and PRN are additionally designated 'Corridors of Movement' (CoM) where development is normally resisted. The emergence of the MRN gives an additional weight to these issues as a formalised tier of nationally recognised inter urban/regional routes.



On CoM outside of urban areas, drivers do not generally expect to encounter slowing; stopping; turning; manoeuvring or parked vehicles; nor do they expect to encounter pedestrians. This lack of expectancy increases the hazards caused by an access that exists in isolation. Furthermore, the generally more rural location dictates that the opportunity to provide high quality access to public transport and safe walking/cycling routes is severely curtailed.

9.2 Requirements

- Development needs to be located in accessible locations recognising the needs and travel patterns of patrons, avoiding the need to create new accesses, or to increase or change the use of an existing access onto a CoM. Development contrary to this aim is likely to attract a recommendation of refusal from the LHA unless well founded reasons exist to permit development. This is strictly applied.

Direct accesses and junctions should be upgraded if the through movement of vehicles are inhibited by right-turning traffic and causes a hazard regardless of the two-way annual average daily traffic (AADT) flow.

Exceptions may be made where the development is of overriding public/national need or the access is required to serve essential development where it has been proved incapable of being sited elsewhere. In such instances the development must be served by a safe means of access.

Where improvements to transport infrastructure are necessary developers may be required to enter into agreements to secure their provision.

Aim 10 New development within Norfolk of regional/national importance shall promote the use of rail and water.

10.1 Need

NCC is pro-active where appropriate, particularly at the planning stage of new development, in making developers aware of the existence of alternatives to move people and goods and encouraging them to contact operators and infrastructure providers.

NCC is committed to the development of rail facilities and services from the County, to the region and nationally.

10.2 Requirements

- New development of regional/national importance shall wherever possible be located so as to provide good access to rail (or where appropriate water) facilities and try to provide accessibility for disabled people.



Aim 11 Reduce the environmental impact of highway improvements associated with new development.

11.1 Need

Norfolk's roads form a reflection of the landscape through which they pass. In order to protect this important aspect of our environment for the future, development needs to take a positive approach to the environment yet at the same time fulfil its responsibilities for safety and maintenance of the highway network.

11.2 Requirements

- All development related road improvement schemes shall be designed, subject to safety considerations, so as to protect wildlife interest and minimise any adverse impact on wildlife and landscape character.
- All development related road improvement schemes on roads not part of the primary route network shall be designed, subject to safety considerations, so as to maintain and enhance their local character and wildlife interest.
- All development related new highways or highway improvement schemes shall seek to minimise waste of resources through the reduction, reuse and recycling of materials.



It is common sense to re-use and recycle materials and it may be more environmentally sensitive to do so. This can result in both limiting the demand for new extraction sites for primary aggregates and should limit the disposal of waste construction materials. Re-use and recycling is technologically possible and can be energy efficient. Materials should be re-used or recycled as close to their site of origin as possible.

Highway improvement schemes should be developed with their whole life costs in mind and should be designed so that the materials can be re-used and recycled efficiently at the end of their design life.

2. Guidance Notes



Highways Development Management Guidance Note 1: Obligations and Assessments

G1.1 Attending Local Planning Authority planning committees.

NCC highway officers can be invited by the LPA to attend their planning committee meetings and committee site-visits. Officers will consider invitations to attend where: -

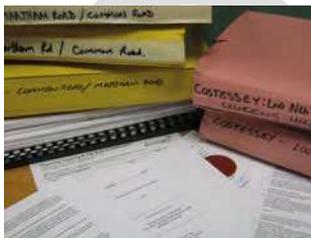


- The LHA has made a recommendation that planning permission be refused.
- A development proposal has significant transport issues.
- The development significantly departs from County transport policy.
- If there are substantial public representations about transport matters.

Where it is necessary to attend committee, highway officers will explain NCC's response on transport matters. Officers will also respond to Member's questions, against the background of current transport policies and standards.

G1.2 Planning conditions and obligations are fully enforceable.

Conditions attached to a planning consent can enhance the quality of development and enable many development proposals to proceed where it would otherwise have been necessary to refuse planning permission. Conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise, and reasonable in all other respects (NPPF Paragraphs 55- 58).



Where it is not possible to resolve matters by condition, a Planning Obligation (PO) may be necessary. For example, an obligation may be needed to mitigate a development's impact, by financial contribution (e.g., to secure enhanced public transport provision).

POs are secured through Section 106 of The Town & Country Planning Act 1990. All contributions sought must accord with the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) and meet the following legal tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Conditions and obligations attached to a planning permission are enforceable against any developer who implements that permission and any subsequent owner/occupiers of the land (i.e., they run with the land).

G1.3 Planning refusals and appeals.



The NPPF contains express acknowledgement that planning permission may be refused on highway safety grounds, with Paragraph 110 of the NPPF stating that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Whilst Paragraph 110 provides useful clarification of national policy in relation to highway safety, supporting the position that highway safety is an important material consideration which should properly be taken into account and given due weight, it does not offer a formal definition of 'severe', but rather leaves it to Local Authorities to produce their own interpretation. In Norfolk, a 'severe' impact is deemed occur when: -

- Queue lengths (and blocking back to previous junctions), delay and locational context, the Degree of Saturation, Practical Reserve Capacity, or Ratio of Flow to Capacity are unacceptable;
- Junctions do not conform to standards as defined within DMRB or MfS and improvements cannot be made to bring them up to standard, or;
- A major residential development does not maximise the opportunity to travel by sustainable modes, in particular if it cannot provide a safe walking route to school or is outside of the nationally recognised acceptable walking distances to catchment schools.

Highway officers may recommend that LPA's refuse applications that are unacceptable against transport policy and/or on highway safety grounds. Developers or their Agents can lodge planning appeals against planning refusals. Appeals take the form of Written Representations, Informal Hearings and Public Inquiries. Further advice can be found at www.gov.uk/government/organisations/planning-inspectorate.

Recommendations of refusal may be supported at appeal by evidence from both the developer and the LPA. NCC provides evidence on behalf of the LPA relating to highway matters. For Written Representations highway officers will submit a short report. For Informal Hearings and Public Inquiries, a more detailed report may be required and highway officers (again acting for the LPA) also appear at the Appeal Hearing/Inquiry to answer questions on their evidence.

G1.4 Where new development is likely to have significant transport implications, a Transport Assessment (TA) may need to be submitted as part of any planning application.

Depending upon the scale and nature of development, there may be a requirement to submit a Transport Assessment. This is a process which considers total travel demand; patterns of public transport in the area; how development impacts upon

them; and if required how infrastructure or services could be improved to address impacts.

The following considerations need to be taken into account: -

- Ways in which the need to travel will be minimised. Especially by car, such as working from home.
- How best possible use of existing transport infrastructure will be made. Capacity of the existing infrastructure is finite and, in some areas, overcrowding already occurs.
- Address adverse impacts of traffic generated on the transport network to protect the travelling public, such as demonstrating nil detriment.
- Improvements to sustainable transport choices.
- Accessibility of the location.
- Ways of mitigating residual impacts.
- Other measures to assist in influencing travel behaviour.



NB: - In some instances, the transport issues may not require a full TA. In these instances, a simplified report known as a Transport Statement (TS) may suffice.

Early discussions with NCC, as LHA, on the extent and nature (The Scope) of the TA or TS is recommended to ensure that work is not undertaken unnecessarily and that resources are directed to the areas needing attention. In cases where the development may also impact upon the Trunk Road network (A11 and A47) discussions should also take place with National Highways (NH), who have a responsibility to maintain the Trunk Road network on behalf of the Secretary of State.

Following the Government's decision to archive the 'Guidance for Transport Assessments' (GTA), Local Authorities are now required to establish their own criteria for when a TA/TS/ Travel Plan (TP) is required with more emphasis being placed on detailed assessment prior to the implementation of the Local Plan.

Given that the NPPF requires an assessment of the transport impacts of a development, NCC in its role as LHA has broadly continued with the GTA thresholds/scales for when a TA/TS/TP is required as the GTA is well understood and accepted guidance within the development industry. The only change relates to the threshold of when a TA or TS is required for residential developments and this has been increased from 80 to 100 dwellings. The thresholds/scales of when a TA/TS/TP is required are provided in Appendix A.

A TP must be prepared alongside the TA.

G1.5 Travel Plans must be submitted alongside planning applications which are likely to have significant transport implications, including (but not necessarily limited to): -

- i) All major developments comprising residential housing, jobs, shopping, leisure and services which would generate significant amounts of travel.**
- ii) New and expanded school facilities.**



TPs are an essential tool for delivering sustainable access to new development, whatever the use. They have been defined as “...a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”

They are critical to ensure that the use of sustainable travel choice is maximised, the finite capacity of the transport network is used effectively and the need for costly highway infrastructure improvements is avoided as far as is practicable.

The TP is not purely a 'planning tool' and should remain 'alive' while the development remains in operation to guide how travel to the site will be managed. TPs can include a wide range of strategies, initiatives and physical measures. Overall TPs seek to: -

- Reduce the need to travel at all.
- Encourage goods or services to be supplied by more benign transport modes (such as water, rail or pipeline).
- Achieve a shift away from single occupancy car use towards more sustainable forms of transport.
- Reduce the environmental impact of travel.
- Promote and achieve access by sustainable modes of travel.
- Provide a strategic view of the public transport network and where links can be made to increase mode share.
- Embrace demand management through area network groups.
- Respond to the growing concern about the environment congestion, pollution and poverty of access.
- Promote a partnership between the Local Authority and the developer in creating and shaping 'place'.



Where TPs accompany a planning application, they should be produced in consultation with the LHA and include measurable outputs, which may relate to

targets in the Local Transport Plan (LTP). They should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement.

A commuted sum is payable to the LHA for monitoring the TP and a financial bond is required against failure to implement the TP. The value of the bond is determined by the projected costs of implementation for an agreed period, normally from completion of the development.

Unacceptable development proposals should never be submitted simply because of the existence of a TP. The weight to be given to a TP in a planning decision will be influenced by the extent to which it materially affects the acceptability of the development proposed and the degree to which it can be lawfully secured.

The evidence to support the outcomes sought and the measures needed in the TP should be provided by means of a TA.

G1.6 Mineral extraction and waste recycling/disposal proposals likely to generate significant additional HGV movements (or extend the period HGV movements continue) should be supported by an HGV impact assessment.



The Minerals and Waste Local Development Framework (LDF) forms the blueprint for future minerals extraction and waste management in Norfolk. It comprises a range of documents setting out overall requirements for minerals and new waste management facilities and also identifies sites where mineral extraction and waste management is acceptable in principle.

The transportation of minerals and waste in large vehicles can have a negative impact upon the highway network, the effect of which needs to be assessed.

HGV Impact Assessments focus on a technical appraisal of the route's vehicles will take and the adequacy of the existing highway infrastructure to cater for the often heavy, large and slow moving traffic generated. If appropriate, they must include details of the road infrastructure and how that infrastructure could be improved, within environmental constraints, to minimise any negative impacts.

NCC encourages suitable development proposals that minimise the distance minerals have to travel. We are able to provide a scoping list and developers are advised to seek an informal opinion from NCC as to the likely acceptability of such proposals at an early stage in their project analysis.

G1.7 Construction traffic/abnormal load movements (or other traffic movements over a specified temporary period) along non-hierarchy routes will be required to make good any extraordinary damage caused to the highway and/or statutory utility apparatus.

Section 59 of the Highways Act 1980 enables the LHA to recover its costs of making good, extraordinary damage to the highway, either in advance by agreement or retrospectively. This is generally in relation to the use of sub-standard roads by

lorries, and most commonly in connection with construction works, but it will also be applied in other relevant cases, for example haulage contractors, quarry operators and farmers.

In addition to the above, the LHA will protect the safety and efficiency of the highway network by ensuring that prior to commencement of development, agreement is reached concerning the provision of the following: -

- A temporary construction access and/or haul route (as necessary).
- A Construction Traffic Management Plan (CTMP) including details of potential routing.
- Parking and turning facilities for all construction traffic within the development site.
- Details of wheel cleaning facilities.



G1.8 The terms 'material' or 'significant' as used in highways development management assessments relative to traffic flows generated by development.

The terms 'material' or 'significant' as used in highways development management assessments relative to traffic flows generated by development are often the subject of much debate and discussion, in particular when the effects of incremental increases in traffic are taken into account. To provide a local context in Norfolk the following guidance is provided to assist in interpreting the more detailed policies that follow. 'Material' or 'significant' are considered to generally represent the following criteria unless otherwise agreed: -

- An increase in traffic through an 'accident cluster site' or 'high risk accident route' as defined by the LHA.
- An unacceptable increase in either delay or capacity at a junction following assessment of the junction
- An unacceptable impact on non-motorised users including increases in delay at junctions for such users.
- Any increase in turning movements at an access onto the Principal and Major Route road network as defined in the Norfolk Route Hierarchy (NRH).
- Any increase in turning movements at an access by HGVs or other slow-moving vehicles (such as any vehicle trailer or caravan combinations or large agricultural machinery)

Unacceptable increases in 'all-traffic movements' as agreed with the LHA.

G1.9 Assessment of accident history

NCC and 'Crash Map' holds no data in relation to damage-only collisions. The only empirical accident data available for Norfolk is that involving personal injury that have been recorded by Norfolk Constabulary either through officers attending the scene of accidents or from members of the public reporting the accident in police stations after the incident, or more recently online.

Comparisons of road accident reports with death registrations show that very few, if any, road accident fatalities are not reported by the police. However, it has long been known that a considerable proportion of non-fatal casualties are not reported to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than those recorded in police crash data. Accordingly, the absence of accident data does not in itself mean that accidents have not occurred.

When considering new development proposals, it is important to establish the personal injury collision trend data for the most recent five-year period.

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Highways Development Management Guidance Note 2: Highway Access Standards

G2.1 Development must have safe vehicular and (where appropriate), pedestrian, cycle, equestrian links to a public highway.

New accesses and junctions, (or existing accesses and junctions subject to a material change in traffic or use) must (in terms of geometric layout, visibility and construction) be safe. Importance is placed not only on those using the access, but also on the safety of road users passing the site.

Details of layout will vary according to the category of the highway e.g. a road or street; the volume of traffic; and also the speed of traffic using the road from which the access is taken.



Safety (both actual and perceived) is an essential requirement for pedestrians and cyclists both in the form of preventing physical harm through collisions with vehicles and also minimising threats to personal safety.

When cyclists are expected to share the carriageway, consideration must be given to any realistic possibility of reducing the speeds of motor vehicles where appropriate. Pedestrian links to public highway should follow accessibility guidance for disabled people.

G2.2 Visibility at accesses and junctions onto highways with the characteristic of a 'street' shall accord with the standards set out in the Communities and Local Government (CLG) and Department for Transport (DfT) document **Manual for Streets**.

Streets are defined as highways that have important public realm functions beyond the movement of traffic. Most critically they have a sense of place and should not be designed just to accommodate the movement of motor vehicles.

Whilst MfS focuses on lightly trafficked residential streets, many of its key principles may be applicable to other types of street - for example high streets and lightly trafficked rural lanes.

In rural areas public highways can provide other functions than just movement, including various leisure activities such as walking; cycling; and horse riding.

Where an access meets the carriageway, it forms a junction with the public highway and visibility splays are required to ensure exiting traffic can see and be seen by approaching motorists. A stopping sight distance (SSD) is required to enable drivers to see ahead so that they can stop within a given speed. The SSD is calculated from the speed of the vehicle; the time required for the driver to identify a hazard and then begin to brake (the perception-reaction time); and the vehicles rate of deceleration.

The following table provides guidance on SSDs for accesses and junctions onto streets where 85th percentile speeds are up to 60km/h. At speeds above this, or where the characteristic of the highway is not that of a street, it is necessary to refer to **G2.3** below relating to visibility for roads.

Table 1: Provides guidance on SSDs for accesses and junctions onto streets where 85th percentile speeds are up to 60km/h.

85 th percentile speed (Kph)	85 th percentile speed (Mph)	SSD (Metres)	SSD adjusted for bonnet length (Metres)
16	10	9	11
20	12	12	14
24	15	15	17
25	16	16	18
30	19	20	23
32	20	22	25
40	25	31	33
45	28	36	39
48	30	40	43
50	31	43	45
60	37	56	59

It is important for each proposal to be dealt with on its own merits and to consider the driver's line of vision, in both vertical and horizontal planes. Standards should not be used inflexibly. However, the presumption should always be for visibility to be provided in accordance with the standard unless there are specific circumstances which dictate otherwise.



In all cases highway safety considerations should not be prejudiced.

The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms. The distance back along the minor arm from which visibility is measured is known as the 'X' distance.



In most built-up situations a 2.4m 'X' distance should be used. In some very lightly trafficked and low speed situations this may be relaxed to 2m. NB - Such a reduction will result in the front of some vehicles protruding slightly into the running carriageway from the minor arm. The ability of drivers and cyclists to see this overhang from a reasonable distance needs to be taken into consideration.

The eye line of drivers can vary from 1.05m above the carriageway in a standard car to approximately 2m in commercial vehicles. For drivers to see and be seen by pedestrians and wheelchair users, unobstructed visibility is required to a point 0.6m above ground level. To enable drivers to see other

drivers and road users across summits; around bends; and at junctions; unobstructed visibility is required between the height range 0.6m to 2m.

G2.3 Visibility at accesses and junctions onto highways with the characteristic of a 'Road' shall accord with the standards set out in the National Highways document Design Manual for Roads and Bridges.

Roads are essentially highways whose main function is accommodating the movement of motor traffic and for the purposes of this document relate to vehicular highways not covered within **G2.2** above.

In accordance with the Design Manual for Roads and Bridges (DMRB) (GG 101), the LHA is responsible for determining the requirements applicable for roads excluding trunk roads and motorways. Unless otherwise agreed, NCC as LHA adopts the same SSDs for roads as set out in the DMRB.

The SSDs for roads is given as follows: -

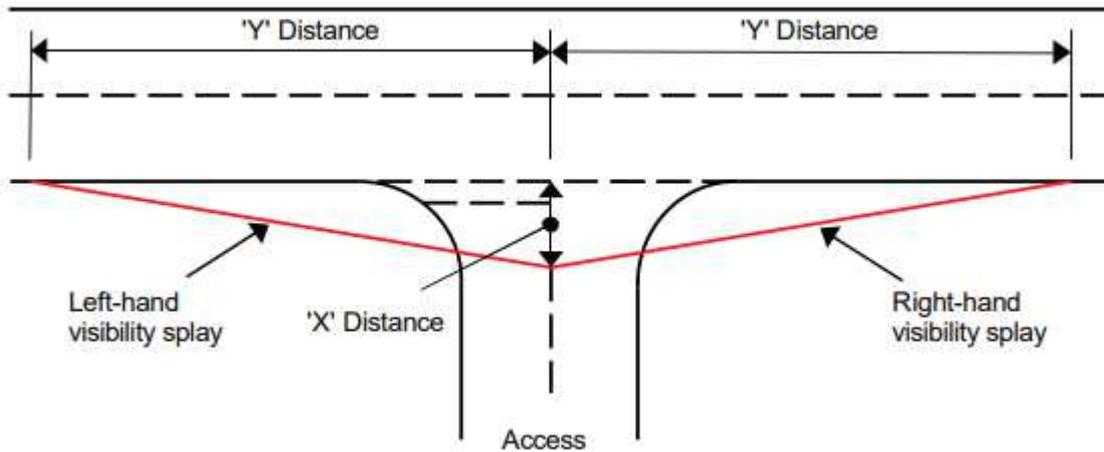
Table 2: SSDs for roads.

85th percentile speed (Kph)	85th percentile speed (Mph)	SSD (Metres)
40	25	45
50	31	70
60	37	90
70	43	120
85	53	160
100	62	215
120	75	295

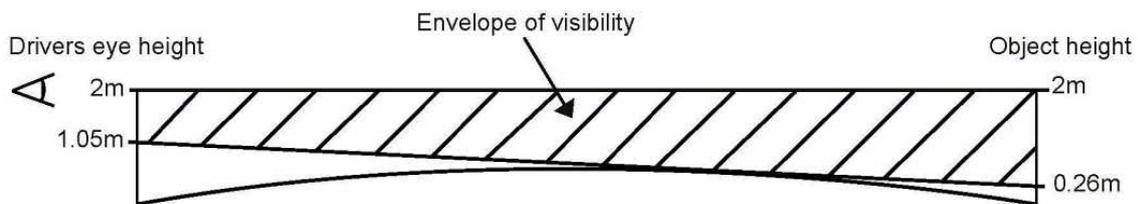
The SSD should be read from the band that includes the relevant vehicle speed; a speed survey may be required.

Account must be taken of considerations that arise in relation to the design of accesses/ junctions and the function of the road onto which the access/junction is to be formed. This is particularly important on roads classified as Principal and Main Distributor roads in the NRH. Careful consideration should be given to the function of carrying through traffic and the likely impact of junction type on that function.

The selection of access or junction form must take account of enhancing safety, be sympathetic to the character of the area and minimise resource use/environmental impacts.



The provision of visibility splays with a 4.5m setback (or 'X' dimension) provides visibility (for an emerging driver) of any pedestrian wishing to cross the access (or junction). Such visibility allows pedestrians some warning of the exiting vehicle. When an 'X' distance of 2m or 2.4m is used, a check should be made to ascertain that adequate visibility for pedestrians is available. A 2m set-back will only be allowed in very lightly trafficked and low speed situations and will result in the front of some vehicles protruding slightly into the running carriageway from the minor arm.



The eye line of drivers can vary from 1.05m above the carriageway in a standard car to approximately 2m in commercial vehicles. For drivers to see and be seen by pedestrians and wheel chair users, unobstructed visibility is required to a point 0.26m (DMRB- CD 109) above ground level. To enable drivers to see other drivers and road users across summits; around bends; and at junctions; unobstructed visibility is required between the height range 0.26m to 2m.



G2.4 85th percentile speed calculation.

In accordance with DMRB (CA 185), all speed measurements should be taken in dry weather conditions. Where speed measurements have been taken either partially or entirely in wet weather conditions, the following values should be **added** to each individual speed recorded in wet weather: -

- 8kph for dual carriageways; and
- 4kph for single carriageways.

Wet weather conditions include periods after rainfall when the road surface is still wet.

G2.5 The use of traffic mirrors as a means of alleviating shortcomings in access visibility is not acceptable.

The use of a mirror to overcome visibility problems is not acceptable. The LHA will not permit them to be erected in the public highway. If installed, mirrors can dazzle drivers, make it difficult to judge speed and distance and as a result lead to a higher risk of accidents. They are also often the targets for vandalism.



G2.6 The width of an access/junction needs to be sufficient to cater for the level and type of traffic reasonably expected to use it.

The vehicle waiting to exit needs to leave sufficient space for the swept path of an entering vehicle; the extent of this swept path would be dependent upon the radii provided at the access.

Individual accesses serving single dwellings shall have a minimum width of 2.4m in a full urban estate road situation. Where the driveway also serves as the principal means of pedestrian access, its width should be increased to a minimum of 3.2m.

Shared driveways shall have a minimum width of 4.5m over a length that extends into the site for a distance of 10m from the highway boundary. All shared private drives should be 4.5m wide.

In cases of minor non-residential development where the type of vehicles visiting the site are mainly light commercial vehicles (up to 7.5 tonne box or panel van), the minimum access width is 4m (provided this does not impact upon the ability of two vehicles to pass safely).

Where heavy commercial vehicles (in excess of 7.5 tonne) can be expected, the minimum access width should be 5.5m (when 15m radii are provided).

G2.7 The maximum access gradient should be 8% (1 in 12.5) over a distance sufficient to accommodate at least the length of a standing vehicle immediately adjoining the highway.

Should the site of a proposed development exhibit a marked difference in level between the point of access to the highway and the destination for vehicles within the site, then a gradient will be required along the route of the internal access.

Various factors should be taken into account when considering the effects of gradient. Namely: -

- The possible loss of some visibility when approaching the highway access on an upgrade.
- The possible increase in stopping distance on a down grade.
- A slower start and therefore the need for a longer traffic gap for a heavy vehicle starting on an upgrade.
- The possible need to prevent an excess amount of surface water, or loose material, entering the highway from a down grade, or the site on an upgrade.
- The effect of any grade on the climbing ability of vehicles particularly in inclement weather.



The maximum gradient should normally be 8% (1 in 12.5) since a vehicle starting from rest in inclement weather may well find steeper gradients unusable. An acceptable solution (depending upon circumstances) where steep gradients have to be considered may be to limit such gradient over a distance sufficient to accommodate at least the length of a standing vehicle to 4% immediately adjoining the highway and to 8% thereafter. For domestic accesses the 4% length could be as short as 5m, but where use by larger vehicles is likely, the length should be at least 15m.

Appropriate rounding or 'roll-over' should be provided where accesses join the highway to prevent vehicles grounding when entering or leaving. Where the retention of existing topography is an important consideration for the LPA, gradients steeper than 8% may well be accepted subject to the use of a suitable surface finish to improve grip/skid resistance.

Care must always be taken to ensure that adequate visibility is maintained where any gradient runs down from the highway in excess of 2%.

G2.8 Separate vehicle entrance and exit to the public highway.

The general rule is that increasing the number of points on a highway where vehicles turn, increases the potential for traffic conflict. Therefore, applications for two access crossings to a single property, or a second access point where one already exists, will not normally be approved for domestic dwellings onto highways with the characteristic of a 'road' unless there is strong evidence that it will add significantly to highway safety.

For such applications to be considered, the applicant will need to show: -

- How a second access will add to the safety of the access arrangements.
- Why such added safety cannot be achieved from a single access, or by improving or repositioning an existing access.

Roads are essentially highways whose main function is accommodating the movement of motor traffic and for the purposes of this document relate to vehicular highways not covered within **G2.2** above.

G2.9 Development exceeding 9 dwellings shall only be accessed via a highway maintainable at the public expense or protected by legal agreement.

In order to ensure suitable access to new development can be maintained, direct or suitable access is required onto a publicly maintainable highway. The dwelling threshold mirrors that given in the NPPF for major development housing of “10 or more homes”.

