

# Norfolk Local Access Forum

Date: **Wednesday 27 April 2022**

Time: **10.30am**

Venue: **Council Chamber, County Hall, Martineau Lane, Norwich**

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

## Membership:

Mr Martin Sullivan (Chairman)  
Mr Ken Hawkins (Vice-Chairman)  
Cllr Lana Hemsall (Sustainable Transport Member Champion)

Mr Chris Allhusen  
Mr Fraser Bowe  
Mr Andy Brazil  
Cllr Penny Carpenter  
Mr Vic Cocker  
Mr Andrew Darby  
Miss Bethan Edmunds  
Mr Mike Edwards  
Mr Simon Fowler

Mr David Hissey  
Ms Ruth Goodall  
Mr Kevin Grieve  
Mrs Suzanne Longe  
Mrs Elizabeth Meath Baker  
Mr Niall Pettitt  
Miss Louise Rout  
Mr Paul Rudkin  
Cllr Maxine Webb

**For further details and general enquiries about this Agenda please contact the Committee Officer:**

Nicola Ledain on 01603 223053 or email [committees@norfolk.gov.uk](mailto: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/UCdyUrFjYNPfq5psa-LFIJA/videos?view=2&live\\_view=502](https://www.youtube.com/channel/UCdyUrFjYNPfq5psa-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](mailto: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.

As you will be aware, the Government is moving away from COVID-19 restrictions and towards living with COVID-19, just as we live with other respiratory infections. To ensure that the meeting is safe we are asking everyone attending to practise good public health and safety behaviours (practising good hand and respiratory hygiene, including wearing face coverings in busy areas at times of high prevalence) and to stay at home when they need to (if they have tested positive for COVID 19; if they have symptoms of a respiratory infection; if they are a close contact of a positive COVID 19 case). This will help make the event safe for all those attending and limit the transmission of respiratory infections including COVID-19.

## A g e n d a

### 1 To receive apologies and details of any substitute members attending

### 2 Chair's Announcements

### 3 Minutes

To confirm the minutes of the meeting held on 6 October 2021

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### 4 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.

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

**6 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 22 April 2021**. For guidance on submitting a public question, view the Constitution at [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](http://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)

**7 Local Member Issues/Questions**

Fifteen minutes for local member to raise issues of concern of which due notice has been given. Please note that all questions must be received by the Committee Team (committees@norfolk.gov.uk) by **5pm on Friday 22 April 2021**.

**8 Feedback from events attended by NLAf members**

**9 Meetings Forward Plan**

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**10 NLAf Subgroups' report (Permissive Access; PROW; NAIP; Vision and Ideas; Joint Communications)**  
Report by Member of the NLAf

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**11 Pathmakers Projects**  
Report by Member of the NLAf

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**12 Protected Landscapes and Farming in Protected Landscapes**  
Report by Director of Culture and Heritage

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**13 Countryside Access Arrangements update**  
Report by the Director of Culture and Heritage

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**14 NCC Member Sustainable Transport update**  
Report by the Director of Culture and Heritage

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**15 Major Infrastructure Projects and Planning**  
Report by the Director of Culture and Heritage

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Tom McCabe  
Head of Paid Services  
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Date Agenda Published: 19 April 2022



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**Norfolk Local Access Forum**  
**Minutes of the Meeting Held on 06 October 2021**  
**at 10.30am in the Council Chamber, County Hall.**

**Member:**

Martin Sullivan - Chairman  
Chris Allhusen  
Cllr Penny Carpenter  
Victor Cocker  
Mike Edwards  
Simon Fowler  
Suzanne Longe  
Cllr Maxine Webb

**Representing:**

Motorised Vehicles  
Land Ownership  
Norfolk County Council  
Walking  
Land Ownership  
  
Equestrian  
Norfolk County Council

**Officers Present:**

Matt Hayward	Lead project Officer
Su Waldron	Project Officer (Green Infrastructure)
Russell Wilson	Senior Trails Officer (Infrastructure)
Nicola LeDain	Committee Officer

**1. Apologies for Absence**

- 1.1 Apologies were received from Jason Moorse, Bethan Edmunds, Elizabeth Meath Baker, Ken Hawkins, Mike Edwards and Cllr Lana Hemsall.

**2. Election of Chair**

- 2.1 Martin Sullivan was duly elected for the ensuing year.

**3. Chair's Announcements**

- 3.1 The Chair welcomed the new councillors to the Forum, Cllr Penny Carpenter and Cllr Maxine Webb and they introduced themselves.
- 3.2 The Chair also welcomed the new prospective members (Niall Petit, Kevin Grieve, Ruth Goodall, Fraser Bowe) who would hopefully be joining once the delegated decision had been agreed. They also introduced themselves.

**4. Election of vice Chair**

Ken Hawkins was duly elected for the ensuing year.

**5. Minutes of the last meeting**

- 5.1 The minutes of the meeting held on 4 August 2021 were confirmed as a true record and signed by the Chair.

**6. Declarations of Interest**

- 6.1 There were no interests declared.

## **7. Urgent Business**

- 7.1 The Chair announced that there was one item of urgent business which the Forum felt needed raising. Cllr Steffan Aquarone had recently raised an item at Full Council proposing more assistance with the loss of permissive paths, however this motion was lost. The Chair would contact Cllr Aquarone as the Forum felt it was important he knew that they too were concerned about the loss of the permissive paths.

## **8. Public Question Time**

- 8.1 No public questions were received.

## **9. Local member Issues / Questions**

- 9.1 There were no member questions received.

## **10. Feedback from Events**

- 10.1 The Chair attended the broads meeting at the beginning of September. The main item discussed was regarding paths disappearing under the water

## **11. Meetings Forward Plan**

- 11.1 The NLAF received the annexed report (16) which set out the Forum forward plan for future meetings.
- 11.2 The Chair encouraged members of the LAF to add items to the forward plan for future discussion. It was suggested that when the review of the NAIP took place, it could be useful to have an update on the items that haven't been started and if there was a plan for them to be initiated.
- 11.3 The NLAF **AGREED** the forward plan and considered items for future inclusion.

## **12. NLAF's subgroups' report (Permissive Access; PROW; NAIP)**

- 12.1 The NLAF received the annexed report (12) which summarised the activities since the last NLAF meeting by the NLAF's four subgroup: The Public Rights of Way (PROW) subgroup; the Permissive Access subgroup. the Norfolk Access Improvement Plan (NAIP) subgroup and the Vision and Ideas subgroup.

### NAIP

It was reported that there hadn't been a meeting.

### PROW

The PROW sub group had taken place and minutes had been circulated. There was an issue with the restricted by-way at Newton by Castle Acre. The Council had made two orders, one being to reject the deletion of the restricted by-way, and secondly to add an extension taking the route through to the common. It was likely that the locals would object to that. It would be taken to Planning Inspectorate for a final decision.

#### Visions and Ideas

A meeting of the Vision and Ideas subgroup would take place the following day

#### Permissive Paths

It was reported that it had been frustrating trying to seek some information from Defra about the future of permissive paths, and it seemed that they haven't grasped that the permissive paths network was relied upon heavily in many counties, especially as the public right of way network wasn't as robust as it could be.

It was also disappointing that the motion brought by Cllr Steff Aquarone exploring support for communities with establishing permissive paths at Full Council had been rejected. A parish paths seminar programme developed with Norfolk Association of Local Councils (NALC), NLA and NCC would include specific sessions on permissive paths. Support from Norfolk would be welcomed, as lots of time had been spent on devising a scheme with the Norfolk Farming and Wildlife Advisory Group (FWAG). In correspondence with Defra, the NLA had suggested that local support was paramount and recent experience had shown that if local people gained the paths where they wanted, they would use it.

#### 12.2 The NLA:

- i). **NOTED** the PROW minutes from 13 September 2021
- ii). **NOTED** the NLA monitoring report (March to September 2021) and Delivery Plan.

### 13. Pathmakers Project

- 13.1 The Forum received the annexed report (13) which updated the NLA on recent activity by the Pathmakers.
- 13.2 Lockdown had been used fruitfully and it was hoped that the Pathmakers vision would be rolled out soon. It was also reported that they wrote to George Freeman about the forthcoming Environmental Land Management System (ELMs) subsidies for land managers (inclusion of funding for permissive access within the scheme).
- 13.3 The NLA **NOTED** the update presented in the report

### 14. Monument

- 14.1 The Forum received the annexed report (14) and received a presentation about the project which involves reducing the burden on informal carers of those with dementia.
- 14.2 A NLA Member commented that his walking group had been contacted by isolated people who wanted to join them for the walk, but that was often difficult to establish what type and length of walk would be appropriate. Officers explained that an activity finder

would be developed as part of Monument which would help the end user find appropriate activities.

- 14.3 Officers clarified that Age UK weren't a project partner but had been consulted in relation to their work for those with dementia.
- 14.4 Officers noted that benches and seating on routes were important factors and that mapping of the routes and facilities on offer was key to be able to give individuals the confidence to carry out that activity.
- 14.5 The Norfolk Local Access Forum **NOTED** the work in progress to establish the Monument Pilot Project within Norfolk.

## **15. Countryside Access Arrangements Update**

- 15.1 The Forum received the annexed report (15) which outlined the work in terms of the volumes of customer queries received and responded to. The paper also highlighted other key areas of work.
- 15.2 Members mentioned concerns over footpath BR4 at Fakenham which was now predominantly under water. Officers reported that a meeting had been held with all the relevant parties, and a process was agreed starting with stopping the footpath going under water by clearing debris from the water etc.
- 15.3 The boardwalk project at Cley was an Environment Agency (EA) led project. NCC officers had been in touch with the lead officer at the EA and have asked for an update as it looks complete but there maybe a small delay with one aspect. It was hoped that there could be a launch when it was ready to be opened.
- 15.4 The Local Access Forum **NOTED** the progress made to date since the Countryside Access Officer posts were introduced.

## **16. NCC Member Sustainable Transport Update**

- 16.1 The Forum received the annexed report (16) which updated them on the progress on key projects from the Walking and Cycling Team.
- 16.2 It was reported that the NCC e-bike project includes a loan scheme to encourage e bike use in Norwich especially for access to education and places of employment <https://www.norfolk.gov.uk/news/2021/06/e-bikes-funding-boost-for-norfolk>. Avoiding conflict between user groups could become an important factor with increased use of paths by e-bikes.
- 16.3 The Forum **NOTED** the progress of the walking and cycling projects.

## **17. Major Infrastructure Projects**

- 17.1 The NLAF received the annexed report (17) which informed them of any major infrastructure projects including Nationally Significant Infrastructure Projects (NSIP) which impacted on public rights of way.



- 17.2 At Weston Longville (a parish affected by the Norwich Western Link route), it was hoped there would be some opportunity to create new permissive access as some ROW would be affected. It was suggested that the parish talks to Norfolk FWAG and landowners. Further consultation on the NWL would occur in the autumn.
- 17.3 The Norfolk Local Access Forum **NOTED** the table of major infrastructure projects in Norfolk.

The meeting closed at 11:35pm

**Martin Sullivan, Chairman,  
Norfolk Local Access Forum**



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# Norfolk Local Access Forum

## (Forum member report)

<b>Report title:</b>	Meetings Forward Plan
<b>Date of meeting:</b>	27 <sup>th</sup> April 2022

### Summary

A plan for agenda items for future NLAF meetings has been prepared for discussion and agreement.

#### Recommendation

To agree and add to the agenda plan (Appendix 1) for future meetings of the NLAF with suggestions, proposals and timings for agenda items

<b>1.</b>	<b>Proposal</b>
1.1.	<p><u>Standing agenda items are as follows:</u></p> <ul style="list-style-type: none"> <li>• Chairman's announcement (not a report)</li> <li>• Feedback from conferences and events attended by NLAF members (not a report)</li> <li>• Meetings forward plan (NLAF member report)</li> <li>• Sub groups' meetings (NLAF member report)</li> <li>• Pathmakers update (NLAF member report)</li> <li>• Countryside Access arrangements (NCC report)</li> <li>• NCC Member Champion for Sustainable Transport (NCC report)</li> <li>• Major infrastructure projects update (NCC report)</li> </ul>
1.2.	<p><u>Future Agenda topics and timetabling for agreement and timetabling:</u></p> <ul style="list-style-type: none"> <li>• Water based activities</li> <li>• Path widths standards for new paths arising from development</li> <li>• LCWIP</li> <li>• Cycling and Walking Strategy</li> <li>• Windfarm routes</li> <li>• Access for all</li> <li>• Highways Team Highlights</li> <li>• Data counters and footfall on Norfolk Trails</li> <li>• Cutting contract</li> <li>• Felmingham site visit (Weavers' Way, RDPE surface improvements)</li> <li>• Agriculture and Environment Bills</li> <li>• Public access on County Farms</li> <li>• CRM – in depth look at the reporting system over a 12 month period</li> <li>• Boardwalk at Cley</li> <li>• Community Access Wardens – Norfolk ALC and NCC webinars and meetings</li> </ul>
<b>2.</b>	<b>Recommendations</b>
2.1.	To agree proposals and timings for future agenda items

<b>3.</b>	<b>Evidence</b>
3.1.	See proposal

If you have any questions about this report please get in touch with:

<b>NLAF member name :</b>	<b>Martin Sullivan</b>
<b>Email addresses :</b>	<a href="mailto:martinsullivan4x4@yahoo.co.uk">martinsullivan4x4@yahoo.co.uk</a>
<b>Phone number</b>	<b>Via 01603 222810</b>



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<b>Norfolk Local Access Forum (red are standing agenda items)</b>
<b>April 27th 2022</b>
New members attend informally (as members of the public). Last meeting for existing members who haven't wished to be considered again
Chairman's announcement (not a report)
Feedback from conferences and events attended by NLAF members (not a report)
Meetings Forward Plan NLAF MEMBER REPORT
Sub-groups' NLAF MEMBER REPORT (Permissive Access; PROW; NAIP; V and I; Communications)
Pathmakers NLAF MEMBER REPORT
Countryside Access Arrangements NCC REPORT (to include capital maintenance fund projects RW)
NCC Member Champion Sustainable Transport update NCC REPORT (includes Jubilee Trails; Greenways projects developing access)
Major infrastructure projects NCC REPORT
ELMS
Protected Landscapes and Farming in Protected Landscapes
It was recommended that a walk was arranged outside a meeting and that between the April 2022 NLAF and July 2022 NLAF would be good time
<b>July 6th 2022 (possibly off site)</b>
Welcome to new members
Chairman's announcement (not a report)
Feedback from conferences and events attended by NLAF members (not a report)
Meetings Forward Plan NLAF MEMBER REPORT
Sub-groups' NLAF MEMBER REPORT (Permissive Access; PROW; NAIP; V and I; Communications)
Pathmakers NLAF MEMBER REPORT
Countryside Access Arrangements NCC REPORT (to include capital maintenance fund projects RW)
NCC Member Champion Sustainable Transport update NCC REPORT
Major infrastructure projects NCC REPORT
Boardwalk at Cley (tbc)
Community Access Wardens - Norfolk ALC and NCC online webinars and meetings for parish councils (tbc)
<b>FOR CONSIDERATION</b>
Water based activity report (tbc)
Path widths standards (for new paths arising from development) (tbc)
LCWIP (tbc)
Cycling and Walking Strategy (tbc)
Windfarm Routes (tbc)
Access for all (tbc)
Highways Team highlights (TBC)
Update - data counters and footfall on Norfolk Trails (TBC)
Cutting contract (TBC)
Felmingham location site visit (Weavers' Way - RDPE surface improvements (TBC)
Agriculture and Environment Bills
ELMs presentation (Natural England) - access elements, timescale
Public Access on County Farms
CRM - in depth look at reporting system over a 12 month period (TBC) RW/ JM
Funding for access projects - overview of projects / funds received MH (TBC) - see April 2022
Landscapes' Review (TBC) KO

# Norfolk Local Access Forum

## (Forum member report)

<b>Report title:</b>	NLAF subgroups' report (PRoW; NAIP; Vision and Ideas; Communications; Permissive Access)
<b>Date of meeting:</b>	27 <sup>th</sup> April 2022

### Summary

Recent progress and recommendations from the NLAF's 5 subgroups (PRoW; NAIP; Vision and Ideas; Communications; Permissive Access) are reported.

#### Recommendations for the NLAF from the subgroups:

##### 1. PRoW subgroup

- (i) To note minutes from 4<sup>th</sup> April 2022 (Appendix 1)
- (ii) To adopt the title Community Access Warden by the NLAF to label parish volunteers
- (iii) To support NCC's position with regard to a planning application affecting East Winch FP2
- (iv) To re-send the NLAF's comments regarding the LTP4 implementation plan consultation (Appendix 2)
- (v) To ask NCC for its plan for dealing with increasing numbers of DMMO applications
- (vi) To invite NLAF members to write to their MPs regarding the lack of public access in emerging government programmes such as ELMS, referencing a list of concerns (Appendix 3)

##### 2. NAIP subgroup

- (i) To note NAIP monitoring report (October 2021 to March 2022) and subgroup minutes from meeting on March 10<sup>th</sup> 2022 (Appendices 4 and 5)

<b>1.</b>	<b>PROW subgroup</b>
<b>1.1.</b>	<b><u>Proposal</u></b>
	To note the Minutes of the PRoW subgroup meeting of 4 <sup>th</sup> April 2022 (Appendix 1).
1.1.1.	Re minutes 4.1 point 7: The Chair and Vice Chair of NLAF, with an invitee from The Ramblers, propose to seek an informal meeting with NCC staff to discuss future plans for dealing with DMMOs (in light of the recent Defra announcement not to fully implement the 2026 cut off).
1.1.2.	Re minutes 4.3: To note that NLAF's proposals for changes to the next update of the TAMP were not presented for consideration
1.1.3.	Re minutes 5.1.1: The subgroup discussed work with parishes and recommended the title Community Access Warden for use by NLAF and as widely as possible as it was felt that better indicated what it is hoped the role would cover.
1.1.4.	Re minutes 6.1.4: The subgroup again endorsed a request for as many people as possible to use the online system to report public rights of way issues

	wherever possible.
1.1.5.	<p>The subgroup recommended that the NLAf supported NCC regarding a planning application affecting East Winch FP2.</p> <p>East Winch FP2 (Planning applications C/2/2018/2016 C/2/2018/2017): It was noted that NCC was advising the Secretary of State that the County Planning Authority would have been minded to refuse an application to vary planning conditions affecting the footpath. As this was wholly consistent with an objection made by The Ramblers, it was recommended that NLAf make no independent comment, but express its support for NCC's position</p>
1.1.6.	Re minutes 6.4.2: The subgroup noted that the comments made previously by NLAf regarding the Local Transport Plan (LTP4) consultation did not appear to have been included in this latest version, so recommended that the same points be made again (see Appendix 2). In view of the timescale for comment, this would be proposed by email exchange
1.1.7.	Re minutes 7: Public access in emerging government programmes e.g. ELMs was discussed by the subgroup which felt that individuals should write to their MPs independently. A list of the main areas of concern was drafted by the subgroup for use by NLAf members to help them do this (Appendix 3)
1.1.8.	The subgroup thanked NCC PROW staff for their tenacious work to resolve a long-standing issue with an unlawful obstruction on a footpath, and for work to improve access at Sheringham (Norfolk Trails)
<b>2.</b>	<b>NAIP subgroup</b>
2.1.	<b><u>Proposal</u></b>
	To note the minutes of the NAIP subgroup meeting on March 10 <sup>th</sup> 2022 (Appendix 4) and October 2021 to March 2022 NAIP monitoring report (Appendix 5)
2.1.1.	<p>The subgroup felt that the monitoring report reflected the energy and commitment of officers working on access improvement work and projects and they had enjoyed reading about the highlights.</p> <p>Overall, the group were satisfied with the progress that NCC is making with the NAIP</p>
2.1.2.	The subgroup felt that future monitoring reports should include positioning for each of the NAIP's 8 themes on progress towards the overarching theme targets (over the 10 year period of the plan). It was agreed that for the next report (expected September 2022) this would be done by presenting progress against theme targets on the first page for each theme. There would also be a key summary sheet at the front of the whole document for all the 8 themes (theme target, their current RAG status and progress with delivery).
2.1.3.	A question was raised about monitoring the benefits to mental health of countryside access through Norfolk Trails and PROW. Health Economic Assessment Tool (HEAT) data is calculated for Norfolk Trails but doesn't distinguish between different health conditions (it monitors reduced mortality resulting from regular walking/ cycling etc.)
<b>3.</b>	<b>Vision and Ideas subgroup; Communications subgroup; Permissive Access subgroup;</b>
3.1.	Verbal updates to be provided at the meeting as necessary.

If you have any questions about this report please get in touch with:

<b>NLAF member name :</b>	Ken Hawkins (re PROW subgroup) Vic Cocker (re Vision and Ideas subgroup) Martin Sullivan (re NAIP subgroup) Chris Allhusen (re Permissive Access subgroup)
<b>Email address :</b>	<a href="mailto:ken-hawkins@tiscali.co.uk">ken-hawkins@tiscali.co.uk</a> <a href="mailto:vic.cocker@btinternet.com">vic.cocker@btinternet.com</a> <a href="mailto:martinsullivan4x4@yahoo.co.uk">martinsullivan4x4@yahoo.co.uk</a> <a href="mailto:chris@bradenhamhall.co.uk">chris@bradenhamhall.co.uk</a>



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- Appendix 1: PROW subgroup minutes **20220404 (draft)**
- Appendix 2: LTP4 consultation – NLAF response
- Appendix 3: List of concerns (public access in government programmes)
- Appendix 4: NAIP subgroup minutes
- Appendix 5: NAIP monitoring report (October 2021 to March 2022)

## NORFOLK LOCAL ACCESS FORUM : Public Rights of Way Subgroup Minutes

**Date:** Monday 4 April 2022

**Venue:** MS Teams meeting

All supporting documents are on SharePoint

[https://norfolkcounty.sharepoint.com/sites/Norfolk\\_Local\\_Access\\_Forum/SitePages/Home.aspx](https://norfolkcounty.sharepoint.com/sites/Norfolk_Local_Access_Forum/SitePages/Home.aspx)

<b>Present</b>	
Keith Bacon	Broads LAF
Vic Cocker	Norfolk Local Access Forum
Simon Fowler	Norfolk Local Access Forum
Ken Hawkins (chair)	Norfolk Local Access Forum
Ian Mitchell	The Ramblers
Martin Sullivan	Norfolk Local Access Forum
<b>In attendance</b>	
Matt Hayward	Lead Project Officer
Jason Moorse	Area Manager West (Highways Team)
Su Waldron	Project Officer (Environment Team)
Russell Wilson	Senior Trails Officer (Norfolk Trails )

	action
<b>1 Introductions and apologies for absence</b> Apologies had been received from Neil Cliff.	
<b>2 Minutes of the meeting on 6 December 2021</b> The minutes were <b>approved</b> .	
<b>3 Informal NLAFF meeting on 26 January 2022</b> Draft notes had been circulated in advance; there were no issues referred to the subgroup.	
<b>4 Matters arising from the minutes (including the Appendix)</b> 4.1 4.3 <u>Informal meeting</u> , 7.2 <u>Extension to deadline</u> : it was <b>agreed</b> to seek an informal meeting on NCC's future plans for dealing with DMMOs (see also item 7 below). 4.2 6.2 <u>Countryside Access arrangements</u> : no suggestions had been made to modify the content. 4.3 Former meeting <u>Traffic Management Plan (TAMP)</u> : it was noted that the change proposed by NLAFF had not been considered when Cabinet agreed the TAMP for 2022/23 to 2026/27 on 7 March. Jason reported that the TAMP was reviewed annually and would take steps to clarify how the NLAFF views could be presented.	<b>KH</b>          <b>JM</b>
<b>5 Partnership and Community Working</b> 5.1 <u>Work with parishes</u> 1 <u>Parish volunteers</u> While noting that it was for towns and parishes to decide how to 'label' their volunteers, the subgroup <b>recommended</b> the title <i>Community Access Warden</i> for use by NLAFF and as widely as possible as it was felt that this signalled the inclusion of public rights of way other than footpaths. 2 <u>Liaison with Norfolk Association of Local Councils</u> Matt reported that two successful seminars had been held, and the information pack updated and hosted by NALC. Face to face sessions were being planned. Work was continuing to develop the pack further, and reach	



<p>more parishes.</p> <p>5.2 <u>Issues from represented organisations</u>: Ian (The Ramblers) expressed concern about long term missing bridges between Brandon and Hockwold. Russell noted that discussions had been held with Suffolk County Council, as the route in that area moved between the two counties.</p>	
<p><b>6 Countryside Access arrangements</b></p> <p>6.1 <u>General update</u> The report had been circulated (and uploaded to SharePoint).</p> <ol style="list-style-type: none"> <li>1 Jason spoke to the PRoW section, noting recent staff changes bringing staffing back to 3 CAOs and 3 support technicians. Particular thanks were expressed for the action being taken to deal with an unlawful obstruction which the landholder kept replacing after its removal; NCC was congratulated on pursuing this to court if necessary; the subgroup hoped that when a successful outcome was reached, it would be widely publicised. It was also noted that an obstruction on Newton by Castle Acre RB3 had been removed; a new obstruction had been placed nearby, though not on what was currently recorded as the right of way.</li> <li>2 Russell introduced the Trails section, noting concern from cutting contractors on fuel costs; 3 year funding had been confirmed at current levels, representing a reduction in real terms. Ian and Vic commended the work done recently at Sheringham, which had been warmly welcomed by The Ramblers' group in the area.</li> <li>3 Ken suggested that a workshop be held, for new and existing NLAf members, to look at the statistical elements in detail to enable people to make a full interpretation of them. Ian asked if it was possible to share the report with others, and it was noted that the report would in due course become public as part of the NLAf agenda.</li> <li>4 It was noted during the discussion that the reporting of issues other than through the online system incurred significant reductions in efficiency and increases in time and cost for NCC; the subgroup fully <b>supported</b> the request for all to use the online system wherever possible.</li> </ol> <p>6.2 <u>Specific issues</u></p> <ol style="list-style-type: none"> <li>1 Bramerton FP1 (dispute over the path's line): Discussions with the landowner were still taking place.</li> <li>2 Fakenham river side paths: Russell reported that work was continuing. Attempts to clear the water of fallen trees had resulted in the plant used sliding towards the water; further attempts would be made when water levels were lower. He also noted that formal processes (eg gaining permission from Natural England) were taking months to complete, causing frustration all round. Jason added that the Environment Agency was now often requiring bridges to be raised higher over even small watercourses to prevent accumulation of debris beneath them, but that this could make the bridge less accessible because steps were introduced.</li> <li>3 Consolidation map (PRoW and Trails): Russell had been unable to progress this as yet.</li> <li>4 Lost paths in The Broads: Keith asked if NCC could provide information on river bank paths which had been eroded. It was confirmed that there was no 'roll back' provision as with the England Coast Path - the Definitive Map showed where the path was, even if now in the water. It was also confirmed that the same applied to rights of way adjacent to tidal stretches of rivers.</li> </ol>	

<p>5 Cley boardwalk: Russell reported that the Environment Agency was awaiting delivery of materials, and was on standby to complete the works as soon as this arrived.</p> <p>6 East Winch FP2 (Planning applications C/2/2018/2016 C/2/2018/2017): It was noted that NCC was advising the Secretary of State that the County Planning Authority would have been minded to refuse an application to vary planning conditions affecting the footpath. As this was wholly consistent with an objection made by The Ramblers, it was <b>recommended</b> that NLAF make no independent comment, but express its support for NCC's position.</p> <p>6.3 <u>National Highways</u> Russell reported that he expected proposals to be discussed regarding the crossing of the A47 by Peddars' Way near Swaffham.</p> <p>6.4 <u>Major Infrastructure Projects and Planning Applications</u></p> <p>1 Norwich Western link update: it was noted that a change had been made to the route at the northern end; the subgroup thought that the difference in impact on access was negligible, so no further response was thought necessary.</p> <p>2 LTP4 Implementation Plan Consultation (Norfolk Local Transport Plan Implementation Plan and Environmental Assessments): a further consultation had been launched. The subgroup noted that the comments made previously by NLAF did not appear to have been included in this latest version, so <b>recommended</b> that the same points be made again (see Appendix). In view of the timescale for comment, this would be proposed by email exchange.</p>	KH
<p><b>7 Definitive Map Modification Orders</b></p> <p>7.1 It was noted that, on 17 February, Defra had unexpectedly announced that it had decided to repeal the 2026 deadline set in the CRoW Act 1980. This seems to be good news, though the specific implications of the decision were still unclear. In particular, it was noted that the CRoW Act provision was not being repealed, so a future government could simply continue to enforce the deadline through secondary legislation, and that proposals were being made to facilitate diversion of paths, which could take precedence over dealing with other DMMOs.</p> <p>7.2 It was noted that early in February, NCC had advised that "we are somewhat behind with dealing with modification applications due to the large number we have received (we are now approaching 200 applications in progress compared with historic numbers in the 20s or 30s). ... I am going to begin prioritising some of the older applications we have based on user evidence as it is not helpful if we end up at a public inquiry for many years to have passed since the evidence was submitted as longer time periods increase the risk that users could have moved away in the interim period."</p> <p>7.3 Ian Mitchell had updated the position on applications and registrations as of 13 February (circulated) and he further updated the figures as at 30 March. At this time, there were 187 applications on the website: 27 upgrades, 134 for new paths (35 footpath, 6 bridleway, 75 restricted byway, 18 BOAT).</p> <p>7.4 It was <b>recommended</b> that NLAF ask NCC for its plan for dealing with the increasing numbers of DMMO applications.</p>	
<p><b>8 Public access in emerging government programmes</b></p> <p>It was noted that at a meeting of the Eastern Region LAFs in January, concern had been expressed that there continued to be a lack of reference</p>	

<p>to public access in emerging government programmes, especially but not only, ELMS. It had been suggested that LAFs contact their MPs to express this concern. The subgroup felt that more impact might be made if individuals contacted their MPs and accordingly <b>recommended</b> that the main areas of concern be drawn to members' attention with an invitation to write to MPs. A list of concerns was read out, and Simon agreed to prepare draft suggestions after the meeting: these suggestions are set out below:</p> <p><i>We have been following the announcements about ELMS (Environmental Land Management Schemes) carefully as we have a particular interest in connection with permissive routes. You will be aware that with the previous agricultural subsidy regime, countryside stewardship schemes made grants available for the creation of permissive routes and this was much used in Norfolk to the benefit of farmers, landowners and the public. However, with minor exceptions, there does not seem to be a continuation of this in the current ELMS proposals.</i></p> <p><i>Much political use has been made of the phrase "Public Money for Public Good" but aside from unquantifiable environmental benefits there seems to be little to support public good, especially access, in the proposals made so far.</i></p> <p><i>There is an added emphasis on public health as a result of the Covid pandemic and there is no doubt that there has been an increase in walking in the countryside. It is a shame not to build on this momentum. The suggestion would be to use this opportunity to build on the previous permissive footpath experience. It is preferable for new routes to be permanent rather than dependent upon whatever subsidy is available. There is scope for rounding off existing walks so as to create circular routes. We would also advocate removing pedestrians from busy roads and creating paths to local places of interest with benefits to tourism.</i></p> <p><i>We would urge you to press for the inclusion in government proposals for the specific inclusion of access measures.</i></p> <p>It was also noted by the subgroup that there was some urgency in making these representations as programmes were being developed.</p>	
<p><b>9 Dates of next meetings</b></p> <p>Subgroup meetings have been planned for Mondays 13 June, 12 September and 12 December. It was <b>agreed</b> to meet in person in June provided a suitable room was available at County Hall, but Su was asked to check whether it would also be possible for people to attend online.</p>	<p><b>SW</b></p>

All were thanked for their attendance and contributions, and the meeting closed.

## Appendix 2

Dear NLAF members

We have received an invitation to respond to LTP4 Implementation Plan Consultation (Norfolk Local Transport Plan Implementation Plan and Environmental Assessments). We responded to this in November 2020, but to no apparent effect. We propose to make the reply below. The consultation is open to the public until Monday 2nd May, so **please indicate as soon as possible and not later than 20 April to the Chair and ViceChair, whether you support this response and/or have suggestions to amend it.**

Our original response is attached for information. For further information, including the Sustainability Appraisal and draft plan, please go to <https://norfolk.citizenspace.com/consultation/local-transport-implementation-plan-4/>.

The proposed response is:

The Norfolk Local Access Forum (NLAF) responded to an earlier consultation in the terms attached. So far as we can see, nothing of our response is reflected in this latest version. We consider that our earlier views are still relevant and apposite. In brief:

- means of active travel can also be used for leisure and recreation, and the potential for shared promotion and infrastructure should be fully explored
- active travel seems still to be relegated to a possible 'add on' with the emphasis on traditional means of transport; unless this is changed, any chance of a real modal switch is wishful thinking: broad statements (such as on p5) that "We will ... give priority to walking, cycling and public transport, leading to more sustainable travel" are meaningless without more definite targets, which are conspicuously absent from the Implementation Plan
- the County's own Norfolk Access Improvement Plan is not referenced nor its policies apparently recognised
- our own request to be included as a consultee appears to have been ignored or rejected

FAO Claire Dollman, Transport Planner  
Community and Environmental Services  
County Hall,  
Martineau Lane,  
Norwich,  
NR1 2DH  
[infrastructure@norfolk.gov.uk](mailto:infrastructure@norfolk.gov.uk)

25<sup>th</sup> November 2020

Dear Ms Dollman

## **Local Transport Plan 4 Strategy 2021-2036 Comments from the Norfolk Local Access Forum**

Norfolk Local Access Forum (NLAf) is pleased to have the opportunity to offer comment on the Local Transport Plan 4 Strategy 2021-2036. As stated in the NLAf Constitution: "Section 94 of the Countryside and Rights of Way Act 2000 (CROW Act) requires local authorities and National Park authorities to establish advisory bodies known as Local Access Forums to advise decision-making organisations about making improvements to public access for outdoor recreation and sustainable travel." It is in regard to this latter issue that these comments are offered.

As a general point, we wonder how robust the projections of population growth are; in particular, we wonder whether past trends will simply continue post-Covid, or whether there might be change, whether to increase or reduce the population. As this can't be determined at this time, we would suggest that changes be monitored closely to enable policy to be adjusted if necessary. As another reminder of how fast things can change, we also note reports of the Government's new intention to ban the sale of new petrol and diesel cars after 2030, which intensifies the need to plan for the consequences of that ban, and creating conditions where alternatives can thrive.

We note that there is no definition given as to what constitutes 'active' or 'sustainable' travel/transport; our comments relate to travel on the access network whether walking, cycling, horse riding, carriage driving or by selected motorised vehicles, including mobility scooters, but not generally cars, buses and trains, except insofar as public transport is a clearly preferred means of securing access to outdoor recreation. We also note that there is not a firm dividing line between the access with which we are mainly concerned, and travel as a way of getting from A to B. Not only do those two functions overlap, but, more importantly, a significant proportion of the infrastructure needed in each case is or could be the same. We would therefore strongly suggest that the actions in this plan be considered alongside those

promoting outdoor access for leisure - investment supporting one purpose may also bring benefits to the other.

We would also point to Norfolk County Council's own *Norfolk Access Improvement Plan 2019-2029* (<https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/norfolk-access-improvement-plan>), and in particular its Statements of Actions:

- Theme 2: We will develop an integrated green network of routes and paths that provides opportunities for all users; ... creates opportunities to connect with green space and places of natural and cultural heritage; [and] **improves connections for work/education/recreation for residents** (our emphasis).
- Theme 7: We will improve the health and wellbeing of residents and visitors through initiatives which **promote and demonstrate the benefits of physical activity** to those not currently using the access network or who would benefit from additional physical activity as identified in the Norfolk Public Health Strategy (our emphasis).

It is noted (p3) that, as a result of lockdown, "We have seen an increase in people walking and cycling. ... We are therefore planning on the basis that it is likely that many of the changes will 'stick.'" We would suggest that this is a passive approach which underestimates the inertia which many will feel, and which will lead to easy reversion to previous practices unless actively encouraged and supported. Thought needs to be given to what inhibited walking and cycling before COVID-19: during lockdown, people walked and cycled not just because they had to, but because they could - routes were discovered which had not previously been investigated and which offered a feasible means of transport. We suggest that it will be essential to consolidate those options by making them welcoming even when many are back in their cars once more. Possible actions include creation and maintenance of footways, cycle routes, better signage for rights of way - but it will be vital that these are not 'add-ons' fitted around existing infrastructure, but planned to offer active travel as a first option.

We would suggest adding the Norfolk Access Improvement Plan to the chart on p8.

We are concerned that the analysis of transport needs does not make as strong a distinction between short and long distance travel as it might usefully do. The consequence of this is that long distance travel, for people or goods, commands the greater attention, because of its central role in the economy (combined with the limited amount of railway in the county and the difficult economics of connecting a scattered rural population with urban centres); this is where the big money is traditionally allocated. But the result is to underplay the extent of local travel, which provides a much greater basis for a move to active travel and its consequent ability to impact on air quality, climate change and personal health. At the same time, some of those seeking to access the countryside (including the coast) will be users of longer distance travel, and their particular needs seem little regarded - the emphasis is on functional (shopping, commuter and business) rather than leisure travel. Travel for countryside access largely relates to rural areas, where the strategy seems to be to rely on cars - there is no explicit mention of increased public transport.

On pp11 and 21, we think that adopting Policy 4 (“Behaviour change and interventions that can help to increase the use of sustainable transport will be implemented” rather than “Implement infrastructure first ...”) may not work. We believe that both will be needed, and their impact will be greatest if they are implemented together. People will be open to change if the change being encouraged is feasible - you can’t enthusiastically walk or cycle if the route you have to use is in poor condition.

On p23, it seems perverse to state (Policy 6) “We will seek to ensure that any adverse effects of new development on the transport network are mitigated through developer contributions.” but then reject “Provision should be made for cycling and walking and public transport.” We would suggest that it is not enough to mitigate adverse effects, there needs to be a positive requirement for improvement. We accept the concern (p24) that “By focusing these contributions on one transport type, or an alternative to transport we would not be responding to the needs of different members of that community.” But to argue that “Therefore, focus should be on strengthening the network so it works for everyone.” seems to duck the issue, and will in practice result in favouring existing options. We hope that active transport will be positively and strongly encouraged, even demanded. Further, we would advocate that these considerations should apply to all but the very smallest developments: any development, whatever its size, if sited inappropriately so as to affect a route which is or could be regularly used by cyclists, walkers, horse riders and the like, would work against the Plan’s aspirations by making previously viable routes unusable.

It is difficult to judge the result of Policy 15 (p48): “Priority on some routes should be given to sustainable and active modes of transport.” All will depend on how many are ‘some’ routes, and which ones they are. If it means that some key desired routes are simply ignored and remain unwelcoming for active transport, it will be of little consolation that other routes are fine, thank you. We would suggest that consideration is given to reviving the past designations of ‘Quiet Lanes’ once promoted in the county. There is the opportunity to create a network of lanes for walking, cycling and horse riding only, with cars and delivery vans barred apart from property access. Particular consideration might also be given to designating routes around stables for the specific use of carriage drivers, especially where these might connect to off road routes. The satnav revolution has led to quiet lanes and Sustrans routes which were known only to a few, being used much more by cars and commercial vehicles, creating danger for non motorised users. It has unfortunately to be acknowledged that the incidence of aggressive and inconsiderate driving is making even smaller roads unwelcome for walkers, cyclists and horse riders: a key part of developing any route for sustainable and active modes of transport will require suitable protection introduced for these users. But properly done, a closed network would be a significant tourist attraction in its own right and is already in existence apart from the signage.

On p50, you may want to check with your colleagues in Norfolk Trails to ensure there is no double counting between the 2,400 miles of Public Rights of Way and the network of 13 long-distance paths and associated circular walks covering 1,200 miles.

On p66, Policy 18, we believe there should be a middle way between the chosen “To bring about an improvement in the condition of Norfolk’s highway network, maintaining the current asset should be a key priority for funding. Works should be targeted to ensure A and urban / inter-urban routes are in good condition.” and the rejected “Increase the coverage of funding to all of the network, maintaining it to the same standard, including rural roads.” The same policy has been for some years applied to the maintenance of rights of way. But giving priority to the most used routes means that often there is nothing left for the less used routes - which therefore deteriorate and become more difficult to use, and so are entitled to even less priority. The ultimate result of this policy is a steady reduction in the network as a whole. Accepting a different way of calculating priority need not mean treating everything to the same standard, however: it merely means finding a more appropriate scheme of prioritisation. For roads, it may be that prioritising A and urban / inter-urban routes is indeed the correct action. For other routes, however, we suggest a more nuanced approach, evaluating the usefulness of routes and their connectivity, rather than their current (probably constrained) usage levels. (For public rights of way, there is also the additional legal requirement to maintain, assert and promote their use, a duty that is often overlooked.)

We are delighted to see and fully support Policy 19 (p67): “[I]n market towns and urban areas, we will focus maintenance on corridors for sustainable transport used by walkers and cyclists.”.

We note the comment (p71) that “Planning for walking and cycling intervention is becoming increasingly important but we currently have limited data on its usage.” NLAF is aware of the measurement of walking usage on parts of the Norfolk Trails, and is seeking to establish similar measures on other parts of the 2400 miles of rights of way in the county, for the same reasons. We hope there might be some joint working here, to maximise the value of anything done “to innovate and develop more tools to monitor and evidence future improvement schemes.”

Finally, could we suggest that on p76 you include reference to the Norfolk Access Improvement Plan and joint working with NLAF.

Yours sincerely



Martin Sullivan [martinsullivan4x4@yahoo.co.uk](mailto:martinsullivan4x4@yahoo.co.uk)  
Chair of the Norfolk Local Access Forum



List of concerns for use by NLAF members regarding the lack of reference to public access in emerging government programmes

*We have been following the announcements about ELMS (Environmental Land Management Schemes) carefully as we have a particular interest in connection with permissive routes. You will be aware that with the previous agricultural subsidy regime, countryside stewardship schemes made grants available for the creation of permissive routes and this was much used in Norfolk to the benefit of farmers, landowners and the public. However, with minor exceptions, there does not seem to be a continuation of this in the current ELMS proposals.*

*Much political use has been made of the phrase "Public Money for Public Good" but aside from unquantifiable environmental benefits there seems to be little to support public good, especially access, in the proposals made so far.*

*There is an added emphasis on public health as a result of the Covid pandemic and there is no doubt that there has been an increase in walking in the countryside. It is a shame not to build on this momentum. The suggestion would be to use this opportunity to build on the previous permissive footpath experience. It is preferable for new routes to be permanent rather than dependent upon whatever subsidy is available. There is scope for rounding off existing walks so as to create circular routes. We would also advocate removing pedestrians from busy roads and creating paths to local places of interest with benefits to tourism.*

*We would urge you to press for the inclusion in government proposals for the specific inclusion of access measures.*

## NORFOLK LOCAL ACCESS FORUM

### Norfolk Access Improvement Plan Subgroup MINUTES

**Date:** March 10<sup>th</sup> 2022 **Time:** 10am

**Venue:** Virtual Meeting

[Click here to join the meeting](#)

**Or call in (audio only)**

[+44 20 3321 5213,,944751102#](#) United Kingdom, London

Phone Conference ID: 944 751 102#

<b>Sub group members</b>	
Martin Sullivan (CHAIR)	Norfolk Local Access Forum
Kevin Grieve	Norfolk Local Access Forum
Keith Bacon	Broads Local Access Forum
Ken Hawkins	Norfolk Local Access Forum
Paul Rudkin	Norfolk Local Access Forum
Vic Cocker	Norfolk Local Access Forum
<b>NCC staff</b>	
Matt Hayward (MH)	
Su Waldron (SW)	
Russell Wilson (RW)	
Jason Moorse (JM)	

	ACTION
<b>1. Apologies</b> Jason Moorse; Paul Rudkin	
<b>2. Minutes of previous meeting</b> Not covered	
<b>3. Draft NAIP monitoring report (appendix 1)</b> The draft report was discussed. Overall, the subgroup members felt that the monitoring report reflected the energy and commitment of officers working on access improvement work and projects and they had enjoyed reading about the highlights. Overall, the group were satisfied with the progress that NCC is making with the NAIP. They were some specific comments on presentation of the information, as indicated below:	
<b>3.1</b> VC, KH and KG though that it was important to include positioning for each theme on progress towards the overarching theme targets.  MH/RW agreed that for the next report (expected September 2022) this would be done by presenting progress against theme targets on the first page for each theme.  There would also be a key summary sheet at the front of the whole document for all the 8 themes (theme target, their current RAG status and progress with delivery). This should allow the	SW/ MH/RW

NLAF to see at a glance what progress had been made and to focus in to see what was causing any problems identified.	
<b>3.2</b> KH asked if it was possible to present CRM data (theme 1) showing time taken between fault reporting and resolution.	SW follow up with Maria Thurlow?
<b>3.3</b> VC asked about CRM faults outstanding and resource needed to address this.  RW agreed to bring a PowerBI report covering a 12 month reporting period to a NLAF meeting; this would iron out seasonal issues and allow year on year comparisons.	RW
<b>3.4</b> KB asked about funding for staffing: not clear how many staff were involved with individual projects or BAU. MH said that staffing resource for work to deliver the NAIP had increased through bids for external funding; outside this, the teams worked with funds allocated by NCC, which had included increased resource through PROW technician posts and resource to the Legal Orders Team. Tracking staff levels on access work was difficult as staff had a variety of tasks within their roles, not all access related.	
<b>3.5</b> KG felt that it would be good if the benefits to mental health of using Norfolk Trails or PROW could be promoted/ monitored RW said that HEAT (Health Economic Assessment Tool) information presented in the monitoring report was a tool to estimate the value of reduced mortality resulting from regular walking/ cycling etc. but didn't distinguish between different health parameters. MH said that NCC was promoting the benefits to mental health of regular exercise, such how active commutes can lead to 75% less time off work. The Monument project also is working with those with dementia and their carers, to help them benefit from access to greenspaces. Work was also ongoing with UEA on a research project on mental health and countryside access. VC said that the Fakenham Ramblers had received requests for support from care workers looking for help organising walks – highlighting lack of resource in this area.	MH/SW Send info on Dementia Adventure to KG
<b>4. Next steps / actions</b>	
4.1 Actions as indicated above. Report monitoring report with minutes of this meeting into the April 2022 next NLAF meeting.	
<b>5. AOB</b>	
5.1 None.	
<b>6. Date of next meeting</b>	
6.1 Date set for 14/9/2022 at 10am on Teams	

## Appendices

### 1 Draft monitoring report NAIP October 2021 to March 2022



# Norfolk Access Improvement Plan (NAIP) 2019 - 2029

## Monitoring Report **October 2021 to March 2022**

Thornham access improvements

**Norfolk County Council**

Environment Team | Floor 6, County Hall, Norwich, NR1 2SG | Email: [environment@norfolk.gov.uk](mailto:environment@norfolk.gov.uk) [norfolk](https://www.norfolk.gov.uk)



## Introduction

This report provides a summary of progress with delivery of the Norfolk Access Improvement Plan <https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/norfolk-access-improvement-plan> which is Norfolk County Council's 10 year plan for increasing public use and enjoyment of the county's countryside access network.

The report:

- Provides a summary of progress against each of the NAIP's 8 Statement of Action themes, showing the number of NCC projects and services that contribute to the theme for this year (2020/2021) and theme highlights.
- Covers the period September 2021 to March 2022;
- Covers Norfolk County Council projects and services
- Has been produced for the Norfolk Local Access Forum (NLAF) to enable them to monitor the plan in association with Norfolk County Council;
- Indicates where objectives are S= started; O = ongoing; NS = not started; A = achieved
- Demonstrates the wide range of activities ongoing to deliver against NAIP objectives.

Many of the highlights relate to long distance paths and associated circular routes promoted under the Norfolk Trails banner which have been financed through bids to external funding bodies.

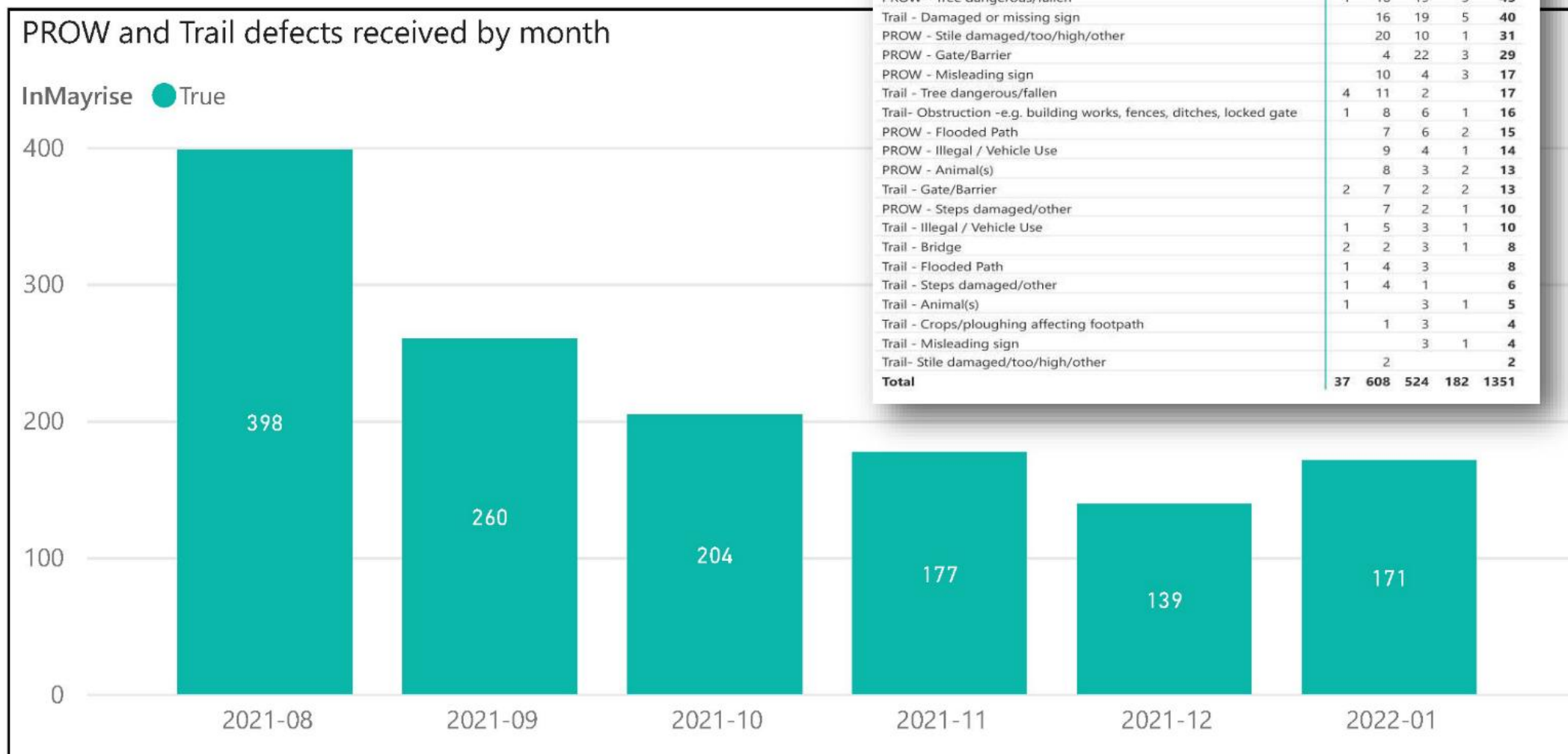
PRoW maintenance is directed at an operation level by NCC's Transport Asset Management Plan (TAMP) which identifies optimal allocation of resources under increasing pressures including limited budgets.