Private drives are not considered an appropriate form of development to serve more than 9 dwellings. This is a relaxation of previous guidance which advocated that private drives serve no more than 5 dwellings. This relaxation recognises a more flexible approach is required to meet the needs to provide more housing on existing brown-field sites in towns and villages.



This policy may be relaxed for minor developments off existing lengths of 'private road' serving existing development, as service provision will already have been made and some agreement reached regarding the maintenance of the right of access for the foreseeable future. However, proof of these points may be required by NCC, as LHA, at the time the planning application is submitted.

Where it is not possible to construct the access road to a standard suitable for adoption, the LHA will require an alternative means of future maintenance of the private roadway to be demonstrated and secured in perpetuity.

G2.10 Private streets will only be adopted by the Local Highway Authority as publicly maintainable highway if they comply with Norfolk County Council's guidance standards and offer safe passage for pedestrians and vehicles.

New roads that have been constructed in accordance with NCC's guidelines are normally adopted by way of an agreement between the developer and the Council under Section 38 of the Highways Act 1980. The agreement will only be finalised once all highway related planning requirements are in place.

Any road or footway proposed for adoption must be directly linked with the existing highway network; be of sufficient utility to the public; offer wider community benefits and comply with all relevant sections of MfS and Manual for Streets 2 (MfS2) as well as the DMRB.

NCC will expect new residential developments with roads and footways serving in excess of 9 dwellings to be offered for adoption. In exceptional circumstances, where it is considered they serve sufficient public utility and/or a wider community benefit, NCC will consider the adoption of new roads and footways that serve in excess of 5 dwellings.

The following will not be considered for adoption: -

- Existing private streets serving less than 10 dwellings.
- Access roads serving car parks or forecourts.
- Access roads serving individual properties.
- Roads with a permeable surface treatment.
- Access roads serving all types of employment land including offices, industrial, retail and leisure.
- Access roads to schools, libraries, surgeries or fire/police/ambulance stations.

It should be noted that, where the developer is unable to obtain absolute title or where there are charges or difficulties with the title, the roads may remain private streets.

Existing roads will not normally be adopted unless they are brought up to current standards by the owners of the road. This may for example necessitate works to the road surface, footways, surface water sewers, gullies and lighting or any of these features.



G2.11 If within new development there are areas likely to lead to higher concentrations of vulnerable road users, (such as in and around new residential; schools; shopping areas; community facilities; and health facilities) the maximum design speed for new roads will be 20mph.

NCC supports the philosophy of lower traffic speeds for new developments. In densely populated areas such as new housing estates, shopping streets with high pedestrian and cyclist activity there is a need to reduce speeds to well below 30mph.

G2.12 Footways need to be of sufficient width to cater for the development proposed.

The 'effective width' of a footway is that width which is unobstructed by any vertical feature, uneven surface or the use envelope such as by a hedge. There is no recommended maximum width for footways. MfS indicates that in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m with additional width considered between a footway and a heavily used carriageway.



Provision of adequate footway space is essential to aid safety, comfort and accessibility for more vulnerable road users. Narrow footways can impede movement and provoke unwarranted conflict. At extreme narrowing's, people with mobility issues and parents/carers with children may not be able to pass safely without stepping onto the carriageway, which is of concern particularly on highways where there is significant vehicular traffic flow or where vehicles are travelling at speed.

Whilst occasional width restrictions may be acceptable, these should not be prevalent and should not extend for excessive distances. The effective width needs to take account of functional passage by more vulnerable road users such as wheelchair users/mobility scooters/people with pushchairs or buggies.

Where the resulting effective footway width would be less than 1.8m, regular lengths of footway measuring a minimum 1.8m effective width needs to be provided along the route to allow two wheelchairs to wait and pass. These sections should be no less than 5m long with the distance between them not exceeding 25m.

Where the resulting effective width would be less than 1.5m the maximum length of footway measuring less than 1.5m wide should be no longer than 2.5m. The distance between two such instances should be no less than 10m.

Where hedges or shrubs directly bound the side of a footway, the use envelope needs to be increased by 300mm to account for seasonal growth and potential root damage. In existing streets, subject to agreeing a departure from standard with the relevant case officer, the footway may be reduced to accommodate new trees and planting if it can be demonstrated it is not otherwise possible to accommodate planting elsewhere.

Footways adjoining bus stops and shelters should be a minimum width of 2.4m; this excludes the use envelope of shelters. A minimum footway width of 2.4m should also be accommodated outside busy forecourts to shops and public buildings such as schools.

G2.13 Vehicular access to new development should not unacceptably interfere with the use of bridleways, public footpaths, on-road cycle routes, cycleways, and restricted byways or bus priority measures.

Conflict between pedestrians, cyclists, horse riders and motor vehicles would produce unacceptable highway dangers and would work against other policies that seek to give priority.



Whilst there is no requirement to provide visibility splays or measure SSDs where a private access joins an unsegregated footway/cycleway, nevertheless emerging drivers still need to take account of pedestrians/cyclists on the shared surface. In addition, it is only reasonable to expect that any new access is provided such that it does not unacceptably interfere with either a cycleway or footway.

When undertaking an assessment to determine if an unacceptable interference has occurred, it will be necessary to consider: -

- The frequency of vehicle movements;
- The amount of cycle/pedestrian activity; and
- The width of the shared cycleway/footway.

Where a site stands close to a cycleway network, developers will normally be expected to provide links to it as part of their proposals. Developers will also be expected to contribute towards completion of a cycleway where it is reasonable to do so.

When incorporating bridleways, they need to be designed to prevent misuse by motor vehicles.



Please note that developers cannot obstruct or divert an existing right of way without obtaining consent from NCC (even if planning permission has been granted) and existing paths should be accommodated on their current right of way wherever possible. However, if NCC agrees in principle to a diversion, a Legal Order is still required. The LPA usually process applications to divert rights of way using powers under the Town and County Planning Act.

G2.14 Norfolk County Council does not support the creation of any new railway level crossings unless there are exceptional reasons and robust safety justifications produced.

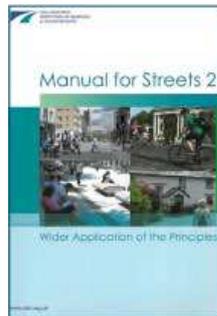
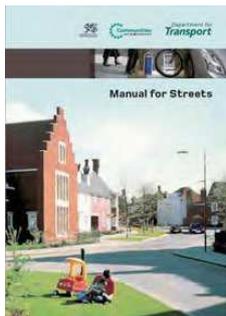


Railway level crossings have a statutory status, often set down in the Act of Parliament authorising the railway to be constructed. They represent the most significant risk in railway operation and most of the risks are generated by the behaviour of road users. NCC expects those promoting a scheme to provide an alternative means of crossing the railway line concerned.

Highways Development Management Guidance Note 3: Design of Developments

G3.1 Residential development needs to accord with the current edition of Manual for Streets, Manual for Streets 2, LTN1/20 and other County Council guidance documents.

It is a well-recognised fact that driver's behaviour is not fixed, but rather it can be influenced by the environment - e.g., driver's speed tends to increase if the width of the carriageway increases.



MfS and Manual for Streets 2 (MfS2) take the above into consideration and recognise the role of residential streets in creating places that work for all members of the community. They focus on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community.

MfS and MfS2 also recognise the importance of creating places that have a clear local focus. NCC seeks to achieve this in conjunction with Local Authorities in Norfolk acting in partnership to embrace both their planning and highway functions at District and County level.

NCC promotes an integrated approach to the design of new residential developments. NCC stress the need to pay regard to the local context of any site and use a sensitive approach to the provision of pedestrian, cyclist, and vehicular access. Through this approach NCC looks to create pleasant and safe places to live, which will fit comfortably within their existing setting.

NCC further places a local emphasis on the requirements for Norfolk and offers guidance helping ensure that once planning consent has been granted the process through the detailed design phase (leading ultimately to final highway adoption) will be as smooth as possible in accordance with all statutory obligations.

G3.2 Pedestrian, cyclist, public transport and all other vehicular routes within industrial estates or business park development shall accord with the requirements of the Local Highway Authority.

Industrial and commercial development is exempt from the provisions of the Advanced Payments Code (APC) (Sections 219 - 220 of the Highways Act 1980) and is not therefore required to provide on-site highway infrastructure for adoption by NCC, as LHA.



While the roadways, footways, and cycle routes within this form of development do not require adoption, it is still important that the standard of their design and construction maximises the principles of sustainable development and safely caters for the needs of all forms

of transport which may visit the site. Early dialogue between developers, planners and highways engineers is recommended to ensure that an integrated approach to the design takes place.

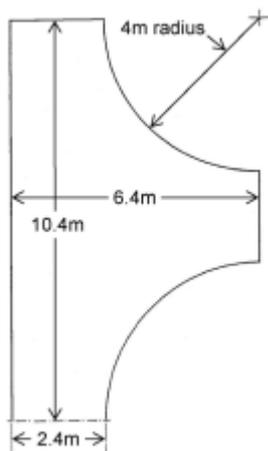
The County Council will expect all new commercial development to be provided with a dedicated vehicular access. Providing a combined access shared with residential development will not be considered acceptable, to avoid potential conflict with vulnerable road users and the amenity of future residents

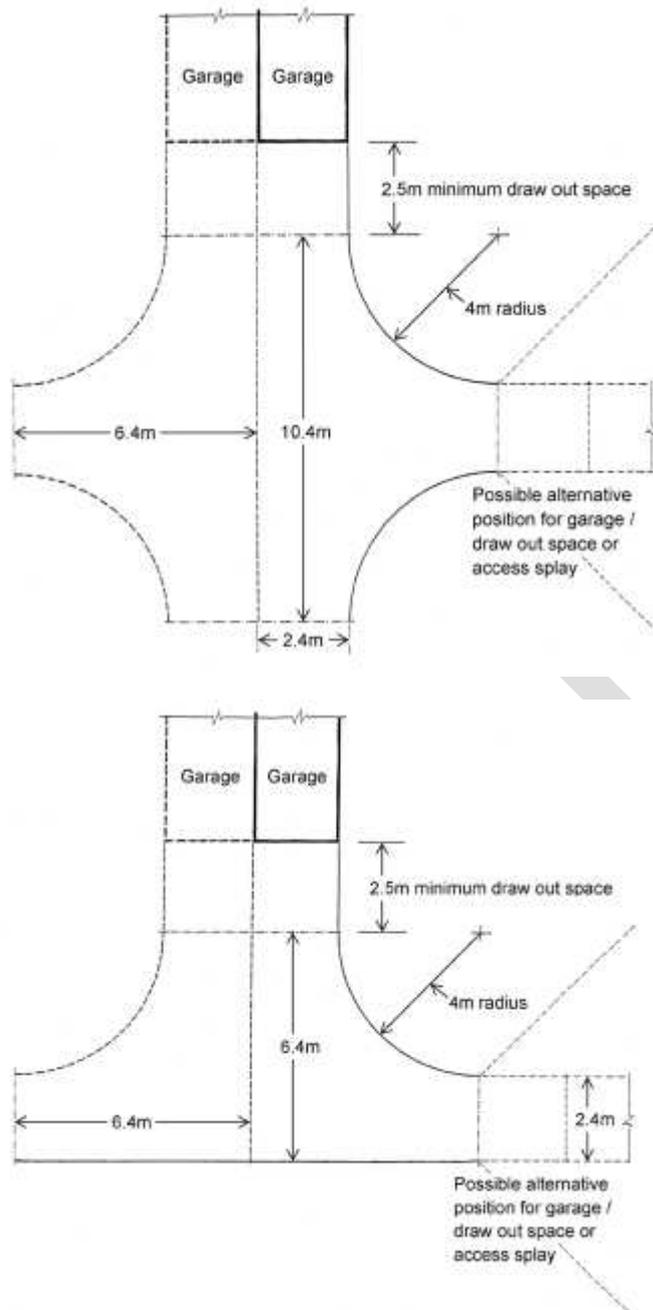
G3.3 Development with vehicular access onto a public highway with the characteristic of a 'Road' (see G2.3) shall provide a turning space within the curtilage of the site of sufficient size to enable vehicles to leave and re-enter the public highway in a forward gear after no more than two gear changes.

It is important that vehicles enter the highway in a safe manner. Reversing onto busy roads is not considered safe. Sites must be laid out to provide adequate space to easily turn round a vehicle.

It should be noted that a turning area must be separate to the dedicated parking provision. It should be designed such that emerging vehicles meet the highway at right angles to the flow of traffic to optimise the driver's visibility and ease of manoeuvring.

Note: The position of garage/draw out space and access splay indicated on the below diagrams will be determined by the site layout.



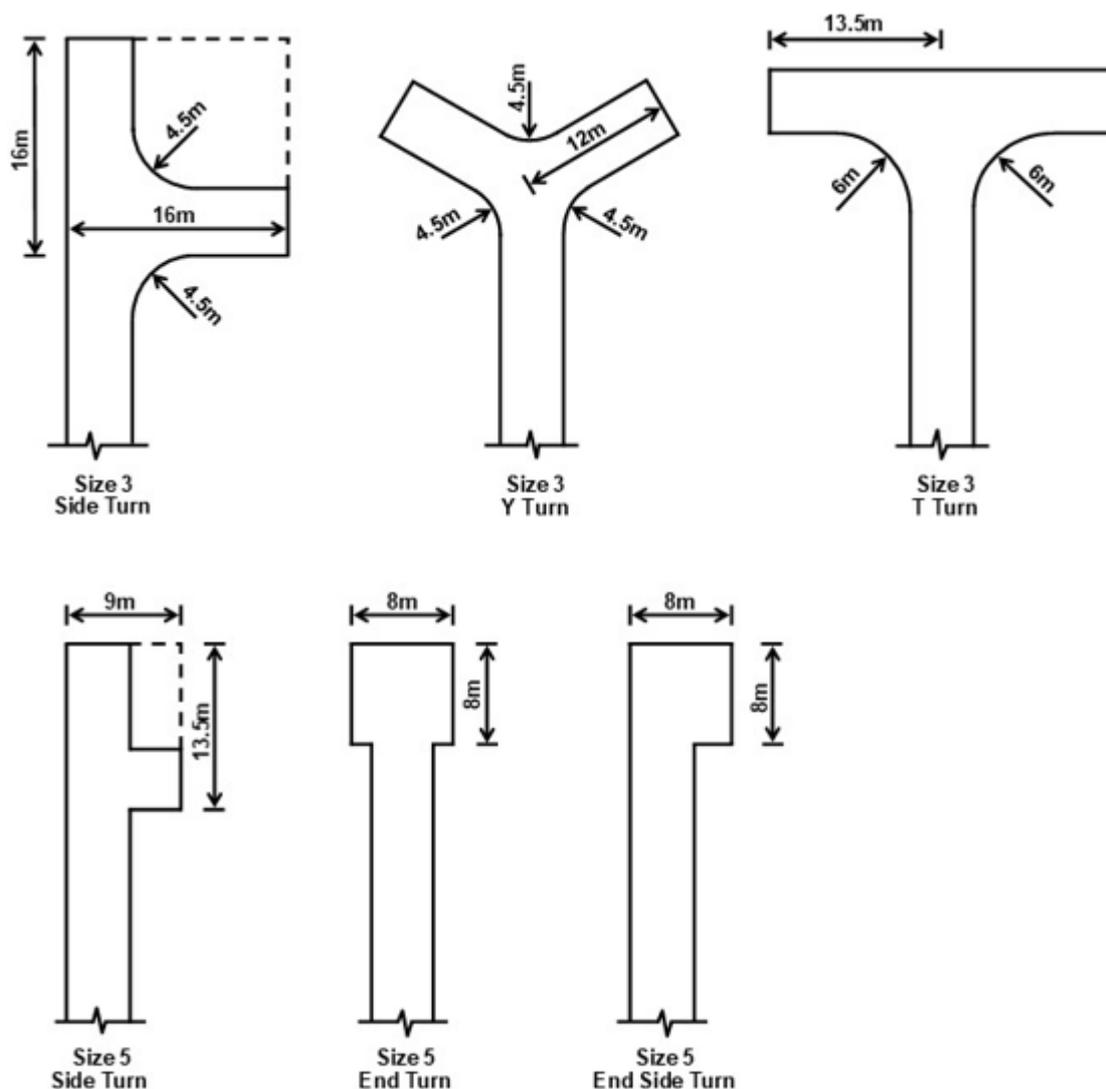


G3.4 Development with private drives onto a public highway which don't meet Norfolk County Council's road adoption criteria (see G2.9 and G2.10) shall provide a turning space within the curtilage of the development of sufficient size to enable vehicles to leave and re-enter the public highway in a forward gear after no more than two gear changes.

It is important that vehicles enter the highway in a safe manner. Reversing onto busy roads is not considered safe. Sites must be laid out so as to provide adequate

space to easily turn round a vehicle within the confines of the private drive. It should be noted that a turning area must be separate to any parking provision.

The size of the turning head is ultimately determined by the expected type and frequency of vehicles manoeuvring. In general, where a private drive is less than 20m in length a Size 5 turning head will be required. In all other circumstances to ensure adequate provision for the general servicing needs of the development a Size 3 turning head should be provided.



G3.5 Industrial/commercial development shall provide a turning space of sufficient size within the curtilage of the site to enable commercial vehicles to leave and re-enter the public highway in a forward gear after no more than two gear changes.

Experience with existing industrial and commercial sites has shown that problems frequently occur when large vehicles park on the carriageway whilst unloading (a notable problem with car transporters) causing difficulties for other vehicles trying to move along the road because of their width and length.

Exceptions to G3.5 to allow vehicles to manoeuvre in the carriageway will only be considered in industrial estates and business parks consisting of short cul-de-sacs where traffic speeds and traffic, pedestrian and cycle flows are at a minimum, and where the development proposed is small scale (e.g., Starter Units).

G3.6 Parking provision must be in line with adopted standards.

The appropriate standards are contained in the LPA's LDFs or in the absence of specific guidance from the LPA the adopted Parking Guidelines for new developments in Norfolk produced by NCC.



G3.7 Development shall be designed such that no obstruction is placed on/across a public highway including Public Rights of Way.



Conflict and interference with the free and safe flow of pedestrians, cyclists, horse riders or traffic on the public highway will arise if an obstruction, such as a gate, fence, railing or bollard, is placed inappropriately on the highway. Care must be taken when consideration is given to the means of protecting either landscaping or property. Bollards for instance can only be used as a means of safeguarding persons using the highway (on foot or in vehicles),

Section 66(2) of the Highways Act 1980, and cannot be placed on the highway for any other purpose. Where possible consideration should be given to the guidance on bollards for people with sight loss in BS8300.

G3.8 No gate, door and/or window shall be positioned so as to open outwards over the public highway.

Section 153 of the Highways Act 1980 requires that doors, gates, and windows do not open outwards over the public highway. The risk presented to highway users by a ground floor door or casement window opening outward directly onto the highway is obvious and should always be avoided. Further information can be found on the protection for people with sight loss in Building Regs, Part M2.

G3.9 Any new or replacement gates, security barriers or any other obstacle to free access into development sites must be set back sufficient distance to allow the longest vehicle or vehicle combination, that would regularly be expected to visit the site, to stand clear of the carriageway whilst the gate, security barrier or other obstacle is operated.

Conflict and interference with the free and safe flow of traffic on the public highway will arise if a vehicle is prevented from entering an access by an obstruction, such as a gate or security barrier. It is also essential to ensure that pedestrians (in particular those with mobility impairments) are not forced to step into the carriageway to avoid vehicles parked in front of obstructions of this nature.

This should be avoided by ensuring that all such obstacles are located sufficiently far back from the carriageway edge to ensure that the vehicles wishing to enter the site can pull clear of the carriageway if required to stop at the gate or barrier.



There will also be occasions when gates or security barriers will be required to be located further into development than the length of a single vehicle to vehicle combination. Development generating large volumes of traffic may need to locate gates or security barriers at positions within the development site so as to cater for the queuing of traffic clear of the public highway.

G3.10 In all cases where a structure (i.e., a retaining wall, bridge, culvert, or other building) either supports the highway or land adjacent to the highway, the developer must satisfy the Local Highway Authority of the structural integrity of the structure.

All structures with possible highway implications must be safe; durable; have minimal impact on the environment; and be designed for minimum maintenance. The latter requirement is particularly important if the structure is proposed for adoption.

Details of all structures above, beneath, or adjacent to the highway must be submitted as part of the planning application. This includes proposals to construct, assess, refurbish, or demolish a structure. It shall also apply to other structures outside these limits which through failure could have consequences for the road user within the highway boundary.

It is necessary to establish the following: -

- Whether Technical Approval is required for the structure.
- Whether the structure is to be adopted by NCC and if not - who will be responsible.



Where Technical Approval is required, developers must follow the procedures outlined in DMRB.



The LHA will usually expect a general inspection to be carried out every 2 years and may require (depending on what the proposal actually is) a Principal Inspection (a more detailed inspection carried out with access equipment if necessary, to ensure that all parts of the structure can be inspected within touching distance) every 6 years. Inspections need to be carried out by a Chartered

Structural Engineer with their all reports sent to the LHA.

Before the Technical Approval procedure can commence, payment is required in advance to cover all costs likely to be incurred in assessing the proposal. Upon

receipt of preliminary structural details for the proposed scheme, the LHA will provide an estimate of charges likely to be incurred with a breakdown of costs.

Should the structure be adopted by the LHA for future maintenance at public expense, a minimum commuted sum will be required to cover the reasonable costs of future inspections, maintenance and renewal works.

G3.11 Development shall be designed to avoid, wherever possible, the need for private longitudinal apparatus (pipes, wires, or cables) to be placed on, in or under the highway.

The placing of private apparatus on the highway may be achieved under Section 50 of the New Roads and Street Works Act 1991. However, the ethos of the public highway is that highway land is for the benefit and use of the public. Accordingly, apparatus of this nature will only be allowed if the following criteria are fulfilled: -

- (i) There is no impediment to highway use.
- (ii) There is a genuine public **need** in allowing the apparatus to be present.
- (iii) It is not possible to locate the apparatus on neighbouring land (financial constraints not to be taken as a valid reason).

G3.12 Only signs and road markings that conform to Department for Transport standards and guidance shall be positioned on the public highway.

To ensure that the UK has a uniform traffic signing system, signs must conform to the designs prescribed in the Traffic Signs Manual (although some signs may have been specially authorised by the Secretary of State).

Additionally, any sign to be sited within the highway should demonstrate a **genuine public need** and that **no impediment to highway use is caused by its position**. Any proposed sign to be sited within the highway and not able to demonstrate these requirements is therefore likely to be in contravention of the Highway Act (1980) Section 152.



G3.13 Signs or advertisements shall not conflict with highway signs, visibility sight lines or be positioned and/or configured so as to be an unacceptable distraction to road users.

Signs play a vital role in directing, informing and controlling road users behaviour however, to avoid confusion and hence road safety implications, there is a need to avoid over-provision of signage (sign clutter) or signs that pose safety concerns. All advertisements are intended to attract attention, however, advertisements at points where drivers need to take more care are more likely to affect public safety. These include, for example, at junctions, roundabouts, and pedestrian crossings. When assessing public safety, the key considerations are whether the



location is appropriate (i.e., undemanding on the driver) and for digital signs, whether any sequential change between digital advertisements is controlled to prevent distraction from the driving task. There are less likely to be road safety problems if the advertisement is on a site within a commercial locality and if the advertisement is not on the skyline, but other factors also need to be taken into consideration for example advertisements which because of their size or siting would obstruct or confuse a road-user's view or reduce the clarity or effectiveness of a traffic sign or signal.

G3.14 Illuminated advertisement signs visible from the public highway shall be designed so that the level of luminance emitted is in accordance with the Institution of Lighting Professionals, PLG05 The Brightness of Illuminated Advertisements.

In addition to satisfying requirements **G3.12** and **G3.13** above, illuminated signs must also comply with the standards recommended in the Institute of Lighting Professionals (ILP), PLG05 The Brightness of Illuminated Advertisements. This details five zones to which maximum luminance of signs (candelas/m²) is given proportionate to the area (m²) of each sign.

Definitions of Environmental Zones can be found below which covers the zone, surrounding, lighting environment and examples.

- E0- Protected- Dark. Examples: UNESCO Starlight Reserves, International Dark-Sky Association (IDA) Dark Sky Parks.
- E1- Natural- Intrinsically Dark. Examples: National Parks, Areas of Outstanding Natural Beauty etc.
- E2- Rural- Low district brightness. Examples: Village or relatively dark outer suburban locations.
- E3- Suburban- Medium district brightness. Examples: Small town centres or suburban locations.
- E4- Urban- High district brightness. Examples: Town/city centres with high levels of night-time activity.

In addition to the environmental zones there are also Areas of Special Control of Advertisements which are often in Areas of Outstanding Natural Beauty or National Parks.

When considering the zone in which the advertising sign is to be sited, the contrast with the surroundings or background needs to be considered e.g., the surroundings could be unlit when viewed from the road. The maximum value of luminance anywhere on the surface of an advertisement at any time during the hours of darkness is given in the table below. It is irrelevant whether the proposed sign is externally or internally illuminated. Where the illuminated sign lies on the boundary of two zones, standards for the most rigorous zone should be used.

Table 3: shows maximum permitted recommended luminance (cd/m2)

Illuminated area (m2)	Zone E0	Zone E1	Zone E2	Zone E3	Zone E4
Up to 10	0	100	400	600	600
Over 10	0	N/A	200	300	300

G3.15 Floodlighting shall be positioned and/or configured so as not to be an unacceptable distraction to road users.

Artificial light has many uses including illumination of hazardous areas; for security lighting; to increase the hours of usage for outdoor sports and recreation facilities; to enhance the appearance of buildings at night.

However, the increased use of lighting can cause problems with the result, that there has been an increase in the number of people adversely affected by lighting and consequently nuisance from lighting. Light in the wrong place at the wrong time can be intrusive.

The following points should be taken into account: -

- Do the lights have to be on all night? For example, over advertising hoardings; the exterior of buildings or empty car parks.
- Only the right amount of light for the task should be installed.
- Make sure that lights are correctly adjusted so that they only illuminate the surface intended.
- To reduce the effects of glare main beam angles of all lights should be below 70 degrees.
- Do not install equipment which spreads light above the horizontal.



G3.16 Street lighting within and associated with development shall be provided in accordance with Norfolk County Council specifications.

Street lighting is a concurrent power of the County, District, Town, and Parish Councils. In most instances street lighting will not be adopted by NCC as LHA unless there are well founded highway safety reasons for its installation.



Whether street lighting is required as part of any new development for amenity reasons will be determined in consultation with the Local Lighting Authority (LLA) which is the District, Town, or Parish Council.

As a general principle Local Authorities in Norfolk seek to minimise light pollution emitted from lighting schemes. The current standard is based on the latest proven technology incorporating LED lighting with the functionality of being able to be controlled by a Central

Management System (CMS).

If the LLA chooses to adopt the lighting scheme its design shall be a matter between the developer and the LLA and only passed to NCC to approve as LHA for inclusion in the Section 38 Road Adoption Agreement. Lighting must however conform to the Footway Standard laid down in Section 270 of the Highways Act 1980.

Wherever possible it is recommended that the principle of street lighting provision on new development should be established as part of the planning application considerations. NCC's street lighting team can provide detailed guidance on the requirements.

G3.17 All overhangs (including structures/beams/cables etc.) shall conform to the height restrictions set by the Local Highway Authority.

Overhanging structures can be licensed by the LHA under Section 178 of the Highways Act 1980. Adherence to the height restrictions stated below ensures that the public's rights of free and safe passage will not be impeded.

- not less than 5.2m over the carriageway.
- not less than 6.75m over the carriageway on those roads designated by National Highways as a 'high load grid route'.
- not less than 3.1m over the footway provided that the apparatus does not come within 1.5m of the edge of the carriageway.
- above a footway and unable to achieve the horizontal distance necessary as given above must conform with the minimum vertical clearances given for carriageways (5.2m or 6.75m).



Exceptions to the criteria set out above will be considered on a case-by-case basis if greater flexibility is sought. For instance, where pedestrian and cycle routes are proposed to pass through buildings, or reduced clearances are sought to get closer to a typical storey height in order to achieve and/or maintain the 'scale' of a particular street.

G3.18 All shop blinds shall be a minimum height of 1.98m above the ground.

The Town Police Clauses Act 1847 requires shop blinds to be a minimum height "in every part" of eight feet (2.4m) above the ground. This requirement was to prevent top hats from being damaged. The Act has not been repealed or replaced. NCC regards this height restriction as being too restrictive. Provided there is at least 6 feet 6 inches (1.98m) height clearance under the shop blind (a height at which the blind can provide effective screening without posing a realistic hazard to the public in general) and there are no other visibility or safety issues attributed to its presence, NCC, as LHA generally takes no action to enforce this section of the Town Police Clauses Act 1847.

For shop blinds in Pedestrian (and Cycle) Zone streets (that are kerbless) the height clearance should be increased to a minimum of 2.4m headroom to enable cyclists to

pass underneath safely and comfortably. In such streets where blinds are approved there should be adequate usable width remaining for passing pedestrian, cyclist or occasional vehicular traffic; where two way cycling occurs this should be a minimum of 4.5m in usable street width and where it is predominantly pedestrian only this can be a minimum of 3m – subject to assessment of the actual levels and nature of traffic experienced that may influence whether a canopy is acceptable or not regardless of minimum remaining widths being achievable.

G3.19 Developments (including accesses/driveways) must provide adequate drainage for surface water.

NCC will resist any development which involves surface water flowing onto the public highway from private accesses or non-highway areas. Standing water must be drained away or it can pose a hazard and carry debris etc. onto the highway to the detriment of highway safety.

G3.20 Disposal of surface water run-off from new highways within residential or commercial development should be through a Sustainable Urban Drainage System (SUDS), which incorporates adequate water quality treatment measures where possible.

Historically run-off water was drained from highways directly to a watercourse, such as a river, through a network of pipes. This means that the water enters the watercourse very quickly. In an urbanised area with a lot of run-off this can lead to flood conditions or pollution when a lot of water enters the watercourse at once.

Urban drainage is changing to balance the impact of drainage on cumulative impacts of flooding.

NCC, seeks to reduce the rate of surface water run-off through the use of Sustainable Urban Drainage Systems, which may incorporate filter strips and swales, filter drains, permeable surfaces, infiltration devices and basins or ponds.

These systems are more sustainable than conventional drainage methods because they: -

- Manage run-off flowrates, reducing the impact of urbanisation on flooding.
- Protect or enhance water quality.
- Are sympathetic to the environmental setting and the needs of the local community.
- Provide a habitat for wildlife in urban watercourses.
- Encourage natural groundwater recharge (where appropriate).



They do this by dealing with run-off close to where the rain falls, managing potential pollution at its source and protecting water resources from point pollution (such as accidental spills).

SUDS that drain highways, should be approved by the adopting authority, including Anglian Water, in consultation with NCC, as LHA. The scheme should be offered solely to the LHA if the drainage system only drains surface water from an adoptable highway. Early engagement is encouraged to discuss options and understand constraints such as buried services, sensitive receiving watercourses/groundwater or potential for vehicle overrun of verges. NCC is open to footways being set back from the carriageway to enable over the edge SUDS to be implemented between a footway and carriageway.

A commuted sum for future maintenance may be required.

G3.21 Private soakaways shall be located so as not to interfere with the stability of highway land.

The design and installation of private soakaways used to drain surface water from properties or private hard standings must take account of the needs of the LHA.

The soakaways must be positioned so as not to interfere with the stability or use of the public highway.

G3.22 Drainage apparatus - distance from buildings/structures/landscaping.

In order to maintain the drainage infrastructure, NCC requires: -

- A minimum of 3m width easement strip free from any obstructions from the extremity of the drainage feature (including SUDS) should be proposed, this will depend on the size or type of feature and the maintenance equipment required to maintain it. Larger easements may be required depending on the size of plant that will be required to maintain it.
- A minimum of 3m easement from the root protection zone (existing or predicted) of any landscaping.
- Maintenance laybys may also be required in some cases.

Exceptions will be considered on a case-by-case basis where the form of development proposed makes achieving this impractical, e.g., a high-density urban development. In these cases, special measures may need to be agreed to protect the apparatus and allow future maintenance.

Unhindered access shall be provided to the adopting authority to enable access to all adoptable drainage, at all times.

Highways Development Management Guidance Note 4: Design and Delivery of Developer Funded Transport Schemes

G4.1 When highway works are required to mitigate the impact of development, the design of such works must be to a standard in keeping with the function of the route onto which the works are planned.

Different roads fulfil different functions, and accordingly the design and delivery of highway infrastructure should not be approached on the basis that 'one size fits all'. Account should be taken of function of the route on which a planned improvement is to take place (as defined in the NRH and the relationship of that route within NCC's adopted 'Mode Hierarchy' (walking, cycling, public transport, taxis, essential motor vehicles and non-essential motor vehicles). Consideration should be given to the route hierarchy as the Principal and Primary routes of the highways network need careful management.

The intention is to ensure that highway works are carried out that are 'fit for purpose' and take into account the function and nature of the route within the context of the duties imposed by the Traffic Management Act, which places a duty on Local Authorities to keep traffic (including pedestrians) moving. There is particular concern about congestion on the Strategic Route Hierarchy road network which will need to be managed during the delivery of schemes NCC is committed to targeting congestion on these roads through a wide range of interventions, such as managing the network more efficiently, signing, encouraging people to choose to walk, cycle or use public transport, or through managing demand (for example, by influencing the number of car parking spaces available) and proactive communication activity. Highway works need to take these factors into account.

All physical works must be compliant with the Equality Act 2010 and the guidance given in the recently updated DfT document Inclusive Mobility.

G4.2 The 'design life' of all new or improved transport infrastructure is dependent upon the function of the route and the context within which that route is considered in transport strategy terms.

The 'design life' for highway infrastructure works is the period of time during which the works are expected to cater for traffic impacts within given capacity thresholds. The time period differs depending upon the classification of the road within the route hierarchy.

G4.3 Development related highway improvements shall be subject to and comply with the recommendations of a road safety audit.

There are four stages within the road safety audit process. These are undertaken during the design phase (Stages 1 & 2), when the improvement is open to traffic (Stage 3) and one year after opening (Stage 4).



A Stage 1 Safety Audit report, including designer's response where appropriate, needs to accompany any planning application which seeks to materially alter the existing highway. In addition, any safety audit accompanying a planning application must have been carried out in accordance with current standards by an independent safety auditor.

A great deal of progress has been made in reducing casualties on Norfolk's roads. There is a need to make sure that the gains made in recent years are built upon by taking every opportunity to ensure that the design of new developments, and any associated off-site infrastructure, promotes highway safety and reduces casualties.

Improving the safety of vulnerable road users, e.g., pedestrians and cyclists (particularly children), can also help to encourage greater use of more sustainable modes of transport, and thus contribute to the achievement of NCC's wider sustainable transport objectives.

To deliver these objectives in the most sustainable way the LHA seeks to be positive and pro-active and that includes working with the private sector at the early stages of the process.

Development Team

NCC has set up a 'Development Team' made up of officers from all service areas within the LHA who assess and give advice on enquiries which could lead to major or complex planning applications. The team includes officer with roles in:

- safety audit
- technical
- safety and traffic management
- transport strategy and policy
- programmes and funding
- environmental
- passenger transport

Development Team meetings are held regularly and are co-ordinated by the relevant Highways Development Management professional, who will ensure the team gives a consistent and comprehensive feedback, quickly and effectively. This should assist developers in submitting a planning application in the most appropriate form and as a result delays in responding to the application should be reduced.

Highways Development Management Guidance Note 5: Agreements, Scale of Charges, Commuted Payments and Fees

G5.1 A legal agreement will be required in order to carry out works on the public highway.

The LHA enters into legal agreements with developers under Section 278 of 1980 Highways Act. This is required to safeguard road users against indiscriminate work on the highway and to ensure the works are completed in accordance with good engineering practice and to adoptable standards. Separate details are provided in respect of new, or alterations to, simple vehicle accesses and Small Highway Works Agreements (SHWA) which cover highway works estimated not to exceed £30,000 in value.



Some charges may be subject to VAT and the NCC Development Management Case Officer will be able to advise in that respect.

Types of Agreement

NCC does not generally permit developers to prepare detailed design, or construct works on the public highway that include traffic signals the Strategic Route Hierarchy, or on other areas of the highway that involves complex engineering solutions and/ or difficult traffic and pedestrian management. Such schemes would require a Highway Authority Design and Build Agreement (HADBA).

Where improvements are to be carried-out on roads forming part of the Strategic Route Hierarchy (SRH), if the works are not considered to be complex, NCC may permit the developer to prepare the detailed design and/or carry out the works. Each proposal will be considered on an individual basis.

For these purposes the SRH is defined as all Principal and Major Route Network roads, certain Main Distributor roads together with those roads defined under the New Roads and Street Works Act as 'Traffic Sensitive', 'Street with Special Engineering Difficulty' or 'Protected Street'.

The available Section 278 Agreement types are: -

- Highway Authority Design and Build Agreement (HADBA)
- Highway Authority Design and Developer Build Agreement (HADDBA)
- Developer Design and Highway Authority Build Agreement (DDHABA)
- Developer Design and Build Agreement (DDBA)

HADBA offers a 'one-stop' shop with NCC doing all of the work for the developer. Duplication of effort is avoided, and the developer will save any costs associated with NCC checking the scheme if a Consulting Engineer had been employed to produce the design, or any additional fees payable for NCC to oversee the Contractor on site. The Engineering solution will be compliant

to NCC requirements and the quality of the construction works guaranteed, with no 12 month maintenance period.

All schemes regardless of delivery mechanism will require a Stage 3 Safety Audit following completion. The audit is necessary to ensure that the built scheme does not introduce safety hazards to users of the public highway. The outcome of the Audit may require additional works even if the scheme has been built in accordance with the drawings as designed and/or approved by NCC.

The Agreement types comprise permutations of the following: -

Highway Authority Design

NCC prepares the detailed design of the works, providing the required documentation to enable procurement of construction works through existing frameworks.

NCC will routinely involve its Environment team, together with that of the relevant District or Borough Council who are able to guide and assist on relevant environment issues.

Developer Design

The developer, or their consultant prepares the detailed design for the works. The design will need to be vetted by NCC and may require alterations to achieve technical approval.

Safe methods of construction and traffic management must be considered by the designer, and the Construction (Design & Management) Regulations 2007 complied with where applicable. Early contractor involvement in the design process is strongly recommended.

NCC has recently revised its processes around technical checking to improve outcomes. This provides indicative timescales, access to standard details, and guidance on (often contentious) offline roundabout design. It also, crucially, relies on developer submissions to be of good quality to reduce the iterative process of repeat clarifications and amendments to achieve approval.

To enable NCC, as the LHA, to have confidence that buildability issues have been considered during the design process, the designer will be required to submit a statement to confirm that safe methods of construction and traffic management have been considered.

Highway Authority Build

NCC will procure and supervise the construction of an approved design on the developer's behalf. It is often possible for this to be either through NCC's Strategic Partner, or through the Eastern Highways Alliance (EHA).

Developer Build

The developer arranges construction of the scheme by an NCC approved contractor, in accordance with the approved drawings and under supervision of NCC staff.

However, ultimate control of the highway works will rest with NCC via the procedures set out in the legal Agreement.

PLEASE NOTE: If contractual difficulties are to be avoided, it is recommended that the names of potential main contractors are submitted to NCC, for approval using a Pre-Qualification Questionnaire (PQQ) before tenders are sought. Contractors need to supply evidence of a minimum £20m Public Liability Insurance and Supervisor & Operatives' Street Works Accreditation.

Abortive Cost Agreements (ACA)

All Section 278 Agreements (other than the shortened proforma SHWA) will require an Abortive Cost Agreement to be completed and a deposit paid before any work by NCC (including meetings, design checking or initiating design work) can be undertaken. The ACA is simply an agreement that a developer will cover NCC's reasonable costs in considering or taking forward a proposal. A financial deposit is required on signing the ACA and reasonable costs incurred by NCC will be deducted from the deposit. Account details are made available and if at any time it is decided not to progress the works for any reason, all unspent monies will be returned with a full and final account.

Small Highway Works Agreements (SHWA)

Small scale works on non-strategic routes, the estimated value of which does not exceed £30,000, can usually be carried-out under cover of a simple agreement known as a SHWA (a form of a Section 278 Agreement) which can also include the dedication of land for highway purposes. At the discretion of NCC works whose value marginally exceeds £30,000 may also be carried out under a SHWA but only when the deposit reflects the value of the works.

The developer is responsible for submitting detailed drawings and where appropriate a Stage 2 Safety Audit report for the scheme. NCC will then consider and approve the detailed design. NCC will also liaise with the developer concerning the approval of the chosen contractor and programme of works.

It should be noted that only contractors approved by NCC may undertake works within the highway. In cases where the works involve land outside the confines of the highway boundary, the developer will be asked to supply proof of title to the necessary area. This land will be dedicated as public highway on commencement of the works.

NCC requires an administration fee to cover costs associated with this process (administration, technical vetting, supervision fees), together with an upfront refundable cash deposit. The value of the deposit is normally £5,000 for smaller scale schemes and either £10,000 or £15,000 for the higher value schemes depending on the work involved. However, where a scheme is particularly complex or contentious, a larger deposit may be required. An additional fee may be required for technical vetting of structures i.e., if the works include features such as culverts, or retaining walls.

It should be noted that more complex schemes delivered under a SHWA will be subject to a Stage 3 Safety Audit which will be arranged by NCC and this could require remedial works linked to recommendations even if they have been constructed in accordance with the approved drawings.

NCC may be able to assist with design and/or delivery of the works and would be pleased to provide an appropriate quote upon request.

G5.2 A commuted sum will be payable in respect of the future maintenance costs associated with additional highway infrastructure.

NCC has formalised the practice of requiring developers to pay a commuted sum for the additional maintenance costs resulting from development related highway improvements. Such payments are required where a change occurs on the network to facilitate development that would not otherwise be required.

Different types of highway infrastructure can increase maintenance liability in different ways. In addition to the immediate maintenance needs (such as grass cutting, gully emptying, sign cleaning, winter maintenance, energy costs for illuminated signs, street lighting and traffic signs) many schemes or access strategies often involve the use of features and materials which significantly increase the cost of maintenance. For example, there is often a need to refurbish road markings at more frequent intervals, coloured surfacing is costly to restore because of the small quantities involved. Energy costs are also increased especially where traffic-calming features require additional lighting. Different drainage solutions will have different commuted sums that could influence choices.

To address the particular needs of individually assessing the likely increased maintenance costs arising from development highway schemes, NCC has adopted the principles contained in the Association of Directors of Environment, Economy, Planning & Transport (ADEPT), (formerly the County Surveyors Society) document Commuted Sums for Maintaining Infrastructure Assets a copy of which can be found on our website at www.norfolk.gov.uk. Our supporting protocol sets out the assessment criteria, the length of time over which contributions towards maintenance costs will be sought, and the method by which the commuted sum payable by the developer will be calculated.

For further advice on this matter please contact Highways Development Management on 0344 800 8020, or developer.services@norfolk.gov.uk.

G5.3 All costs associated with highway services provided to developers shall be recovered in line with our published fees and charges.

To safeguard the Council Taxpayers of Norfolk from incurring unnecessary financial burden - legal; administrative; and staff costs incurred by NCC may be recharged to developers or their agents. These fees and charges are benchmarked both regionally and nationally to ensure a fair and consistent approach.

NCC also charge for pre-app advice for major developments. Appendix B covers the proposed scales of development, associated fees and type of advice for major developments including Minerals and Waste.

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Appendices



Appendix A: Transport Assessment / Transport Statement / Travel Plan thresholds

Thresholds Based on Size or Scale of Land Use

No	Land use	Use/Description of Development	Size	No assessment	TS	TA/TP
1	Food retail	Retail sale of food goods to the public- food superstores, supermarkets, convenience food stores	GFA	<250 sq.m	>250 <800 sq.m	>800 sq.m
2	Non-Food retail	Retail sale of non-food goods to the public; but includes sandwich bars- sandwiches or other cold food purchased and consumed off the premises, internet café.	GFA	<800 sq.m	>800 <1,500 sq.m	>1,500 sq.m
3	Financial and Professional Services	Financial services- banks, building societies and bureaux de change, professional services (other than health or medical services)- estate agents and employment agencies, other services- betting shops, principally where services are provided to visiting members of the public	GFA	<1,000 sq.m	>1,000 <2,500 sq.m	>2,500 sq.m
4	Restaurants and Cafes	Restaurants and cafes- use for the sale of food for consumption on the premises, excludes internet cafes.	GFA	<300 sq.m	>300 <2,500 sq.m	>2,500 sq.m
5	Drinking Establishments	Use as a public house, wine-bar or other drinking establishment.	GFA	<300 sq.m	>300 <600 sq.m	>600 sq.m
6	Hot food takeaway	Use for the sale of hot food for consumption on or off the premises.	GFA	<250 sq.m	>250 <500 sq.m	>500 sq.m
7	Business	(a) Offices other than (financial and professional services) (b) Research and Development- laboratories, studios (c) Light industry	GFA	<1,500 sq.m	>1,500 <2,500 sq.m	>2,500 sq.m

No	Land use	Use/Description of Development	Size	No assessment	TS	TA/TP
8	General Industrial	Most General Industry	GFA	<2,500 sq.m	>2,500 <4,000 sq.m	>4,000 sq.m
9	Storage or distribution	Storage or distribution centres- wholesale warehouses, distribution centres and repositories	GFA	<3,000 sq.m	>3,000 <5,000 sq.m	>5,000 sq.m
10	Hotels	Hotels, boarding houses and guest houses, development falls within this class if 'no significant element of care is provided.'	Bedroom	<75 bedrooms	>75 <100 bedrooms	>100 bedrooms
11	Residential institutions- hospitals, nursing homes	Used for the provision of residential accommodation and care to people in need of care.	Beds	<30 beds	>30 <50 beds	>50 beds
12	Residential institutions- residential education	Boarding Schools and training centres	Student	<50 students	>50 <150 students	>150 students
13	Residential institutions- institutional hostels	Homeless shelters, accommodation for people with learning difficulties and people on probation	Resident	<250 residents	>250 <400 residents	>400 residents
14	Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes- students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community	Dwelling unit	<50 units	>50 <100 units	>100 units

No	Land use	Use/Description of Development	Size	No assessment	TS	TA/TP
15	Non- residential institutions	Medical and health services- clinics and health centres, creches, day nurseries, day centres and consulting rooms (not attached to the consultant's or doctor's house), museums, public libraries, art galleries, exhibition halls, non- residential education and training centres, places of worship, religious instruction and church halls.	GFA	<500 sq.m	>500 <1,000 sq.m	>1,000 sq.m
16	Assembly and leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos. Other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms.	GFA	<500 sq.m	>500 <1,500 sq.m	>1,500 sq.m
17	Others	For example: stadium, retail warehouse clubs, amusement arcades, laundrettes, petrol filling stations, taxi businesses, car/vehicle hire businesses and the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders' yards, garden centres, POs, travel and ticket agencies, hairdressers, funeral directors, hire shops and dry cleaners.	TBD	Discuss with appropriate Highway Authority	Discuss with appropriate Highway Authority	Discuss with appropriate Highway Authority

Thresholds Based on Size or Scale of Land Use

No	Other considerations	TS	TA	TA/TP
1	Any development that is not in conformity with the adopted development plan	No	No	Yes
2	Any development generating 30 or more two-way vehicle movements in any hour	No	Yes	No
3	Any development generating 100 or more two-way movements per day	No	Yes	No
4	Any development proposing 100 or more parking spaces	No	Yes	No
5	Any development that is likely to increase accidents or conflicts among motorised users and non-motorised users, particularly vulnerable road users such as children, disabled and elderly people.	No	No	Yes
6	Any development generating significant freight or HGV movements per day, or significant abnormal loads per year.	No	Yes	No
7	Any development proposed in a location where the local transport infrastructure is inadequate- for example, substandard roads, poor pedestrian/cyclist facilities and inadequate public transport provision.	No	Yes	No
8	Any development proposed in a location within or adjacent to an Air Quality Management Area (AQMA).	No	Yes	No

Appendix B: Pre-Application Charges for Major Developments and Minerals and Waste

Type of advice and category of development	10-49 dwellings and/or 1000-2499 sqm commercial	50-249 dwellings and/or 2,500 to 5,000 sqm commercial	250 – 500 dwellings and/or 5,000+ sqm of commercial	501 – 999 dwellings	1,000+ dwellings	Care Provision (up to 100 units)
Pre- application written advice	£250	£350	£450	£550	To be agreed on a case-by-case basis	£300
Pre- application written advice and a meeting (no more than one hour long up to 250 dwellings and care provision and no more than 2 hours long over 250 dwellings)	£350	£575	£750	£950	To be agreed on a case-by-case basis	£375
Assessment of scoping study for a TS or TA (cost in addition to the advice above)	£350	£475	£650	£650	To be agreed on a case-by-case basis	£375
Review of a TS (cost in addition to the advice above)	£850	£1,500	Not applicable	Not applicable	Not applicable	£1,250
Review of a TA (cost in addition to the advice above)	Not applicable	£1,500	£2,500	£3,000	To be agreed on a case-by-case basis	Not applicable
Additional work	£85 per hour	£85 per hour	£85 per hour	£85 per hour	£85 per hour	£85 per hour

Type of Advice	Minerals related development with an application site up to 14.9ha Waste development of up to 49,999 tonnes per year	Minerals related development with an application site of more than 15ha Waste development of more than 50,000 tonnes per year
Informal advice – without a site meeting/ site inspection.	£170	£340
Site meeting and/or on-site route assessment (additional to above)	£85 flat rate	£85 flat rate

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Draft Parking Guidelines for new developments in Norfolk

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Revised May 2022

www.norfolk.gov.uk



Norfolk County Council

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If you need this document in large print, audio, Braille, alternative format or in a different language please contact Norfolk County Council on 0344 800 8020, text relay 18001 0344 800 8020 or developer.services@norfolk.gov.uk and we will do our best to help.



Definitions

- Gross Floor Area (gfa): Gross Floor Area (gfa) is ascertained by the external measurement of the building. Corridors, stairwells, sanitary accommodation, etc. are included within this measurement.
- Staff: the maximum number of people on duty in any shift period.

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Introduction

The purpose of this document is to provide a consistent set of parking guidelines for application within new developments throughout Norfolk. Local Planning Authorities will need to include policy in their Local Plans to determine local parking guidelines and a policy context for their application. These policies will accord with Government advice, Regional Planning advice, Structure Plan policies and other relevant transport policies and strategies. **It is expected that Local Planning Authorities will refine and modify the parking guidelines in their Local Plans to reflect local circumstances. Please be aware that district authorities in Norfolk may have their own parking standards.**

The guidelines cover those vehicular modes of transport commonly in use, e.g. bicycles, powered two wheelers, cars, buses, coaches, servicing vehicles and electric vehicles.

Generally, developers should not be expected to provide more spaces than they themselves wish but sufficient spaces must be provided to avoid on-street parking and road safety problems as well as fully catering for disabled drivers and/or disabled passengers and non-car modes. Sufficient spaces must be provided for development in areas of poor accessibility to public transport where the car will continue to be the dominant form of transport.

New development should contain all its associated parking and servicing requirements within the curtilage of the development site and allow vehicle access and egress to and from the adjacent public highway in forward gear. All parking and servicing areas should be available for use at all times and in all weather conditions. Local Planning Authorities will be expected to condition non-residential planning permissions to prevent the obstruction of parking and servicing areas. On-site storage of materials and waste is a frequent reason for obstruction of parking and servicing areas.

The Parking Guidelines document is part of a suite of transport policy and guidance documents that sit below the Local Transport Plan. The Norfolk Local Transport Plan describes the council's strategy and policy framework for transport and is used as a guide for investment priorities as well as being considered by other agencies when determining their planning or delivery decisions. The Local Transport Plan strategy covers the period 2020-2036.

This document is split into three sections:

1. Parking guidelines
2. Vehicle modes
3. Land use classes

This document will be reviewed every two years or sooner if there are significant policy changes.