Work on the Bure Valley Path has been funded through the Experience Project

**Faults on Public Rights of Way.** Between 1st August 2021 and 31st January 2022, 1351 faults were logged by the public on the Customer Relationship Management (CRM) enquiries system. Most enquiries received continue to be regarding damaged or missing signs, non-reinstatement, obstructions, overgrown surface, overgrown hedges/ trees and surface condition.

The inset graphic shows faults by area (North, South, West)



# Theme 1: Well-managed Access Network

## Description of theme

**We will manage a well-signed and maintained network of multiuse routes efficiently and economically (Public Rights of Way and promoted Norfolk Trails and the National Trail in Norfolk) providing access to coastal, rural and urban areas, using good systems and standards .**

## Challenge

*The consequence of reduced public funding has meant less resource to manage the access network with poor satisfaction rates in comparison with some other highway authorities.*

*The challenge is to find innovative and new ways to help deliver network management, working with partners and communities*

## Target (by 2029)

Improve the Highways and Transport Network Survey Key Benchmark Indicator for Public Rights of Way KBI15 to 57 (from 54) (to match or exceed the national average)

Improve the Highways and Transport Network Survey Key Indicator for Public Rights of Way (Aspects) KBI16 to 55 (from 51) (to match or exceed the national average)

Improve all component Benchmark Indicators for KBI 16 to match or exceed the national average (see Appendix 8.5 of NAIP)

Increase volunteer involvement with PRow management (see target under 'Community-led access network')

Improve our standing against other Highway Authorities in the National Highways and Transport network survey.

## Statement of Action Objectives (text shortened)

1.1	Manage signage	O
1.2	Manage path surfaces	O
1.3	Manage linear woodlands	O
1.4	Improve Access for All	O
1.5	Better landowner relationships	O
1.6	Effective fault reporting	A
1.7	Address access-related faults	O
1.8	Maintain the Definitive Map for Norfolk	O
1.9	Manage Norfolk Trails and the National Trail/ Coast Path establishment	O
1.10	Create new access in growth areas	O
1.11	Train volunteers in path maintenance	O



Drayton Ramp improvement on the Marriott's Way Trail to improve accessibility.

# Theme 1: summary of progress October 2021 to March 2022

## Highlights

- **Faults on Public Rights of Way.** See graphics on previous pages regarding faults reported between 1st August 2021 and 31st January 2022.
- Three **PROW Technician posts** commenced their roles in mid September to support the three Countryside Access Officers who deal with PROW maintenance. In addition to the many faults reported through CRM, the team dealt with further reports and correspondence from members of the public.
- **PRoW maintenance funding is £117,000 per annum (North and South: £46,800 each; West £23,400) with an additional capital maintenance fund for the National Trail and Norfolk Trails network of £400,000. Individual Norfolk County Councillor Member budgets have been increased to £10,000 each: funding can be put towards PRoW works in Councillor wards, or on other environmental projects**
- **Non-reinstatement notices and obstructions.** Since March 2021, 95 Section 131a, 134—137 non-reinstatement notices (or emails) were issued to landowners. The majority were resolved without recourse to further enforcement action. There are significant resource pressures associated with serving and following up on notices. Over the same period, one Section 130 (obstructions) or s56 (out of repair) notice was received by NCC. Processing any legal notices is time consuming for NCC staff. Similarly, when NCC receives FOI requests, these are a drain on limited resources.
- Nine parishes are now **cutting vegetation on their PRoW network** having taken up a Service Delegation Agreement (SDA) with NCC, with payment made directly to the parish (payment matches that made through a contractor).
- At Cley next the Sea, NCC have contributed to **path restoration** works undertaken by the Environment Agency.
- **Proposals for Stretch 3 (Weybourne to Hunstanton) of the England Coast Path** have been published but not yet approved. Stretch 4 (Hunstanton to Sutton Bridge) is approved in part with establishment in progress but not yet open. Norfolk County Council provides advice to Natural England during route development and is responsible for route establishment following consultation with local interests. Check for updates here: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/999374/coastal-access-england-map.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/999374/coastal-access-england-map.pdf). And here: <https://www.gov.uk/government/publications/england-coast-path-in-the-east-of-england>.
- NCC is making progress with improving the **National Highways and Transport Network Survey Key Benchmark indicators (KBI)** for Public Rights of Way. Results from the most recent survey (2021) recorded 56% for KBI15 (Public Rights of Way overall), matching the national average, with KBI16 (Public Rights of Way aspects) recorded as 50%, just one percentage point lower than the national average.

The score for component indicators for KBI16 matched the national average in 3 instances out of 6, with footpaths for walking and running (WCBI17) recorded at 61%, exceeding the national average (60%). Overgrown footpaths and bridleways led to a low score for this indicator (WCBI23) at 37% reflecting excessive vegetation growth last summer, and ease of use by those with disabilities also scored lower than the national average although matching the NCC score from 2020 . Full results can be downloaded here <https://www.nhtnetwork.co.uk/isolated/page/793>



## Theme 2: Well-connected Access Network

### Description of theme

**We will develop an integrated green network of routes and paths that provides opportunities for all users; improves ecological resilience; creates opportunities to connect with green space and places of natural and cultural heritage; improves connections for work/education/recreation for residents and addresses other gaps with demonstrable need where possible, both within and outside targeted 'growth' areas .**

### Challenge

*Norfolk's population is predicted to grow from 898,4000 (mid 2017) to 1,002,300 by 2041 (Norfolk Insight). The challenge is to ensure that people can connect with places and green space sustainably from where they live. .*

### Target (by 2029)

Increase the number and length of all-abilities routes connecting people and places by 10 routes and 100 kilometres by 2029.

### Statement of Action Objectives (text shortened)

2.1	Improve connectivity through planning	O
2.2	Create circular walks in growth areas	A
2.3	Increase the number / length of multi-modal routes	O
2.4	Re-purpose disused railways for green access	O
2.5	Improve connectivity for wildlife	O
2.6	Encourage applications to register unrecorded paths	O
2.7	Retain and create new permissive access	O

Before



After



After

CIL funded improvements to 3.5km Marriott's Way Trail (Costessey, Hellesdon and Drayton sections). This route is available for all users and is hugely used for commuting.

## Theme 2: summary of progress October 2021 to March 2022

### Highlights

- **Kett's Country Long Distance Trail was launched** in March 2022. The 18 mile fully waymarked linear trail stretches between Wymondham and Eaton on the outskirts of Norwich and includes five circular walks. The Trail was funded by the Greater Norwich Growth Board through the Infrastructure Investment Fund. <https://www.norfolk.gov.uk/out-and-about-in-norfolk/norfolk-trails/long-distance-trails/ketts-country>
- Through the **Greenways to Greenspaces** themed work Norfolk County Council continues to improve Norfolk's green travel networks for the benefit of both people and environment. Greenways improve connectivity between market towns by providing safe, low-carbon travel options while also functioning as linear habitats, linking the county's Greenspaces into an extensive network and integrating biodiversity enhancement. The following strategies have or are being developed in support of Greenways to Greenspaces:
  - ⇒ A Pollinator Action Plan for Norfolk and the future development of a Pesticide Policy for the County Council;
  - ⇒ Designation of 112 roadside nature reserve sites with an extension to 300 over the next three years;
  - ⇒ A Walking and Cycling Strategy 2021-2030;
  - ⇒ A Norfolk Active Travel Programme Plan;
  - ⇒ Local cycling and walking infrastructure plans for Great Yarmouth, King's Lynn and Norwich;
  - ⇒ A Norfolk-wide Local Cycling and Walking Infrastructure Plan to create connectivity between existing schemes and form the basis of a clearly defined Active Travel Plan to be completed in the next 12 months.



Establishing the new long-distance Kett's Country Trail involved improvements to the route.

## Theme 3: Well-Protected Environment

### Description of theme

**We will protect the biodiversity and archaeology of the access network, improve understanding of Norfolk's landscape, archaeology and the natural and historic built environment that can be accessed from the network and manage the impact of visitors on protected sites**

### Challenge

*Population growth and increased visitor numbers to Norfolk's landscapes could have a detrimental impact on special habitats and species. The challenge is to minimise this threat by managing access to the most sensitive sites and promoting it where and when it will have least impact, but not direct people totally away from sensitive sites.*

### Target (by 2029)

Reduce visitor pressure which is affecting 10 protected natural sites and 5 historic sites which can be reached from the access network by 2029.

Improve visitor experience at the same sites through well-designed access infrastructure (e.g. path improvements) and signage.

Create and promote 5 new opportunities for visitors to experience the natural and historic environment away from protected nature conservation sites or outside peak visitor months by 2029.

Reach 1,000 people to improve their understanding of the natural and historic environment that can be reached from the access network.

### Statement of Action Objectives (text shortened)

3.1	Protect the historic environment	O
3.2	Protect the natural environment	O
3.3	Develop opportunities for sustainable transport	O
3.4	Improve integration with public transport	S
3.5	Protect and enhance biodiversity	O
3.6	Improve resilience of tree features	O
3.7	Develop shared goals for access in the Broads	S
3.8	Increase understanding of the natural and historic environment	O



A boardwalk at Thornham was repaired by Norfolk Trails by constructing a new boardwalk over the top of the old structure to retain the habitat.



## Theme 3: summary of progress October 2021 to March 2022

### Highlights

- **Marriott's Way and Weavers' Way** long distance Norfolk Trails were surveyed in the summer to assess the situation with **ash dieback disease** and work has now been completed on five different areas of the Marriott's Way and at one site on Weavers' Way. There is no particular change regarding the disease; NCC Arboriculture Officers are still only removing the worse trees in the busiest areas and trees in poor condition appear in patches whilst many healthy ones remain. Tree removal is viewed as an opportunity for diversity rather than an issue and mainly achieved through natural regeneration alone. Timber deadwood is retained on site for habitat, dead-hedges are created with the brash where possible and for the first time this season, regrowth from previous felling has been cut back to create a more diverse edge habitat using a technique known as 'scaloping'.



Regeneration following removal of diseased ash trees on Marriott's Way. Left: February 2019; Centre: June 2020; Right: regrowth in 2021.

- Through its **Environmental Policy** [www.norfolk.gov.uk/environmentpolicy](http://www.norfolk.gov.uk/environmentpolicy) Norfolk County Council continues to work for the protection of the county's rich biodiversity, conserve areas of natural beauty such as the Norfolk Broads and Norfolk Coast, promote the

efficient use of our natural resources and, working with our partners, achieve 'Net Zero' carbon emissions across our estates by 2030.

- In the protected landscape of the **Norfolk Coast Area of Outstanding Natural Beauty (AONB)**, farming supports important habitats and wildlife and helps to sustain tourism. Farming in Protected Landscapes (FiPL) is a 3 year Defra funded programme for projects that support nature recovery; mitigate the impacts of climate change; provide opportunities for people to discover, enjoy and understand the landscape; or protect or improve the landscape. The programme funds creating new access opportunities, links to the rights of way network, and interpretation of farming and of the natural and historic features on the land. Applications can be made now and funding is awarded throughout the application window from July 2021 to March 2024. <https://www.norfolkcoastaonb.org.uk/project/farming-in-protected-landscapes/>

A new **Environmental Hub** has been established at Gressenhall Farm and Workhouse to act as a centre for learning about Environmental Policy aims and empower residents and communities to make positive changes in their own natural environments. Plans for a trail linking the Gressenhall Environmental Hub to Dereham town centre are underway to provide a sustainable and direct route for visitors on foot and bike <https://www.edp24.co.uk/lifestyle/heritage/platinum-jubilee-trails-in-norfolk-8665860> The Trail will link with the Wendling Beck Exemplar Project, a 2,000 acre pioneering habitat creation, nature restoration and regenerative farming project to the north of Dereham.

## Theme 4: Well-Promoted Access Network

### Description of theme

**We will promote Norfolk's access network, the outstanding countryside and heritage that can be reached from it, and the benefits of outdoor activity, developing a communications plan to reach key user groups (visitors, walkers, cyclists, horse-riders, motorised vehicle users, disabled users and new users).**

### Challenge

*The access network is well used by dedicated access groups across the high season summer months. However there are large sections of the population which do not use the network. Furthermore, the network has capacity for greater use outside the summer season.*

*The challenge is to increase use of the network by people who do not use it and out of peak season. .*

### Target (by 2029)

Increase use of the network by people who currently do not use it and at times outside the summer months by 20% by 2029 (from 2010 baseline), targeting areas able to sustain an increase in footfall (no detrimental environmental impact) and promoting sustainable travel to the network.

Baseline and monitoring measured through a combination of people counter data and targeted surveys.

### Statement of Action Objectives (text shortened)

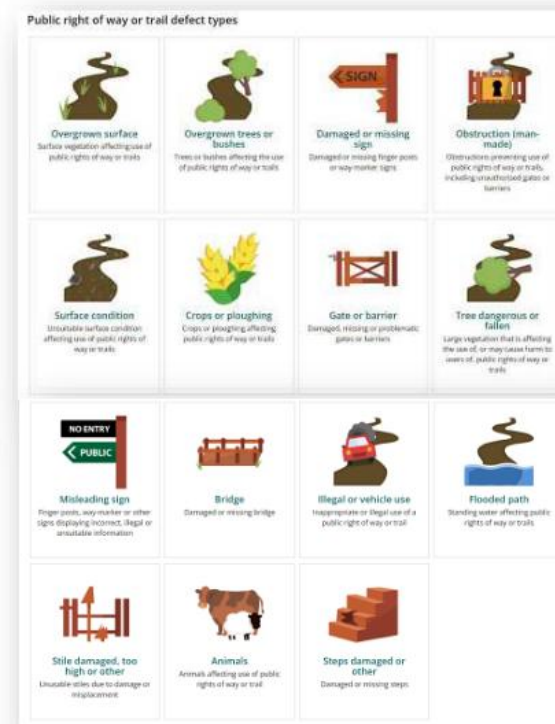
4.1	Develop a communications plan	S
4.2	Develop / maintain websites	O
4.3	Develop printed and pdf leaflets	O
4.4	Develop good media relationships	O
4.5	Develop / maintain social media	O
4.6	Develop interpretative panels and organise events	O
4.7	Develop a photo and video library	S
4.8	Develop apps and audio visual projects	A/O
4.9	Encourage schools' use of the access network	A/O
4.10	Promote the Great Walking Trails	NS
4.11	Promote access to a range of audiences	O
4.12	Develop 'etiquette' for multi-use routes	S
4.13	Increase understanding of the natural and historic environment	S

The Norfolk Coast Partnership's refreshed website now includes an activity map which includes access for all walks. <https://www.norfolkcoastanb.org.uk/exploring/access-for-all-walks/>

## Theme 4: summary of progress October 2021 to March 2022

### Highlights

- **Twitter accounts** for Norfolk Trails @NorfolkTrails and the National Trail in Norfolk @NatTrailNorfolk continue to post regularly to update followers on social media and it's now possible to walk some Trails virtually using Google Trekker imagery:
  - ⇒ Walk the coast path on **Google Trekker** [here](https://www.google.com/maps/@52.9662176,0.524142,3a,90y,246.47h,95.55t/data=!3m6!1e1!3m4!1s3TjQpcWbQlcMUeyElcf3Lg!2e0!7i13312!8i6656) <https://www.google.com/maps/@52.9662176,0.524142,3a,90y,246.47h,95.55t/data=!3m6!1e1!3m4!1s3TjQpcWbQlcMUeyElcf3Lg!2e0!7i13312!8i6656>
  - ⇒ Walk Marriott's Way on **Google Trekker** [here](https://www.google.com/maps/@52.7908809,1.2524362,3a,75y,242.28h,85.2t,357.62r/data=!3m6!1e1!3m4!1sTlzgV12QNu2JaHWhJ9R7sQ!2e0!7i13312!8i6656) <https://www.google.com/maps/@52.7908809,1.2524362,3a,75y,242.28h,85.2t,357.62r/data=!3m6!1e1!3m4!1sTlzgV12QNu2JaHWhJ9R7sQ!2e0!7i13312!8i6656>
- **Pathmakers CIO**, the Norfolk Local Access Forum's charity is developing a **communications plan** to reach Norfolk audiences about its work to improve countryside access in the county.
- Norfolk County Council's **websites** providing information about Public Rights of Way and Norfolk Trails are well maintained, offering the public large amount of information. Reporting faults on the footpath network is straightforward using the online Customer Relationship Management system <https://www.norfolk.gov.uk/roads-and-transport/roads/report-a-problem> and enables those who register with the system to receive updates on progress to rectify the fault:



# Theme 5: An Access Network Underpinned by Excellent Information Management

## Description of theme

We will maintain paper, GIS, and web-based versions of definitive and interactive maps and other access network information and integrate datasets spatially to identify opportunities where PRow/Trails can deliver gains for the economy, health and communities.

## Challenge

*Managing accurate spatial information and data about the access network is a legal duty. The challenge is to manage updates and make available and use digital versions of spatial data (GIS) to make links between access and other relevant information (such as health, economy and growth) to create, share and use 'opportunity' maps (to identify opportunities that will deliver a number of benefits), essential for strategies and planning. See also healthy access network and valuable access network themes.*

## Target (by 2029)

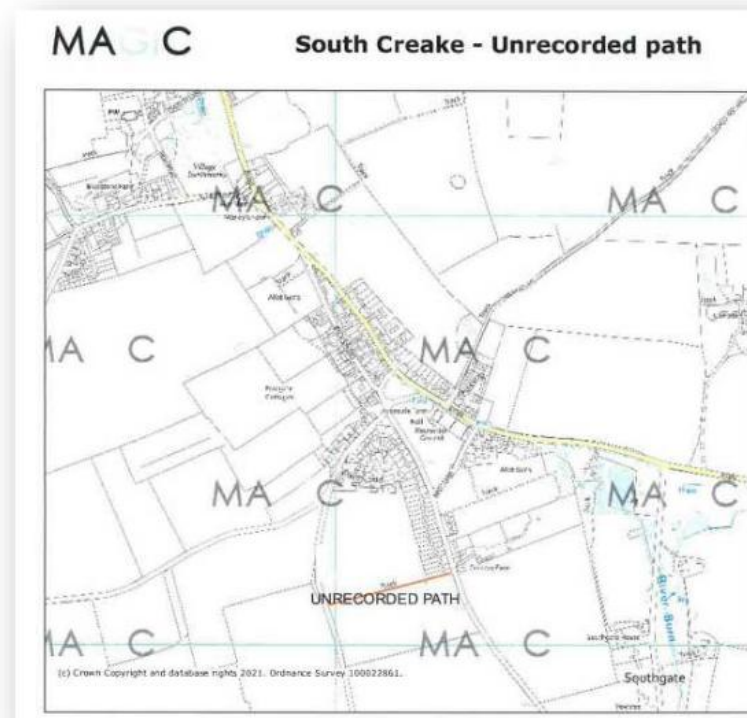
Keep the Definitive Map up to date and the register of claims concerning the 2026 deadline

Process DMMOs.

NCC Legal Orders Team registers **Direct Map Modification Orders (DMMO) applications** and ensures the NCC online registers are up to date <https://www.norfolk.gov.uk/out-and-about-in-norfolk/public-rights-of-way/register-of-definitive-map-modification-applications>. Although the **2026 deadline** for registering unrecorded rights of way has been **scrapped** following public pressure NCC has a significant backlog of claims to process: there are currently 186 (March 2022) on the register such as the one pictured to the right for an [unrecorded path in South Creake](#). Administering claims is a lengthy and complex process.

## Statement of Action Objectives (text shortened)

5.1	Maintain the Definitive Map	O
5.2	Maintain interactive maps	O
5.3	Use spatial mapping to seek opportunities to improve green infrastructure	O
5.4	Use spatial mapping to link access and other data	O
5.5	Develop Google Streetmap for Norfolk Trails	A
5.6	Share counter data	O





## Theme 5: summary of progress October 2021 to March 2022

### Highlights

- **Paper and digital records** relating to modification applications, dedication agreements and public path orders updated on target;
- **Dedication agreements** under the Highways Act 1980 investigated and managed on target;
- **Map statements** can be viewed via the interactive map, which also permits viewing of **cutting contract** routes and for users to directly report faults. <http://maps.norfolk.gov.uk/highways/>. This functionality has greatly improved the amount of information available to the public, and has been well received by user groups.
- **Data counters** on Norfolk Trails have shown increased use of the walking network throughout the pandemic, and higher than usual peak-season activity but lower off-season use on the coast.
- Route improvements inland (such as the Bure Valley Path and Kett's Country Trail) will help draw visitors away from honeypot areas in peak season
- Increased trends in leisure trips (walking and cycling) throughout the pandemic may inspire more people to choose active travel for commuting in the future – we therefore need the infrastructure to support this e.g. continuing to seek investment in commuter belts such as the Marriott's Way and the Green Loop; and continuing to provide opportunity for active travel, such as the Beryl Bikes and clearly waymarked routes.



Norfolk Trails footfall. See also Theme 8 for the economic impact of these trends.



## Theme 6: A Community-led Access Network

### Description of theme

**We will increase the involvement of communities in the development of and care for their local access network, working with parish councils, volunteers and other community organisations. .**

### Challenge

*As public funding reduces, the role of communities in helping to manage their local access becomes more important.*

*The challenge is to support and co-ordinate the large number of people willing to help from user groups and community groups .*

### Target (by 2029)

Provide support for 20 community-based user groups (via training) in the management of the network by 2029 Process DMMOs.

### Statement of Action Objectives (text shortened)

6.1	Support the NLAF	O
6.2	Support user groups manage PROW	O
6.3	Engage communities in projects that improve / manage access	O
6.4	Attract funding for local projects	S
6.5	Work with large scale projects on community access	O
6.6	Support the development of Pathmakers	O



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Getting out there in 2022 - Countryside Access

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Greenways to Green Spaces - towards a greener, healthier and more connected Norfolk

**About this event**

Join the team from Norfolk County Council team who are developing the Greenways to Greenspaces approach to make Norfolk a greener, healthier, and more vibrant place for humans and wildlife.