Parking Guidelines

Retail

Shops include: Hairdressers, Undertakers, Travel and Ticket Agencies, Post Offices, Pet Shops, Sandwich Bars, Domestic Hire Shops, Dry Cleaners and Funeral Directors etc.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

The development may require a condition or a section 106 agreement limiting the retail use to suit the available parking.

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Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Shops (Less than 1,000sqm)	1 space per 30sqm (covered & uncovered areas)	2 spaces per 200 m2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicles bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total Capacity
Non-food retail (1,000sqm and above)	Covered area = 1 space per 20sqm plus Uncovered areas = 1 space per 30sqm	2 spaces per 200 m2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicles bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total Capacity
Food retail (1,000sqm and above)	1 space per 14sqm	2 spaces per 200 m2	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total Capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Garden Centres	1 space per 40sqm (retail area covered and uncovered)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total Capacity
Car Boot Sales	Dependent upon individual requirement (in region of 1 space per stall/ pitch for sellers plus 3 spaces per stall /pitch for customers)	4 spaces per 500sqm gross display area	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Shopping Centres & large Dept. Stores	Considered individually as part of a transport assessment.	Considered individually as part of a transport assessment.	Considered individually as part of a transport assessment.	Considered individually as part of a transport assessment.

Financial and Professional Services

Financial and professional services include: Banks, Building Societies, Estate and Employment Agencies, Professional and Financial Services and Betting Offices.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Banks & Building Societies etc	1 space per 20 sqm	2 spaces per 300 m ²	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle spaces or less = 1 bay or 6% of total capacity, whichever is greater. Over 200 vehicle spaces = 6 bays plus 2% of total capacity

Restaurants, Cafes and Drinking Establishments

Places where the primary purpose is the sale and consumption of food and light refreshment on the premises.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Restaurants Snack bars & Cafes Excluding Transport cafes	1 space per 2 seats Plus 1 space per 5sqm of the public floor area (to represent bar use)	1 space per 100sqm for staff plus 1 space per 100sqm for customers	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater Over 200 vehicle bays = 4 bays plus 4% of total capacity
Transport Cafes	1 lorry space per 2 sqm	1 space per 200 m2	Not applicable	Not applicable
Public Houses & Wine Bars Excluding Nightclubs	1 space per 5sqm public areas	1 space per 100sqm for staff plus 1 space per 100sqm for customers	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Fast food drive-through takeaway	The level of provision is heavily dependent on the operator. Individual assessments should be carried out for developments of this type which must include an adequate assessment of queue lengths and provision for staff parking.	The level of provision is heavily dependent on the operator. Individual assessments should be carried out for developments of this type which must include an adequate assessment of queue lengths and provision for staff parking.	The level of provision is heavily dependent on the operator. Individual assessments should be carried out for developments of this type which must include an adequate assessment of queue lengths and provision for staff parking.	The level of provision is heavily dependent on the operator. Individual assessments should be carried out for developments of this type which must include an adequate assessment of queue lengths and provision for staff parking.
Hot food takeaway Excluding drive-through	1 space per 3sqm of the public area	1 space per 100sqm for staff plus 1 space per 100sqm for customers	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Business Use

Business includes: Offices, Research, Light Industry, Storage and Distribution.

HGV parking provision should be based on operational requirements. Consideration should also be given to the requirement for any overnight parking and facilities.

There is an increasing trend for developments with a retail element where there is the option for customers to visit a counter at the premises and make purchases. For developments such as this, additional customer parking should be allocated, for the floor space that has public access.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

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Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Offices, Research & Light Industry	1 space per 30sqm	1 space per 100sqm for staff plus 1 space per 200sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
General Industrial	1 space per 30m2	1 space per 250sqm for staff plus 1 space per 500sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
Storage and Distribution (includes open air storage)	1 space per 150sqm	1 space per 500sqm for staff plus 1 space per 1000sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
Storage and Distribution with retail element	1 space per 150sqm +1 space per 20sqm retail area for customer parking	1 space per 500sqm for staff plus 1 space per 1000sqm for visitors	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Hotels and Hostels

Hotels and Hostels include: Motels, Boarding or Guest Houses where no significant element of care is provided.

The modern-day hotel is seldom used solely as a hotel and often offers multifunctional amenities such as conference facilities, restaurants and gyms. These multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses when considering the potential for cross-visitation.

In all cases adequate provision should be made for the parking and turning of service vehicles off the highway.

A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. The Council may require that such car parking facilities are under the control of the Local Authority. This may necessitate the applicant entering into an agreement with the Local Authority to provide a commuted lump sum.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Hotels, Motels, Boarding Houses & Guest Houses	1 space per Bedroom plus 1 space per full time equivalent	1 space per 5 staff plus 1 space per 10 bedrooms	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Hostel	1 space per full time staff equivalent	Individual merits	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater. Over 200 vehicle bays = 4 bays plus 4% of total Capacity.

Health Provision

Health Provision includes: Residential Care Homes, Hospitals, Health Centres, Surgeries and Day Care Centres.

With regard to Hospital parking, it should be acknowledged that particular needs of hospitals arising from their 24-hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly.

The impact of hospital parking on the surrounding area should be considered and if necessary, provide appropriate traffic management measures (e.g. resident parking scheme) to prevent illicit parking on neighbouring streets by people travelling to the hospital site. Travel plans for staff, patients, and visitors play an important role in traffic reduction and especially encourage modal shift for staff.

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Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Residential Care Home	1 space per full time equivalent staff + 1 visitor space per 3 beds	1 space per 5 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	Dependent on individual merit, although expected to be significantly higher than business or recreational requirement
Hospitals	To be considered on a case by case basis	1 space per 4 staff Visitors - to be considered on a case by case basis	1 space + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	Dependent on individual merit, although expected to be significantly higher than business or recreational requirement
Health Centres and Surgeries (eg dentist, chiropodist & doctors etc)	1 space per full time equivalent staff + 2 per consulting room Plus ambulance space	1 space per 4 staff plus 1 space per consulting room	1 space + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	Dependent on individual merit, although expected to be significantly higher than business or recreational requirement
Day care centres (non-residential)	1 space per full time equivalent staff + 1 space per 4 persons attending Plus drop off/pick up facilities for clients	1 space per 4 staff	1 space + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater

Secure Residential Accommodation

Secure Residential Accommodation includes use as a: Prison, Young Offenders Institution, Detention Centre, Secure Training Centre, Custody Centre, Short-Term Holding Centre, Secure Hospital, Secure Local Authority Accommodation and Military Barracks.

These guidelines must be flexible and applications should be looked at on a case-by-case basis.

Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Secure Residential Institution	1 space per full time equivalent staff, Visitor – individual merit	1 space per 5 staff plus Visitor space on individual merit	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Residential Dwelling Houses

Residential Dwelling Houses include: Family houses, including a household where care is provided for residents, Houses in Multiple Occupation and Retirement Homes.

Dwellings are predominantly travel origins as opposed to destinations. Previously parking guidelines have attempted to reduce car use by restricting parking spaces at origin and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore, parking guidelines for origins should be used as a minimum standard. Reductions of the vehicle standard may be considered if there is development within an urban area (including town centre locations) that has good links to sustainable transport.

Part M Building regulations, 2.12 and 3.12 provide further statutory guidance.

For travel destinations the standard will continue to be a maximum.

Flats and Houses are to be treated the same.

Standards exclude garages under 7m x 3m (internal dimensions) as a parking space but can include undercroft parking and car ports providing, they have no other use.

Mobility Scooter spaces should be secure and covered with charging facilities.

Cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development.

In relation to retirement accommodation for the over 55's. Many residents are car owners and parking should be provided for each unit unless there is the evidence base to support a reduction in the standard. The age restriction of 55 years offers no barrier to driving. People over 55 years still have active lifestyles in which mobility and access play a major role. They are used to the convenience and flexibility which the car provides in order to maintain that lifestyle. This is the essence of what has been called automobility and there is no realistic expectation that over 55's in a rural area will give up using a car.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
1 bedroom unit	1 space per dwelling	2 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	Not applicable	Dependent on individual merit
2- or 3-bedroom unit	2 spaces per dwelling	2 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	Not applicable	Dependent on individual merit
4 or more-bedroom unit	3 spaces per Dwelling	2 secure covered space per dwelling. None if garage or secure area is provided within curtilage of dwelling	Not applicable	Dependent on individual merit
Houses in multiple occupation (HMO)	0.5 space per bedroom rounded up to the nearest whole number	1 space per bedroom	Not applicable	Dependent on individual merit

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Retirement Housing (e.g. warden assisted independent living)	1 space per Dwelling 0.25 spaces per dwelling (unallocated) for visitors	2 space per 8 units (visitors)	1 space per 2 dwellings for mobility scooters	Dependent on individual merit

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Education

Education includes: Crèches and Nursery Schools, Primary and Secondary Schools, Further and Higher Education and residential education.

Where a crèche is located at a school, the parking standards for a crèche is added to the school's requirement.

A lower vehicle provision may be appropriate for educational establishments in an urban location where there is good access to alternative forms of transport to allow sustainable travel.

The relationship between a school and the residential area is important and falls within the operational requirements of the school. Schools should represent the heart of the community and community facilities should be considered within the school site.

Special schools can be varied in their requirements and should be looked at on their own merits. Special Schools parking/drop off arrangements must be taken into consideration as generally extra staff are required and most pupils/students arrive by taxi or car.

Coach parking and facilities must be considered.

In relation to primary schools there should be 1 scooter space per 10 pupils.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Crèches and Nursery Schools	1 space per full time equivalent staff + 1 space per classroom Plus drop off/pick up facilities for clients	1 space per 5 staff plus 1 space per 30 child places	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on individual merit, although expected to be significantly higher than business or recreational requirement
Primary & Secondary Schools	1 space per 1 full time teaching staff + 1 space per 1 space per classroom Plus provision for public/school transport	1 space per 5 staff plus 1 space per 6 pupils (secondary only) 1 space per 10 pupils (for Primary)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater
Further & Higher Education	1 space per 2 teaching daytime staff + 1 space per 15 students for student parking Plus provision for public/school transport	1 space per 5 staff plus 1 space per 3 pupils	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Residential Education – Primary & Secondary	1 space per full time equivalent staff	1 space per 5 staff + 1 space per 3 Students	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater
Residential Education – Further & Higher	1 space per full time equivalent staff + 1 space per 5 students	1 space per 5 staff + 1 space per 3 Students	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater

Places of Assembly and Leisure

Places of Assembly and Leisure includes: Places of Worship, Art Galleries, Museums, Exhibition Halls, Libraries, Community Centres, Village Halls, Theatres, Bingo Halls, Cinemas, Conference Centres, Gyms, Sports Halls, Swimming Pools, Team sports (outdoor sports pitches), Golf Clubs, Golf Driving Range, Other Sports facilities, Marina, Stadia and Nightclubs.

Sports England provides some further car park and landscape design guidance around accessible parking provision for sports facilities.

Coach parking and facilities must be considered. Multifunctional uses must be considered per individual class use and adequate parking allocated to encompass all uses, when assessing the parking requirements of a development, considering cross visitation. A lower provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities.

For stadia, sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.

If conference facilities are in rural/semi-rural locations, standards should be considered on individual merits, subject to a Transport Assessment.

For theatres shared parking for evening events should be considered on daytime parking sites and adequate coach parking should be considered.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Places of worship	1 space per 10sqm or 1 space per 5 fixed seats	1 space per 5 seats	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	1 bay or 6% of total capacity, whichever is greater
Art Galleries, Museums & Exhibition Halls	1 space per 30sqm plus coach drop-off/ pick up point	1 space per 4 staff plus visitor parking (individual merits)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Libraries	1 space per 30sqm + space for mobile library van as appropriate	1 space per 4 staff plus visitor parking (individual merits)	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Theatres & Bingo Halls	1 space per 22sqm plus coach drop-off/ pick up point	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Cinemas	1 space per 5 fixed seats plus coach drop-off/ pick up point	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Conference Centres	1 space per 5 fixed seats plus coach drop-off/ pick up point	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Swimming Pools	1 space per 10sqm of public area plus bus coach drop-off/pick up	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Team sports (outdoor sports pitches)	20 spaces per pitch plus 1 space per 10 spectator seats 1 coach space per 4 pitches	10 spaces plus 1 space per 10 vehicle spaces	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Golf Clubs	3 spaces per hole + 1 space per 22sqm of any clubhouse	Individual merit	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Other Sports facilities	Individual merit	Individual merit	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Marina	1 space per 2 mooring berths	1 space per 10 moorings	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Stadia	1 space per 15 spectators	10 spaces plus 10% of vehicle parking provision	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Nightclubs	1 space per 50sqm	1 space per 4 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity

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Motor Trade

Motor Trade includes: Fuel Stations, Motor Vehicle Service Centres (including MOTs) and Motor Vehicle Showrooms.

For Motor Vehicle Showrooms show areas should include space inside and outside, used for the display of cars. Layout must be considered for car transporters to load/unload off the highway.

For Petrol Filling Stations consideration should be given to the layout of the forecourt to include allowance for loading, unloading and turning of delivery vehicles and ATM (if present) users.

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Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Fuel Station	1 space per 20sqm retail space	1 space + 1 space per 5 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 3 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 4 bays plus 4% of total capacity
Motor Vehicle Service Centres (including MOTs)	1 space per full time staff equivalent + 1 space per 35sqm	1 space per 5 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity
Motor Vehicle Showrooms	1 space per 45sqm show area	1 space per 5 staff	1 space, + 1 per 20 car spaces (for 1st 100 car spaces) then 1 space per 30 car spaces (over 100 car spaces)	200 vehicle bays or less = 2 bays or 6% of total capacity, whichever is greater, Over 200 vehicle bays = 6 bays plus 2% of total capacity

Miscellaneous

When a use forms part of a shared use facility, parking guidelines must be looked at for all uses and the appropriate amounts supplied. For example, when conference facilities are included in a hotel facility, appropriate parking guidelines must be applied for each use. However, cross-visitation must be considered.

Land Use	Vehicle	Cycle	Powered two-wheeler	Accessible parking
Bus Stations	None unless justified	5 spaces per bus bay	Individual merit	Individual merit

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Vehicle modes

Cycle Parking

Cycling is encouraged as a sustainable travel mode and a healthy lifestyle option. Cycle parking will therefore need to be provided at all new development. The standards are the minimum provision that should be made.

The provision of convenient secure parking and related facilities is fundamental to attracting modal shift to cycling. Cycle theft and fear of cycle theft are major deterrents to increased cycle usage. Providing secure cycle parking is a key factor in deterring both opportunistic and organised cycle thefts. In addition to the provision of secure cycle parking developers will be expected to provide for the additional needs of cyclists such as lockers, changing and shower facilities as appropriate to the development.

The type of facilities provided is dependent mainly upon the expected duration of anticipated cycle parking. The cycle parking standards within this document have been divided into two categories:

- Visitors: Short stay up to 4 hours
- Staff or residents: Medium to long stay over 4 hours

Location and Design

When considering the location and design of cycle parking facilities various requirements should be investigated:

General requirements for all facilities are set out below along with location requirements:

- Should not present a hazard to pedestrians (especially those who are pushing prams or wheelchairs, have impaired vision/mobility or are frail) as well as cyclists both in terms of location and personal injury. Guard railing/barriers for the safety of people with sight loss/vision impairment may be required.
- In well-used thoroughfare, have a warning surface surrounding the facility to aid those whose sight is impaired.
- Enhance, or at least blend into, the surroundings to demonstrate the benefits of catering for cycles.
- Be more convenient than car parking, so that motorists are encouraged to cycle, especially for short journeys.
- Have appropriate surveillance such as CCTV.
- Be kept clean, tidy under cover with a lock for access.
- Be where motor vehicle access is limited to reduce risk of organised theft.

Essential cycle parking requirements for **visitors** are:

- Near to entrance
- Weather protection
- Passing Surveillance
- Good lighting
- Obvious and well signed
- Clear, unobstructed cycle route to parking facility

Desirable requirements are:

- Visible and attractive
- CCTV / High level security
- Off street with controlled access (e.g., cycle lockers or secure compound)

Essential cycle parking requirements for **residents or staff** are:

- Weather protection
- Passing Surveillance
- Good lighting
- CCTV / High level security
- Off street with controlled access (e.g., cycle lockers or secure compound)
- Obvious and well signed
- Clear, unobstructed cycle route to parking facility

Desirable requirements are:

- Near to entrance
- Visible and attractive

Parking equipment requirements

Parking equipment should be: -

- Easy to use
- Support cycles without damage
- Vandal proof
- Good finish, clean with no sharp edges.
- Allow cyclists to use their own locks.

The 'Sheffield' design of cycle stand (Figure 1 and 2) is the preferred stand for cyclists. They provide two parking spaces per stand and meet the above requirements. The shape of the stand could have an 'art' influence or utilise the shape of the company logo if the above, basic requirements are not compromised. Cycle stands do not have to be in serried lines but can be echelon, snake circle, semi-circle patterns. Other types of cycle stand can be considered on their merits but those that support or grab just the wheel are not suitable.

Where both staff and visitors share the stands, the visitors' stands should be clearly signed.

A shelter for the stands is an essential facility. These are available 'off the shelf' in a range of designs. Those with clear roofs offer a light, airy, non-intrusive feel. They utilise natural light and other illumination sources. The use of art intervention or architectural designs can enhance the appearance of both the shelter and building.

Security is a major factor to consider in the location of any cycle parking facility. For staff that generally leave their bikes unattended for long periods of time greater security is required. Lockers or secure compounds offer this but visibility and passing surveillance are just as important. Where there is expected to be little passing surveillance CCTV should be provided.

Visitors generally want a short-term facility. This should be easy to use in a convenient location to the main entrance and subject to passing surveillance.

Routes to the parking facility should be direct and clearly signed within the development. Wide footways should be constructed for shared use paths and these should have priority over motor vehicles where possible. Routes that involve using roads within the development should have some form of traffic calming to reduce traffic speeds.

Retail stores have the problem of shoppers' trolleys finding their way into the cycle shelter. This must be avoided by careful positioning of trolley and cycle parking facilities.

Cycle parking for individual residential dwellings can normally be provided within the curtilage of the dwelling (e.g. in a garage, garden shed etc). For flats, maisonettes, dwellings with no garden, garage or only communal areas dedicated facilities will be required for both visitors and residents.

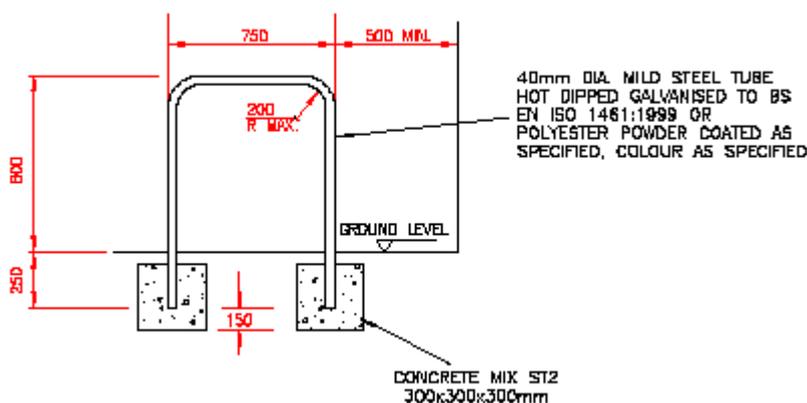


Figure 1: Cycle Parking - Minimum Dimensions "Sheffield" Type Cycle Stand

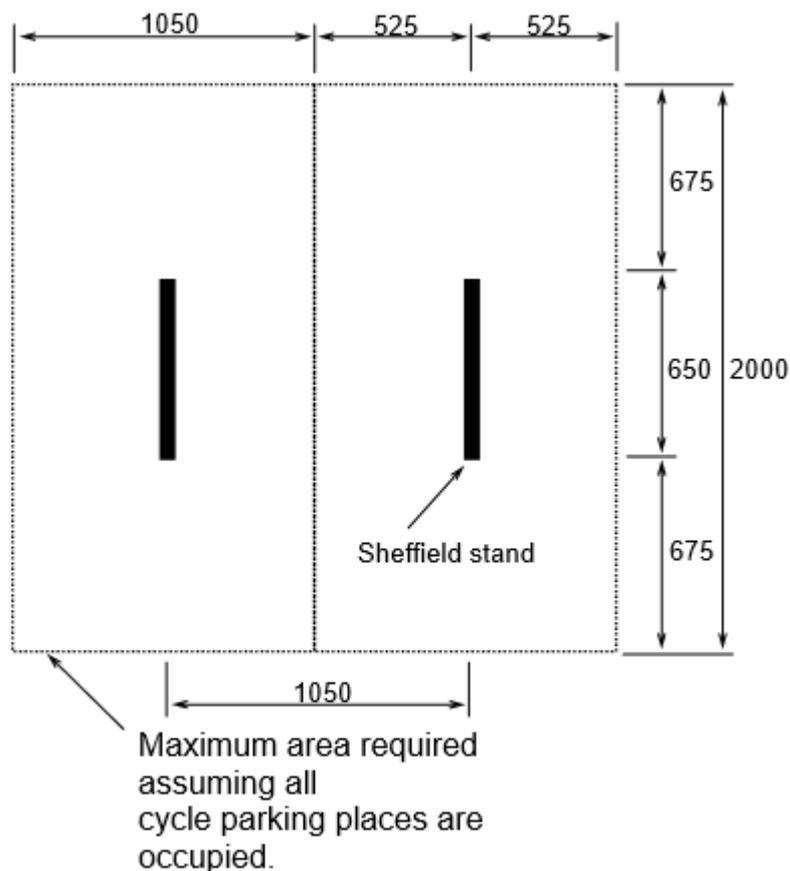


Figure 2: Minimum Dimensions for 90-degree angled parking

Accessible parking provision

The integration of disabled people is encouraged, and therefore a minimum specific car-parking requirement is included for disabled people. This requirement will be at least 6% of the car parking standard. All parking areas will have at least one space for disabled people. Accessible parking allocations may be altered depending on specific circumstances. The requirement for parking provision for disabled people does not apply to residential development except where communal parking areas are used.

Accessible parking spaces should be located close to an accessible entrance, preferably the main entrance and not more than 50m from the designated parking spaces and at an acceptable gradient. Suitable parking surface materials should also be used to strengthen consideration for disabled people.

Further information can be found in Building Regulations, Part M. The section on access to buildings other than dwellings sets out the size and layout of accessible parking spaces and should be referred to for the current guidance. Further detailed guidance for best accessibility can be found in BS8300.

Parking Provision for Powered Two Wheelers

Motorcycles, mopeds and scooters are collectively described as Powered Two Wheelers (PTWs). There are a number of benefits that accrue from the use of PTWs. Motorcycling is a convenient form of personal transport for some, causes less congestion, uses less parking space than other motor vehicles and generally produces less air pollution.

Provision should be made for safe, secure, and convenient parking in new developments. Spaces should be in well-lit locations and sheltered wherever practicable. They should be flat and level, and firm enough to prevent stands sinking into the ground. Consideration should also be given to appropriate fixtures to which machines may be locked and secured. It is also desirable to minimise four-wheeled vehicular access to such areas to help reduce the ease of theft.

A single parking space should measure a minimum of 2.5m x 1.2m. Designated PTW parking spaces should be provided in new developments at the rate of 1 PTW space per 20 car-parking spaces (at the maximum car standard) with a minimum of 1 space. In addition to the provision of secure parking developers will be expected to provide for the additional needs of PTW users such as lockers, changing and shower facilities as appropriate to the development. The requirement for PTW parking spaces does not apply to residential development except for where communal parking areas are used.

Bus and Coach Pick-up and Drop-off Points

Spaces allocated for buses and coaches should be capable of accommodating the maximum dimensions of the largest public service vehicle currently permitted under British legislation. Where pick-up/drop-off is in a designated bus bay set into the kerb/footway, or immediately between designated car parking areas on the highway, make allowance for adequate space for entry and exit taper.

- Touring coach: length 12.0m x 2.5m width (although articulated vehicles can be up to 15.0m long). Where straight kerbside parking is available and no other parking is designated either before or after the bus bay, a minimum pick-up/drop-off space required is 13.0m x 2.5m. (see **Figure 3**) If more than one bus will be at the pick-up/drop-off point at the same time 12.0m should be added to the overall length required for each additional bus/coach.
- Where pick-up/drop-off is in a designated bus bay set into the kerb/footway, or immediately between designated car parking areas on the highway, a minimum length of 19.0m is required (inc. 3.0m taper in and 3.0m taper out) with the central length of 13.0m x 2.5m (see **Figure 4**). If more than one bus will be at the pick-up/drop-off point at the same time 12.0m should be added to the overall length required for each additional bus/coach.

- Where possible, all new bus pick-ups and drop-off points should be fitted with kerbing set at a height of 150 – 180mm. Minimised vertical stepping distance lessens the resultant gradient for any ramps used for wheelchair and mobility aid users, and provides ease of access for wheelchair users, in addition to prams and pushchairs etc.

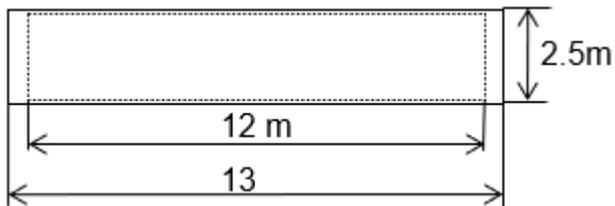


Figure 3: Minimum Dimensions for a bus or coach.

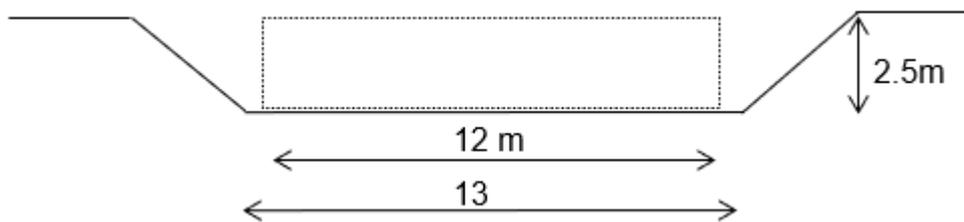
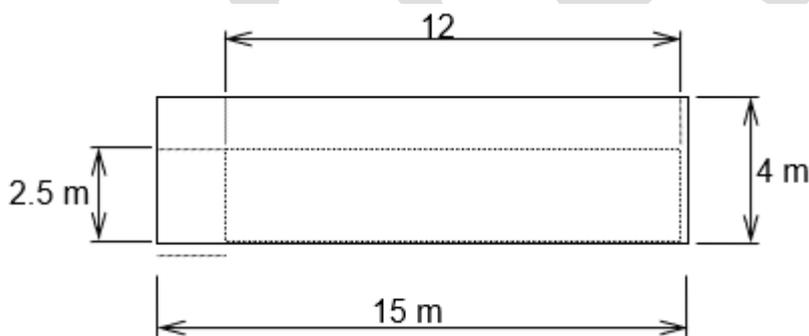


Figure 4: Bus or Coach pick-up/drop-off point parking space.



Maximum dimensions of coach is 12 metres x 2.5 metres width. The 4 metres width is the minimum necessary to allow passengers to disembark.

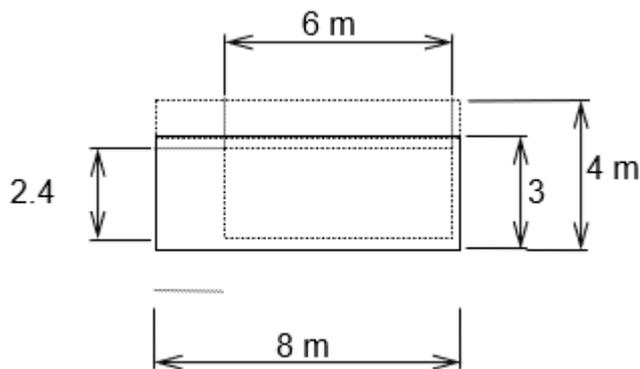
NB. Further advice may be obtained from the bus & coach Councils publication “Urban Planning & Design for Road Public Transport”.

Figure 5: Coach parking spaces.

Non-Public Service Vehicle Minibus Parking

Spaces allocated for minibuses should be capable of accommodating at least an average sized minibus. Consideration should be given to whether space may be required for hoists on minibus, as per BS8300, 6.1.

Minibus: length 6.0m x 2.4m width (some minibuses can be up to 8.0m long). Minimum standing space required is 8.0m x 4.0m (32m²) - see **Figure 6**. (4.0m width is the minimum necessary to allow passengers to disembark other than at a kerbside.)



Minibus (average) size is 6 metres length x 2.4 metres width. Parking space should be increased to 4 metres width if passengers are to embark.

Figure 6: Minibus parking space.

Car Parking

Size and Layout of Car Parking

In residential developments garages are frequently used for purposes other than parking vehicles, resulting in significant on-street / footway parking that can cause an obstruction to the adjacent footway / carriageway and is detrimental to highway safety, if alternative provision is not provided. Therefore, all dwellings with one, two or three bedrooms will be expected to meet their parking requirement without the use of garages. All dwellings with a minimum of four bedrooms will also be expected to provide a minimum of two parking spaces excluding any garage, which can only be considered as a parking space to meet any additional requirement. The standard minimum internal dimensions of a garage to fulfil these functions is 7.0m x 3.0m, which also provides some additional storage space. Consideration should also be given to the surfaces for car parking to improve accessibility.

These standards assume a residential car parking space of minimum dimensions 5.0m x 2.5m (**Figure 7**). However, this needs to be widened to 3.0m, where the parking space is adjacent to any wall or fence. Additionally the parking space would need to be lengthened to 6.0m where there is a wall, fence or garage at the end of the space.

When parking is provided at right angles to the access roadway, a minimum aisle width of 6.0m is required to enable vehicles to enter and leave the parking spaces with minimum manoeuvring. It is assumed that car parking layouts will be designed to make the most efficient use of available land and include suitable landscaping. Diagrammatic examples of some possible parking arrangements are included in **Figures 8-11**.

Parking spaces must be well located to the main pedestrian entrance, preferably either to the side or front of the associated dwelling. Parking spaces located to the rear of dwellings are less likely to be used, resulting in on-street parking. Whilst sometimes unavoidable, shared parking courts should also be avoided wherever possible, as they are rarely fully utilised resulting in significant levels of on-street parking. The use of tandem spaces in parking courts will not be considered to provide an acceptable layout.

Provision of roadside lay-bys within the adopted highway will be supported and encouraged in locations most likely to be subject to on-street parking. Appropriate locations for lay-bys are adjacent to dwellings reliant on rear parking, adjacent to apartments, adjacent to public open space and near junctions where on-street parking is likely to be detrimental to highway safety.

Parking areas should be constructed and drained to an adequate standard so that the spaces provided are available at all times, e.g. they are not subject to flooding.

Advice on the layout, construction and drainage of residential parking areas can be sought from Norfolk County Council.

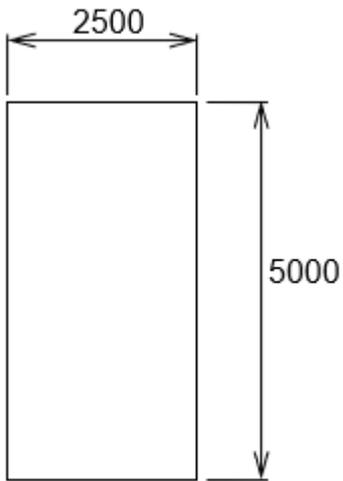


Figure 7: Car parking spaces- minimum dimensions.

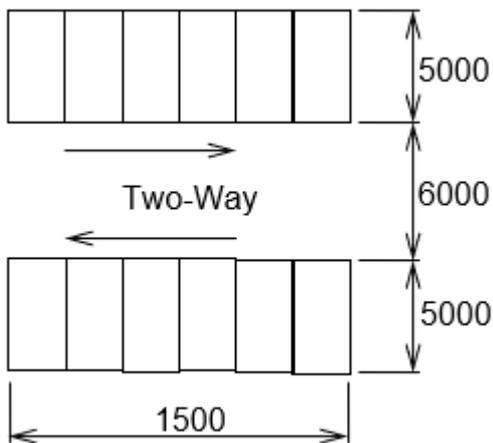


Figure 8: Two-way flow.

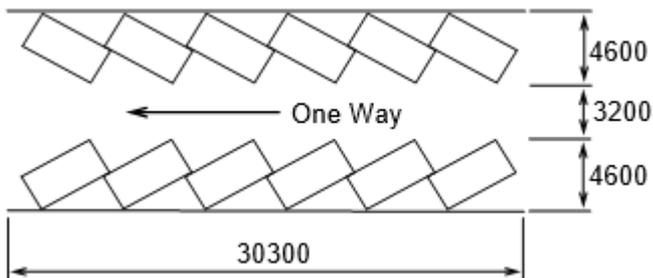


Figure 9: One-way flow- 30-degree angled parking.

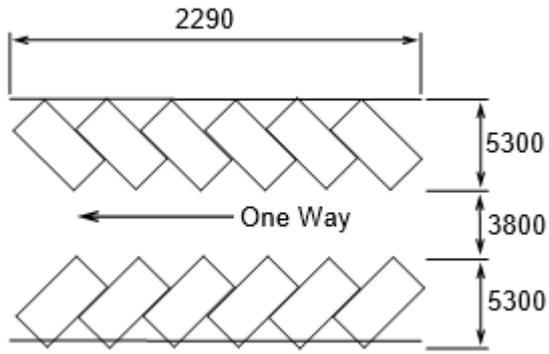


Figure 10: One-way flow- 45-degree angled parking.

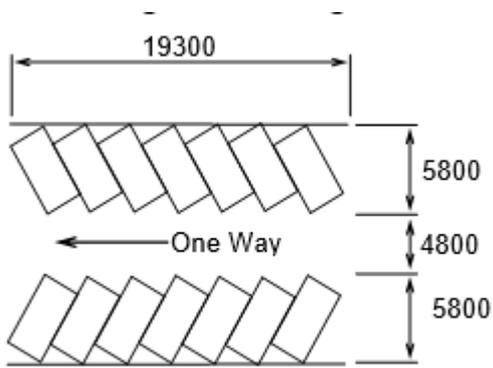


Figure 11: One-way flow- 60-degree angled parking.

Electric Vehicle Parking

Electric Vehicle charging infrastructure is essential to facilitate the Government's Road to Zero goal of ending the sale of new petrol and diesel vehicles by the year 2030. In November 2021, Government announced that new homes in England would need electric car chargers by law. Government's recently published [Taking Charge: The Electric Vehicle Infrastructure Strategy](#) states that from June 2022, Government are requiring all new homes with associated parking, including those undergoing major renovation, to have chargepoints installed at the point of construction. Charging infrastructure will also be required in new non-residential properties. Further details can be found in the Strategy and published Government guidance on meeting the new regulations can be found in [Approved Document S](#).

The County Council will recommend and incorporate new legislation, standards, and guidance as it is published.

As part of the County Council's Electric Vehicle Strategy published in 2021, it expects that suitable charging infrastructure will be provided as part of all new developments.

Local research has indicated that around 80% of charging will be home-based. Access to suitable, nearby infrastructure is therefore essential to support the needs of electric vehicle users.

Please refer to the local authority planning policies to determine any specific requirements for provision of EV charge infrastructure. All charging related equipment must be fully compliant with Building Regulations and certified with the relevant British Standards.

Residential

- New developments are in scope. From June 2022, Government are requiring all new homes with associated parking, including those undergoing major renovation, to have chargepoints installed at the point of construction.
- All new dwellings with an allocated parking space should have an EV charge point.
- All new residential developments with more than 10 unallocated off-street spaces to have 10% provision now and be future proofed for an additional 20%. NCC would not adopt off-street unallocated parking.

Non-residential

- Where non-food retail is less than 800 sqm Gross Floor Area (GFA) then it is assumed that the dwell time is such that an EV point is not required. All non-food retail greater than 800 sqm GFA should provide at least 10% of the parking provision as EV.
- Charge point rating must be appropriate for the expected typical vehicle dwell time and travel distances for customers and/or employees. Shorter dwell

times and/or longer travel times will more likely require rapid (50kW+) chargers, where fast chargers (7kW) may be sufficient for overnight fleet charging for example.

- New non-residential developments and some conversions such as a warehouse to shops are also in scope.
- All new non-residential buildings with less than 10 car parking spaces should have at least one charging point.
- Some charge points may need to be publicly accessible and/or have units that operate only by RFID cards that are accessible to employees depending on the type of business.
- All new non-residential buildings with 10 or more car parking spaces should have active provision for at least 10% of spaces. Passive provision 20%. Provision may vary in certain circumstances, for example: Retail establishments where visitors/customers have a maximum of 3 hours parking would be required to offer public charge points. Depots with charge points would not need to be publicly accessible but would likely require a higher passive percentage.
- At least one charging unit should be provided for every five accessible parking spaces. Passive provision 20%. This would need to meet the current standards for accessibility.
- Included in the provision above a minimum of one rapid charging unit (minimum 43kW) shall be provided per 50 parking spaces.

Passive provision refers to the installation of cable routes/ducting only.

Active provision refers to fully installed and ready to use provision in accordance with the charge point specifications below.

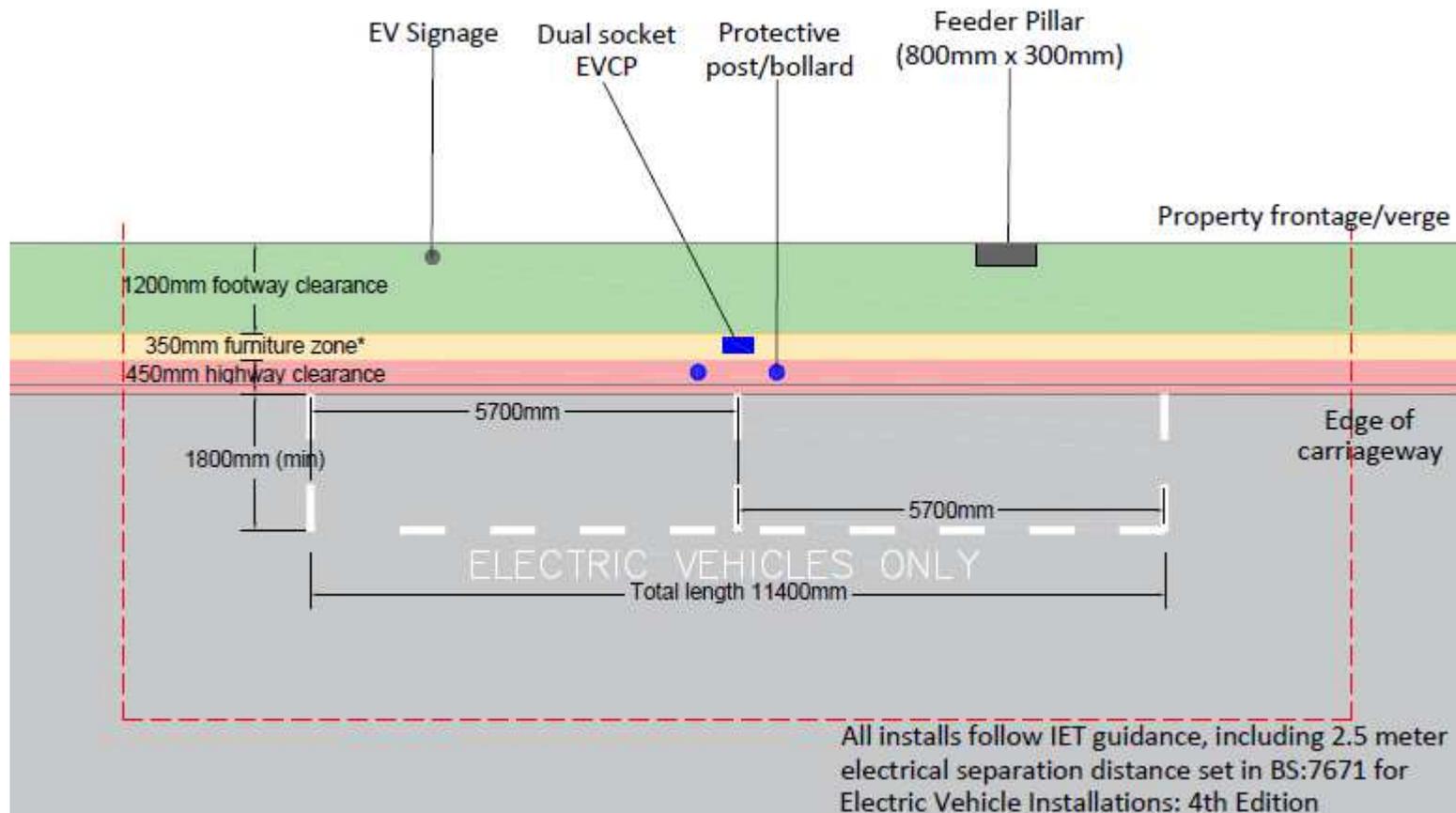
Charge point specifications

- Meets latest, relevant Office for Zero Emission Vehicle charge point standards
- Minimum 7kW charge point for both residential and non-residential buildings.
- Most new homes have a 100 Amp, single phase connection as standard, and in most cases, it will be possible to accommodate a 7kW charge point within this connection.
- Capable for at least Mode 3 charging, to enable smart charging. The Automated and Electric Vehicles Act 2018 mandates out that all new charging points should be smart-capable.
- Untethered connections (i.e., type 2 socket, no built-in cable).
- Location of the charge point must comply with relevant accessibility standards and the Equality Act 2010. In partnership with national disability charity

Motability, the Department for Transport (DfT) has commissioned the British Standards Institution (BSI) to develop accessibility standards for EV charge points across the country. These standards will provide industry with guidance and drivers with a new clear definition of 'fully accessible', 'partially accessible' and 'not accessible' public EV charge points. The standards will provide industry with guidance on how to make individual charge points more accessible by summer 2022 and the guidance will consider aspects such as kerb height, adequate space between bollards and charge points being of a height suitable for wheelchair users.

- Meet relevant safety standards.
- On-street charge points should be designed to ensure a minimum of 1.5m footway working width clearance is maintained, either through provision of suitably wide footways or by provision of footway buildouts to accommodate charge points.

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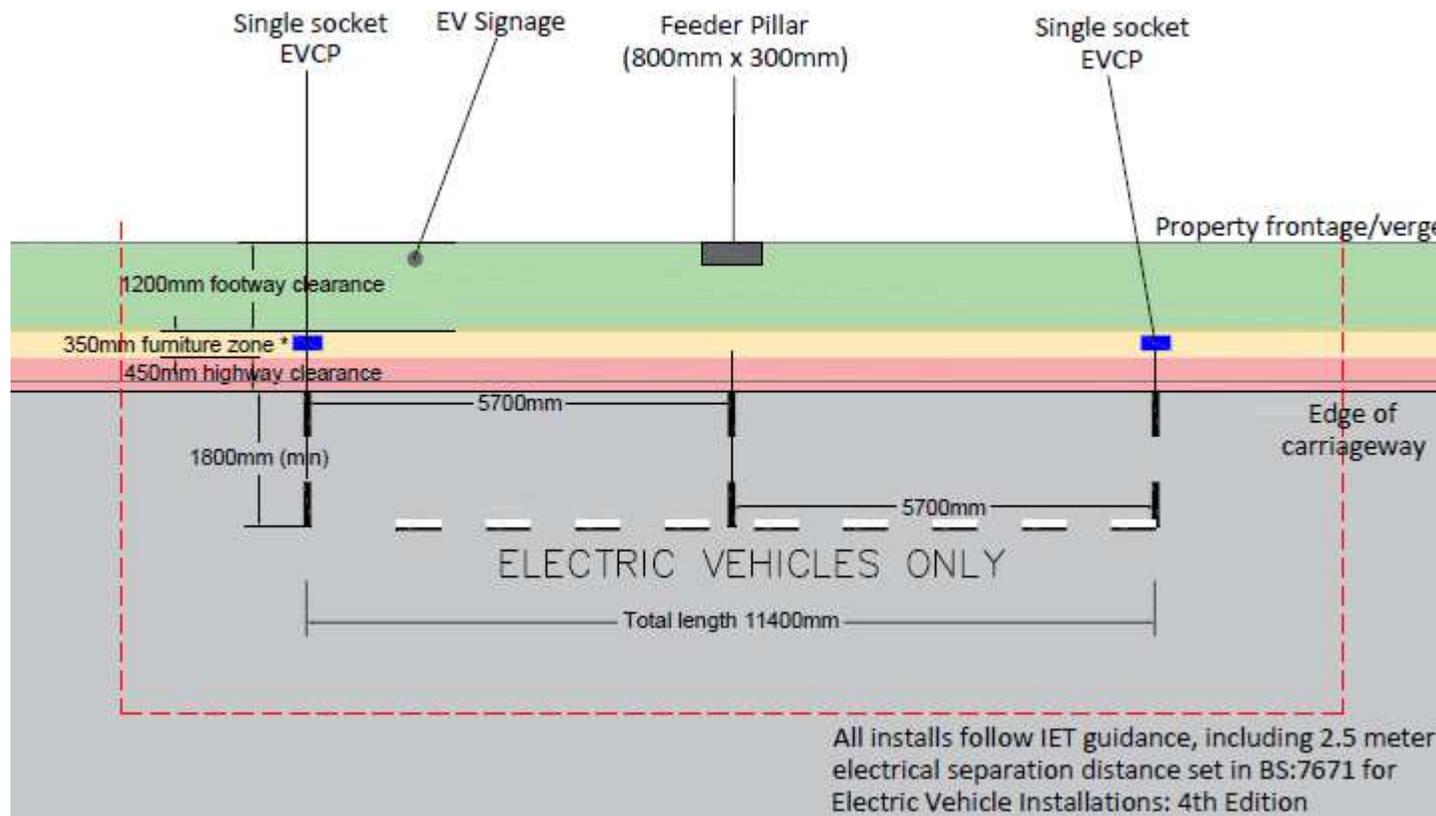


Single dual-socket charger, median example - 2000mm Footway width.

The absolute minimum (footway width), where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres.

If there are local restrictions or obstacles causing this sort of reduction in width, they should be grouped in a logical and regular pattern to assist visually impaired people.

Figure 12: EV Dual- socket charger

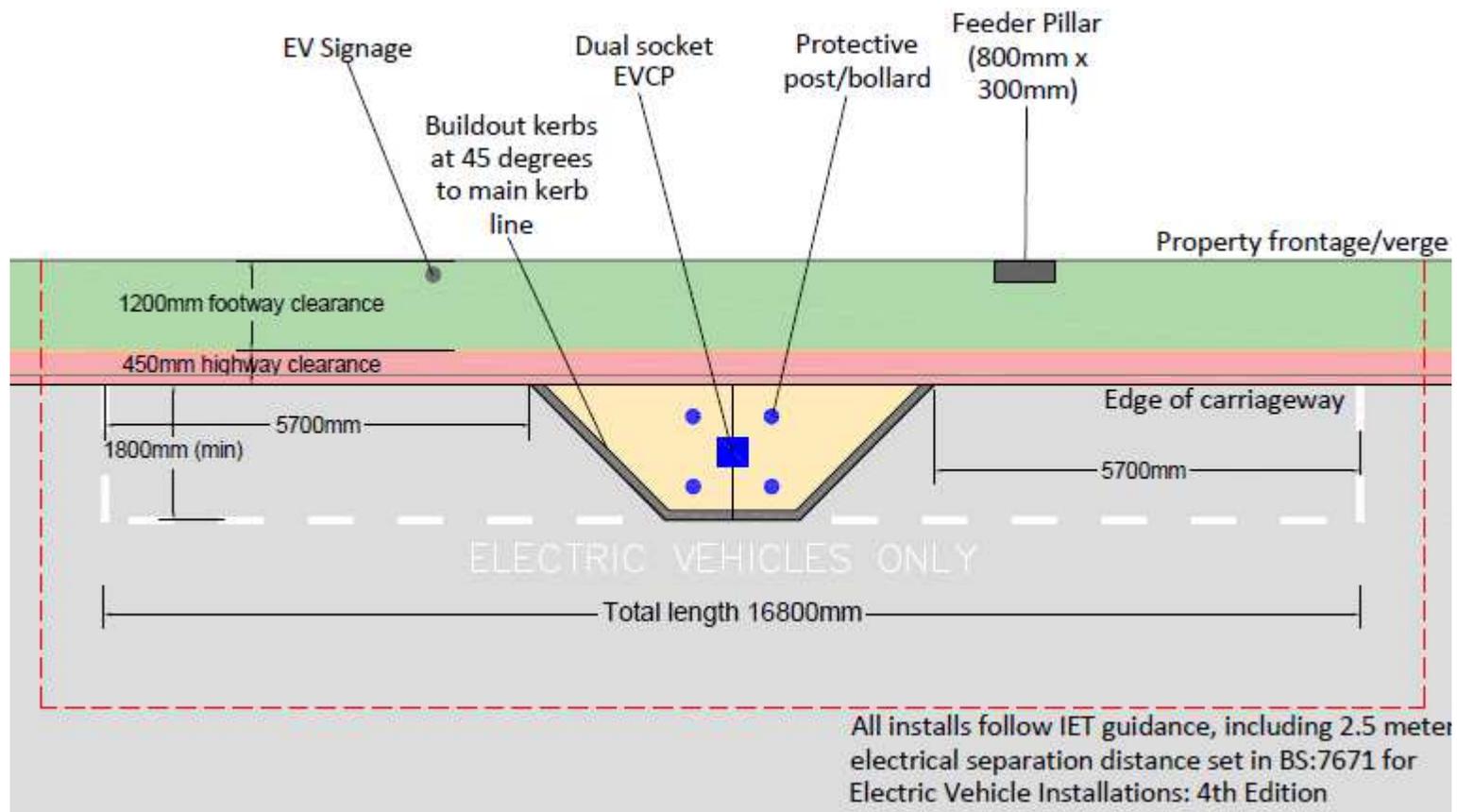


Two single-socket chargers, median example - 2000mm Footway width

The absolute minimum (footway width), where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres.

If there are local restrictions or obstacles causing this sort of reduction in width, they should be grouped in a logical and regular pattern to assist visually impaired people.

Figure 13: Separate single-socket chargers



Restrictive example - 1650mm Footway width

The absolute minimum (footway width), where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres.

If there are local restrictions or obstacles causing this sort of reduction in width, they should be grouped in a logical and regular pattern to assist visually impaired people.

Figure 14: 45-degree kerbed buildout

Service Vehicles

Service vehicles are regarded as those vehicles delivering goods to or removing goods from a development. It is recognised that servicing requirements will be unique to a particular site. For this reason, no parking standards for service vehicles are included. Developers should analyse the requirements of the development in terms of size, numbers and types of commercial vehicles visiting and should demonstrate to the local authority that sufficient service vehicle provision is being made. Non-residential development will be subject to planning conditions to ensure that servicing areas are always available for that purpose.

Service areas should be designed to make the most efficient use of the available area within a development. However, it is essential that all goods vehicles should access and leave the public highway in forward gear. Such provision should be clearly signed and laid out to avoid the area being used as an overflow car parking area. The area should also not be used for materials storage etc.

Calculation of the number of parking spaces

The number of parking spaces for any given development is related to gross floor area (gfa), unless otherwise stated. Thus, for a development that has a gross floor space of 450m² and where the car parking standard is 1 space per 20m² gfa, the calculation gives a nominal provision of 22.5 spaces (450/20). This figure would be rounded down for car parking to the nearest whole number, to give a provision of 22 spaces.

Assessment of appropriate parking provision

To reduce the reliance on the private car the standards should be applied to minimise car parking without threatening the viability or operation on new development.

The standards provided in the table should provide the starting point for assessing the parking requirements of an individual development. Determination of the appropriate parking provision for each mode should not be a formulaic process. It is important to take a wider view of the development, its location, and operational characteristics. An informed approach to the flexible application of these standards is seen as vital to maintain their integrity as a demand management tool that Government policy requires whilst reflecting the travel needs of a largely rural county, where the car remains an important way of accessing jobs and services.

Reductions in parking provision should be sought in areas with good access to jobs and services, whether by walking, cycling or public transport. The adjustment to be applied will follow a site-specific assessment of accessibility that in the case of larger sites will form part of a transport assessment. Where a development produces a travel plan, the provision of parking spaces for all modes will need to be fully integrated to support the aims of the travel plan.