Date and time  
Wed, 16 March 2022  
19:00 - 20:30 GMT

Location  
Online event

Greenways online webinar with NALC

## Theme 6: *summary of progress October 2021 to March 2022*

### **Highlights**

- **Two Norfolk Local Access Forum (NLAF) meetings** supported by NCC took place within the reporting period: in October 2021, January 2022. The October meeting was held in person whilst the January meeting was held informally and online (due to Covid restrictions). Regular updates from the NLAF's subgroups and NCC's Countryside Access Team, reports on major infrastructure projects that impact PROW, updates from the NCC Sustainable Transport Champion were included. The Forum received a report on the Monument project which provides training for carers of those with dementia to encourage greater outdoor access. A special meeting between the NLAF and NCC officers was held in September 2021 to explore NCC enforcement action (dealing with blockages on Public Rights of Way).
- **NLAF subgroups meetings:** The NLAF's Public Rights of Way subgroup met virtually during the reporting period (meetings in September and December 2021). The meetings discussed partnership and community working; countryside access management; claims for lost paths (2026 claims); permissive access; and put forward recommendations for the main NLAF meetings. NLAF members from the Vision and Ideas Subgroup met with NCC officers in October 2021 to clarify spend on the PROW network and detail on the Greenways to Greenspaces project to improve countryside access.
- **Five new members were recruited to the NLAF** to fill vacancies in various interest areas (health; all abilities access; land at the water's edge; ethnic groups; young people) to bring the Forum up to its full complement of 22 members. Full member refreshment has commenced as members' 3 year terms of appointment come to an end, with the hope that many will reapply for membership in 2022—24, NCC is very fortunate to have such an active group of volunteers many of whom volunteer many hours to provide advice on many aspects of countryside access. Forum members are local people and experts in their specialist area of countryside access (or related interest area) who volunteer their time to provide advice to Norfolk County Council and other statutory bodies such as Natural England, district and parish councils on how to make the countryside more accessible and enjoyable for recreation and to benefit social, economic and environmental interests [www.norfolk.gov.uk/nlaf](http://www.norfolk.gov.uk/nlaf)
- Building on previous **Greenways to Greenspaces** online webinars, Norfolk County Council's Greenways team with the Norfolk Association of Local Councils (NALC) has delivered 2 informal online webinars (January and March 2022) with a third to follow in June 2022. Aimed at parish/town councils the sessions have covered local Public Rights of Way and the Norfolk Trails network, exploring partnership working with NCC to encourage communities to enjoy their local footpaths more. <https://www.eventbrite.com/o/norfolk-association-of-local-councils-37190543133> A refreshed information 'toolkit' has been re-issued to those attending the webinar to help them get started with community action.
- **Pathmakers CIO (the NLAF's charitable arm)** began planning for a Norfolk Walking Festival which will run during the summer 2022 Jubilee week. The trust also worked on parish signboards showing local Public Rights of Way and is hoping to attract further grant funding for access projects [www.pathmakers.org.uk](http://www.pathmakers.org.uk)

## Theme 7: An Access Network that Supports / Delivers Health Outcomes

### Description of theme

**We will improve the health and wellbeing of residents and visitors through initiatives which promote and demonstrate the benefits of physical activity to those not currently using the access network or who would benefit from additional physical activity as identified in the Norfolk Public Health Strategy.**

### Challenge

*In Norfolk, unhealthy lifestyles and obesity are estimated to contribute to 23,000 hospital admissions per year. We also face the challenges of an ageing population as there will be more elderly people in Norfolk in the future. If levels of ill health remain the same in the population, this will increase demand on health and social care services.*

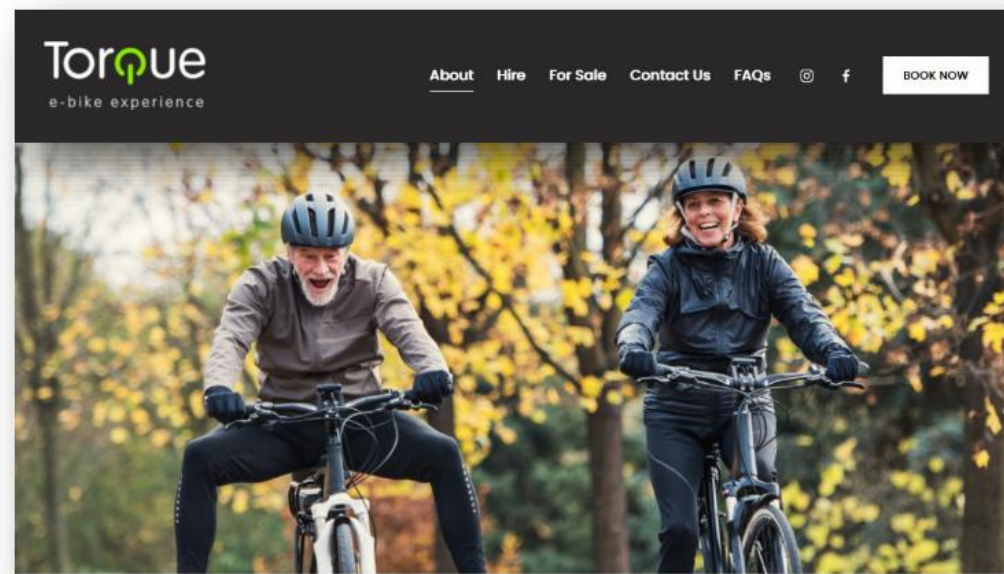
*The challenge is to increase numbers of people using the access network to benefit their health and to make improvements to make access easier. .*

### Target (by 2029)

- Liaise with partners to create a baseline in 2019 to monitor activity of people in target groups.
- Increase the number of people from target groups who are active outdoors (e.g. walking and cycling) by 2029 (from 2019 baseline) through funded projects such as SAIL and Pushing Ahead.
- Increase the number of people who say they have improved health from being active outdoors (e.g. walking and cycling) by 2029 (from 2019 baseline) through funded projects such as SAIL and Pushing Ahead.

### Statement of Action Objectives (text shortened)

7.1	Evaluate the health value of the access network	O
7.2	Increase use of the access network for health	O
7.3	Develop active travel	O
7.4	Develop routes for health and to reduce carbon	O

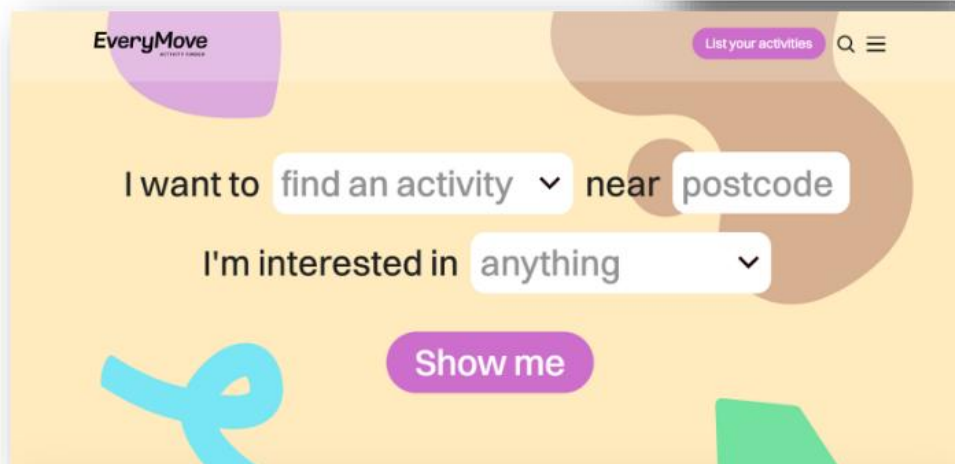


E bike hire in partnership with local business Torque

## Theme 7: summary of progress October 2021 to March 2022

### Highlights

- The Active Norfolk Activity Finder '**Every Move**' easy-to-use website <https://www.everymove.uk/> has been launched making it easy to list activity sessions, while also making them easy to find for those looking to become more active. <https://www.activenorfolk.org/>



- The **Pushing Ahead** Access Fund programme promoting Active Travel in Norwich and Great Yarmouth continued until December 2021 providing bike loans, employee engagement and community cycle hubs with Cycling UK. The e cycle scheme continues across Norfolk during 2022 with an e-bike loan offer already live in North Norfolk and plans to extend the Beryl Hire e-bike scheme to Wymondham, Hethersett and Drayton.
- Norfolk County Council continues to work in partnership with local authorities to complete **Local Cycling and Walking Infrastructure**

**Plans** (LCWIPs) for towns and cities across the region. Plans are already published for Great Yarmouth, King's Lynn, Norwich and Dereham and a successful bid to the DfT's Capability Fund will enable NCC to progress an LCWIP covering all of Norfolk. Cycling and walking infrastructure plans play an important part in the delivery of the Council's transport strategy for Norfolk and support the Government's ambition for "Cycling and walking to be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030." LCWIPs provide information about proposed cycling and walking networks and prioritised improvements which can be delivered over the short, medium and long term.

- In June 2021 NCC was invited by the DfT to bid for further capital funding for cycling and walking infrastructure schemes which align with LCWIPs to be delivered in 2022/23. NCC submitted a bid to DfT comprising 11 schemes totalling £2.465m
- Active Travel Fund** money has also allowed NCC to expand employee engagement through **Mobilityways** <https://www.mobilityways.com/> which provides tools for zero carbon commuting, and to pilot **School Streets**, an initiative run by the charity Sustrans at six schools in Norfolk (Wymondham, Costessey and Norwich) <https://www.edp24.co.uk/news/education/reaction-to-norfolk-school-streets-trial-8689296>. The scheme will see roads next to schools closed to traffic twice a day during pick up and drop off times.



## Theme 8: A valuable access network

### Description of theme

**We will maximise the economic benefits to Norfolk that are generated through the access network by working with businesses, tourism agencies and Destination Management Organisations (DMOs) etc .**

### Challenge

*The Access network is of increasing value to the visitor economy with the environment and walking key attractions and reasons for people coming to Norfolk. However, currently, most visitors come for a day or less and their visitor spend is limited.*

*The challenge is to work with businesses, tourism agencies and local government to maximise visitor spend, ensuring that local businesses are well informed about the potential of the access network. This target must be considered in conjunction with Theme 3 (a well protected access network) to ensure that increased visitor footfall is managed sustainably.*

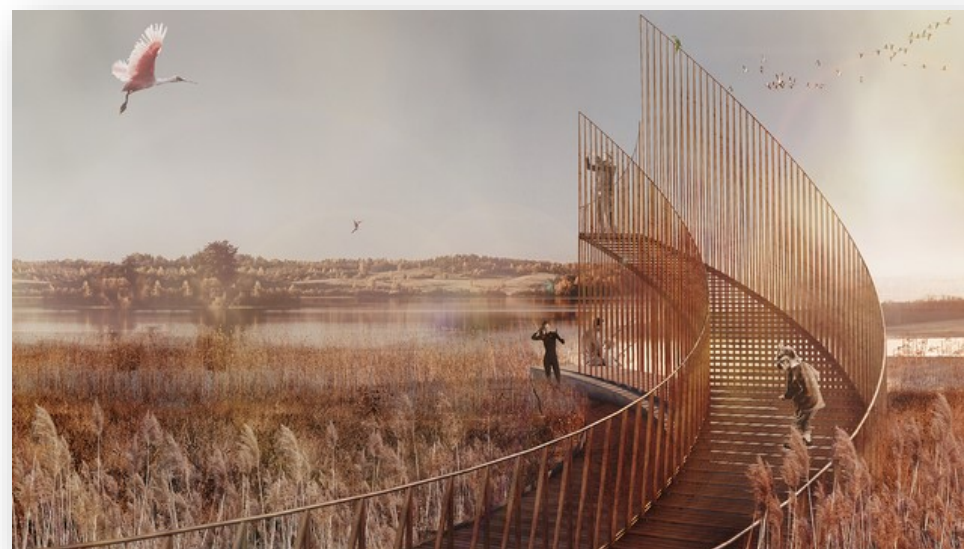
### Target (by 2029)

- Increase the number of visitors by 20% in a sustainable way, targeting locations and times of year to maximize the potential to local businesses. It is envisaged that this could generate an extra visitor spend of £2m.
- Evaluation through appropriate studies, e.g. MENE

### Statement of Action Objectives (text shortened)

8.1	Develop links between business and Norfolk Trails	O
8.2	Increase numbers of visitors using Norfolk Trails by 20% by 2029	A
8.3	Develop profiles for those using the access network	O
8.4	Develop visit itineraries	O/A
8.5	Work with the Broads Authority on boat moorings on PROW	NS

The **EXPERIENCE** project selected artists who will deliver 6 new artworks on a long-distance walking route in Norfolk known as the Norfolk Way Art Trail <https://norfolkwayarttrail.co.uk/> to encourage visitors between the October to March low visitor season. The Trail will be launched in Dec 2022/Jan 2023. <https://www.edp24.co.uk/news/local-council/norfolk-way-art-trail-shortlist-revealed-8569104>



Artwork proposal for Reedham Ferry by Maetherea Cristina Morbi and Aurora Destro ©



## Theme 8: summary of progress October 2021 to March 2022

### Highlights

- EXPERIENCE** has continued to collaborate with Cycling UK to progress the Norfolk cycling hubs project by identifying market towns with the potential to create improved access to the countryside through a series of new cycling loops from each hub. Cromer and Wroxham/Hoveton will be designated first, with Swaffham, Fakenham and Diss following, with an Autumn 2022 launch date. Around the same time the round Norfolk 200 mile 'hero' route will be launched that utilises off-road options such as bridleways where possible and showcases the best that the country has to offer. Find out more here: <https://www.cyclinguk.org/article/experience-norfolk-bike>
- Google Mobility Data** on use of parks suggested that Norfolk was impacted more seasonally than the UK as a whole during the pandemic in 2021. There were fewer trips to parks between January-March 2021 (compared to the baseline of January 2020), however, these figures change significantly in April, and surge in June 2021 – a trend which continued throughout the summer. An ONS report suggests that Cornwall, Norfolk, Devon and East Yorkshire were most impacted by the surge in domestic tourism, and greenspace in Norfolk has clearly been widely visited compared to nearby Suffolk and the UK overall.
- Footfall on Norfolk Trails** has been analysed recently, and their economic impact evaluated. Using a spend factor of £6 for inland trails and £18 for the coast path, the value of the Norfolk Trails rose to £17million in 2020/21, with further health benefits over a 10 year period for those using the routes estimated using the WHO [Health Economic Assessment Tool](#) (HEAT) at £337million.

Counter Data	2017/18	2018/19	2019/20 estimate (applying % changes from data cross-section)	2020/21 estimate (applying % changes from data cross-section)
Angles Way	77,618	82,437	79,140	101,299
Boudicca Way	24,661	26,870	25,795	33,018
Marriott's Way	515,242	559,415	537,038	687,409
Nar Valley Way	44,868	46,080	44,237	56,623
Norfolk Coast Path	333,099	658,009	565,888	622,477
Paston Way	40,711	35,546	34,124	43,679
Peddars Way	25,537	25,973	24,934	31,916
Weavers' Way	60,748	53,788	51,636	66,095
Wensum Way	8,608	6,148	5,902	7,555
Wherryman's Way	40,133	28,231	27,102	34,690
Little Ouse	15,096	16,740	16,070	20,570
<b>TOTAL</b>	<b>1,186,321</b>	<b>1,539,237</b>	<b>1,411,867</b>	<b>1,705,329</b>

Economic value of Norfolk Trails (2018/19)	MENE 2019-20	MENE 2020-21	HEAT*
Angles way	£474,837	£607,792	£18,304,000
Boudicca way	£154,771	£198,107	£6,190,000
Marriott's way	£3,222,230	£4,124,455	£84,228,000
Nar Valley way	£265,421	£339,739	£11,006,000
Norfolk Coast Path	£10,185,979	£11,204,577	£175,749,000
Paston Way	£204,745	£262,074	£9,297,000
Peddars way	£149,604	£191,494	£9,742,000
Weavers' way	£309,819	£396,568	£15,230,000
Wensum way	£35,412	£45,328	£1,456,000
Wherryman's way	£162,611	£208,142	£6,688,000
Little Ouse Path	£96,422	£123,421	£XXX
<b>Total all counters</b>	<b>£15,261,853</b>	<b>£17,701,695</b>	<b>£337,890,000</b>



## New signage



The NAIP is supported by:



Community & Environmental Services  
**Norfolk County Council**  
Floor 6 County Hall | Martineau Lane | Norwich | NR1 2SG  
Tel. (01603) 222773  
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# Norfolk Local Access Forum (Forum member report)



<b>Report title:</b>	Pathmakers.
<b>Date of meeting:</b>	April 27th 2022

## Summary

I hope that by the date of the NLA Forum meeting the new Pathmakers website will be in place. When it goes live I will circulate details to all NLA Forum members. The funding for this and the other work we have commissioned with OneAgency has come from the HLF grant and our Geovation grant.

We are in the process filing a progress report with HLF. Inevitably Covid has meant that not all the original aims of the HLF grant are going to be met. We are asking that some of the funds can be redirected to support the NCC Jubilee Walking and Cycling Festival. Pathmakers will take on responsibility for a Walking Festival in October. NCC is putting in a substantial amount of money and a contribution of £7/£8,000 will come from HLF and Geovation via Pathmakers. The final figures are yet to be agreed. We are mid-way in the process of recruiting a part time project manager to carry this event forward. We are also in contact with Geovation concerning the use of their grant for this event. We may make this an annual event, depending on the outcome of this year's event. Suffolk have an annual walking festival.

Three Pathmakers Trustees are each mentoring two third year students at UEA who are doing varied projects as part of their degree course on matters which will provide us with research and data on appropriate subjects in Norfolk which will help us with any future grant applications. We have done this before and it is mutually beneficial.

Two Trustees are also looking to see how we can help to progress the results of the Parish Paths Seminars. We would aim to work with NCC and the Association of Local Councils as we don't want to duplicate efforts.

1.	<b>Proposal</b>
1.1.	



2.	<b>Recommendations</b>
2.1.	
3.	<b>Evidence</b>
3.1.	

If you have any questions about this report please get in touch with:

<b>NLAF member name :</b>	<b>Simon Fowler</b>
<b>Email address</b>	<b>simonfowler5@gmail.com</b>



If you need this report in large print, audio, braille, alternative format or in a different language please contact [nlaf@norfolk.gov.uk](mailto:nlaf@norfolk.gov.uk) and we will do our best to help.

# Norfolk Local Access Forum

**Item No:**

**Report Title: Protected Landscapes and Farming in Protected Landscapes**

**Date of Meeting: 27 April 2022**

**Responsible Cabinet Member: Cllr Andy Grant** (Cabinet Member for Environment & Waste)

**Responsible Director: Steve Miller, Director of Culture & Heritage**

**Is this a Key Decision? No**

**If this is a Key Decision, date added to the Forward Plan of Key Decisions: NA**

## **Executive Summary / Introduction from Cabinet Member**

The Norfolk Local Access Forum provides advice about improving access to the countryside to decision making organisations which include Norfolk County Council and the Norfolk Coast Area of Outstanding Beauty (AONB).

An area of outstanding natural beauty (AONB) is land protected by the Countryside and Rights of Way Act 2000 (CROW Act). It protects the land to conserve and enhance its natural beauty <https://www.gov.uk/guidance/areas-of-outstanding-natural-beauty-aonbs-designation-and-management>

Areas of Outstanding Natural Beauty (AONBs) are in a period of change unprecedented since their formation in 1949. The way people interact with the natural world and protected landscapes has changed significantly over the last 70 years. The impacts of major population growth, rapidly rising lifestyle expectations, increased mobility, and growing demand for access to green space for health, wellbeing and recreational purposes are felt in designations across the country. AONBs also face increasing environmental pressures.

In May 2018, the government initiated a review of National Parks and AONBs in response to the Defra 25 Year Environment Plan <https://www.gov.uk/government/publications/designated-landscapes-national-parks-and-aonbs-2018-review> . Published in 2019, the Landscapes (Glover) Review sets out proposals to reinvigorate and strengthen AONBs with new purposes, powers and

resources to ensure these landscapes are forward-looking and fit for purpose in the 21st century. In early 2022, the Government published a response to the Landscapes Review and initiated a public consultation on their proposals.

The Norfolk Coast Partnership (NCP) which manages the Norfolk Coast AONB <https://www.norfolkcoastaonb.org.uk/> welcomed the opportunity to respond to this consultation and supports the Government vision for:

‘A coherent national network of beautiful, nature-rich spaces that all parts of society can easily access and enjoy. Protected landscapes will support thriving local communities and economies, improve our public health and wellbeing, drive forward nature recovery, and build our resilience to climate change.’ See the NCP response in Appendix A

Farming in Protected Landscapes is a grant programme for farmers, land managers and people in National Parks and Areas of Outstanding Natural Beauty (AONBs).

In Norfolk, the programme which has been developed by Defra will be delivered locally through the Broads Authority and Norfolk Coast Partnership. The programme supports farmers and land managers in carrying out projects that support the natural environment, mitigate the impacts of climate change, provide public access opportunities or support nature-friendly, sustainable farm businesses.

<https://www.norfolkcoastaonb.org.uk/project/farming-in-protected-landscapes/>

## **Recommendations:**

1. To note the Norfolk Coast Partnership response to the Glover review and subsequent Government recommendations
2. To note the presentation on the Defra funded Farming in Protected Landscapes (FIPL) program

## **1. Background and Purpose**

1.1 Areas of Outstanding Natural Beauty (AONBs) are in a period of change unprecedented since their formation in 1949. The way people interact with the natural world and protected landscapes has changed significantly over the last 70 years. The impacts of major population growth, rapidly rising lifestyle expectations, increased mobility, and growing demand for access to green space for health, wellbeing and recreational purposes are felt in designations across the country. AONBs also face increasing environmental pressures. A 2019 State of Nature report found population decreases in 41% of UK species since the 1970s and 15% of species currently under threat of extinction. Climate change, land management, invasive species pollution and urbanisation are the key drivers of these losses. Changing agricultural practices have had the biggest single impact on nature over the last decades, with 72% of land in the UK (including within AONBs) currently managed for farming. To secure and enhance our protected landscapes,

transformational change delivered through significant shifts in the policy frameworks surrounding them is required.

In May 2018, the government initiated a review of National Parks and AONBs in response to the Defra 25 Year Environment Plan. Published in 2019, the Landscapes (Glover) Review sets out proposals to reinvigorate and strengthen AONBs with new purposes, powers and resources to ensure these landscapes are forward-looking and fit for purpose in the 21st century. In early 2022, the Government published a response to the Landscapes Review and initiated a public consultation on their proposals.

The Norfolk Coast Partnership welcomed the opportunity to respond to this consultation and supports the Government vision for:

‘A coherent national network of beautiful, nature-rich spaces that all parts of society can easily access and enjoy. Protected landscapes will support thriving local communities and economies, improve our public health and wellbeing, drive forward nature recovery, and build our resilience to climate change.’ See Appendix A

## **1.2 Farming in Protected Landscapes:**

Farming in Protected Landscapes is a grant programme for farmers, land managers and people in National Parks and Areas of Outstanding Natural Beauty (AONBs).

The programme, developed by Defra, and delivered locally through the Broads Authority and Norfolk Coast Partnership supports farmers and land managers in carrying out projects that support the natural environment, mitigate the impacts of climate change, provide public access opportunities or support nature-friendly, sustainable farm businesses. <https://www.norfolkcoastaonb.org.uk/project/farming-in-protected-landscapes/>

### **Project aim and objectives:**

The programme aims to support farmers and land managers in carrying out projects that support the natural environment, mitigate the impacts of climate change, provide public access opportunities or support nature-friendly, sustainable farm businesses

**Partners involved:** Defra, Broads Authority, Norfolk Coast Partnership

**Funded by:** Broads Authority and Norfolk Coast Partnership

**Start date & finish date:** July 2021 until March 2024

## **2. Proposal**

- 2.1 The Norfolk Local Access Forum is invited to note the response from the Norfolk Coast Partnership to the Glover Review of Protected Landscapes; and to note work underway to provide grant aid to farmers in the Norfolk Coast AONB through the FIPL programme, which will be administered by the Norfolk Coast Partnership for projects that support the natural environment, mitigate the impacts of climate change, provide public access opportunities or support nature-friendly, sustainable farm businesses.

## **3. Impact of the Proposal**

- 3.1 N/A

## **4. Evidence and Reasons for Decision**

- 4.1 N/A

## **5. Alternative Options**

- 5.1 N/A

## **6. Financial Implications**

- 6.1 N/A

## **7. Resource Implications**

- 7.1 **Staff:** N/A

- 7.2 **Property:** N/A

- 7.3 **IT:** N/A

## **8. Other Implications**

- 8.1 **Legal Implications:** N/A

**8.2 Human Rights Implications:** N/A

**8.3 Equality Impact Assessment (EqIA) (this must be included):** N/A

**8.4 Data Protection Impact Assessments (DPIA):** N/A

**8.5 Health and Safety implications (where appropriate):** N/A

**8.6 Sustainability implications (where appropriate):** N/A

**8.7 Any Other Implications:** N/A

## **9. Risk Implications / Assessment**

9.1 N/A

## **10. Select Committee Comments**

10.1 N/A

## **11. Recommendations**

1. To note the Norfolk Coast Partnership response to the Glover review and subsequent Government recommendations
2. To note the presentation on the Defra funded Farming in Protected Landscapes (FIPL) program

## **12. Background Papers**

12.1 <https://www.gov.uk/government/publications/designated-landscapes-national-parks-and-aonbs-2018-review>

12.2 <https://www.norfolkcoastaonb.org.uk/project/farming-in-protected-landscapes/>

## **Officer Contact**

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

**Officer name: Katy Owen**

**Telephone no.:01603 222773**

**Email: [katy.owen@norfolk.gov.uk](mailto:katy.owen@norfolk.gov.uk)**

**Officer name: Ed Stocker**

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## **Landscapes (Glover) Review – Norfolk Coast Partnership Response**

### **Summary of key points**

The Norfolk Coast Partnership:

- Supports the Government's approach to a National Landscapes Partnership
- Welcomes a clear, modern remit for AONBs inclusive of a key role in ELMs and Nature Recovery
- Supports strengthening of the primary purpose of AONBs to place greater emphasis of their role in nature recovery
- Supports a secondary purpose of AONBs to include access/equity of access, wellbeing and sustainable rural economies.
- Supports strengthened duty of regard and statutory consultee status in planning for AONBs, with appropriate uplifts in AONB resourcing.
- Clear, consistent, and robust guidance for AONB governance, delivery and performance monitoring
- Would like to see clear and fair plans to changes to/uplifts of AONB resourcing to accompany increased responsibilities.

### **Introduction and background**

The role of the Norfolk Coast Partnership (NCP) is to manage the Norfolk Coast Area of Outstanding Natural Beauty (AONB) on behalf of the four local authorities who share responsibility for it: Norfolk County Council; North Norfolk District Council; Borough Council of King's Lynn & West Norfolk; and Great Yarmouth Borough Council (GYBC). The NCP fulfils the statutory duties of these four councils under Part IV of the Countryside and Rights of Way (CROW) Act 2000 to conserve and enhance its natural beauty.

Areas of Outstanding Natural Beauty (AONBs) are in a period of change unprecedented since their formation in 1949. The way people interact with the natural world has changed significantly over the last 70 years. The impacts of major population growth, rapidly rising lifestyle expectations, increased mobility, and growing demand for access to green space for health, wellbeing and recreational purposes are felt in designations across the country. AONBs also face increasing environmental pressures. A 2019 State of Nature report found population decreases in 41% of UK species since the 1970s and 15% of species currently under threat of extinction. Climate change, land management, invasive species pollution and urbanisation are the key drivers of these losses. Changing agricultural practices have had the biggest single impact on nature over the last decades, with 72% of land in the UK (including within AONBs) currently managed for farming. To secure and enhance our protected landscapes, transformational change delivered through significant shifts in the policy frameworks surrounding them is required.