Similarly, there may be cases where restriction of parking can lead to operational problems both on and off site. Inappropriate off-site parking can lead to local nuisance, can have an adverse impact on traffic flow and public transport reliability on adjacent roads and be detrimental to highway safety.

Local Plans will need to set a clear policy context sufficiently flexible to ensure car parking provision appropriate to the needs individual sites are met.

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Land use classes

The [Town and Country Planning \(Use Classes\) Order 1987](#) puts uses of land and buildings into various categories known as 'Use Classes'. The current Use Classes were last updated on 1 September 2020 and are set out below.

Class B

- **B2 General industrial** - Use for industrial process other than one falling within class E(g) (previously class B1) (excluding incineration purposes, chemical treatment or landfill or hazardous waste)
- **B8 Storage or distribution** - This class includes open air storage.

Class C

- **C1 Hotels** - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels)
- **C2 Residential institutions** - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres
- **C2A Secure Residential Institution** - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks
- **C3 Dwelling houses** - This class is formed of three parts
 - C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child
 - C3(b) covers up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems
 - C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger
- **C4 Houses in multiple occupation** - Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

Class E - Commercial, Business and Service

In 11 parts, Class E more broadly covers uses previously defined in the revoked Classes A1/2/3, B1, D1(a-b) and 'indoor sport' from D2(e):

- **E(a)** Display or retail sale of goods, other than hot food
- **E(b)** Sale of food and drink for consumption (mostly) on the premises
- **E(c)** Provision of:
 - **E(c)(i)** Financial services,
 - **E(c)(ii)** Professional services (other than health or medical services), or
 - **E(c)(iii)** Other appropriate services in a commercial, business or service locality
- **E(d)** Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,)
- **E(e)** Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)
- **E(f)** Creche, day nursery or day centre (not including a residential use)
- **E(g)** Uses which can be carried out in a residential area without detriment to its amenity:
 - **E(g)(i)** Offices to carry out any operational or administrative functions,
 - **E(g)(ii)** Research and development of products or processes
 - **E(g)(iii)** Industrial processes

Class F - Local Community and Learning

In two main parts, Class F covers uses previously defined in the revoked classes D1, 'outdoor sport', 'swimming pools' and 'skating rinks' from D2(e), as well as newly defined local community uses.

- **F1 Learning and non-residential institutions** – Use (not including residential use) defined in 7 parts:
 - **F1(a)** Provision of education
 - **F1(b)** Display of works of art (otherwise than for sale or hire)
 - **F1(c)** Museums
 - **F1(d)** Public libraries or public reading rooms
 - **F1(e)** Public halls or exhibition halls
 - **F1(f)** Public worship or religious instruction (or in connection with such use)
 - **F1(g)** Law courts
- **F2 Local community** – Use as defined in 4 parts:
 - **F2(a)** Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres
 - **F2(b)** Halls or meeting places for the principal use of the local community
 - **F2(c)** Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)
 - **F2(d)** Indoor or outdoor swimming pools or skating rinks

Sui Generis

'Sui generis' is a Latin term that, in this context, means 'in a class of its own'.

Certain uses are specifically defined and excluded from classification by legislation, and therefore become 'sui generis'. These are:

- theatres
- amusement arcades/centres or funfairs
- launderettes
- fuel stations
- hiring, selling and/or displaying motor vehicles
- taxi businesses
- scrap yards, or a yard for the storage/distribution of minerals and/or the breaking of motor vehicles
- 'Alkali work' (any work registerable under the Alkali, etc. Works Regulation Act 1906 (as amended))
- hostels (providing no significant element of care)
- waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste
- retail warehouse clubs
- nightclubs
- casinos
- betting offices/shops
- pay day loan shops
- public houses, wine bars, or drinking establishments – *from 1 September 2020, previously Class A4*
- drinking establishments with expanded food provision – *from 1 September 2020, previously Class A4*
- hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises) – *from 1 September 2020, previously Class A5*
- venues for live music performance – *newly defined as 'Sui Generis' use from 1 September 2020*
- cinemas – *from 1 September 2020, previously Class D2(a)*
- concert halls – *from 1 September 2020, previously Class D2(b)*
- bingo halls – *from 1 September 2020, previously Class D2(c)*
- dance halls – *from 1 September 2020, previously Class D2(d)*

Other uses become 'sui generis' where they fall outside the defined limits of any other use class.

For example, C4 (Houses in multiple occupation) is limited to houses with no more than six residents. Therefore, houses in multiple occupation with more than six residents become a 'sui generis' use.

Draft Norfolk County Council Charges for Major Development pre-application enquires on transport development planning matters

Background

Early discussion between applicants and the Local authorities is a valuable part of the planning application process. This approach is beneficial as it provides applicants / agents with full information at an early stage to assist in formulating a proposal before committing to costs and incorporating sufficient information in the application to maximise its chances of success. This approach is also intended to facilitate an efficient application and decision process resulting in quicker outcomes.

In order that Norfolk County Council (NCC) is able to sustain and improve the current level of service, a range of charges are applicable for planning related advice. The level of resource needed to provide pre application advice varies according to the scale and complexity of the proposals being put forward. Therefore, the charges are set against scales of development as defined below. Exceptions may apply dependent on unique site circumstances. Where variations are necessary, all parties will be advised as soon as is feasible.

Requesting pre-application advice

If you would like to request pre-application advice, then you should submit a pre-application request form by email or post. This submission should include supporting information and agreement to pay the appropriate fee.

In order that a full response can be provided to you, sufficient information must be provided with the request. As a minimum this must include details of the site and its location, shown on a plan, and details of the proposal. Information should take the form of written descriptions, plans and/or sketches in a comprehensive form sufficient to allow officers to gain a full understanding of the proposed development and therefore maximise the quality and detail of the advice it will be possible to provide.

The request form and supporting information should be sent to X. The request form and supporting information can alternatively be e-mailed to X.

All information held by NCC is subject to the provisions of the Freedom of Information Act 2000 and Environmental Information Regulations 2004. If you consider your request for pre-application advice sensitive, you must specify this on the request form and state the reasons. Personal details will not be disclosed in accordance with the Data Protection Act. However, NCC under the aforementioned Act/Regulations maybe obliged to disclose information about pre-application requests and the advice provided, but you will be contacted in such a case at which point you will be asked to provide your justification for not disclosing the information.

Pre-application response times and service standard

NCC charges for pre-application advice for major developments. Below covers the proposed scales of development, associated fees and type of advice. Pre-application charges will be reviewed annually in line with NCC rates.

Where a pre-application request is received from a district council, NCC will provide a short high-level response for free. If a detailed response is required, then the charges below will be enforced before any response is given.

When the developer/applicant has provided the NCC with sufficient information to undertake an initial assessment for highways and transportation advice, the Highway Authority will consider the information submitted and attend a meeting with the developer/applicant and/or their consultants if necessary and depending on the type of advice required. A response summarising the main issues will subsequently be sent. If additional written advice, meetings, or site visits are required, further charges will then be incurred. This will not include any detailed comments on any proposed schemes. Please note any comments provided will also be shared with the relevant Norfolk Local Planning Authorities.

Site meetings are not included within the cost and will be charged at the hourly rate detailed below. Charges for VAT will be in addition to the costs listed below.

Written responses will be sent to the developer/applicant within 20 working days of receipt of the required information and the pre-application fee. If a meeting is required a response will be sent within 10 working days of the meeting. Response times for review of Transport Assessments/Statements will be agreed on a case-by-case basis.

Highway advice for Mineral and Waste pre-apps can also be found below.

Charges will be reviewed on an annual basis in line with recharge rates and will increase automatically with inflation each year.

Fees

Type of Advice & Category of development	10-49 dwellings and/or 1,000-2,499 sqm commercial	50-249 dwellings and/or 2,500 to 5,000 sqm commercial	250 – 500 dwellings and/or 5,000+ sqm of commercial	501 – 999 dwellings	1,000+ dwellings	Care Provision (up to 100 units)
Pre- application written advice	£250	£350	£450	£550	To be agreed on a case-by-case basis	£300
Pre- application written advice and a meeting (no more than one hour long up to 250 dwellings and care provision and no more than 2 hours long over 250 dwellings)	£350	£575	£750	£950	To be agreed on a case-by-case basis	£375
Assessment of scoping study for a TS or TA (cost in addition to the advice above)	£350	£475	£650	£650	To be agreed on a case-by-case basis	£375
Review of a TS (cost in addition to the advice above)	£850	£1,500	Not applicable	Not applicable	Not applicable	£1,250
Review of a TA (cost in addition to the advice above)	Not applicable	£1,500	£2,500	£3,000	To be agreed on a case-by-case basis	Not applicable
Additional work	£85 per hour	£85 per hour	£85 per hour	£85 per hour	£85 per hour	£85 per hour

For full or reserved matters applications for residential developments which include a layout, the following charges will apply. Please note that in some cases there will be phases of development and so the charge will be made for each phase.

Type of Advice & Category of Residential Development	10-49 dwellings	50-249 dwellings	250 – 500 dwellings	501 – 999 dwellings	1,000+ dwellings
Review of layout with detailed comments	£500	£1,000	£2,000	To be agreed on a case-by-case basis	To be agreed on a case-by-case basis

Please note that these charges include one initial set of comments and a review of any response.

Highway advice for Mineral and Waste pre-apps

Given the low volume of applications received, a flat rate figure is proposed. This incorporates examining Transport Assessments/Transport Statements and reviewing the applicant's Road Safety Audits together with referral to the NCC's development team.

Type of Advice	Minerals related development with an application site up to 14.9ha Waste development of up to 49,999 tonnes per year	Minerals related development with an application site of more than 15ha Waste development of more than 50,000 tonnes per year
Informal advice – without a site meeting/ site inspection.	£170	£340
Site meeting and/or on-site route assessment (additional to above)	£85 flat rate	£85 flat rate

Refunds

If NCC fails to meet the standards identified above, and there is no fault or delay caused by the applicant / agent then 25% of any fee paid will be refunded.

How to pay the fee

On receipt of the request for pre-application advice an invoice will be raised for payment to NCC, before starting work on your request and the Council's Corporate Pricing Policy will apply. Once you have received the invoice, payment methods include cheque, online, BACS and by phone.

Please include the pre-application reference, site name and address on any correspondence.

Dissatisfied with the Level of Service

The pre-application service offered by NCC is based on providing a level of service which seeks to provide value for money, meeting the service levels as set out in this document.

Despite our best endeavours, there will inevitably be occasions when you are dissatisfied with the level of service provided. In such cases you should discuss concerns with the relevant officer. If still not satisfied following this approach, you will be invited to refer the matter to the Head of Department.

Important notes

- Please note that any views or opinions expressed in responses are made at officer level in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application which will be subject to public consultation and ultimately determined by the relevant Planning Authority.
- Any advice given by officers does not constitute a formal response or decision of NCC. In no event will NCC be liable for any loss or damage including without limitation, indirect or consequential loss or damage, or any loss or damage whatsoever arising from or in connection with, the use of the advice.
- The pre-application advice given may not necessarily be exhaustive but will be intended to highlight the main issues that need to be addressed/ considered as part of the application process on the basis of the discussions that have taken place and the information that is available at the time.
- In providing written advice officers will not draft planning statements or other reports to accompany an application as that is the responsibility of the applicant. In this respect the applicant should appoint its own professional advisers as necessary, particularly on more complex proposals.
- Should the detail or the nature of the proposal change from those given, further advice should be sought. Similarly, once the detail of any proposal has been worked up if not previously available, it may be helpful to seek further advice prior to the submission of an application. This will incur additional charges.
- The advice and any attachments to it are solely for the use of the individual to whom it is addressed. If you are not the intended recipient of the advice, you must neither take any action based upon its contents, nor disclose the communication to a third party.
- NCC has the right to decline a request for pre-application advice where it is not considered either appropriate or necessary.

NCC is the County Planning Authority for applications for minerals, waste, County Council development and SuDS. For other information please find the separate guide to [Pre-Application Advice for Mineral, Waste, County Council Development and SuDS 2017](#).

Infrastructure and Development Select Committee

Item No: 11

Report Title: Strategic and financial planning 2023-24

Date of Meeting: 25 May 2022

Responsible Cabinet Member: Cllr Andrew Jamieson (Cabinet Member for Finance)

Responsible Director: Simon George, Executive Director of Finance and Commercial Services

Executive Summary

The appended report, which was considered by Cabinet in April 2022, marks the beginning of the Council's budget setting process for 2023-24. Cabinet has sought Select Committee input into the 2023-24 budget process, in respect of the approach to the development of saving proposals. This Select Committee report appends the Cabinet report in order to provide the latest information about the context for 2023-24 Budget setting which is intended to support Select Committee discussion and to enable them to provide input to future meetings of Cabinet to inform budget decisions.

This report therefore forms an important part of the process of developing the 2023-24 Budget, representing a key opportunity for the Select Committee to provide its views on priorities and the approach to preparing budget proposals for the services within its remit.

Recommendations / Action Required

The Select Committee is asked to:

1. To consider the Budget and Medium Term Financial Strategy position as reported to Cabinet in April 2022 (Appendix 1), noting in particular the following elements as set out in the appended report, which form the context for 2023-24 budget setting:
 - a. the budget gap for 2023-24 and the Medium Term Financial Strategy (MTFS) period.
 - b. The Departmental saving targets.
 - c. The outline timetable and approach to developing the 2023-24 Budget.

2. To consider and comment on the overall service strategies as set out within the 2022-23 Budget Book.
3. To consider and comment on the key issues for 2023-24 budget setting and the broad areas the Select Committee would recommend exploring for savings development as they pertain to the services within the Select Committee's remit, in order to provide input to the 2023-24 budget process and inform the saving proposals put forward to Cabinet later in the year. In particular the Committee is asked to consider savings opportunities under the following headings:
 - a. New initiatives which would deliver savings;
 - b. Activities which could be ceased in order to deliver a saving;
 - c. Activities which the Council should seek to maintain at the current level as far as possible (i.e. areas where the Committee considers there is limited scope for savings);
 - d. Commercialisation opportunities.

1. Background and Purpose

- 1.1 As part of setting the 2022-23 Budget, the Council's three Select Committees received reports on the approach to developing budget proposals during the year. Cabinet agreed to continue this approach in relation to developing the 2023-24 Budget and this report therefore represents the first opportunity for Select Committees to provide input to 2023-24 budget setting at a formative stage. A further report is intended to be brought to the November Select Committee cycle to enable comments on substantive proposals once they have been developed and published for public consultation.

2. Proposal

- 2.1 The report to April 2022 Cabinet reproduced as Appendix 1 provides an overview of the financial planning context for the County Council, including:
 - the overarching timetable for 2023-24 budget setting;
 - the key issues, risks and uncertainties identified in relation to 2023-24 budget setting; and
 - the target level of savings to be found by each service department.
- 2.2 The Select Committee's views are sought in relation to the services within its remit on (1) key issues for 2023-24 budget setting and (2) the broad areas proposed for savings development, in order to help shape budget and saving proposal development for 2023-24, assist in the identification of key pressures and priorities for the 2023-24 Budget, and (ultimately) to inform the budget proposals to be considered by Cabinet later in the year.

- 2.3 The financial approach and key strategies for Directorates delivering services which fall broadly within the remit of this Committee have been set out within the County Council's [2022-23 Budget Book](#)¹.

3. Impact of the Proposal

- 3.1 Select Committee input will support in shaping budget proposals and thereby contribute to the 2023-24 budget setting process. Individual recommendations from Select Committees will help to inform budget proposals and will therefore ultimately impact on Departmental budgets and service delivery for 2023-24. Details of specific impacts will be identified and reported in later stages of the budget process. Further impacts are also set out in the appended Cabinet paper.

4. Evidence and Reasons for Decision

- 4.1 As set out in the appended report. Select Committees have a specific role in policy development and therefore are invited to comment and advise Cabinet on budget options within their remit as in previous years.

5. Alternative Options

- 5.1 As set out in the appended report, a range of options remain open at this stage. The purpose of this report is to provide Select Committees with an opportunity to engage with the budget process and inform the development of specific options for the 2023-24 Budget.

6. Financial Implications

- 6.1 Immediate financial implications are highlighted in the appended report. Any implications arising from the Select Committee's comments will be reported to a future meeting of Cabinet as part of 2023-24 budget setting as appropriate.

7. Resource Implications

7.1 Staff:

There are no direct implications arising from this report although existing saving plans will include activities linked to staffing budgets. In addition there is a potential that further staffing implications may arise linked to specific saving proposals developed, including the planned strategic review. These implications will be identified and reported as they arise later in the budget planning process.

¹ <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/budget-and-council-tax/budget-book-2022-26.pdf>

7.2 Property:

There are no direct property implications arising from this report although existing saving plans will include activities linked to property budgets and assumptions around capital receipts to be achieved. In addition there is a potential that further property implications may arise linked to specific saving proposals developed and these implications will be identified and reported as they arise later in the budget planning process.

7.3 IT:

There are no direct IT implications arising from this report although existing saving plans include activities linked to IMT budgets. In addition there is a potential that further IT implications may arise linked to specific saving proposals developed and these implications will be identified and reported as they arise later in the budget planning process.

8. Other Implications

8.1 Legal Implications:

As set out in the appended Cabinet paper.

8.2 Human Rights Implications:

As set out in the appended Cabinet paper.

8.3 Equality Impact Assessment (EqIA) (this must be included):

As set out in the appended Cabinet paper.

8.4 Data Protection Impact Assessments (DPIA):

As set out in the appended Cabinet paper.

8.5 Health and Safety implications (where appropriate):

As set out in the appended Cabinet paper.

8.6 Sustainability implications (where appropriate):

As set out in the appended Cabinet paper.

8.7 Any Other Implications:

As set out in the appended Cabinet paper.

9. Risk Implications / Assessment

9.1 As set out in the appended Cabinet paper.

10. Recommendations

The Select Committee is asked to:

1. To consider the Budget and Medium Term Financial Strategy position as reported to Cabinet in April 2022 (Appendix 1), noting in particular the following elements as set out in the appended report, which form the context for 2023-24 budget setting:
 - a. the budget gap for 2023-24 and the Medium Term Financial Strategy (MTFS) period.
 - b. The Departmental saving targets.
 - c. The outline timetable and approach to developing the 2023-24 Budget.
2. To consider and comment on the overall service strategies as set out within the 2022-23 Budget Book.
3. To consider and comment on the key issues for 2023-24 budget setting and the broad areas the Select Committee would recommend exploring for savings development as they pertain to the services within the Select Committee's remit, in order to provide input to the 2023-24 budget process and inform the saving proposals put forward to Cabinet later in the year. In particular the Committee is asked to consider savings opportunities under the following headings:
 - a. New initiatives which would deliver savings;
 - b. Activities which could be ceased in order to deliver a saving;
 - c. Activities which the Council should seek to maintain at the current level as far as possible (i.e. areas where the Committee considers there is limited scope for savings);
 - d. Commercialisation opportunities.

11. Background Papers

11.1 As set out in the appended Cabinet paper, plus

Norfolk County Council Budget Book 2022-23 <https://www.norfolk.gov.uk/-/media/norfolk/downloads/what-we-do-and-how-we-work/budget-and-council-tax/budget-book-2022-26.pdf>

Strategic and Financial Planning 2022-23 reports to November 2021 Select Committees:

- [Corporate Select Committee](#)
- [Infrastructure and Development Select Committee](#)
- [People and Communities Select Committee](#)

Norfolk County Council Constitution, [Article 5 – Overview and scrutiny bodies](#), para 5.7 – Membership and Areas of Responsibility of Select Committees.

Officer Contact

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

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Email: titus.adam@norfolk.gov.uk



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

Cabinet

Item No:

Decision making report title: Strategic and financial planning 2023-24

Date of meeting: 4 April 2022

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

If this is a key decision, date added to the Forward Plan of Key Decisions: n/a

Introduction from Cabinet Member

This report marks an earlier than usual start to the Council's budget setting process, reflecting the scale of the task to be addressed in 2023-24. There is significant uncertainty about funding for 2023-24 onwards, particularly in light of the Government's intention to take forward funding reform during 2022-23. Nevertheless, in the context of a forecast £60m gap for the forthcoming year, it remains essential for the Council to have a robust plan in place to enable the preparation of a balanced and sustainable budget to safeguard the delivery of the essential local services which are so important for all Norfolk's people, businesses and visitors.

This report therefore sets out the framework for how the Council will approach budget setting for 2023-24, and should be read in conjunction with the reports *Better Together, for Norfolk – delivering our strategy* and *Norfolk County Council – Strategic Review*, elsewhere on the agenda. Taken together, these three reports represent key elements that will contribute to setting the strategy and direction for the Council over the next few years.

Executive Summary

While the Council has a well-established process for annual budget setting, the size of the forecast gap for 2023-24 demands a revision to ensure that there is a robust approach to developing savings proposals and other budget changes at the scale and pace required. This report therefore sets out proposals for how this will be achieved to deliver a prudent and transparent approach to budgeting for 2023-24, whilst

incorporating the required key elements such as public consultation and engagement with Select Committees.

Reflecting these considerations, this report proposes the Budget planning cycle for 2023-24 to start immediately in April 2022 and to work in parallel with the full strategic review of how the Council operates to deliver its future services and strategy. As part of 2023-24 Budget setting, a thorough interrogation of identified future cost pressures will also be required. It is particularly important to recognise that the 2022-23 position has been supported through significant one-off measures including use of reserves, which will represent a major challenge to be addressed in future years.

At the same time, the wider budget position remains the subject of extremely high levels of uncertainty. As such, this report sets out details of a proposed budget planning process for 2023-24, but recognises that as always there may be a need for some flexibility. In this context, the report provides a summary of key areas of wider risk and uncertainty for Cabinet to consider. This report should also be read in conjunction with the latest 2021-22 monitoring position reported to Cabinet, and the Strategic Review report, as set out elsewhere on this agenda.

Recommendations:

Cabinet is recommended:

- 1. To consider the overall budget gap of £96.676m included in the Medium Term Financial Strategy (MTFS) set by Full Council in February 2022, and agree:**
 - a) the gap of £59.927m to be closed for 2023-24; and**
 - b) the extension of the MTFS by a further year (to 2026-27) and the resulting overall gap for planning purposes of £115.814m. (Section 4).**
- 2. To review the key budget risks and uncertainties as set out in this report. (Section 4).**
- 3. To consider the principles of the proposed approach to budget setting for 2023-24, noting that there may be a need for flexibility within both the process itself and the assumptions applied, and agree:**
 - a) the process and indicative timetable set out in Section 5, including the proposed two stage consultation process for 2023-24 to support in the early securing of deliverable saving proposals.**
 - b) the savings targets allocated to each Department to be found (Table 10), and that these will be kept under review through the budget process.**

1. Background and Purpose

- 1.1. At the time of 2022-23 budget setting, the Section 151 Officer recommended that: *“...early planning is undertaken in respect of 2023-24 and the scope to address pressures within the constraints of the overall budget should be reviewed in the round during 2022-23. This should be informed by, but cannot be contingent upon, the progress of any local government funding reform brought forward for 2023-24. It may be that further specific details of the longer term funding allocations for the Council are not known until late in 2022-23. In this context it will be essential that the Council is able to produce a realistic plan for reducing the budget requirement in future years through the early identification of saving proposals for 2023-24, or the mitigation of currently identified pressures, and that all proposals are considered in the context of the significant budget gap identified for that year.”*
- 1.2. There continues to be a growing gap between funding and service pressures. This is driven by demographic changes, unfunded burdens such as the National Living Wage, and the needs of the people who draw upon social care services becoming increasingly complex. Children’s services, in both social care and education (particularly the High Needs Block), are also under very significant stress. Other Council services remain subject to significant financial pressures, for example as a result of increasing fuel costs which have a widespread impact across service delivery and commissioned services. In turn these have a knock on effect by increasing the pressure placed on discretionary and preventative services.
- 1.3. The Council’s February 2021 MTFs therefore made it clear that the Council, in common with other upper tier local authorities, faces a significant budget shortfall to be addressed in 2023-24, which is materially higher than the gap closed for the 2022-23 Budget. Simultaneously, as detailed below, there is major uncertainty linked to Government’s plans to reform local government funding during 2022 (for 2023-24) and linked to the delivery of the levelling up agenda. While the Council’s past success in delivering a balanced budget, coupled with a robust budget planning approach, provides a solid platform for development, it is prudent to begin planning for 2023-24 as early as possible.
- 1.4. Cabinet recognised this in November 2021, when it agreed to undertake a full review of how the Council operates to deliver its future services and strategy. Details of the scope and next steps for this work are set out in the Strategic Review report elsewhere on this agenda. It is anticipated that this review will make a material contribution to closing the forecast gap.
- 1.5. In common with recent years, it is highly likely the Council will not receive detailed information about funding allocations for 2023-24 until autumn 2022 at the earliest. This is particularly likely in light of the Government’s intention to deliver funding reform ahead of the 2023-24 Settlement, as confirmed by the commitment in the [Levelling Up White Paper](#)¹ to *“ensuring that funding allocations for councils are based on an up-to-date assessment of their needs and resources”*. It is anticipated that the Government will publish further details

¹ <https://www.gov.uk/government/publications/levelling-up-the-united-kingdom>, page 143.

of its intentions in spring 2022, with any formula changes to be made ahead of 2023-24 funding announcements. However, the scope of this work has not been defined at the time of preparing this report and, in comparison with the approach to the Fair Funding Review, there is very limited time to develop and consult on proposals for fundamental reform. Ministers in the Department for Levelling Up, Housing and Communities (DLUHC) have also indicated that implementation of funding reform is a prerequisite for any longer-term funding allocations being announced. It therefore remains to be seen whether the 2023-24 Settlement will provide a multi-year allocation which would enable greater planning certainty. As a result, the overall level of uncertainty means that budget setting for 2023-24, and the wider financial environment for local government, is set to remain highly challenging. Government announced the 2022 Spring Statement on 23 March 2022 and further details are provided in section 2 below, but this did not include further significant policy announcements in terms of local government funding, which would impact on the budget position.