In May 2018, the government initiated a review of National Parks and AONBs in response to the Defra 25 Year Environment Plan. Published in 2019, the Landscapes (Glover) Review sets out proposals to reinvigorate and strengthen AONBs with new purposes, powers and resources to ensure these landscapes are forward-looking and fit for purpose in the 21<sup>st</sup> century. In early 2022, the Government published a response to the Landscapes Review and initiated a public consultation on their proposals.

April 2022





The Norfolk Coast Partnership welcomes the opportunity to respond to this consultation and supports the Government vision for:

*'A coherent national network of beautiful, nature-rich spaces that all parts of society can easily access and enjoy. Protected landscapes will support thriving local communities and economies, improve our public health and wellbeing, drive forward nature recovery, and build our resilience to climate change.'*

### **Summary of NCP consultation response**

It is important for AONBs to have a clear, modern remit. A core function of AONBs should be to drive nature recovery. Inclusion of this within the primary purpose of AONBs, alongside biodiversity, is therefore welcomed. The principle of natural capital is extremely important for monitoring progress both within and between AONBs, however this should be outlined in the Management Plan guidance rather than in statutory purpose. AONBs will also play a central role in mitigating the impacts of climate change, which we feel could also be referenced. The broader functions of AONBs should also be explicit – nature is not a silo. Therefore inclusion of reference to outcomes around equity of access, wellbeing and sustainable economies in a secondary purpose would also be welcomed.

AONBs would benefit from reformed governance to ensure primary (and secondary) purposes are delivered with meaning. Strengthening the status of AONB Management Plans is seen as positive, supported by clear, consistent and robust guidance on development, delivery and monitoring from Natural England. Delivering for nature recovery and climate and using natural capital as a tool to evidence success should be business as usual for AONBs. Nature does not exist in a silo, therefore close alignment and strategic working at a landscape scale across National Parks, AONBs and National Trails will strengthen outcomes and increase efficiencies.

We would welcome statutory consultee status for AONBs in the planning process. The role of AONBs in planning should be consistent and strengthened. Criteria should be set out in legislation rather than individually agreed with local planning authorities, as inconsistencies across AONBs will not support increased duty of regard.

AONBs seem ideally positioned to act as facilitators for funding, uniting stakeholders to deliver against objectives within their Management Plans. Blended finance models and the partnership working associated with this are the future – this is how we will deliver on ambitions for nature recovery at scale. Therefore AONBs need to become more business-like with clear financial strategies agreed by the partnership and the in-house expertise to manage this.

Branding is increasingly important and the current 'AONB' label is unwieldy and dated. We would support a rebrand of AONBs but only if it delivers meaningful change. It should also deliver brand status equivalent to National Parks and support nature recovery. We feel strongly that AONBs should not undergo several re-brands, as this is a waste of resource.

We feel these changes are positive and will serve to better enable AONBs to support and enhance the landscapes, nature, culture and communities within them. However, we are disappointed that proposed upgrades of powers and responsibilities are not accompanied by meaningful long-term uplifts in resourcing for AONBs.

April 2022



## Response to Consultation Questions

**1. Do you want your response to be confidential?**

No

**2. What is your name?**

Norfolk Coast Partnership

**3. What is your email address?**

[aonb@norfolk.gov.uk](mailto:aonb@norfolk.gov.uk)

**4. Where are you located?**

East of England

**5. Which of the following do you identify yourself as?**

AONB team

**6. Should a strengthened first purpose of protected landscapes follow the proposals set out in Chapter 2? Please give reasons for your answer.**

Yes. It is important for AONBs to have a clear, modern remit. A core function of AONBs should be to drive nature recovery. Inclusion of this within the primary purpose of AONBs, alongside biodiversity and climate change, would be welcome. The principle of natural capital is extremely important for monitoring progress both within and between AONBs, however this should be outlined in the Management Plan guidance rather than in statutory purpose.

**7. Which other priorities should be reflected in a strengthened first purpose e.g. climate, cultural heritage?**

AONBs have a central role to play in mitigating the impacts of climate change and reversing biodiversity loss, which we feel could be referenced in a strengthened first purpose.

**8. Do you support any of the following options as we develop the role of protected landscapes in the new environmental land management schemes? Tick all that apply.**

- Designing the environmental land management schemes in a way that works for all farmers and land managers, including the specific circumstances for those in protected landscapes, recognising that farmers in these areas are well-placed to deliver on our environmental priorities = **Yes**
- Using Local Nature Recovery Strategies to identify projects or habitats within protected landscapes. = **Yes**
- Monitoring the effectiveness and uptake of the new environmental land management schemes in protected landscapes. Using this to inform whether further interventions are needed to ensure we are on track for wider nature recovery ambitions. = **Yes**
- Creating a clear role for protected landscape organisations in the preparation of Local Nature Recovery Strategies. Our recent LNRS consultation specifically asks for views on the role of different organisations in the preparation of LNRSs, including protected landscapes. = **Yes**



- Building on FiPL, empowering protected landscapes to support decision-making and delivery against agreed priorities, including through dedicated project coordinators and advisers. = **Yes**

**9. Do you have any views or supporting evidence you would like to input as we develop the role of protected landscapes in the new environmental land management schemes?**

The Farming in Protected Landscapes (FiPL) programme clearly evidences the tangible benefits and value that AONB Partnerships would bring to new environmental land management schemes. The Norfolk Coast Partnership has engaged a broad spectrum of farmers, landowners and land managers in FiPL, and has collaborated effectively with the Broads National Park to deliver a programme of strategic and impactful works on a landscape scale i.e. securing benefits for the AONB both within and beyond its borders through close partnership working. This type of coordinated and forward-thinking approach to delivery demonstrates how protected landscapes (AONBs, National Parks, National Trails) are aligned and ready to deliver on a landscape scale for LNRS.

**10. Should AONBs have a second purpose relating to connecting people and places, equivalent to that of National Parks? Please give reasons for your answer.**

Yes. The broader functions of AONBs should also be explicit – nature is not a silo. Therefore inclusion of reference to outcomes around equity of access, wellbeing and sustainable economies would also be welcomed.

**11. Should a strengthened second purpose of protected landscapes follow the proposals set out in Chapter 3 to improve connections to all parts of society with our protected landscapes?**

Yes.

**12. Are there any other priorities that should be reflected in a strengthened second purpose?**

Yes. Inclusion of reference to outcomes around equity of access, wellbeing and sustainable economies would be welcomed.

**13. Do you support any of the following options to grant National Park Authorities and the Broads Authority greater enforcement powers to manage visitor pressures? Please give reasons for your answer.**

- Issue Fixed Penalty Notices for byelaw infringements = Yes
- Make Public Space Protection Orders (PSPOs) = No
- Issues Traffic Regulation Orders (TROs) to control the amount and type of traffic on roads = No

AONBs cannot speak for National Park Authorities, however we support our neighbours the Broads Authority in their response that they would like these powers and would hold them in reserve, supporting their existing close working relationship with Norfolk Constabulary.

**14. Should we give National Park Authorities and the Broads Authority and local highway authorities additional powers to restrict recreational motor use on unsealed routes? Please give reasons for your answer.**

No comment, beyond the scope of the Norfolk Coast Partnership.



**15. For which reasons should National Park Authorities, the Broads Authority and local authorities exercise this power?**

- Environmental damage
- Prevention of damage
- Nuisance
- Amenity
- Other (please state)

No comment, beyond the scope of the Norfolk Coast Partnership.

**16. Should we legislate to restrict the use of motor vehicles on unsealed unclassified roads for recreational use, subject to appropriate exemptions? Please give reasons for your answer.**

- Yes – everywhere
- Yes – in National Parks and Areas of Outstanding Natural Beauty only
- Yes – in National Parks only
- No
- Unsure

No comment, beyond the scope of the Norfolk Coast Partnership.

**17. What exemptions do you think would be required to protect the rights and enjoyment of other users e.g., residents, businesses etc?**

No comment, beyond the scope of the Norfolk Coast Partnership.

**18. What roles should AONBs teams play in the plan-making process to achieve better outcomes?**

We would welcome AONB statutory consultee status in the planning process, however this increased responsibility should be accompanied by an appropriate uplift in funding to ensure capacity.

**19. Should AONB teams be made statutory consultees for development management? Please give reasons for your answer.**

Yes, this is particularly important where there is likely to be a significant impact on the special qualities of the area

**20. If yes, what type of planning applications should AONB teams be consulted on?**

- AONB teams should formally agree with local planning authorities which planning applications should be consulted on. = **No, criteria should be consistent across AONBs and set out in legislation**
- AONB teams should be consulted on all planning applications that require an Environmental Impact Assessment and are categorised as 'major development' as well as Nationally Significant Infrastructure Projects. = **Yes**

The role of AONBs in planning should be strengthened, but increased responsibility should be accompanied by an appropriate uplift in funding. The role of AONBs in planning should be consistent. Criteria should be set out in legislation rather than individually agreed with local planning authorities, as inconsistencies across AONBs will not support increased duty of regard.



**21. Which of the following measures would you support to improve local governance? Tick all that apply. Please give reasons for your answer.**

- Improved training and materials = **Yes**
- Streamlined process for removing underperforming members = **Yes**
- Greater use of advisory panels = **Unclear what this means for AONBs, but welcome wider input from a broad range of stakeholders**
- Greater flexibility over the proportion of national, parish and local appointments = **No**
- Merit-based criteria for local authority appointments = **Yes**
- Reduced board size = **Depends on size of board, for us we would like to broaden**
- Secretary of State appointed chair = **No for AONBs**
- Other (please state)

AONBs would benefit from reformed governance to ensure primary (and secondary) purposes are delivered with meaning. Clear guidance and monitoring processes are central to this and are welcomed. Consistency across AONBs (as far as possible) is important in strengthening their status/duty of regard. Delivering against nature recovery and climate and using natural capital as a tool to evidence success should be business as usual for AONBs. Nature does not exist in a silo, therefore close alignment and strategic working at a landscape scale across National Parks, AONBs and National Trails will strengthen outcomes and increase efficiencies. We are unclear what 'greater use of advisory panels' refers to exactly, but welcome input from a broad range of expertise to support revised/expanded AONB powers and purposes.

**22. Should statutory duties be strengthened so that they are given greater weight when exercising public functions? Please give reasons for your answer.**

Yes. We would like to see something stronger than 'have regard' to AONB Partnerships and Management Plans.

**23. Should statutory duties be made clearer with regards to the role of public bodies in preparing and implementing management plans? Please give reasons for your answer.**

Yes. There is currently little clear guidance for AONBs, no stringent monitoring, and very little guidance on Management Plans. Strengthening the status of AONB Management Plans is seen as positive, linked to more robust, consistent development and monitoring guidance from Natural England. The principle of natural capital is extremely important for monitoring progress both within and between AONBs. Monitoring should be considered as crucial to evidencing of nature recovery.

**24. Should National Parks and the Broads Authority have a general power of competence? Please give reasons for your answer.**

We support the Broads National Park on their response to this question. Yes, subject to obtaining legal advice on the merits of this proposal.

**25. If you have any further comments on any of the proposals in this document, please include them here.**

It is important for AONBs to have a clear, modern remit. A core function of AONBs should be to drive nature recovery. Inclusion of this within the primary purpose of AONBs, alongside biodiversity, is therefore welcomed. The principle of natural capital is extremely important for monitoring progress



both within and between AONBs, however this should be outlined in the Management Plan guidance rather than in statutory purpose. AONBs will also play a central role in mitigating the impacts of climate change, which we feel could also be referenced. The broader functions of AONBs should also be explicit – nature is not a silo. Therefore inclusion of reference to outcomes around equity of access, wellbeing and sustainable economies in a secondary purpose would also be welcomed.

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Branding is increasingly important and the current 'AONB' label is unwieldy and dated. We would support a rebrand of AONBs but only if it delivers meaningful change. It should also deliver brand status equivalent to National Parks and support nature recovery. We feel strongly that AONBs should not undergo several re-brands, as this is a waste of resource.

We feel these changes are positive and will serve to better enable AONBs to support and enhance the landscapes, nature, culture and communities within them. However, we are disappointed that proposed upgrades of powers and responsibilities are not accompanied by meaningful long-term uplifts in resourcing for AONBs. Ultimately, this may limit the capacity of AONBs to deliver tangible outcomes against new objectives.



# Local Access Forum

<b>Report title:</b>	<b>Countryside Access Arrangements Update</b>
<b>Date of meeting:</b>	<b>April 2022</b>
<b>Responsible Officer:</b>	<b>Steve Miller, Director of Culture &amp; Heritage</b>
<b>Strategic impact</b> To address the concerns raised by the Local Access Forum with regards to Public Rights of Way Management and delivering the service in an economic and cost-effective way.	

## Executive summary

At the July 2017 Local Access Forum (NLAF), it was agreed that at each future meeting, a summary of the work the Countryside Access Officers and Environment teams would be provided. At the October 2017 NLAF it was agreed that this report should be presented to the PROW sub-group prior to being brought to NLAF.

This paper highlights this work in terms of the volumes of customer queries received and responded to. The paper also highlights other key areas of work.

### Recommendations:

1. **That the Local Access Forum note the progress made to date since the Countryside Access Officer posts were introduced.**

## 1. Introduction

- 1.1. Since 1 April 2017, there is a single point of contact within each Highways Area office being responsible for their local rights of way issues. By having the officer within the Area office, they are more “on the ground” and better placed to deal with the operational reactive issues that occur when managing rights of way. They are supported by the wider Highways Area team staff. In addition, the Norfolk Trails team sits within the Environment Service at County Hall and carries out strategic and developmental aspects of developing the countryside access network.

## 2. Performance

- 2.1. The information in **Appendix A** summarises the performance information available for the complete months since the last report.
- 2.2. The CRM defect reporting system went live in March 2018. Defect notes are being made visible to the public in the automatic update emails sent when third party defects have been inspected & more status options available on tablets under the ‘No Defect’ category, as previously reported.  
Minor updates continue to be made to CRM to enhance operation and feedback elements.  
The provision of additional information appears to have led to a decrease in follow up requests.
- 2.3. A new report has been prepared to display the relevant PROW/Trails information via PowerBI – **Appendix A (Stats for the last 3 months and 2 years)**.
- 2.4. In summary, the Mayrise system of logged requests for service had at 28<sup>th</sup> March 2022, 1,357 open issues for Public Rights of Way (slight increase). Most enquiries received continue to be regarding damaged or missing signs, non-reinstatement, obstructions, overgrown surface, overgrown hedges/ trees and surface condition.
- 2.5. The significant rise in cases is primarily attributed to the impact of Covid 19. While the country went into lockdown Central Government advice was that local outdoor

exercise was promoted for wellbeing and there was evidence of significant increases in walking, running and cycling on village/local path networks across the Country. There were also isolated cases of landowners using Covid as an excuse to close some paths. Naturally, additional use has led to an increase in complaints about the condition of the local path network. This has been recognised within the ROW profession nationally and some LA's are now re-evaluating the importance of adequately maintaining local path networks. Levels have not appeared to decrease over the winter period and there remain considerable backlogs to work through. Anecdotal evidence suggests that the increased use of local networks continues despite the easing of Covid restrictions.

- 2.6. At the current time there are no additional financial resources earmarked for PROW maintenance. 3 x PROW Technicians commenced their roles in September 2021, one each in support of Countryside Access Officer for the three highway areas. One staff member has subsequently transferred to a Trails role leaving a vacancy in North Area. This will commence April 2022.
- 2.7. As of the 1 December 2021, the Norfolk Trails Team had 170 open CRM issues. Highways had 200 open CRM issues (slight increase)
- 2.8. These figures do not reflect the substantial volume of reports and correspondence still received through direct email and telephone communication from members of the public, but which remain unrecorded. Neither does it reflect the complexity often found in resolving PROW issues.
- 2.9. In addition to the numbers above, there have been a number of enforcement notices sent out to landowners since March 2021. The figures include more informal email conversations where the landowner is politely reminded that enforcement may follow if action is not forthcoming. The following have been issued:
  - 229 Section 131A, 134-137 Non-reinstatement Notices/emails issued. The majority are resolved without recourse to further enforcement. It should be noted that there are significant resource pressures associated with serving and following up on Notices.
  - During 2020/21, 2 Section 130's (obstructions) or s56 (out of repair) notices have been received by NCC
- 2.10. It should be noted that processing any legal notices is time consuming for NCC staff. Similarly, when NCC receives FOI requests, these are a drain on limited resources.
- 2.11. In terms of other progress, key highlights include:
  - Higher incidences of people using local paths during Covid and continuing through 2021 and into 2022. Also the wet winter 20/21 saw an increase in flooding reports and associated bridge damage. These issues are still being worked through, Bridges Team have a substantial backlog of missing structures. Approximately 20 larger scale structures were replaced on the network in 2021/2.
  - 2021 cutting: Additional funding was allocated to complete 2 cuts on selected PROW routes. Trails routes receive 3 cuts. The first cut was completed albeit behind schedule and this had impacts on the second cut, exacerbated by the late summer fuel crisis. There were a number of issues to follow up with the contractors over the winter period in order to make this years cutting more timely and effective. A new contractor is to be trialled in West Norfolk following issues with successive contractors in this area. Some Parishes have expressed an interest in carrying out their own cutting with financial support from NCC (equivalent to the amount spent under the main contracts) but this only currently applies to a handful of parishes.
  - Enforcement procedures were carried out on a path at Upwell in 2021 removing gates but the landowner replaced them immediately. Further enforcement took place in March 2022. Police presence was required to allow

enforcement to take place and obstructions were removed. The landowner is currently discussing the issue with his County Councillor but is adamant that the obstructions will be replaced. If this occurs the next steps will be court action. One other enforcement successfully took place at Castle Acre.

- Of the £200k capital works the majority has been allocated, the latest project now completed is at Cley next the Sea where NCC have contributed to path restoration works being undertaken by the Environment Agency.

Covid has delayed progress in some areas and any remaining budget in the Capital works allocation will be carried over into 2021/2 but not beyond the end of March 2022.

- The £15k “Urban paths” allocation made for 2021/2 on a resurfacing project in North area
- County Councillors have “Member Fund” to allocate to local projects each year, increased to £10k each for 2021/2 and this can be spent on small scale PROW projects of maintenance. To date, uptake on tackling PROW issues has been limited. One successful project just completed in Fincham where 4 dilapidated stiles have been replaced with gates.
- Ramblers Association volunteers have organised and carried out some small scale works at Sustead using RA membership funds with overview from the North CAO. We would like to explore similar initiatives but more regular volunteer work may require support from NCC such as the purchase of material.
- Some large scale landowner “rewilding” schemes are coming on stream and while these are good for the environment, are having potentially negative effects on the PROW network.

## 2.12. **Norfolk Trails update**

**This overall update shows progress towards delivering a number of projects and improvements to the network in Norfolk over the last 3 months**

## 2.13. **Project delivery:**

### **Thornham FP3**

This project originated with the parish who had highlighted access issues along the route and also issues with the route during covid access restrictions.

Officers met with parish, applied for Natural England consents for the works and were able to procure and deliver the works before the end of February 2022.

Linked to CRM and parish engagement



Thornham FP3 prior to starting



Thornham FP3 post construction and access improvement works.

### **Brancaster FP9**

This project was very complex and took a lot of delivering by the team internally with consents, assents, agreements and permissions being lined up and delivered.

Project ran to Jan 2022 and the access improvement has been really noticeable.

Incidentally since the path has been laid Norfolk has had 3 super tides which has meant the path has been underwater which has resulted in materials being deposited on the path but the path maintaining its integrity



Brancaster FP9 prior to starting works





Brancaster FP9 post construction

### **Skelding Hill (Sheringham FP26)**

Footpath eroded hugely – just look at the height difference in people in the picture. Erosion and abrading of the path causing huge access difficulties



Skelding Hill (Sheringham FP26) before works undertaken

Project needed consents, assents, agreements from landowners, footpath closures, heritage and ecology issues on site. Delivered on time, on budget and within the financial year



Skelding Hill (Sheringham FP26) after access improvements



### **Heath Lane Marriotts Way - project to address flooding in the area**

Drainage and new surface works completed and delivered on site to improve access for all users





Heath lane prior to works being undertaken



Marriott's Way Heath Lane access improvements

This work is stage 2 of works already delivered at Heath lane. This means this section of the Marriotts way is now accessible in all weather conditions.

New drainage installed, new surface installed, new gates installed, access from opposite side of the Marriotts way in order to create improved visibility on the route





Railway gates installed on Marriotts Way. Locations including Reepham, Cawston, Fir covet road, drayton ramp installed and complete.



Drayton Ramp links to Fakenham Road crossing



Alongside railway gates, original style railway fencing installed as well as the railway gates to recreate the railway crossing infrastructure





Drayton ramp installed and completed along with handrails

### **Broome Bypass access improvement**

Project delivered with the Countryside Access Officer – route identified by the parish and the CAO in the area.



Image before works started





Image posts works have been completed.

Work has included surface scrape back, tree works, installation of new posts along the route

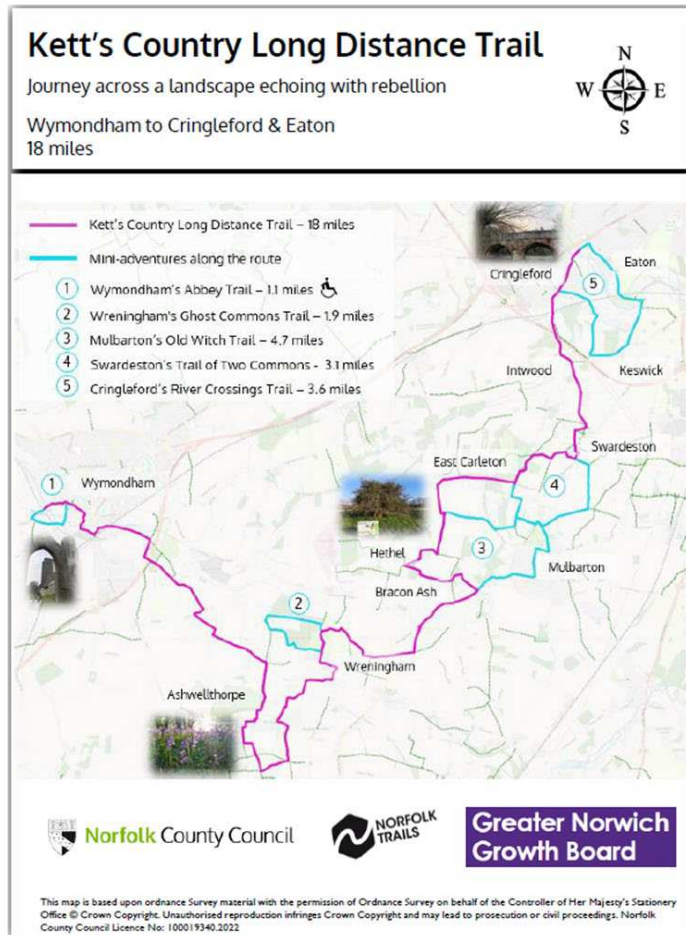


Site inspected post works. Route was being accessed by wheelchair user who reported vast improvement in access and ability to use the route in all weathers. On

inspection officers met runners, walkers, cyclists and DDA users who all report vast improvement in the area

### 3. Walking and cycling team work

- 3.1. Launch of new Ketts Country walk. This is an 18 mile that links Norwich to Wymondham and was launched on the 25<sup>th</sup> March 2022.



GNGB funded work delivered as part of the walking and cycling team. Working with CAO's to pick up issues etc to resolve as part of the ongoing works.





Launch took place at Wymondham Abbey.

- New signage throughout linear plus circular routes, new infrastructure to replace old or broken infrastructure.
- Over 120 new pieces of signage installed over the route and associated circulars.
- Access improvement on over 40 individual rights of way.

#### Ongoing Trails works

- Additional signage being installed on Angles Way through Diss area
- Additional signage installed on National Trail.
- Procurement of cutting contract ongoing. Contractors have been recruited outside of the the current cutting contract framework as there was no-one in place for area 3 and 4 of the cutting contract. Staff have had to locate new contractors and package up additional work information to support new contractors.
- New contractor framework has been developed and will be used throughout 2022
- Digital mapping of all trails assets across the network.

## 4. Financial Implications

- 4.1. Officers and contractors are aware of escalating fuel and raw materials price and availability which may impact on project delivery. This ongoing issue will be monitored and fed back to the LAF once the new financial year starts

## 5. Issues, risks and innovation

- 4.1 None beyond those covered above



4.2 **Highways England Meeting update**

4.3 Verbal update to be given

**6. Background**

6.1. Please see introduction

**Officer Contact**

If you have any questions about matters contained in this paper or want to see copies of any assessments, e.g. equality impact assessment, please get in touch with:

<b>Officer name :</b>	<b>Jason Moorse</b>	<b>Tel No:</b>	<b>01553 778002</b>
	<b>Russell Wilson</b>	<b>Tel No.</b>	<b>01603 223383</b>

**Email address :** [jason.moorse@norfolk.gov.uk](mailto:jason.moorse@norfolk.gov.uk)  
Russell.wilson@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.

PROW and Trail Defect Report

The information presented on this page looks at PROW and Trail defects reports. PROW & Trail defect reports are sent to Mayrise mobile tablets for investigation by the relevant team.