1.6. As in previous years, this report represents the start of the Council's process for setting the 2023-24 Budget and developing the supporting Medium Term Financial Strategy (MTFS). The report sets out the context and a proposed approach to budget setting including:

- A summary of the Budget and MTFS approved by Full Council in February 2022, including the savings already planned for future years.
- An overview of the significant remaining uncertainties facing local government finances.
- The MTFS position for 2022-23 onwards as agreed in February 2022, extended for a further year to support 2023-24 Budget setting.
- A proposed timetable for 2023-24 Budget setting including the recommended two stage approach to consultation.
- Proposed savings targets by Department.

1.7. Ultimately this report is intended to support the Council in preparing the 2023-24 Budget and identifying savings which will assist in delivering a balanced budget for the year.

2. Spring Statement 2022

2.1. The Chancellor announced the Government's [Spring Statement](#)² on 23 March 2022. There were limited announcements which will impact on the County Council's budget position directly, although there were some measures which will require administration by local authorities including an extension of the Household Support Fund from April 2022 (a further £500m nationally) and various business rates changes.

² <https://www.gov.uk/government/news/chancellor-announces-tax-cuts-to-support-families-with-cost-of-living>

2.2. The Office for Budget Responsibility assessed the Spring Statement position as follows: *“The public finances have emerged from the pandemic in better shape than expected. But Russia’s invasion of Ukraine will push inflation to a 40-year high of almost 9 per cent, and living standards are set for a historic fall over the next 12 months. The Chancellor used his Spring Statement to deliver rebates and tax cuts that reduce that fall by a third to just over 2 per cent and a pair of personal tax cuts that undo one-sixth of the total tax rises he has previously announced. This leaves him with £30 billion of headroom against his fiscal targets.”*³

2.3. The key economic forecasts from the Spring Statement were:

- GDP growth forecasts for 2022 have been reduced from 6% to 3.8%.
- CPI inflation is expected to peak in the 4th quarter of this year at around 8.7%, and is currently 6.2%. RPI is consistently higher than CPI.
- Borrowing is forecast to increase to £99bn for 2022-23, reducing to £32bn in 2026-27.

2.4. The key policy announcements made as part of the Spring Statement include:

- **Fuel duty will be reduced by 5p a litre** from 6pm 23 March 2022 until March 2023. This is estimated to mean a reduction of just over £3 on a standard tank of fuel;
- The **National Insurance Primary Threshold and Lower Profits Limit (for employees and the self-employed respectively) will be raised** by £3,000, from £9,880 to £12,570 from July 2022. This aligns the NI threshold with the threshold for income tax, meaning people must earn £12,570 per year before paying income tax or NI. This increase is forecast to benefit almost 30 million people, with a typical employee saving over £330 in the year from July. Around 70% of NICs payers will pay less NICs, even after accounting for the introduction of the Health and Social Care Levy;
- **VAT will be reduced to 0% on home energy-saving measures** such as insulation, solar panels and heat pumps for five years from April 2022;
- The **Household Support Fund will be extended** with an additional £500m from April 2022, on top of the £500m already provided since October 2021, bringing total funding to £1 billion. The fund will continue to be administered by local authorities in England;
- The Chancellor confirmed a number of existing business rates measures and including that **SMEs in the retail hospitality and leisure sectors will receive a 50% discount in business rates** up to £0.110m, alongside **targeted business rate exemptions to support the decarbonisation of non-domestic buildings which would be brought forward**;
- A **reduction in the basic rate of income tax** from 20% to 19%, however this will not be implemented until April 2024; and

³ <https://obr.uk/>

- Opening the **second round of bidding to the £4.8 billion Levelling Up Fund**.

2.5. Alongside the Spring Statement, the Chancellor published a “[Tax Plan](#)”⁴, setting out a three part plan to strengthen the economy over the remainder of the Parliament. It is intended to:

- help families with the cost of living;
- support growth in the economy, and
- ensure the proceeds of growth are shared fairly.

2.6. The Council will need to respond to any specific consultations arising from the Tax Plan as they are published, and will consider the detailed implications of the Spring Statement for the Council’s 2023-24 Budget as they emerge over the coming weeks and months.

3. Budget context

3.1. On 21 February 2022, the County Council approved the 2022-23 Budget and Medium Term Financial Strategy (MTFS) to 2025-26. Based on currently available information, that MTFS set out a budget gap of £96.676m over the period, with a gap of £59.927m to be addressed in 2023-24. The current MTFS is based on an assumption that the funding allocations set out in the 2022-23 final Local Government Finance Settlement⁵ will be broadly “rolled over” for 2023-24 and beyond. However, given the Government’s intention to deliver funding reform in time for the 2023-24 settlement⁶, there is some considerable uncertainty attached to this as described previously.

3.2. A summary of the Net Budget provided for by Department in the MTFS approved in February 2022 is shown in Table 1 of this report. The following table (Table 2) sets out a summary of the cost pressures provided for in the February MTFS, with additional detail of the pressures assumed for 2022-23 in Table 3. Full details of all pressures currently assumed within the MTFS are provided in the [2022-23 Budget report to Full Council](#). A number of pressures within the Council’s budget are driven by Central Government decisions, including elements of pay and price market pressures which are linked to the National Living Wage, social care reform, and pressures relating to assumed reductions in funding (for example the New Homes Bonus grant in 2023-24).

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1062583/SS_Tax_Plan.pdf

⁵ <https://www.gov.uk/government/collections/final-local-government-finance-settlement-england-2022-to-2023>

⁶ <https://www.gov.uk/government/speeches/kemi-badenochs-speech-to-the-lga-local-government-finance-conference-2022>

Table 1: Net Budget by Department

	2022-23	2023-24	2024-25	2025-26
	£m	£m	£m	£m
Adult Social Services	263.184	288.295	304.104	319.203
Children's Services	189.065	200.006	212.072	221.078
Community and Environmental Services	166.162	176.758	183.976	191.494
Strategy and Transformation	8.759	9.214	9.572	9.931
Governance Department	1.960	2.316	2.503	2.697
Finance and Commercial Services	33.424	34.542	36.070	37.598
Finance General	-198.432	-168.421	-164.141	-165.111
Total Net Budget	464.123	542.710	584.157	616.890
Council Tax	-464.123	-482.783	-500.110	-520.214
Budget Gap (cumulative)	0.000	59.927	84.047	96.676

3.3. The key elements driving the budget gap for 2023-24 onwards are shown in the following table. One significant factor is the reliance on one-off resources and savings including the use of reserves in 2022-23 which creates a pressure in the following year.

Table 2: Budget pressures by type in MTFs 2022-23 to 2025-26

	2022-23	2023-24	2024-25	2025-26
	£m	£m	£m	£m
Cost pressures	51.007	95.848	49.647	32.484
Funding decreases	34.649	1.833	0.000	0.250
Savings identified	-28.434	-9.159	-8.200	0.000
Funding increases	-32.194	-9.936	0.000	0.000
Change in Council Tax / Taxbase / Collection Fund	-25.029	-18.660	-17.327	-20.104
Remaining gap	0.000	59.927	24.120	12.630

Table 3: Detail of 2023-24 pressures in MTFS

	2023-24 £m	Detail
Economic and inflationary pressures	22.119	Pay assumed at 3% equates to £9.3m, price inflation of £12.8m includes £6.8m Adult Social Care, £2.4m Children's Services.
Legislative requirements	16.225	£6.7m relates to Adult Social Care pay and price market pressures (including National Living Wage). £7.6m also within Adults relates to anticipated pressures linked to social care reform (offset by equivalent grant). Balance relates to pension fund valuation assumptions.
Demand and demographic pressures	21.270	£6.7m relates to older people demographic growth. £8.0m Children's Services demographic growth including ongoing pandemic impact (plus £3.5m Home to School transport pressures). £1.7m relates to waste tonnages and £1.2m contractual GY third river crossing maintenance.
Council policy decisions	36.234	Policy decisions include £7m within Adults which may ultimately relate to demography and legislative items and cost pressures within Finance General budgets relating to MRP (minimum revenue provision) of £6m, treasury pressures £2.9m, and significantly the reversal of £18m of one off resources used in 2022-23.
Net total pressures	95.848	
Funding decreases	1.833	Reflects assumed loss / removal of New Homes Bonus Grant. Significant risk also exists in relation to the £10.687m one off 2022-23 "services Grant" broadly assumed to continue in 2023-24 via funding reform.
Total pressures and funding decreases	97.682	

3.4. The following table provides a summary of the agreed savings included in the MTFS and detailed in the February budget papers. Further savings will be required to close the identified budget gap in addition to these. It should be noted that the level of savings included in the Budget for future years is substantial and, as set out above, overall pressures in 2023-24 include the impact of the reversal of the £18m of one-off resources being applied to support a balanced budget in 2022-23. In the current context of significant inflationary pressures, particularly related to fuel and energy, the risk of further cost pressures emerging during the 2023-24 budget process remains high.

Table 4: Planned savings by Department in MTFS 2022-23 to 2025-26

	2022-23 £m	2023-24 £m	2024-25 £m	2025-26 £m	Total £m	% of total MTFS savings
Adult Social Services	-10.465	-4.175	-5.700	0.000	-20.340	44.4%
Children's Services	-12.088	-4.900	-2.500	0.000	-19.488	42.6%
Community and Environmental Services	-3.496	-0.236	0.000	0.000	-3.732	8.1%
Strategy and Transformation	-0.439	0.102	0.000	0.000	-0.337	0.7%
Governance	-0.200	0.100	0.000	0.000	-0.100	0.2%
Finance and Commercial Services	0.134	-0.300	0.000	0.000	-0.166	0.4%
Finance General	-1.880	0.250	0.000	0.000	-1.630	3.6%
Grand Total	-28.434	-9.159	-8.200	0.000	-45.793	

3.5. The following table sets out the net revenue budget forecast for 2023-24 agreed at February 2022 budget setting and incorporating the current pressures and assumptions as detailed within this report.

Table 5: Forecast 2023-24 Net Revenue Budget (as at February 2022)

	Adult Social Services	Children's Services	Community and Environmental Services	Strategy and Transformation	Governance	Finance and Commercial Services	Finance General	Norfolk County Council
	£m	£m	£m	£m	£m	£m	£m	£m
Base Budget 2022-23	263.184	189.065	166.162	8.759	1.960	33.424	-198.432	464.123
Growth								
Economic and inflationary	8.858	5.351	5.103	0.353	0.070	1.471	0.914	22.119
Legislative requirements	14.354	0.000	-0.190	0.000	0.000	0.000	2.061	16.225
Demand and demographic	6.700	11.500	2.990	0.000	0.080	0.000	0.000	21.270
Policy decisions	7.000	-0.960	2.929	0.000	0.105	-0.052	27.212	36.234
Funding reductions	0.000	0.000	0.000	0.000	0.000	0.000	1.833	1.833
Cost neutral increases	0.000	0.000	0.000	0.000	0.000	0.000	0.050	0.050
Total budget increase	36.912	15.891	10.832	0.353	0.255	1.419	32.071	97.732
Reductions								
Total savings	-4.175	-4.900	-0.236	0.102	0.100	-0.300	0.250	-9.159
Funding increases	-7.626	0.000	0.000	0.000	0.000	0.000	-2.310	-9.936
Cost neutral decreases	0.000	-0.050	0.000	0.000	0.000	0.000	0.000	-0.050
Total budget decrease	-11.801	-4.950	-0.236	0.102	0.100	-0.300	-2.060	-19.145
Base Budget 2023-24	288.295	200.006	176.758	9.214	2.316	34.542	-168.421	542.710
Funded by: Council tax								-480.783
Collection Fund surplus								-2.000
Total								-482.783
2023-24 Budget Gap								59.927

4. Medium Term Financial Strategy

4.1. The table below sets out the high level MTFS position as agreed in February 2022 and reflecting the addition of a further financial year (for 2026-27) to the planning period. The inclusion of a further year in MTFS planning based on the same broad assumptions adds £19.137m to the forecast gap, bringing it to £115.814m for the MTFS period. The forecast budget gap for 2023-24 remains £59.927m.

Table 6: Updated Medium Term Financial Strategy 2023-24 to 2026-27

	2023-24	2024-25	2025-26	2026-27	Total
	£m	£m	£m	£m	£m
<u>Growth Pressures</u>					
Economic and inflationary	22.119	23.016	23.016	23.670	91.821
Legislative requirements	16.225	6.760	-0.200	0.000	22.785
Demand and demographic	21.270	17.050	11.650	11.000	60.970
Policy decisions	36.234	2.821	-1.732	0.124	37.447
Funding decreases	1.833	0.000	0.000	0.000	1.833
<u>Savings and funding increases</u>					
Identified savings	-9.159	-8.200	0.000	0.000	-17.359
Funding increases	-9.936	0.000	0.000	0.000	-9.936
Council tax changes	-18.660	-17.327	-20.104	-15.658	-71.749
Forecast Gap (Surplus)/Deficit	59.927	24.120	12.630	19.137	115.814

4.2. The key assumptions underpinning the forecast gap in the current MTFS position include:

- That a balanced outturn position is delivered for 2021-22 and that all the savings proposed and included for 2022-23 can be successfully achieved – planned savings of £45.793m being delivered over the MTFS period.
- Government funding will be broadly flat in 2023-24 (i.e. essentially a rollover of 2022-23 funding levels). This assumption includes Settlement Funding (RSG, business rates), Rural Services Delivery Grant, Social Care Grant, Better Care Fund / improved Better Care Fund, Public Health Grant and [critically] the one-off 2022-23 “Services Grant”. Essentially, the Council has assumed that transitional arrangements will “smooth” some of the impact of such funding changes but details of any proposed approach remain to be announced by Government.
- Cost pressures for 2023-24 including:
 - 3% for pay inflation in 2023-24 to 2026-27. Uncertainty remains about the level of the 2022-23 pay award, with the 2021-22 pay

- award only having been agreed at 1.75% (2.75% at the lowest grade) in March 2022.
- Non-pay inflation in line with contractual rates or CPI forecasts where appropriate totalling £12.8m in 2023-24. This may be an underestimate in light of cost pressures particularly around energy and fuel (with a knock on impact on both NCC activity and services delivered by third parties).
 - Demographic growth pressures for Adults, Childrens, Waste totalling £21.2m in 2023-24.
 - The High Needs Block overspend and brought forward DSG deficit position can continue to be treated in line with the accounting treatment set out by Government, and as such places no pressure on the “core” Council budget.
 - Assumed increases in council tax over the MTFs period as set out in the table below (1.99% for general council tax in all years and 1% for the Adult Social Care precept up to 2025-26). The level of the ASC precept available beyond 2022-23 has not yet been confirmed by Government and therefore remains an area of risk. It also remains the case that Government’s approach to the funding of local authorities in recent years has been predicated on an assumption that councils will increase council tax by the referendum limit, and that average levels of tax base growth will be experienced. This expectation has effectively been reiterated in the *Plan for Health and Social Care*. A decision to increase council tax by less than the referendum threshold therefore results in the Council having lower levels of funding than Government would expect. Final decisions about the level of council tax increase remain a matter for Full Council based on the recommendation of Cabinet and to be agreed in each year.

Table 7: Council tax assumptions

	2023-24	2024-25	2025-26	2026-27
	£m	£m	£m	£m
Council tax % increase	-9.290	-9.663	-10.052	-10.456
Council tax collection fund change ⁷	-0.080	2.000	0.000	0.000
Council tax base (assumes growth of 1.0% in all years)	-4.622	-4.808	-5.001	-5.202
Council tax ASC precept ⁸	-4.668	-4.856	-5.051	0.000
Total	-18.660	-17.327	-20.104	-15.658
Key assumptions				
General council tax % increase assumption	1.99%	1.99%	1.99%	1.99%
ASC precept % increase assumption	1.00%	1.00%	1.00%	0.00%

⁷ Assumes collection fund surplus in 2023-24.

⁸ Adult Social Care precept assumed to continue post 2022-23 but is subject to Government decision.

- 4.3. As set out at the time of 2022-23 budget setting, the pressures within the current budget planning position are such that the Executive Director of Finance and Commercial Services considers that the Council will have very limited opportunity to vary these assumptions, and **in the event that the Government offered the discretion for larger increases in council tax, or increases in the Adult Social Care precept for 2023-24, this would be the recommendation of the Section 151 Officer** in order to ensure that the Council's financial position remains robust and sustainable.
- 4.4. A number of significant uncertainties remain which could have an impact on the overall scale of the budget gap to be addressed in 2023-24, linked to ongoing uncertainty around local government (and wider public sector finances) including:
- Further “cost of living” pressures and the wider economic impacts, including the implications of the invasion of Ukraine;
 - Further cost pressures emerging to support the achievement of carbon reduction targets, above the funding provided for in the 2022-23 Budget;
 - the outcome of funding reforms (previously the Fair Funding Review) intended to be consulted on during 2022-23 and implemented for 2023-24. The short-term nature of the settlement announcement (for 2022-23 only, in spite of a multi-year Spending Review) means that risks remain around the provision of this funding in future years and therefore a material impact and potential cliff-edge may emerge in 2023-24 if these assumptions have to be subsequently reversed. The trajectory for local authority funding implied by both the Spending Review and 2022-23 settlement is for only very limited increases in core ongoing funding in 2023-24 and beyond;
 - Government decisions about the council tax referendum limit or further ASC precept flexibilities in 2023-24. Government continues to make assumptions about council tax increases which effectively transfer the burden of funding services to Norfolk taxpayers;
 - the need for a long term financial settlement for local government;
 - delivery of other reforms to local government funding including the details of the approach to Adult Social Care reforms to implement the cap on care costs, and changes to other funding streams including the New Homes Bonus;
 - The financial impact of anticipated social care and send national reviews which are assumed will not result in further unfunded burdens; and
 - progress of various elements of Government policy including levelling up, County Deals, and the Shared Prosperity Fund.
- 4.5. While impact of many of these risks is difficult to quantify at this point, the sensitivity table below demonstrates some potential impacts on the scale of the Council's budget gap.

Table 8: Budget gap sensitivity analysis 2023-24

	Approximate impact on 2023-24 gap £m
Additional income from scope to raise Adult Social Care Precept by further 1%*	-4.700
Potential pressure from 2022-23 savings (assuming 20% non-delivery)	5.700
Potential pressure from 2023-24 planned savings feasibility review (assuming 20% unachievable)	1.800
Potential pressure from change in tax base growth +/-1%	+/-4.700
Approximate ASC pressure from every 1p increase in National Living Wage	+0.200
Impact of varying pay award assumptions +/- 1%	+/-2.600

*A 1% increase in ASC precept is already assumed but availability has not been confirmed by Government.

5. Proposals

5.1. The following principles for 2023-24 budget setting are proposed:

- Three rounds of Budget Challenge (initial proposals in May and June and a detailed session for each directorate in September).
- Allocate £60m target for 2023-24 based on a “controllable spend” approach consistent with previous years.
- Seek to identify proposals to address forecast future year budget gaps.
- Budget planning to cover the period 2023-24 to 2026-27 (extend current MTFS by one year).
- In order to inform any revision of 2023-24 MTFS and budget gap, Cabinet to continue to keep MTFS assumptions under review for remainder of budget setting, particularly relating to:
 - council tax and business rates planning assumptions (informed by latest District forecasts).
 - achievement of the 2021-22 outturn position.
 - forecast delivery of planned 2022-23 savings programmes and viability of previously planned 2023-24+ savings.
 - changes in cost and income pressures.
 - any further Government funding announcements for 2022-23 and future years.
- To closely scrutinise any requests for additions to the Capital Programme for 2023-24 requiring additional borrowing to consider the value for money of proposals and assess their impact on the affordability of the revenue budget and MTFS, ensuring that borrowing levels are maintained within appropriate prudent limits and the revenue budget remains robust.
- Select Committees to have a role as part of the budget-setting process, considering areas for savings in May 2022 and commenting on detailed proposals in November 2022.

- Final decisions about the 2023-24 Budget to be taken in February 2023 in line with the budget setting timetable as set out below.

5.2. It is proposed that the broad approach to budget development should include:

- A review of all current pressures with a view to reducing the level required;
- A review of all earmarked revenue reserves with a view to releasing funding where possible (noting that this would provide a one-off gain which would impact on the future year gap);
- A review of the Council’s commercial opportunities, including scope to achieve increased income;
- A review to consider the scope to extend existing saving proposals;
- Identification of new savings; and
- The organisational review approved by Cabinet.

5.3. It should be noted that the changes during the budget setting process may result in the saving targets currently allocated to Services being revised (and potentially materially increased) in the event that further pressures or income changes arise. Options to address any shortfall in savings to close the 2023-24 Budget gap will ultimately include:

- Government providing additional funding;
- Corporate / centrally identified savings opportunities;
- The removal or mitigation of currently identified budget pressures; and
- Service departments identifying further savings.

5.4. The Budget agreed in February 2022 included a high level timetable for the 2023-24 budget process. The detailed timescales for internal “budget challenge” activity and summer consultation will be confirmed following approval of the proposed approach by April Cabinet.

Table 9: Proposed Budget setting timetable 2023-24

2023-24 Proposed	Time frame
Cabinet review of the financial planning position for 2023-27 – including formal allocation of targets	4 April 2022
Scrutiny Committee	20 April 2022
Select Committee input to development of 2023-24 Budget – strategy	w/c 23 May 2022
Review of budget pressures and development of budget strategy and detailed savings proposals 2023-27 incorporating: <ul style="list-style-type: none"> • Budget Challenge 1 (early May) – context / strategy / approach / outline proposals including transformation • Budget Challenge 2 (early June) – detailed proposals • Budget Challenge 3 (early September) – final proposals 	April to December 2022

2023-24 Proposed	Time frame
<i>Fair Funding Review / DLUHC reform of Local Government funding</i>	<i>TBC early / mid 2022</i>
Cabinet agree strategic budget approach and any initial proposals for summer consultation	4 July 2022
Scrutiny Committee	20 July
Summer consultation activity – service priorities, transformation, approach and early saving proposals	Late July / August(?) 2022
Cabinet approve final proposals for public consultation	3 October 2022
Scrutiny Committee	19 October 2022
Public consultation on 2023-24 Budget proposals, council tax and adult social care precept	Late October to mid December?
Select Committee input to development of 2023-24 Budget – comments on specific proposals	w/c 14 November 2022
<i>Government Autumn Budget</i>	<i>TBC October 2022</i>
<i>Provisional Local Government Finance Settlement announced including provisional council tax and precept arrangements (outcomes of Fair Funding Review?)</i>	<i>TBC December 2022</i>
Cabinet considers outcomes of service and financial planning, EQIA and consultation feedback and agrees revenue budget and capital programme recommendations to County Council	30 January 2023
Confirmation of District Council tax base and Business Rate forecasts	31 January 2023
<i>Final Local Government Finance Settlement</i>	<i>TBC January / February 2022</i>
Scrutiny Committee 2023-24 Budget scrutiny	15 February 2023
County Council agrees Medium Term Financial Strategy 2023-24 to 2026-27, revenue budget, capital programme and level of council tax for 2023-24	21 February 2023

Assumed Government activity and timescales

5.5. The Budget process will be informed through the year by Government announcements around the Local Government Settlement, as well as any progress on reforms including the Funding Review. As set out elsewhere in the report, the timing for these is currently unknown.

5.6. In respect of the allocation of 2023-24 savings, it is recognised that Adult Social Services brought forward savings late in the 2022-23 budget process which would otherwise have provided a contribution to the department's 2023-24 target. The allocation of savings targets for 2023-24 therefore recognises this and adjusts the proposed targets⁹. Apart from this adjustment, it is proposed to

⁹ The adjustment for Adults front door saving ASS030 reflects adding the additional element of the saving to both the gap requirement and departmental budget, apportioning the revised gap based on

apply the approach adopted in previous years (i.e. allocation of savings targets to Departments in proportion to net budgets, adjusted for budgets which are not “controllable” (for example Public Health grant, Schools, capital charges)). The figures set out in Table 10 are the new savings to be found in addition to those currently planned for in Table 4. As described above, there is a risk that the targets set out in the table below may need to be revised later in the budget process. As set out in the proposed timetable, the below table reflects the proposal to divide the 2023-24 budget process into two phases, with initial proposals being consulted on during the summer.

Table 10: Saving targets by Department

<u>Savings Target</u>	2023-24 Phase 1	2023-24 Phase 2	2023-24 Total	2024-25	2025-26	2026-27	2023-27 Total	Share
	£m	£m	£m	£m	£m	£m	£m	%
Adult Social Services	6.700	18.400	25.100	9.700	5.600	8.500	48.900	42%
Children's Services	3.400	10.700	14.100	5.900	2.900	4.400	27.300	24%
Community and Environmental Services	3.500	11.200	14.700	6.100	3.000	4.400	28.200	24%
Finance and Commercial Services	0.700	2.200	2.900	1.200	0.600	0.900	5.600	5%
Finance General	0.400	1.400	1.800	0.700	0.300	0.500	3.300	3%
Governance	0.100	0.550	0.650	0.250	0.100	0.200	1.200	1%
Strategy and Transformation	0.200	0.550	0.750	0.350	0.100	0.200	1.400	1%
	15.000	45.000	60.000	24.200	12.600	19.100	115.900	100%

5.7. It should be noted that the Phase 1 total of £15m represents a minimum target of savings to be found for summer consultation. Any savings above this level would contribute towards departmental targets for Phase 2 and would help to reduce the overall level of risk for the 2023-24 budget setting process. The level of the Phase 1 target is not intended to prohibit departments from bringing forward material savings programmes or strategies if they are above the indicative Phase 1 amounts.

6. Impact of the Proposal

6.1. This paper sets out an outline timetable and approach to the Council’s budget planning process for 2023-24, while recognising that significant risks and uncertainties remain. The proposals in this report are intended to:

- set the context for service financial planning for the year to come;
- provide a robust approach to tackling the significant budget gap forecast for 2023-24;

the new notional budget prior to impact of the saving, then removing the additional ASS030 saving from the resulting Adults share of target.

- assist the Council in managing the continuing significant uncertainty around local authority funding including funding reform while providing sufficient flexibility to respond to any changes required; and
- contribute to the Council setting a balanced budget for 2022-23.

7. Evidence and Reasons for Decision

- 7.1. After more than ten years of savings identification and delivery, and in the face of both continuing significant financial pressures and Government plans for funding reform, it is essential that the Council has a robust approach to budget setting and the identification of saving proposals. Simultaneously, it is critical to continue to engage with Government, MPs and other stakeholders to campaign for adequate and sustainable funding for Norfolk to enable the delivery of vital services to residents, businesses and visitors. In the context of funding reform, it will be even more imperative than it has been in previous years that Government issue guidance on the direction of travel for reform, financial planning assumptions, and indicative funding allocations for 2023-24, as soon as possible.
- 7.2. In view of the size of the gap forecast for 2023-24 there is a significant risk that the Council will be obliged to consider reductions in service levels. As such it is important that the process of identifying, and consulting on, savings proposals is undertaken as soon as possible. This will provide additional time for the preparation and consultation and engagement work around saving proposals, which should, in turn, support effective delivery and implementation of any proposals that are ultimately agreed to provide a full year saving for 2023-24.
- 7.3. The Council's planning within the MTFs forecast is based on the position agreed in February 2022 and it is important to note that this will be kept under review throughout the 2023-24 Budget setting process, particularly in the event that further information about funding becomes available. It remains prudent to establish a process to begin planning for savings at the level required to close the underlying gap identified in February 2022.
- 7.4. The proposals in the report are intended to reflect a proportionate response to the challenges and uncertainties present in the 2023-24 planning process and will ultimately support the Council to develop a robust budget for the year.

8. Alternative Options

- 8.1. This report sets out a framework for developing detailed saving proposals for 2023-24 and at this stage no proposals have been agreed, meaning that a range of alternative options remain open.
- 8.2. In addition, there are a number of areas where Cabinet could choose to consider different parameters for the budget setting process, such as:

- Adopting an alternative allocation of targets between services, or retaining a target corporately.
- Considering an alternative timetable within the time constraints required to develop proposals, undertake public consultation, and meet statutory deadlines for the setting of council tax.
- Changing assumptions within the MTFs (including the level of council tax) and therefore varying the level of savings sought.

8.3. The planning context for the Council will be updated if further information becomes available. Final decisions about the overall shape of the 2023-24 Budget, savings, and council tax will not be made until February 2023.

9. Financial Implications

9.1. Financial implications are discussed in detail throughout this report, which sets out the proposed indicative savings targets which will need to be found by each department to contribute to closing the 2023-24 and future year budget gap, subject to formal approval by Full Council in February 2023. The proposals in the report will require services to identify further very significant savings to be delivered against current budget levels. The scope to achieve savings at the level required may be limited by the legacy impact of COVID-19 on cost pressures, service delivery expectations, and existing saving programmes.

9.2. The Council is legally required to set a balanced Budget annually and should plan to achieve this using a prudent set of assumptions. However, Cabinet could choose to vary the allocation of indicative targets between directorates, or to establish an alternative approach to identifying savings. The scale of the budget gap and savings required are such that if the Council is required to deliver savings at this level there is a risk that this could result in the Council failing to fulfil its statutory responsibilities. As such the Government's response and decisions about Council funding in 2023-24 will be hugely significant. Any changes in Government funding could have a material impact on both the level of savings to be identified, and the Council's wider budget process. Government has hitherto failed to deliver the paradigm shift needed in the recognition of the importance and costs of providing social care, and to adequately fund local authorities to provide these and other vital services. Fundamentally there is a need for a larger quantum of funding to be provided to local government to deliver a sustainable level of funding for future years.

9.3. Work to deliver additional Government funding could therefore have an impact on the overall budget gap to be addressed. Equally, in the event that funding reform sees resources shifted away from shire counties, the Council's forecast 2023-24 gap could increase. At this point, Government has not confirmed details of the proposed approach or timescales for consultation on funding reform. The 2023-24 MTFs position also assumes that approximately £12m of funding will be rolled forward from the one-off 2022-23 Services Grant and New Homes Bonus. These assumptions remain to be confirmed and should be considered a key area of risk.

9.4. As a result of the above, the budget setting process and savings targets will be kept under review as budget planning progresses. In the event that additional budget pressures for 2023-24 emerge through budget planning, there may be a requirement to revisit the indicative saving targets.

10. Resource Implications

10.1. **Staff:** There are no direct implications arising from this report although there is a potential that staffing implications may be linked to specific saving proposals developed. These will be identified as they arise later in the budget planning process.

10.2. **Property:** There are no direct property implications arising from this report although existing saving plans include activities linked to property budgets and assumptions around capital receipts to be achieved.

10.3. **IT:** There are no direct IT implications arising from this report although existing saving plans include activities linked to IMT budgets. In addition, activities planned within Business Transformation will include further work to deliver savings through activity related to digital and IT initiatives.

11. Other Implications

11.1. **Legal Implications:** This report sets out a process that will enable the Council to set a balanced budget for 2023-24 in line with statutory requirements, including those relating to setting council tax, and undertaking public consultation.

11.2. **Human Rights implications:** No specific human rights implications have been identified.

11.3. **Equality Impact Assessment (EqIA) (this must be included):** Any saving proposals with an impact on service delivery will require public consultation, and an Equality Impact Assessment of all proposals will need to be completed as part of budget-setting in due course. The results of public consultation and the findings of all EqIAs will be presented to Cabinet in January 2023 in order to inform budget recommendations to County Council.

11.4. No specific EqIA has been undertaken in respect of this report, although the equality impact assessment of the Council's resilience and recovery planning for COVID-19 can be found [here](#). The EqIA in relation to the 2022-23 Budget can be found as part of the [budget papers considered in February 2022](#).

11.5. **Data Protection Impact Assessments (DPIA):** N/a

11.6. **Health and Safety implications (where appropriate):** N/a

11.7. **Sustainability implications (where appropriate):** There are no direct sustainability implications arising from this report although existing 2022-23 budget plans include funding for activities which may have an impact on the environmental sustainability of the County Council through the delivery of the Environmental Policy. These issues were considered in more detail within the February budget report to Full Council. Further details are set out in the *Net Zero and Natural Norfolk Progress Update* elsewhere on the agenda. Ultimately sustainability issues and any associated financial implications in relation to either new 2023-24 proposals, or activities developed during 2022-23, will need to be fully considered once such initiatives are finalised, and ultimately as part of budget setting in February 2023.

11.8. **Any other implications:** Significant issues, risks, assumptions and implications have been set out throughout the report.

12. Risk Implications/Assessment

12.1. A number of significant risks have been identified throughout this report. Risks in respect of the MTFs were also set out within the February 2022 report to Full Council. Uncertainties remain which could have an impact on the overall scale of the budget gap to be addressed in 2023-24. These include:

- Any further impact of COVID-19 on the budget in 2022-23, including in particular:
 - any ongoing cost pressures within service delivery and contracted services which have not currently been provided for
 - future pressures on income particularly in relation to business rates and council tax
 - the implications of any measures implemented by Government to restore the national finances in the medium to longer term
- Ongoing uncertainty around local government (and wider public sector finances) including:
 - the impact of “cost of living pressures” and the wider impact of the invasion of Ukraine on the economy
 - the need for a long term financial settlement for local government. Spending Review announcements in 2021 covered one year only, and as a result there remains high uncertainty about the levels of funding for 2023-24 and beyond. In particular, it is of major concern that Government continues to place significant reliance and expectations on locally raised income. If this trend persists, the financial pressures for 2023-24 and beyond may become unsustainable. There remains a specific risk in relation to longer term reform of local government funding and the planned funding review, which is now expected to impact on 2023-24 budget setting, in that a failure by the Government to provide adequate resources to fund local authorities could lead to a requirement for further service reductions, particularly where these result in a redistribution between authority types or geographical areas. Changing Government

policies around the nature, role, responsibilities and requirements of Local Government may also represent an area of risk, as will changing expectations of the public, taxpayers and service users.

- linked to this are risks around delivery of reforms to local government funding including actions to deliver “Levelling Up”, the funding review, the detailed implications of Adult Social Care reform, reforms to the Business Rates system, and changes to other funding streams including the New Homes Bonus
- Further decisions about Local Government reorganisation and the progress of negotiations related to a County Deal.

12.2. The Council’s Corporate Risk Register provides a full description of corporate risks, including corporate level financial risks, mitigating actions and the progress made in managing the level of risk. A majority of risks, if not treated, could have significant financial consequences such as failing to generate income or to realise savings. These corporate risks include:

- RM002 – The potential risk of failure to manage significant reductions in local and national income streams.
- RM006 – The potential risk of failure to deliver our services within the resources available for the period 2021-22 to the end of 2023-24.
- RM022b – Implications of Brexit for a) external funding and b) Norfolk businesses
- RM023 - Lack of clarity on sustainable long-term funding approach for adult social services at a time of increasing demographic pressures and growing complexity of need.
- RM031 – NCC Funded Children's Services Overspend

Further details of all corporate risks, including those outlined above, can be found in Appendix C of the March 2022 Risk Management report to Cabinet. There is close oversight of the Council’s expenditure with monthly financial reports to Cabinet. Any emerging risks arising will continue to be identified and treated as necessary.

The Council is in the process of implementing a new HR and Finance System, following approval of the business case presented in May 2019, with the new system due to go live in April 2022. The successful implementation of this system is a key prerequisite for the 2023-24 Budget in terms of the system supporting delivery of both the budget process itself, and providing a mechanism through which savings and efficiencies are intended to be achieved.

13. Select Committee comments

13.1. Select Committees provided commentary and input to the 2022-23 Budget process during budget development. Where relevant these have been set out within the budget setting approach proposed in this report. No specific input was sought in respect of the report itself, however Select Committees will

again have the opportunity to comment when they consider the implications of 2023-24 budget setting for the service areas within their remit when they meet during the year as set out in the proposed timetable.

14. Recommendations

14.1. Cabinet is recommended:

1. To consider the overall budget gap of £96.676m included in the Medium Term Financial Strategy (MTFS) set by Full Council in February 2022, and agree:
 - c) the gap of £59.927m to be closed for 2023-24; and
 - d) the extension of the MTFS by a further year (to 2026-27) and the resulting overall gap for planning purposes of £115.814m. (Section 4).
2. To review the key budget risks and uncertainties as set out in this report. (Section 4).
3. To consider the principles of the proposed approach to budget setting for 2023-24, noting that there may be a need for flexibility within both the process itself and the assumptions applied, and agree:
 - c) the process and indicative timetable set out in Section 5, including the proposed two stage consultation process for 2023-24 to support in the early securing of deliverable saving proposals.
 - d) the savings targets allocated to each Department to be found (Table 10), and that these will be kept under review through the budget process.

15. Background Papers

15.1. Background papers relevant to this report include:

[Norfolk County Council Revenue and Capital Budget 2022-23 to 2025-26, County Council 21/02/2022, agenda item 5](#)

Finance Monitoring Report 2021-22 P11, Cabinet, 04/05/2022 (on this agenda)

Better Together, for Norfolk – delivering our strategy, Cabinet, 04/05/2022 (on this agenda)

Norfolk County Council – Strategic Review, Cabinet, 04/05/2022 (on this agenda)

[Risk Management, Cabinet 07/03/2022, agenda item 17](#)

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Infrastructure and Development Select Committee

Item No: 12

Report Title: Policy and Strategy Framework – annual review

Date of Meeting: 25 May 2022

Responsible Cabinet Members: Cllr Graham Plant, (Cabinet Member for Growth and Development)

Cllr Margaret Dewsbury (Cabinet Member for Communities and Partnerships)

Cllr Eric Vardy (Cabinet Member for Environment and Waste)

Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure and Transport)

Responsible Director: Tom McCabe (Executive Director of CES)

Executive Summary

The Select Committee has a role in developing and advising on Council policies and strategies. This report sets out information on the policies and strategies aligned to the work of this Select Committee, in the form of a policy and strategy framework.

The framework is brought to the Select Committee annually to enable the Select Committee to have oversight of policy and strategy work already complete as well as the work underway to develop new and reviewing existing policies and strategies.

Action Required

The Select Committee is asked to:

1. Review the policy and strategy framework at Appendix A and identify any appropriate items for inclusion on the Forward Work Programme (where not already included).

1. Background and Purpose

1.1 The Select Committee has a role in developing and advising on the policy and strategy framework. The Committee has an item on the Forward Work

Programme for an annual review of this framework; this was last reviewed by the Committee in July 2021.

- 1.2 This report provides details of the current policies and strategies which align to this Select Committee along with timescales for anticipated development and review work.

2. Proposal

- 2.1 The policy and strategy framework is set out in Appendix A. This lists the policies and strategies which have been approved by Members, along with those under development which will be brought to Members for approval. The following definitions have been used as a guide: -

Strategy – guides the future shape and delivery of services by setting out a high-level long-term vision and/or priority;

Policy – sets out a principle, protocol or set of rules that guide decisions or achieve outcomes.

- 2.2 The framework covers policies and strategies only, and not all documents which may require member approval.
- 2.3 A general working assumption is that all relevant policies and strategies will be reported to this Committee prior to any formal approval. This will help Select Committee input and develop appropriate recommendations for Cabinet and/or the relevant Cabinet Member to consider. In practice, the extent to which this is possible may depend on the capacity of the Select Committee (e.g. size of agendas for meetings) and any particular timing considerations.
- 2.4 The timescales anticipated for reviewing existing policies and strategies varies, with some reviewed annually and some longer-term strategies less frequently. The framework aims for each to be reviewed at least once every 5 years.
- 2.5 The Select Committee carried out work to review and develop the following policies and strategies in the last year (since the framework was last reviewed in July 2021):-
 - Apprenticeship Strategy
 - Environmental Policy (Norfolk Pollinator Plan, Active Travel Programme and Local Cycling and Walking Investment Plans)
 - Local Transport Plan
 - Transport for Norwich Strategy
 - Herbicide Use Policy
 - Norfolk Rural Economic Strategy
 - Active Norfolk Strategy

- Waste Recycling Credits Policy, Recycling Centres Policies and Waste Policies (as part of Waste Services update report)
- CES Compliance and Enforcement Policy
- Trading Standards Business Services Policy (as part of Trading Standards Service Plan report)
- Norfolk Strategic Infrastructure Delivery Plan
- Electric Vehicle Strategy

Further work is planned and the following are currently programmed into the Select Committee's Forward Work Programme for the coming 12 months (note some of these are on the agenda for the meeting today):-

- Local Transport Plan
- Minerals and Waste Local Plan
- Norfolk Investment Framework
- Norfolk Fire and Rescue Service Community Risk Management Plan (CRMP) 2023/26
- Highway Transport Asset Management Plan (TAMP)
- CES Compliance and Enforcement Policy
- Norfolk Strategic Infrastructure Delivery Plan

2.6 In considering the policy and strategy framework, the Select Committee may wish to consider: -

Priorities – there may be priority areas that the Select Committee wish to identify e.g. areas where the Select Committee may wish to be involved in development work in more detail.

Timings – some policies/strategies have a specified timescale and work to develop a revised strategy may need to be carried out within a specific timeframe to ensure there is no gap in provision. In other cases, there is no specific timescale and there is more scope for the Select Committee to set timings for review, if needed, e.g. in line with any priorities.

Gaps – whether there may be any gaps in the current policy and strategy framework, or new requirements, where the development of a new policy or strategy may be useful.

3. Impact of the Proposal

3.1 The policy and strategy framework helps provide clarity to the overall vision, direction and standards of services set by Members. A regular review of the framework (and individual elements within in) helps to ensure that the Select Committee is able to oversee the range of activity aligned to the Committee.

4. Evidence and Reasons for Decision

4.1 As above.

5. Alternative Options

5.1 This report enables the Select Committee to understand the full picture of policies and strategies aligned to the Committee, and it is for the Committee to use this framework as a tool to help shape future agendas and discussion items.

6. Financial Implications

6.1 There is no direct financial implication from a review of the policy and strategy framework. There is a general need for policies and strategies developed to be realistic in terms of the overall financial envelope to ensure that they are deliverable. This includes taking account of the opportunities to access external funding to support delivery, particularly for key areas of work or projects. This needs to be balanced against the need for some strategies to set out a long-term future vision for services or for the county.

7. Resource Implications

7.1 **Staff:** None arising from this report. Policy review and development is, in the round, carried out within existing staff resource. In some cases there may be a need to commission specialist or technical resource from within available funding.

7.2 **Property:** None arising from this report.

7.3 **IT:** None arising from this report.

8. Other Implications

8.1 **Legal Implications:** None arising from this report. All policies and strategies developed are assessed to ensure that there are within the context of relevant legislation and similar requirements. Changes in legislation or associated standards/guidance are also assessed to determine to need to review policy/strategy as a result, and some of the anticipated development work is as a result of anticipated changes.

8.2 **Human Rights Implications:** The implications of individual policies and strategies will be considered as part of their development.

8.3 **Equality Impact Assessment (EqIA) (this must be included):** Assessments are completed for individual policies/strategies as part of their development.

Copies of these assessments will be included in relevant reports so that they can be considered as part of the decision-making process.

8.4 Data Protection Impact Assessments (DPIA): None arising from this report.

8.5 Health and Safety implications: None arising from this report.

8.6 Sustainability implications: None arising from this report.

8.7 Any Other Implications: None.

9. Risk Implications / Assessment

9.1 As above.

10. Recommendations

The Select Committee is asked to:

1. Review the policy and strategy framework at Appendix A and identify any appropriate items for inclusion on the Forward Work Programme (where not already included)

11. Background Papers

11.1 None.

Officer Contact

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

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Appendix A - CES Policy and Strategy Framework

Notes

1 = there are a number of detailed policies relating to Adult Learning and oversight of these is through the Adult Learning Steering Group.

* = forms part of the NCC Policy Framework set out in the Constitution, and therefore Full Council is the approval body.

= aiming for a review after a maximum of 5 years.

Title	Latest version	Cabinet Portfolio	Service	Date approved / last reviewed	Next review due (approx.)#
CES Enforcement Policy	Link	All	All CES	Dec-21	Dec-22
Herbicide Use Policy	N/A	All	All CES	N/A	Under development
Adult Education Strategy (see note 1 below)	Link	Communities and Partnerships	Adult Education	Feb-21	2025
Arts Policy	Link	Communities and Partnerships	Arts	2005	2022
Blue Badge (Disabled Persons) Parking Scheme Policy	Link	Communities and Partnerships	Customer Service	Feb-20	2024
Getting Norfolk Moving - Active Norfolk Strategy 2021-2026	Link	Communities and Partnerships	Active Norfolk	10-Sep-21	2026
Integrated Risk Management Plan 2020-2023* - new version will be titled "Community Risk Management Plan" 2023/2026	Link	Communities and Partnerships	Fire and Rescue	Mar-20	2022

Title	Latest version	Cabinet Portfolio	Service	Date approved / last reviewed	Next review due (approx.)#
Library Stock Management Policy	Link	Communities and Partnerships	Libraries and Information	Aug-10	2025
Norfolk Library Strategy	Link	Communities and Partnerships	Libraries and Information	Mar-20	2025
Norfolk Museum Service 5 Year Strategic Framework 2019-2023 <i>(not currently on website - copy available on request)</i>		Communities and Partnerships	Museums	Jan-20	2022
Trading Standards Business Services Policy	Link	Communities and Partnerships	Trading Standards	2021	2022
Trading Standards Consumer Services Policy	Link	Communities and Partnerships	Trading Standards	Feb-20	2026
Trading Standards Service Plan	Link	Communities and Partnerships	Trading Standards	Apr-21	Annually
Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2010-2026 (DPD)*	Link	Environment and Waste	Planning	Sep-11	Review of DPDs underway, with a view to combining into a single DPD
County Council Waste Policies and Moving Towards Zero Waste	Link	Environment and Waste	Waste	Dec-14	2021

Title	Latest version	Cabinet Portfolio	Service	Date approved / last reviewed	Next review due (approx.)#
Strategy Document*					
Minerals Site Specific Allocations Development Plan Document (DPD)*	Link	Environment and Waste	Planning	Dec-17	Review of DPDs underway, with a view to combining into a single DPD
NCC Environmental Policy*	Link	Environment and Waste	Environment	November 2019 (and reviewed 2021)	2024
Norfolk Access Improvement Plan 2019-2029	Link	Environment and Waste	Environment	Mar-19	2024
Norfolk Minerals and Waste Development Scheme*	Link	Environment and Waste	Planning	Aug-20	2025
Recycling Centres Policies	Link	Environment and Waste	Waste	Various	2021
Recycling Credits Policy	Link	Environment and Waste	Waste	Various	2021
Tipping Away Payments to Waste Collection Authorities	Link	Environment and Waste	Waste	2020	2026
Tree Safety Management Policy	Link	Environment and Waste	Environment	Oct-09	2023
Waste Site Specific Allocations Development Plan	Link	Environment and Waste	Planning	Oct-13	Review of DPDs underway, with a view to combining

Title	Latest version	Cabinet Portfolio	Service	Date approved / last reviewed	Next review due (approx.)#
Document (DPD)*					into a single DPD
Apprenticeships Strategy		Growing the Economy	Economic Programmes & Skills	06/09/2021	2026
Norfolk and Suffolk Economic Strategy	Link	Growing the Economy	Strategy & Policy	2021	2026
Norfolk Rural Economic Strategy 2021-24	Link	Growing the Economy	Strategy & Policy	2021	2024
Aylsham Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025
Brown Tourist Information Signs Policy	Link	Highways, Infrastructure & Transport	Highways	2021	2026
Concessionary Fares Policy		Highways, Infrastructure & Transport	Transport	2001	Underway
Dereham Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Mar-19	2024
Diss Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025
Downham Market Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025
Electric Vehicle Strategy	Link	Highways, Infrastructure & Transport	Highways	04/10/2021	2026
Fakenham Network	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025

Title	Latest version	Cabinet Portfolio	Service	Date approved / last reviewed	Next review due (approx.)#
Improvement Strategy					
Great Yarmouth Transport Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025
Greater Norwich Local Plan	Link	Highways, Infrastructure & Transport	Greater Norwich Team	2021	2026
King's Lynn Transport Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Feb-20	2025
Local Flood Risk Strategy	Link	Highways, Infrastructure & Transport	Highways	Jan-21	2026
Local Transport Plan*	Link	Highways, Infrastructure & Transport	Transport strategy	2022	2026
Norfolk Parking Principles	Link	Highways, Infrastructure & Transport	Transport strategy	May-12	Underway
Norfolk Rail Prospectus	Link	Highways, Infrastructure & Transport	Transport strategy	Jan-13	Underway
Norfolk Speed Management Strategy	Link	Highways, Infrastructure & Transport	Highways	Mar-14	Underway
Norfolk Strategic Infrastructure Delivery Plan	Link	Highways, Infrastructure & Transport	Transport strategy	2021	2022
North Walsham Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025
Street Lighting Policy <i>not currently on website - copy available on request</i>		Highways, Infrastructure & Transport	Highways	2019	2024

Title	Latest version	Cabinet Portfolio	Service	Date approved / last reviewed	Next review due (approx.)#
Swaffham Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025
Thetford Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025
Transport Asset Management Plan	Link	Highways, Infrastructure & Transport	Highways	Mar-21	Annual
Transport for Norwich (TfN)	-	Highways, Infrastructure & Transport	Transport strategy	2021	2026
Winter Maintenance Policy	Link	Highways, Infrastructure & Transport	Highways	Mar-19	Underway
Wroxham and Hoveton Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Apr-20	2025
Wymondham Network Improvement Strategy	Link	Highways, Infrastructure & Transport	Transport strategy	Sep-20	2025

Infrastructure and Development Select Committee

Item No: 13

Report Title: Forward Work Programme

Date of Meeting: 25 May 2022

Responsible Cabinet Member: N/A

Responsible Director: Tom McCabe (Executive Director, Community and Environmental Services)

Executive Summary

This report sets out the Forward Work Programme for the Committee to enable the Committee to review and shape.

Action Required

The Select Committee is asked to:

1. Review and agree the Forward Work Programme for the Select Committee set out in Appendix A.

1. Background and Purpose

- 1.1 This report sets out the Forward Work Programme for the Select Committee to enable the Committee to review and shape it.

2. Proposal

2.1 Forward Plan

- 2.1.1 The current Forward Work Programme for the Select Committee is set out in Appendix A, for the Committee to use to shape future meeting agendas and items for consideration.

2.2 Member Task and Finish Groups

2.2.1 The Select Committee previously agreed that, to help ensure a manageable workload, there will be no more than two Member Task and Finish Groups operating at any one time. There are currently no active Member Task and Finish Groups established by this Committee.

3. Impact of the Proposal

3.1 The Forward Work Programme enables the Select Committee to shape agendas for future meetings so that they contain items which the Committee considers are the most important for them to consider.

4. Financial Implications

6.1 None.

5. Resource Implications

5.1 **Staff:** None.

5.2 **Property:** None.

5.3 **IT:** None.

6. Other Implications

6.1 **Legal Implications:** None.

6.2 **Human Rights Implications:** None.

6.3 **Equality Impact Assessment (EqIA):** N/A

6.4 **Data Protection Impact Assessments (DPIA):** N/A

6.5 **Any Other Implications:**

7. Action required

The Select Committee is asked to:

1. Review and agree the Forward Work Programme for the Select Committee set out in Appendix A.

8. Background Papers

8.1 None.

Officer Contact

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Forward Work Programme – Infrastructure and Development Select Committee

Draft agendas for the next three meetings.

Report title	Reason for report
13 July 2022 meeting	
Bus Improvement Plan	To consider the proposed plan
Energy	To provide an update to the committee
Forward Work Programme	To review and shape the Select Committee's forward work programme.
14 September 2022 meeting	
Highways and Transport network performance	To consider the performance of the network and identify any priorities to be considered as part of the annual review of the Transport Asset Management Plan in the light of this performance.
Performance of key highways contracts	To review the performance of key contracts for the highways service.
Norfolk Fire and Rescue Service Community Risk Management Plan (CRMP) 2023/26	To review and consider the draft CRMP and consultation plan.
Forward Work Programme	To review and shape the Select Committee's forward work programme.
16 November 2022	
Highway Transport Asset Management Plan (TAMP)	To consider proposed amendments and updates for the TAMP.
CES Compliance and Enforcement Policy – annual review	To review any proposed changes to the policy.
Forward Work Programme	To review and shape the Select Committee's forward work programme.