Alter the Report Date Range in the top right hand corner to see FAQs received over a

Volume of PROW/Trail defects by type

DescriptionOfFault	C	N	S	W	Total	
PROW - Damaged or missing sign		333	507	106	946	
PROW - Overgrown surface -e.g. grass/weeds	5	426	322	106	859	
PROW - Crops/ploughing affecting footpath		259	255	63	577	
PROW - Obstruction -e.g. building works, fences, ditches, locked gate		194	271	95	560	
PROW - Overgrown hedge/tree	9	228	213	94	544	
PROW - Surface condition		179	117	77	373	
PROW - Tree dangerous/fallen	4	169	112	43	328	
PROW - Gate/Barrier	1	88	115	61	265	
PROW - Bridge		40	189	31	260	
Trail - Overgrown surface -e.g. grass/weeds	11	140	74	32	257	
Trail - Surface condition	3	6	111	68	217	
Trail - Overgrown hedge/tree	19	93	64	22	198	
Trail - Damaged or missing sign		80	88	15	183	
PROW - Stile damaged/too/high/other		59	74	8	141	
Trail - Tree dangerous/fallen	13	88	36	4	141	
PROW - Misleading sign		65	46	21	132	
Trail- Obstruction -e.g. building works, fences, ditches, locked gate	3	67	41	10	121	
PROW - Illegal / Vehicle Use	1	49	25	23	98	
PROW - Flooded Path		30	29	21	80	
Trail - Gate/Barrier	3	30	28	9	70	
PROW - Animal(s)	2	30	27	7	66	
Trail - Bridge	7	13	27	7	54	
Trail - Flooded Path	1	18	24	4	47	
PROW - Steps damaged/other		25	17	4	46	
Trail - Illegal / Vehicle Use	2	23	13	8	46	
Trail - Crops/ploughing affecting footpath	1	6	30		37	
Trail - Steps damaged/other	1	3	22	6	35	
Trail - Misleading sign		9	13	6	28	
Trail - Animal(s)	1	8	9	4	22	
Trail- Stile damaaed/too/high/other		11	6		17	
Total	4	92	2893	2846	913	6748

Report Date Range

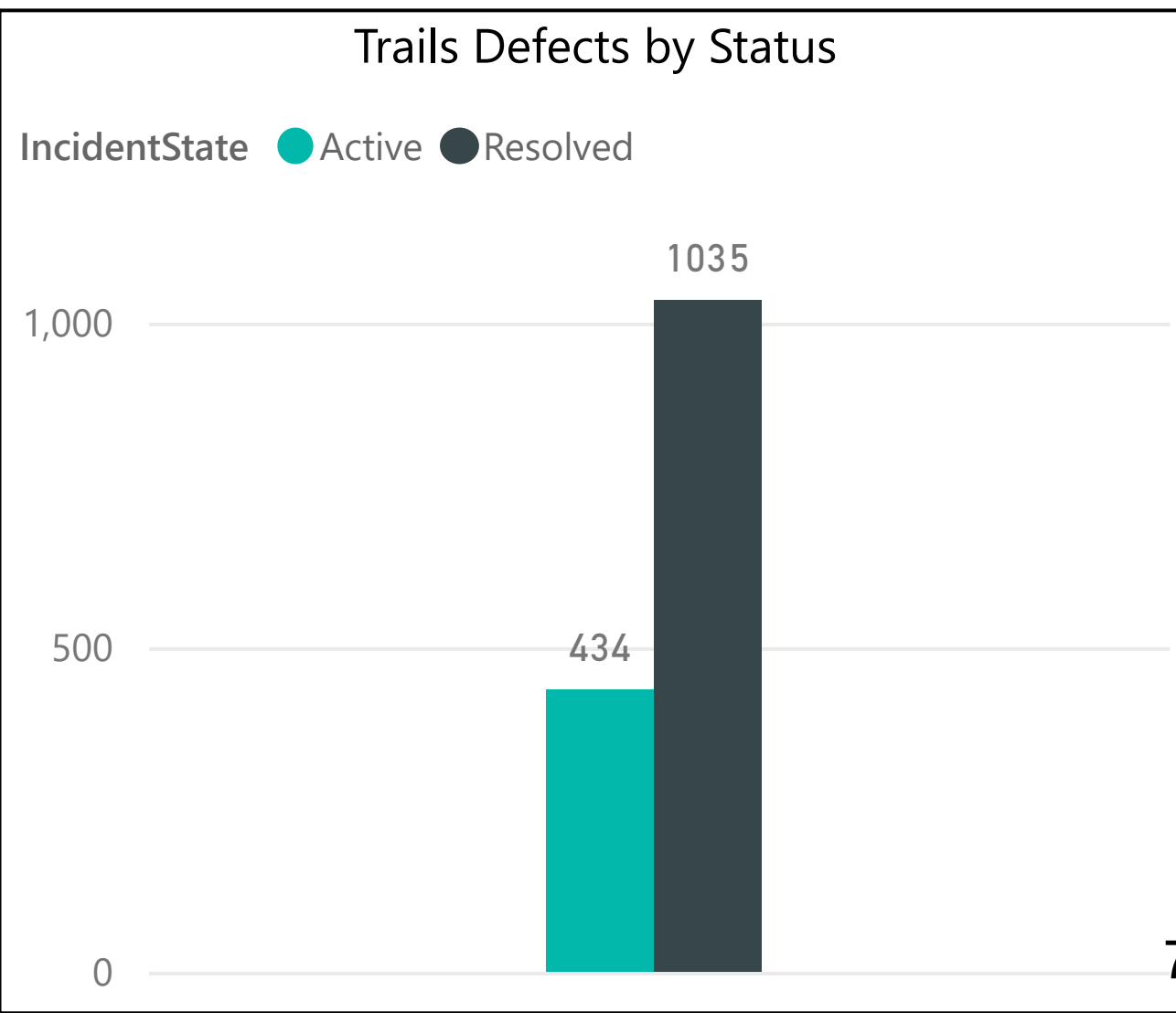
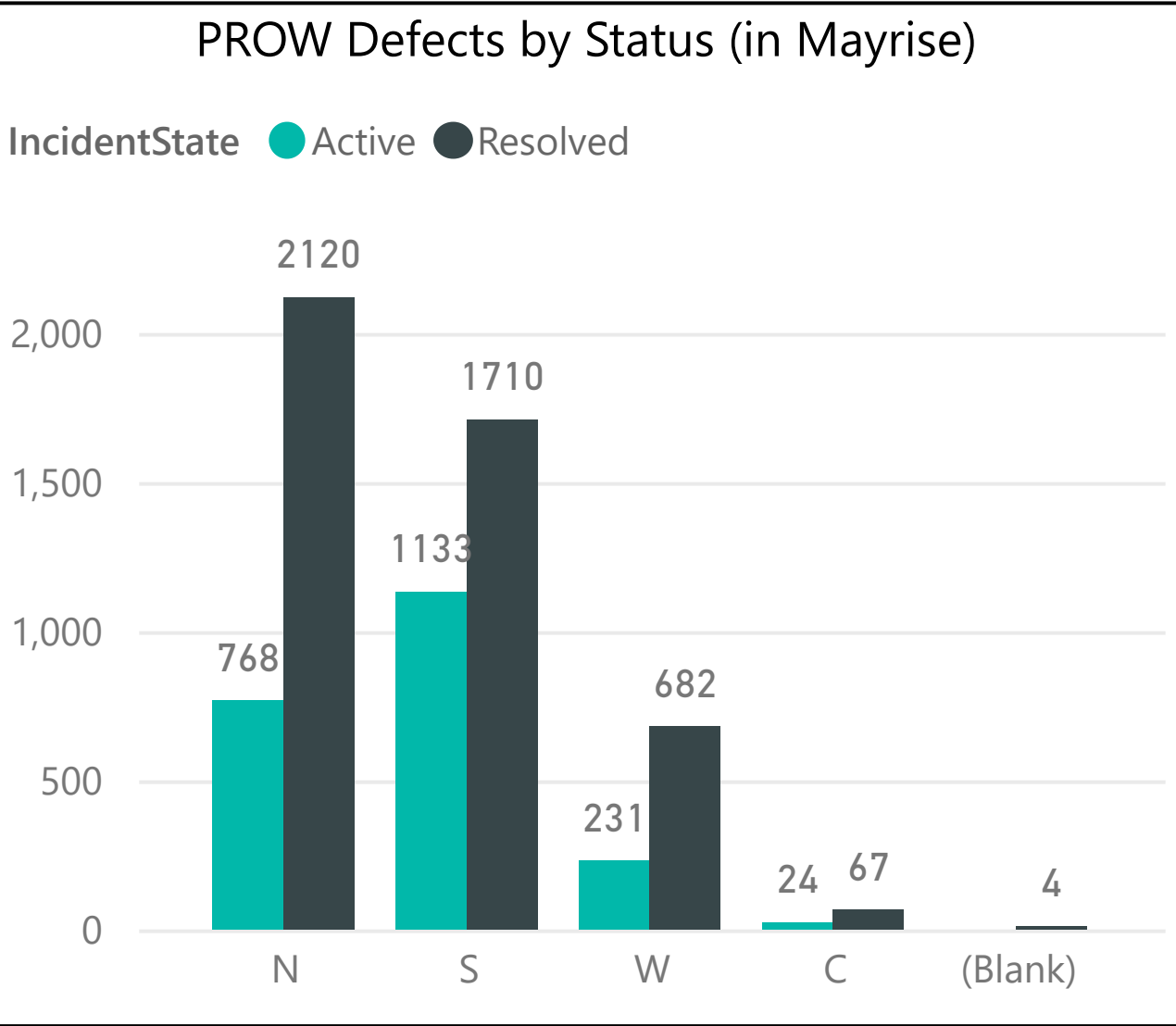
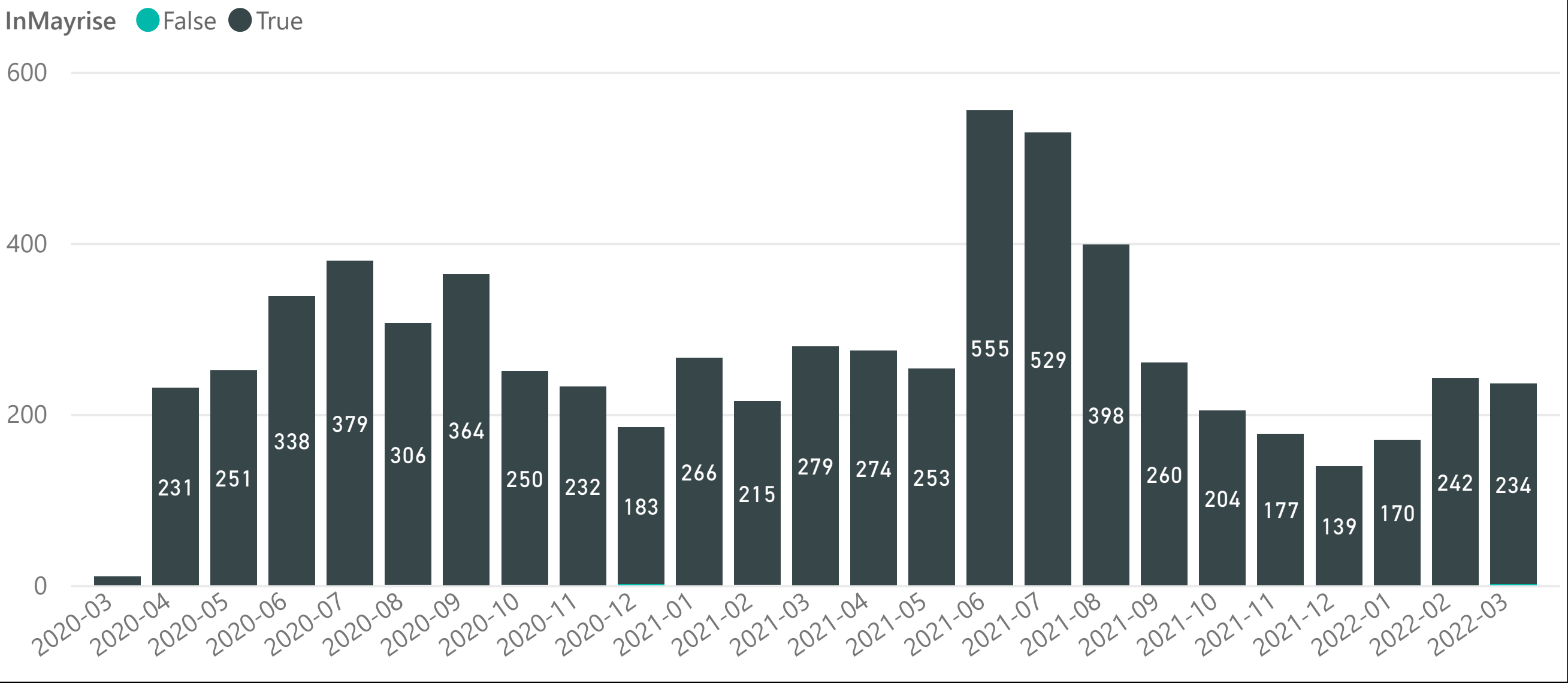
Last

2

Years

30/03/2020 - 29/03/2022

PROW and Trail defects received by month



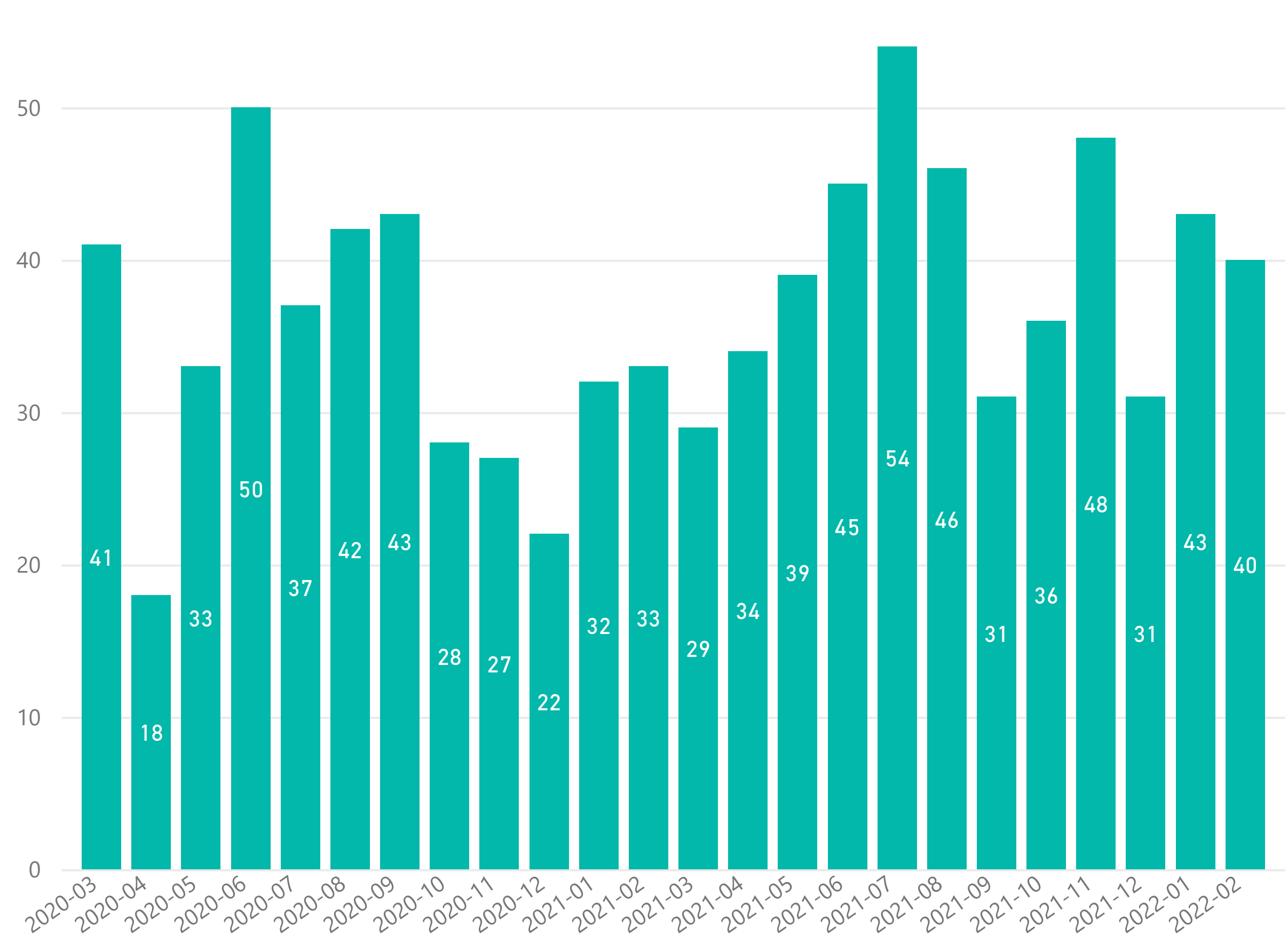
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Alter the Report Date Range in the top right hand corner to see FAQs received over a different time period.

Volume of PROW/Trail FAQs received by month



### Report Date Range

Last

24

Months (Calendar)

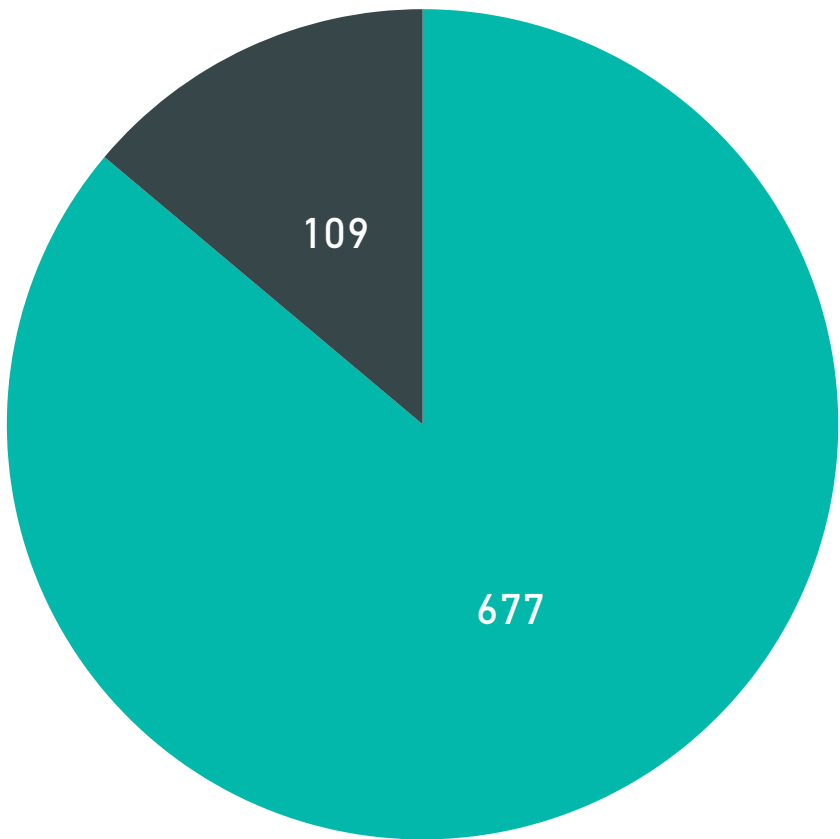
01/03/2020 - 28/02/2022

### Volume of PROW/Trail FAQs by question

Question	Count of CaseNumber
I've seen unauthorised cycling, driving or riding on a Public Right of Way or Trail. What can be done?	16
I would like information about a Norfolk Trail	32
I have an enquiry about the definitive map	36
I have an enquiry about PROW ot Trail grass cutting	39
	43
I have an enquiry concerning common land	45
I have an enquiry about a PROW or would like to speak to a PROW officer	671
Total	882

### PROW/Trail FAQs received by Status

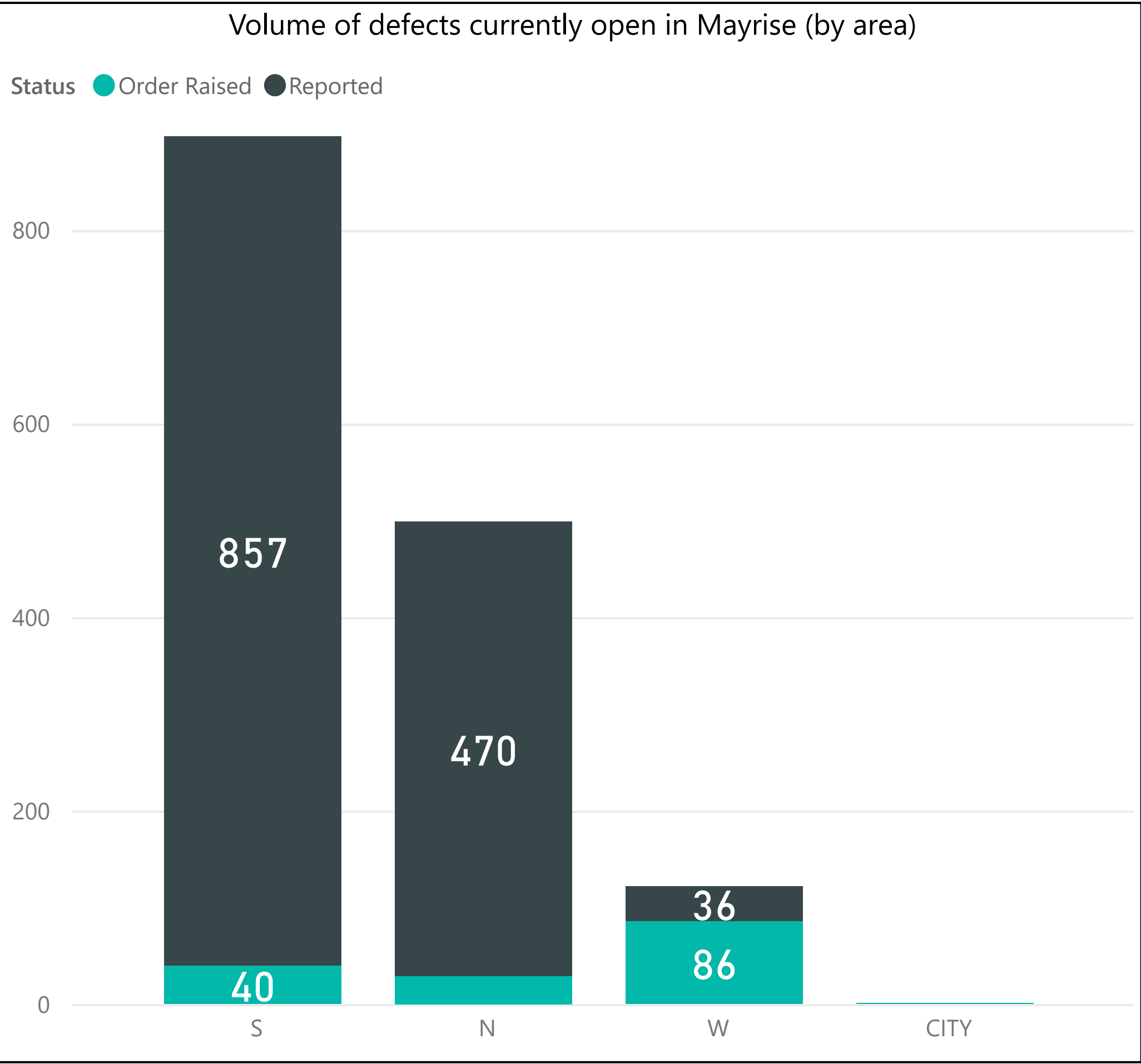
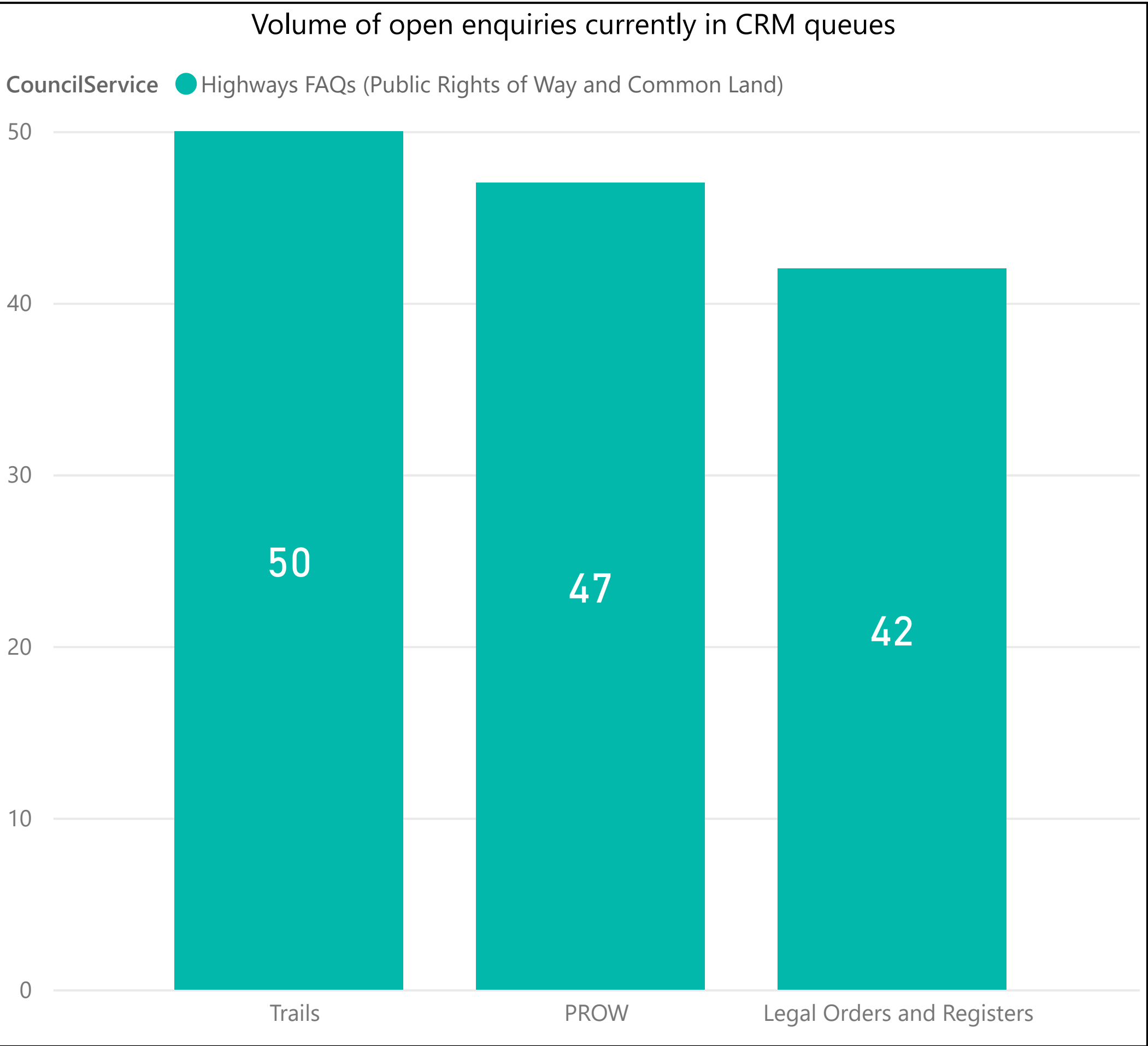
IncidentState Resolved Active



# Active Enquiries

This page provides a snapshot of the customer reported defects and FAQs that are currently open in Mayrise and CRM.

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**PROW and Trail Defect Report**

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Alter the Report Date Range in the top right hand corner to see FAQs received over a

Volume of PROW/Trail defects by type

DescriptionOfFault	C	N	S	W	Total
PROW - Damaged or missing sign		82	50	18	150
PROW - Tree dangerous/fallen	2	34	30	9	75
PROW - Surface condition		27	22	9	58
PROW - Obstruction -e.g. building works, fences, ditches, locked gate		20	22	13	55
PROW - Crops/ploughing affecting footpath		12	23	3	38
PROW - Overgrown hedge/tree	1	17	13	6	37
PROW - Bridge		9	17	3	29
Trail - Surface condition	1	14	11	3	29
Trail - Tree dangerous/fallen	2	15	5		22
Trail - Damaged or missing sign		6	12	3	21
PROW - Overgrown surface -e.g. grass/weeds	1	7	6	2	16
PROW - Gate/Barrier		4	7	4	15
PROW - Misleading sign		12	2	1	15
PROW - Stile damaged/too/high/other		8	3	2	13
Trail - Overgrown hedge/tree		5	4	3	12
Trail- Obstruction -e.g. building works, fences, ditches, locked gate		2	7	3	12
PROW - Flooded Path		4	6	1	11
PROW - Illegal / Vehicle Use		5	2	1	8
Trail - Gate/Barrier	1	2	2	3	8
PROW - Steps damaged/other		4	1		5
Trail - Animal(s)		2	1	1	4
Trail - Bridge			4		4
Trail - Crops/ploughing affecting footpath		2	2		4
Trail - Illegal / Vehicle Use		3		1	4
Trail - Overgrown surface -e.g. grass/weeds		3			3
Trail - Steps damaged/other		3			3
PROW - Animal(s)			1	1	2
Trail - Flooded Path		1	1		2
Trail - Misleading sign			1		1
Trail- Stile damaaed/too/high/other		1			1
Total	8	304	255	90	657

Report Date Range

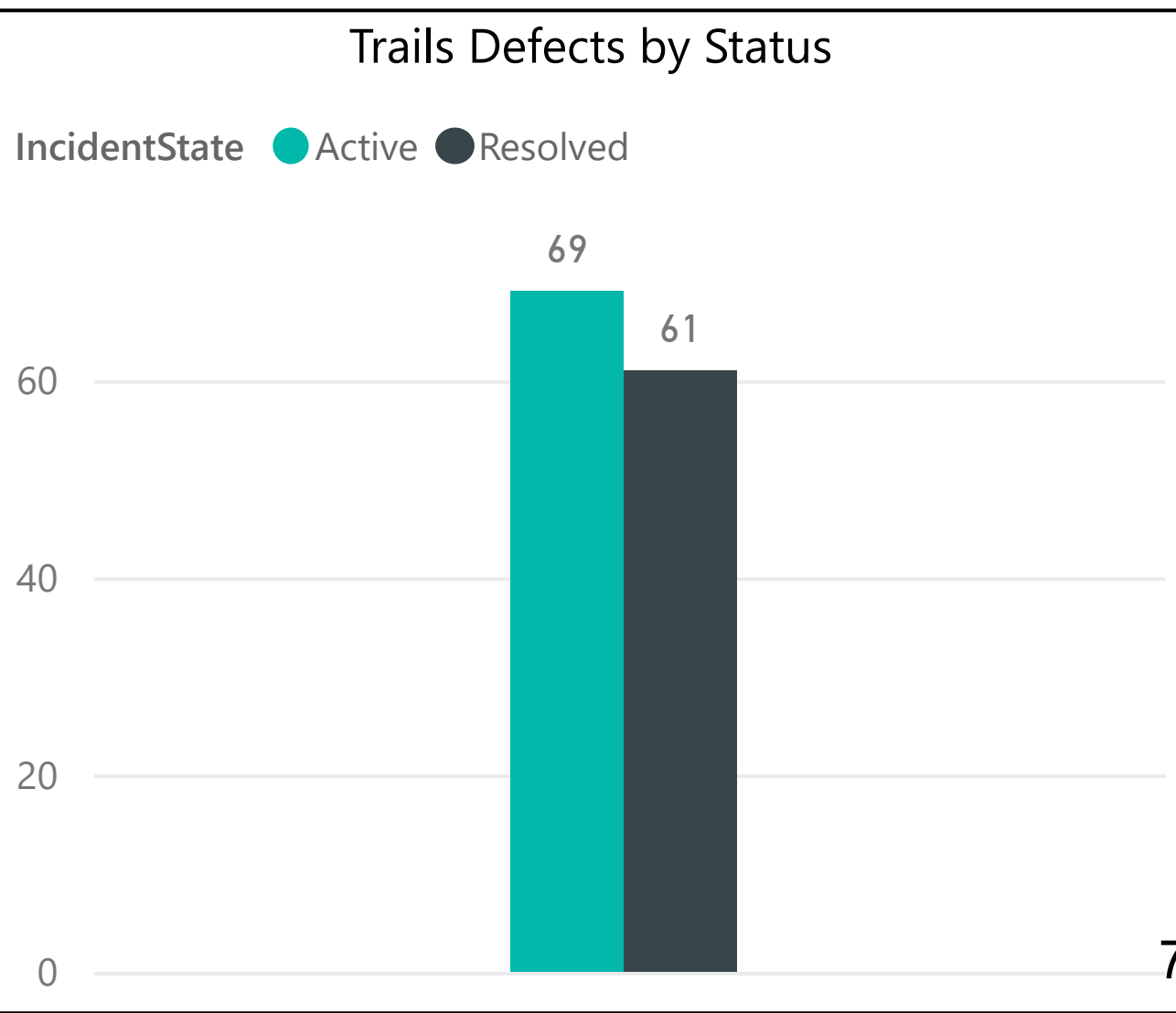
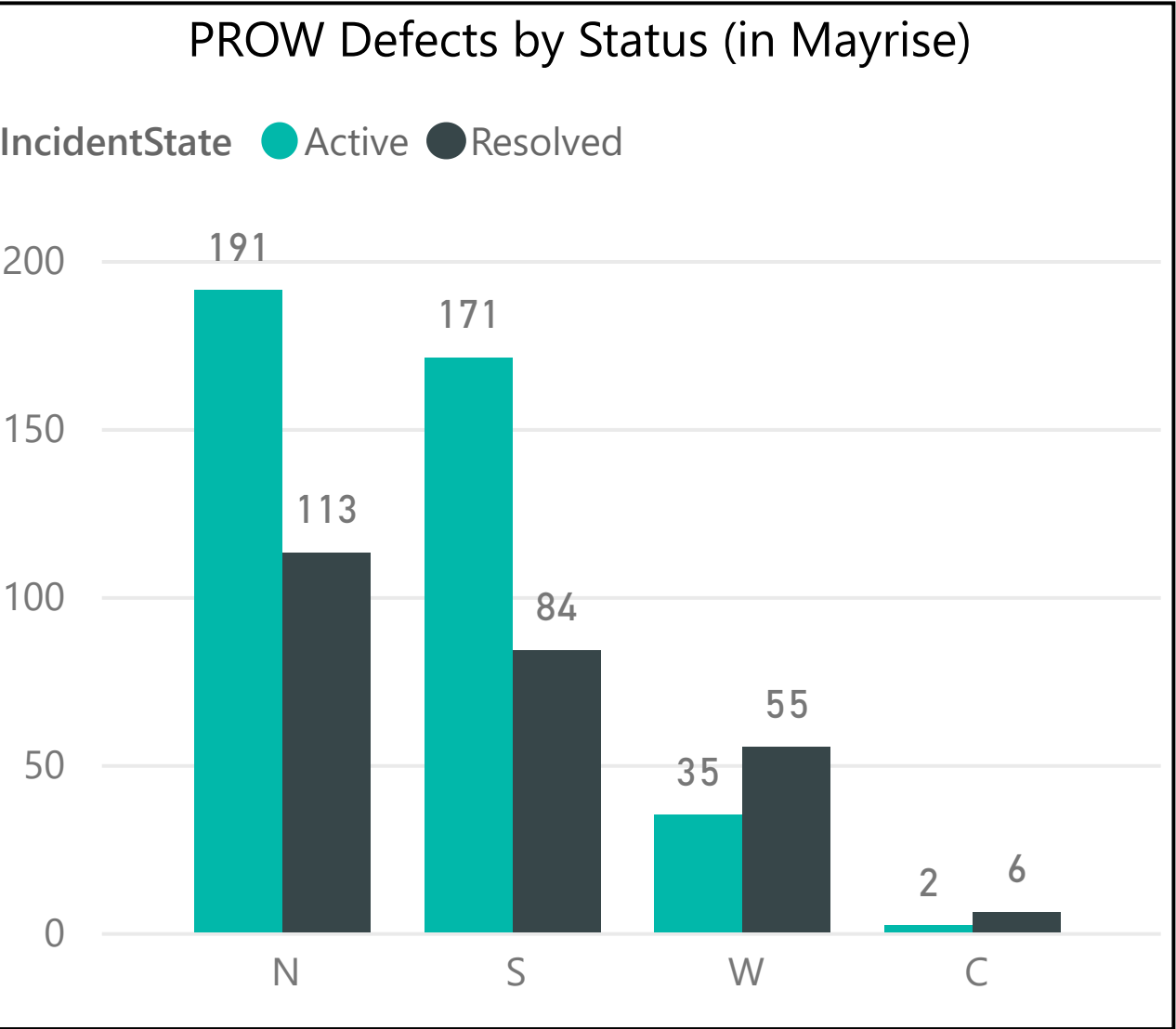
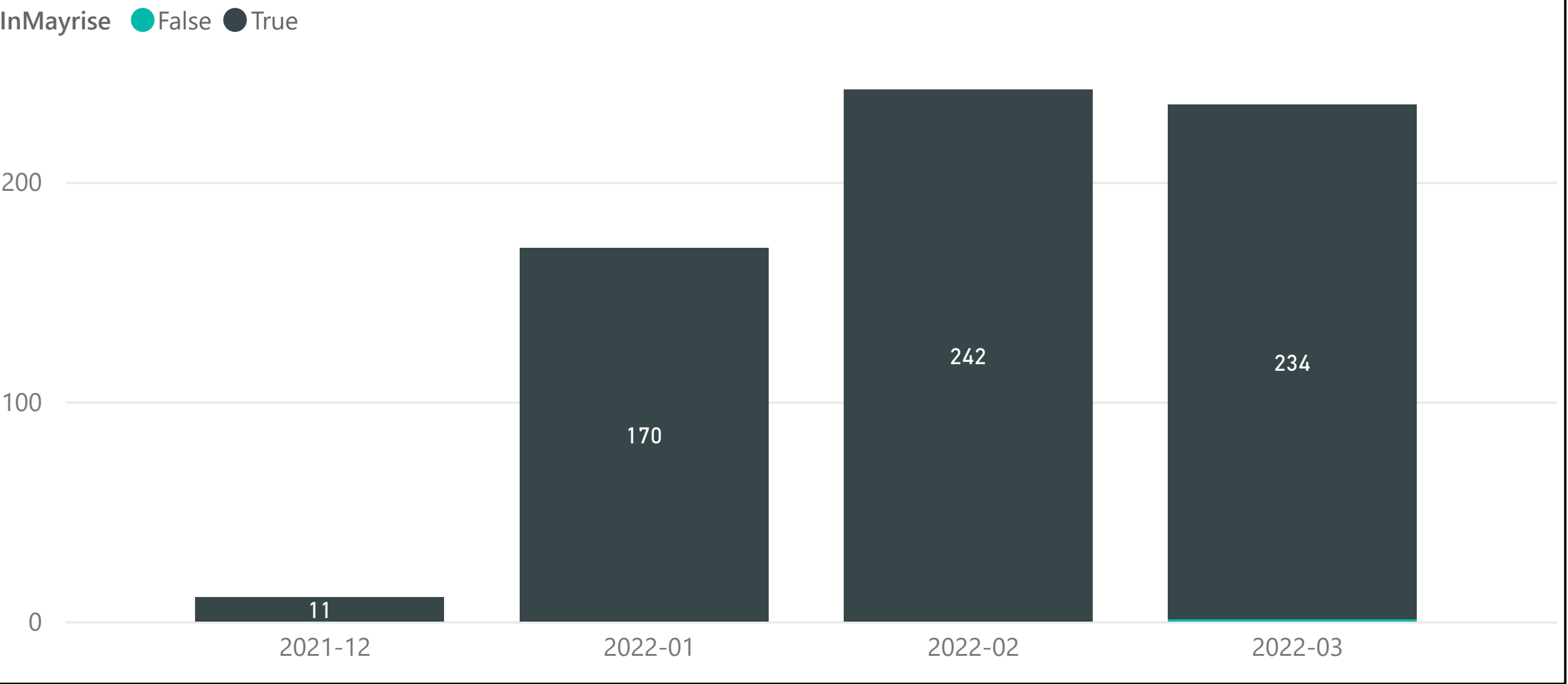
Last

3

Months

30/12/2021 - 29/03/2022

PROW and Trail defects received by month



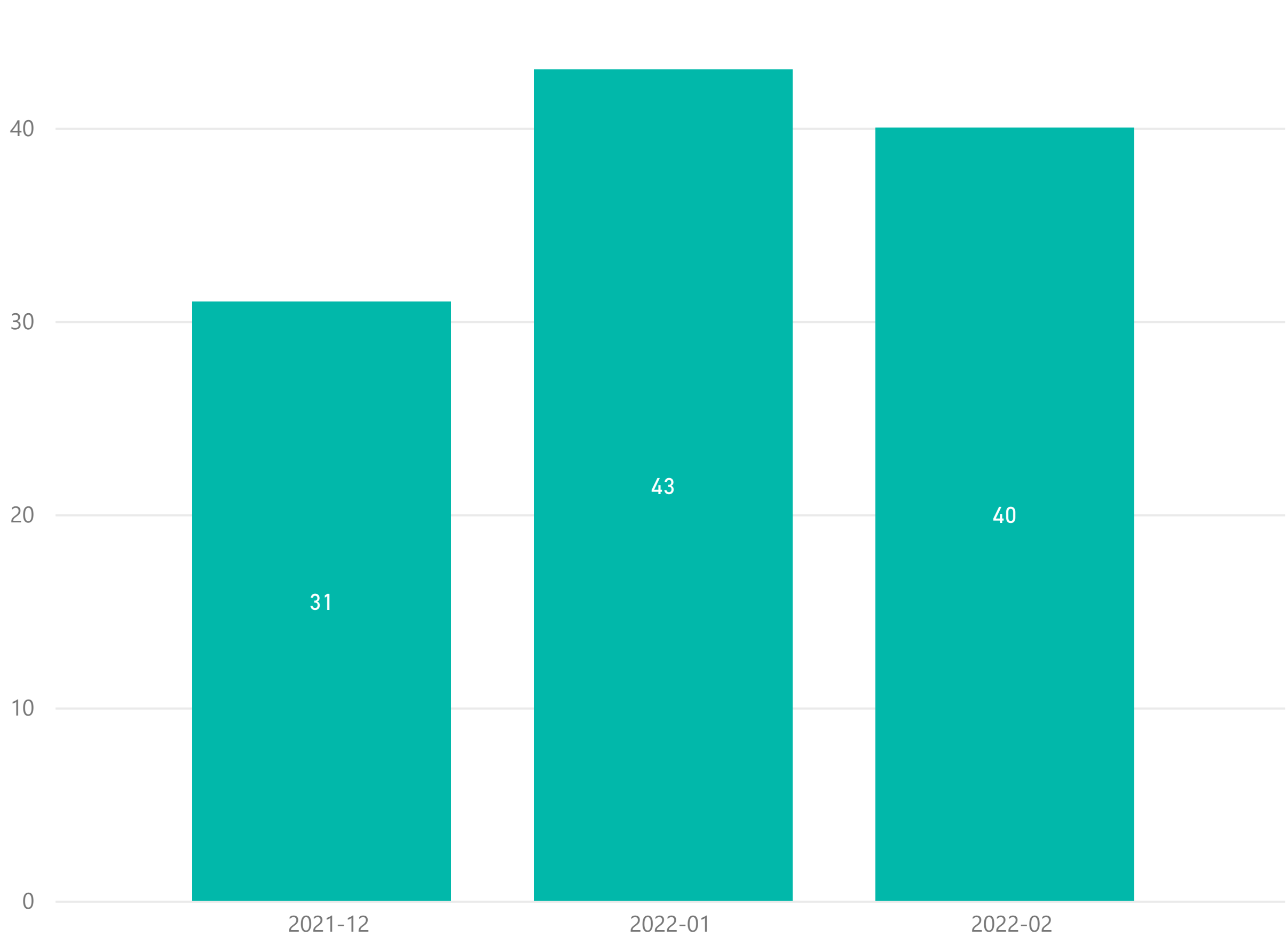
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Volume of PROW/Trail FAQs received by month



### Report Date Range

Last

3

Months (Calendar)

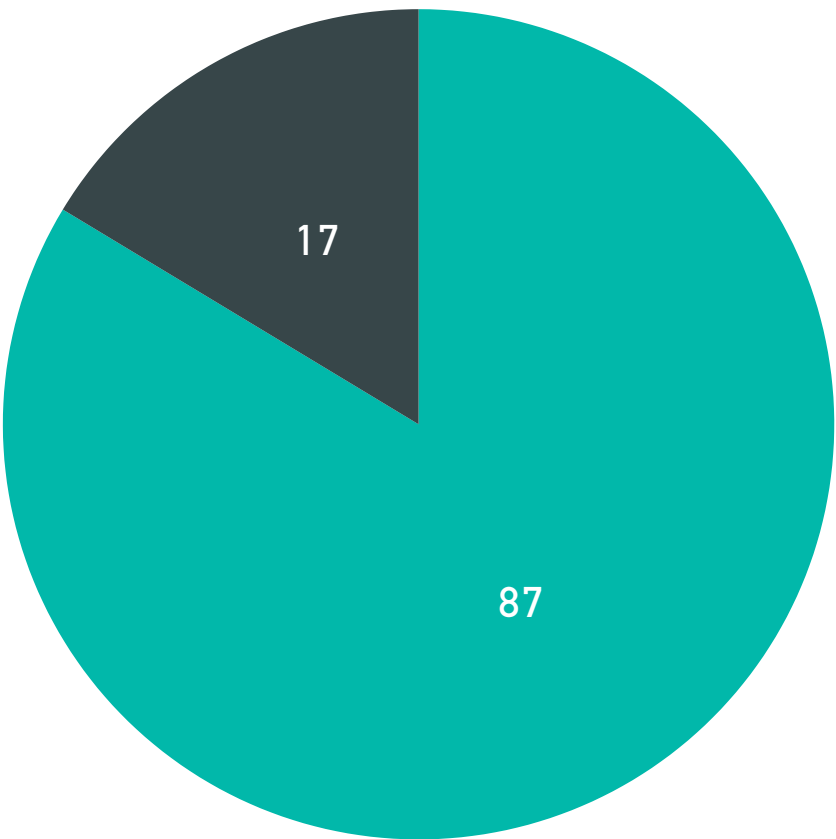
01/12/2021 - 28/02/2022

### Volume of PROW/Trail FAQs by question

Question	Count of CaseNumber
	2
I have an enquiry concerning common land	2
I would like information about a Norfolk Trail	2
I've seen unauthorised cycling, driving or riding on a Public Right of Way or Trail. What can be done?	2
I have an enquiry about PROW ot Trail grass cutting	6
I have an enquiry about the definitive map	6
I have an enquiry about a PROW or would like to speak to a PROW officer	94
Total	114

### PROW/Trail FAQs received by Status

IncidentState Resolved Active

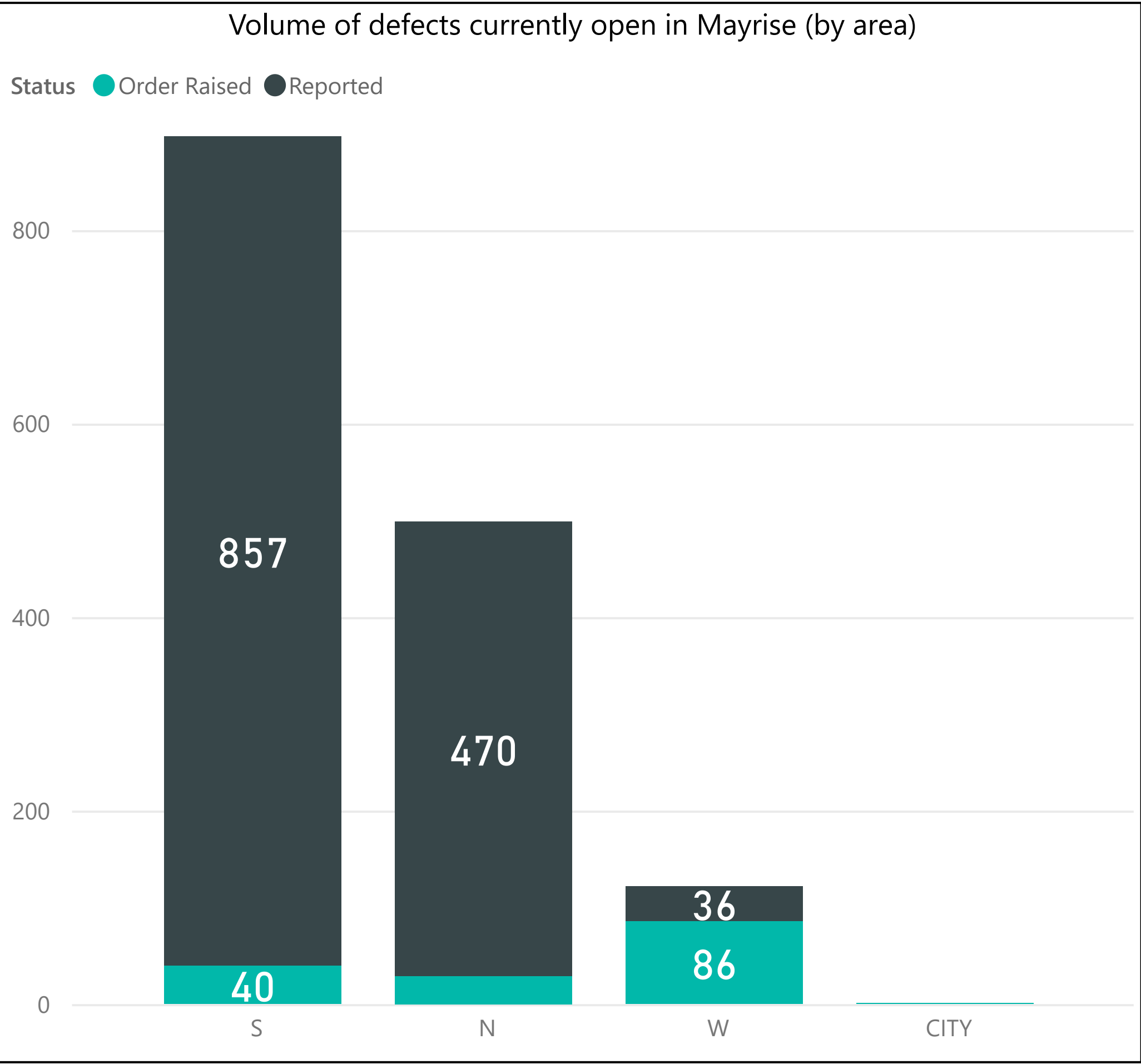
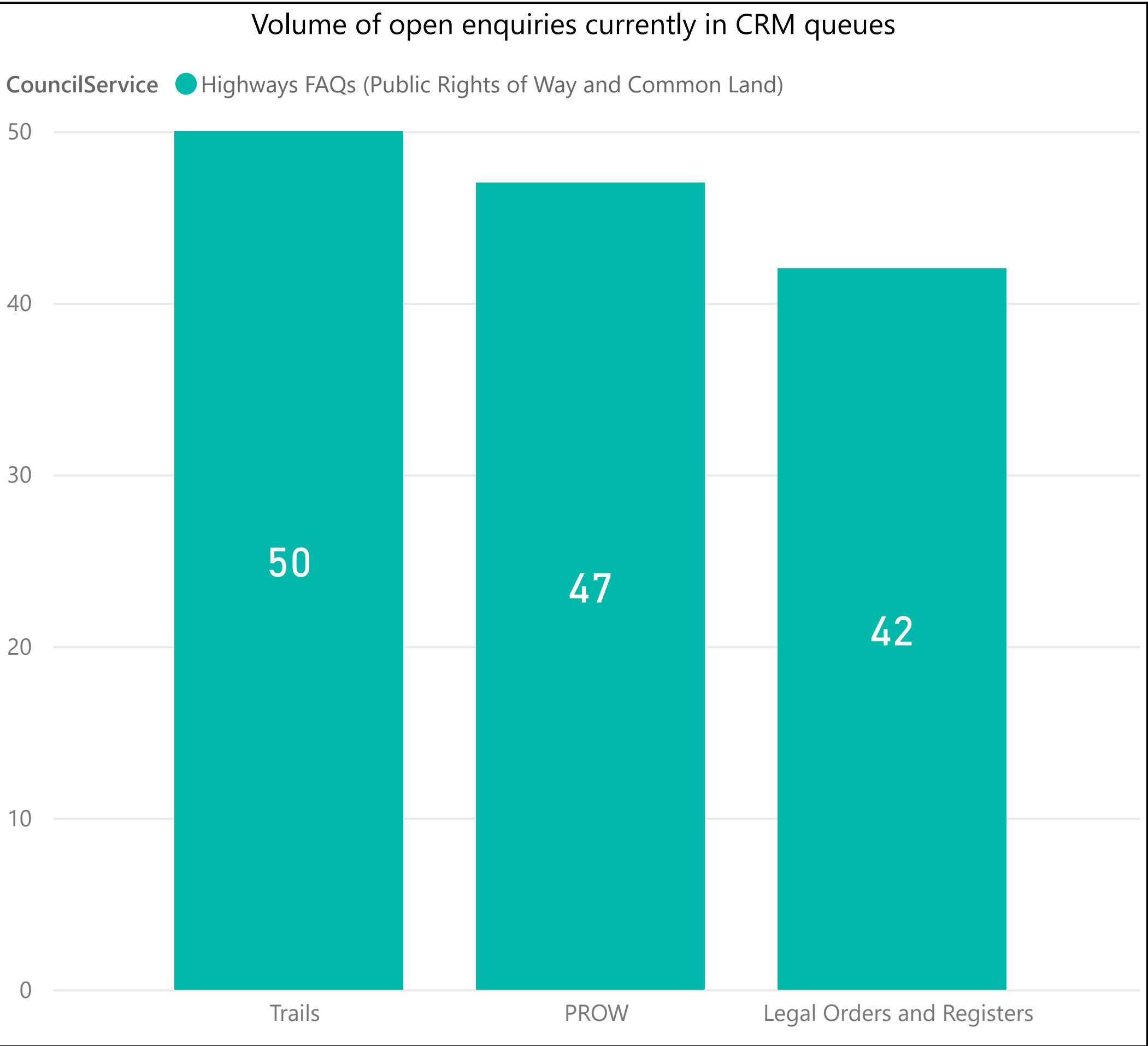




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# Norfolk Local Access Forum

Item No:

**Report Title: NCC Member for Sustainable Travel update**

**Date of Meeting: 27 April 2022**

**Responsible Cabinet Member: Cllr Andy Grant** (Cabinet Member for Environment & Waste)

**Responsible Director: Steve Miller, Director of Culture & Heritage**

**Is this a Key Decision? No**

**If this is a Key Decision, date added to the Forward Plan of Key Decisions: NA**

## **Executive Summary / Introduction from Cabinet Member**

At the July 2019 LAF meeting it was agreed that the Walking and Cycling Champion provide a summary of the key walking and cycling projects relevant to the Local Access Forum. The Walking and Cycling Champion role has subsequently changed to Sustainable Travel Champion.

## **Recommendations:**

1. To note the progress of the below walking and cycling projects by the Local Access Forum committee.

## **1. Background and Purpose**

- 1.1 To provide an update to the Local Access Forum on progress on key projects from the Walking and Cycling Team.

## **2. Proposal**

- 2.1 Below is an update on key walking and cycling projects to be delivered in 2022

- 2.2 **Norfolk Local Cycling and Walking Infrastructure Plan (LCWIP) and Greenways to Greenspaces plan**

Following a successful bid to the Department for Transport's (DfT) Capability Fund the Cycling and Walking Team and currently completing a LCWIP across all of Norfolk. The outcomes of the plan will be:

- Mapping of priority Active Travel routes
- A prioritised list of infrastructure improvements in Short (1-2yr), Medium (3-5 yrs) and Long Term (5+ yrs)
- A report covering the details of the stages covered to develop the map and prioritised list

LCWIP's have been completed for Norwich, King's Lynn and Great Yarmouth and will the Norfolk LCWIP covering a lot of rural communities a specific focus will be on improved rural connectivity which includes our current PROW network.

We will be working with the Countryside Access Offers to gather feedback on priority community routes as well as reviewing Neighbourhood Plans and community engagement which began in April 2022.

Schemes that have been identified through the LCWIP process are more likely to get external funding so created a LCWIP covering all of Norfolk will put Norfolk County Council in a positive position for future Active Travel funding.

Alongside the active travel prioritisation, we also will be looking at Green Infrastructure opportunities both linear habitat creation and accessible green spaces which, alongside the LCWIP mapping will create our Greenways to Greenspaces plan. It is anticipated the plan will be completed by the end of 2022.

### **2.3 Active Travel Fund- Revenue Funding**

Following the successful bid to the DfT we are continuing our revenue funding active travel promotion with the most significant development the piloting of school streets.

The pilot will work with Sustrans in 6 schools across Great Norwich to promote active travel to school and includes times road closures around schools to help tackle dangerous congestion near schools.

The pilots will begin after Easter 2022 and will run over an 18-month period.

### **2.4 E Cycle Extension Fund**

The E Cycle Extension Fund looks to promote the use of e bikes as a sustainable form of transport. Through this fund we are working with Torque e bikes in North Norfolk to provide discounted e bike hire.

The E cycle Extension Fund will also fund the extension to the Beryl E Bike Network

to Drayton and Wymondham, this is due to launch to Spring 2022.

## **2.5 Ketts Country Long Distance Trail Launch**

Ketts County Long Distance Trail, the newest additional to the Norfolk Trails Network, launched in March 2022. The 18-mile route runs from Wymondham to Norwich and also includes 5 circular walks which were selected through community engagement to the project.

The route has new signage throughout and significant infrastructure improvements to improve accessibility across the route.

## **2.6 Wherryman's Way Access Improvements**

Following a successful application to the Greater Norwich Growth Board Norfolk County Council has been awarded £216,500 from the Infrastructure Investment Fund for access improvements on the Wherryman's Way, working alongside the Broads Authority.

The project will create access improvements on the route through sections at Surlingham, Bramerton and Hardley Flood allowing improved all ability access. Improvements will include Bank Stabilisation at Surlingham, Bramerton and Hardley Flood, the installation of Bridges at Hardley Flood, the upgrading of footpaths, the restoration of the Bird Hide on Hardley Flood and improvements to the moorings at Rockland Staithe.

## **2.8 Norfolk Association of Local Council (NALC)- Parish Webinars**

The walking and Cycling Team have completed two webinars in associated with NALC to provide information on countryside access and environment improvements. An updated parish pack of information was provided at the webinar and is now available through NALC containing key information on Public Rights of Way.

Following these two sessions we are getting feedback from participants to gather information on topics for future sessions, and also the opportunity for delivery of on the ground training/talks.

## **3. Impact of the Proposal**

3.1 n/a

## **4. Evidence and Reasons for Decision**

4.1 n/a

## **5. Alternative Options**

5.1 n/a

## **6. Financial Implications**

- 6.1 The following funding has been secured to ensure delivery of these projects
- The Local Cycling and Walking Infrastructure planning for King's Lynn is funded by the Borough Council of King's Lynn & West Norfolk.
  - The Active Travel Fund project is funded by the Department for Transport,
  - The E Cycle Extension project is funded by the Department for Transport after a successful bid to the Department for Transport.
  - The Norfolk Wide LCWIP is funded by the Department for Transport after a successful bid to the Capability Fund
  - The Wherryman's Way project is funded by the Infrastructure Investment Fund following a successful application to the Greater Norwich Growth Board (GNGB).

## **7. Resource Implications**

7.1 **Staff:**  
n/a

7.2 **Property:**  
n/a

7.3 **IT:**  
n/a

## **8. Other Implications**

8.1 **Legal Implications:**  
n/a

8.2 **Human Rights Implications:**  
n/a

8.3 **Equality Impact Assessment (EqIA) (this must be included):**  
n/a

8.4 **Data Protection Impact Assessments (DPIA):**  
n/a

8.5 **Health and Safety implications (where appropriate):**  
n/a

**8.6 Sustainability implications (where appropriate):**

n/a

**8.7 Any Other Implications:**

n/a

**9. Risk Implications / Assessment**

n/a

**10. Select Committee Comments**

n/a

**11. Recommendations**

1. To note the progress of the below walking and cycling projects by the Local Access Forum committee.

**12. Background Papers**

n/a

**Officer Contact**

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

**Officer name: Matt Hayward**

**Telephone no.: 01603 223315**

**Email: matthew.hayward2@norfolk.gov.uk**



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# Norfolk Local Access Forum

**Item No:**

**Report Title: Major Infrastructure Projects and Planning**

**Date of Meeting: 27 April 2022**

**Responsible Cabinet Member: Cllr Andy Grant** (Cabinet Member for Environment & Waste)

**Responsible Director: Steve Miller, Director of Culture & Heritage**

**Is this a Key Decision? No**

**If this is a Key Decision, date added to the Forward Plan of Key Decisions: NA**

## **Executive Summary / Introduction from Cabinet Member**

A table of major infrastructure projects in Norfolk (including Nationally Significant Infrastructure Projects (NSIP)), which impact on public rights of way has been made available to the NLA Forum by NCC Environment Team (Appendix 1).

## **Recommendations:**

1. To note the table of major infrastructure projects in Norfolk.

## **1. Background and Purpose**

- 1.1 Major infrastructure projects (including Nationally Significant Infrastructure Projects (NSIP)) in Norfolk carry implications for the public rights of way (PRoW) network.
- 1.2 A table of major infrastructure projects which impact of PRoW has been listed by NCC Environment team and made available to the NLA Forum (Appendix 1)

## **2. Proposal**

- 2.1 That the NLA Forum notes the table of major infrastructure projects in Norfolk.

## **3. Impact of the Proposal**

- 3.1 See background and proposals

## **4. Evidence and Reasons for Decision**

4.1 See background and proposals

## **5. Alternative Options**

5.1 See background and proposals

## **6. Financial Implications**

6.1 None as a result of this report

## **7. Resource Implications**

**7.1 Staff:**

N/A

**7.2 Property:**

N/A

**7.3 IT:**

N/A

## **8. Other Implications**

**8.1 Legal Implications:**

N/A

**8.2 Human Rights Implications:**

N/A

**8.3 Equality Impact Assessment (EqIA) (this must be included):**

N/A

**8.4 Data Protection Impact Assessments (DPIA):**

N/A

**8.5 Health and Safety implications (where appropriate):**

N/A

**8.6 Sustainability implications (where appropriate):**

N/A

**8.7 Any Other Implications:**

N/A

## **9. Risk Implications / Assessment**

9.1 N/A

## **10. Select Committee Comments**

10.1 N/A

## **11. Recommendations**

1. To note the table of major infrastructure projects in Norfolk.

## **12. Background Papers**

12.1 N/A

### **Officer Contact**

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

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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.

## **Appendix 1**

**Summary of Nationally Significant Infrastructure Projects (NSIPs) and other Major Strategic Projects**

Summary of NSIP Proposals and other Major Projects		
	Proposal (Applicant)	Status / Note
	<b>(A) Offshore Projects</b>	
1.1	<p><b>Hornsea Project Three – Offshore (2.4 GW) (supplying up to 2 million household with electricity)</b> Wind farm and ancillary onshore grid connection (Orsted);</p> <ul style="list-style-type: none"> <li>• Landfall Weybourne;</li> <li>• Booster Station at Little Barningham (see update below as may no longer be needed);</li> <li>• Grid connection at Norwich Main</li> </ul> <p>Applicant: Orsted (Danish) For further information: <a href="https://orsted.co.uk/media/newsroom/news/2018/02/hornsea-project-three-offshore-wind-farm-publishes-updated-plans">https://orsted.co.uk/media/newsroom/news/2018/02/hornsea-project-three-offshore-wind-farm-publishes-updated-plans</a>;</p>	<p>The Secretary of State granted consent for this project on 31/12/20.</p> <p>The decision takes on board the County Council's comments made in respect of the need for a Highway Intervention Scheme (at Cawston) to be agreed between the undertaker and the Highway Authority (NCC). A new Planning Requirement / Condition inserted into the DCO (Requirement 18).</p> <p>Applicant expressed <b>preference</b> to use HVDC technology – which means they do not require a booster station onshore or offshore; and requires fewer cables to transfer the same amount of electricity.</p>
1.2	<p><b>Norfolk Vanguard - Offshore Wind Farm and ancillary onshore grid connection (Vattenfall) (1.8 GW) (supplying up to 1.3 million household with electricity)</b></p> <ul style="list-style-type: none"> <li>• Landfall at Happisburgh;</li> <li>• Grid Connection at Necton</li> </ul> <p>Applicant: Vattenfall (Swedish) For further information: <a href="https://group.vattenfall.com/uk/what-we-do/our-">https://group.vattenfall.com/uk/what-we-do/our-</a></p>	<p>The Secretary of State (BEIS) has re-determined the Norfolk Vanguard proposal and awarded a Development Consent Order (DCO) on 11 February 2022.</p> <p>The Previous decision by the Secretary of State to grant the above DCO was quashed by the High Court on 18 February 2021.</p> <p>“With consent now granted work will begin to engage with the supply chain to prepare for construction, which is expected to begin in 2023.</p>

	<a href="https://projects.vattenfallinnorfolk/norfolk-vanguard">projects/vattenfallinnorfolk/norfolk-vanguard</a>  <a href="https://planninginspectorate.gov.uk/Norfolk-Vanguard-National-Infrastructure-Planning">Norfolk Vanguard   National Infrastructure Planning (planninginspectorate.gov.uk)</a>	
1.3	<p><b>Boreas (1.8 GW)</b> Offshore Wind Farm and ancillary onshore grid connection (Vattenfall)</p> <ul style="list-style-type: none"> <li>• Landfall at Happisburgh;</li> <li>• Grid Connection at Necton</li> </ul> <p>Applicant: Vattenfall (Swedish)</p> <p>For further information:</p> <p><a href="https://group.vattenfall.com/uk/what-we-do/our-projects/vattenfallinnorfolk/norfolk-boreas">https://group.vattenfall.com/uk/what-we-do/our-projects/vattenfallinnorfolk/norfolk-boreas</a></p> <p><a href="https://planninginspectorate.gov.uk/Norfolk-Boreas-National-Infrastructure-Planning">Norfolk Boreas   National Infrastructure Planning (planninginspectorate.gov.uk)</a></p>	<p>A decision on the application for a Development Consent Order for Norfolk Boreas was taken on 10 December 2021 and has now been issued.</p> <p>With consent now granted work will begin to engage with the supply chain to prepare for construction, which is expected to begin in 2023</p>
1.4	<p><b>Extension to Sheringham Shoal and Dudgeon Wind Farms (Single NSIP)</b></p> <ul style="list-style-type: none"> <li>• Extension to existing windfarms owned by Norwegian company Equinor. Total capacity (new) 720 MW (0.72 GW);</li> <li>• Landfall tbc (Weybourne or Bacton);</li> </ul>	<p><b>Timetable:</b></p> <p>Preliminary Environmental Information Report Consultation (Section 42) –ran between 29 April 2021 – 10 June 2021; and was reported to Planning and Highways on 3 June 2021</p> <p>Targeted Statutory Consultation (Section 42) - main construction compound site selection at Attlebridge (6/1/22 – 16/2/22)</p> <p>Public Exhibitions in early March at Aylsham; Weston Longville; Swardeston; and Sheringham;</p>



	<ul style="list-style-type: none"> <li>• Grid Connection – Norwich Main;</li> <li>• HVAC technology – no need for Booster station (too small output)</li> </ul> <p>Applicant : Equinor (Norwegian)</p> <p>For further information:</p> <p><a href="https://www.equinor.com/en/how-and-why/impact-assessments/dudgeon-and-sheringham-extension-projects.html">https://www.equinor.com/en/how-and-why/impact-assessments/dudgeon-and-sheringham-extension-projects.html</a>  <a href="#">Sheringham and Dudgeon Extension Projects   National Infrastructure Planning</a>  <a href="https://planninginspectorate.gov.uk"> (planninginspectorate.gov.uk)</a></p>	<p>DCO Submission (Section 56) – expected submission Summer 2022–</p> <p>Examination – late 2021 early 2022</p> <p>Decision by SoS – Q1 2023</p>
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	<b>(B) Onshore Projects</b>	
	<b>(a) Highway Projects Trunk Roads (National Highways)</b>	
2.1.1	<p><b>(a) Blofield to North Burlingham Dualling Scheme</b></p> <p>For further information:</p> <p><a href="https://highwaysengland.co.uk/our-work/east/a47-blofield-to-north-burlingham/">https://highwaysengland.co.uk/our-work/east/a47-blofield-to-north-burlingham/</a></p> <p>2.6 KM of dual carriageway</p>	<p>Reported to Planning and Highways Delegation Committee on 23 February 2021 and which supported the principle of dualling the A47 between Blofield and Burlingham. A number of detailed issues raised in respect of:</p> <ul style="list-style-type: none"> <li>(a) Local highway and access matters, flood risk and environmental management, and potential impact on delivery of council services that will need to be resolved ahead of any final decision on the DCO;</li> <li>(b) The most significant item of concern continues to be the adequacy of the proposal in dealing with the A47 being a substantial barrier to walkers or other non-motorised users. Although Highways England has amended the application since the previous proposal, adding further provision at grade-separated junctions either end of the scheme, they have not addressed the issue on the main desire line at the central point. In addition, there are concerns about the arrangements relating to transfer of the</li> </ul>

		<p>current trunk road assets to the County Council following the scheme.</p> <ul style="list-style-type: none"> <li>• Start date January – March 2022-23;</li> <li>• End date 2024-25;</li> <li>• Cost £50-£100 Million</li> </ul>
2.1.2	Examination Update	<ul style="list-style-type: none"> <li>• Examination closed on 22/12/21.</li> <li>• There will now be a period of three months for the Examining Authority to write its report and make a recommendation to the Secretary of State. The Secretary of State will then have three months in which to make a decision (June 2022).</li> </ul>
2.2.1	<p><b>(b) A47 / A11 Thickthorn Junction Improvement</b></p> <p>For further information:</p> <p><a href="https://highwaysengland.co.uk/our-work/east/a47-thickthorn-junction/#:~:text=The%20A47%2FA11%20Thickthorn%20junction%20is%20important%20for%20commuter%2C%20business,along%20with%20commercial%20business%20units.">https://highwaysengland.co.uk/our-work/east/a47-thickthorn-junction/#:~:text=The%20A47%2FA11%20Thickthorn%20junction%20is%20important%20for%20commuter%2C%20business,along%20with%20commercial%20business%20units.</a></p>	<p>DCO reported to Planning and Highways Delegations Committee on 3 June 2021.</p> <p>Proposals supported subject to detailed comments on highway ; LLFA matter being resolved through DCO process.</p> <ul style="list-style-type: none"> <li>• <b>Start of works Jan - March 2023;</b></li> <li>• <b>Open to Traffic 2024/2025.</b></li> </ul>
2.2.2	Examination Update	<p>Examination closes on 23 March 2022. The ExA has 3 months to make a recommendation to the SoS and the SoS has then 3 months to make a decision (September 2022).</p>
2.3.1	<p><b>(c) A47 North Tuddenham to Easton Dualling Scheme</b></p> <p>For further information:</p> <p><a href="https://highwaysengland.co.uk/our-work/east/a47-north-tuddenham-to-easton-improvement/#:~:text=The%20North%20Tuddenha">https://highwaysengland.co.uk/our-work/east/a47-north-tuddenham-to-easton-improvement/#:~:text=The%20North%20Tuddenha</a></p>	<p>DCO reported to Planning and Highways Delegations Committee on 3 June 2021.</p> <p>Proposals supported subject to detailed comments on highway ; LLFA matter being resolved through DCO process.</p> <ul style="list-style-type: none"> <li>• Start of works early 2022 / 2023;</li> <li>• End Date 2024 / 2025</li> <li>• Cost £100 - £250 million</li> </ul>

	<a href="#">m%20to%20Easton,vehicles%20on%20this%20single%20carriageway.</a>  9km New dual carriageway	
2.3.2	Examination Update	Examination in progress and ends on 12 February 2022. The Compulsory Acquisition Hearing 3 (CAH) and Issue Specific Hearing 3 (ISH) are taking place 5 and 6 January 2022. SoS decision expected August 2022.
2.4	<b>(d) Vauxhall Junction (NSIP Uncertain)</b>  For further information: <a href="https://highwaysengland.co.uk/our-work/east/a47-great-yarmouth-junctions-improvements/">https://highwaysengland.co.uk/our-work/east/a47-great-yarmouth-junctions-improvements/</a>	<p>We are continuing with important surveys in the areas around the Vauxhall and Harfrey's Roundabouts. These include ecology, noise and landscape surveys that will help us to make refinements to our design to make sure we don't have a significant impact on the surrounding environment.</p> <p>In Spring, we'll be carrying out ground investigations at the Vauxhall Roundabout. The investigations will give engineers a clearer picture of the type of soils, rock and groundwater beneath the area of the roundabout. You can expect to see survey vehicles and equipment in operation close to the Vauxhall Roundabout, but this is not the start of any construction work to improve the A47 Great Yarmouth Junctions.</p>
2.5	<b>The Medworth Project – Waste to Energy Wisbech (Over 50 MW)</b>  <b>Grid connection will be in Norfolk to Walpole sub-station via an over-head power line 132 kv.</b>  <b>Key issues:</b> <ul style="list-style-type: none"> <li>• Public Health;</li> <li>• Highways</li> <li>• Drainage</li> <li>• Landscape</li> <li>• Ecology</li> </ul> For further information:	<ul style="list-style-type: none"> <li>• The main site is located wholly within the Cambridgeshire district of Fenland. NCC is considered a host authority as the proposed grid connections will be in Norfolk.</li> <li>• Statutory Consultation on PEIR (S42) – 28 June – 13 August 2021;</li> <li>• Submission DCO (S56) consultation – Q2 2022;</li> <li>• Targeted start construction 2024; and complete by 2026.</li> </ul>

	<a href="https://www.mvv-medworthchp.co.uk/about-the-project">https://www.mvv-medworthchp.co.uk/about-the-project</a>  <b>AND</b>  <a href="https://www.mvv-medworthchp.co.uk/news/Medworth-Energy-from-Waste-Combined-Heat-and-Power-Facility-National-Infrastructure-Planning">https://www.mvv-medworthchp.co.uk/news/Medworth Energy from Waste Combined Heat and Power Facility   National Infrastructure Planning</a> <a href="https://planninginspectorate.gov.uk"> (planninginspectorate.gov.uk)</a>	
2.6	<p>East Anglia Green Energy Enablement - National Grid Electricity Transmission</p> <p><a href="https://www.nationalgrid.com/uk/electricity-transmission/eastangliagreen">www.nationalgrid.com/uk/electricity-transmission/eastangliagreen</a></p>	<p>The East Anglia Green Energy Enablement (GREEN) project is a proposal to build a new high voltage network reinforcement between Norwich, Bramford and Tilbury.</p> <p>“We expect to hold a non-statutory consultation in spring of 2022 to introduce our proposals and hear your views. We will hold a further, statutory consultation (anticipated in 2023) before we finalise our proposals and submit a consent application.</p>
2.7	<p><b>Third River Crossing – Great Yarmouth</b></p>	<ul style="list-style-type: none"> <li>• <b>DCO granted on 24 September 2020 by the Secretary of State;</b></li> <li>• Start of works on site January 2021;</li> <li>• NCC submitted the Full Business Case to DfT received approval in December 2020, enabling the planned start of works early in January 2021. All pre-commencement Requirements within the DCO were completed.</li> <li>• Construction completion is expected by early 2023, subject to any delays as result of Covid 19.</li> </ul>
2.8	<p><b>Norwich Western Link (NWL)</b></p> <p>Project to create a new 3.8 mile dual carriageway road connecting the western end of Broadland Northway to the A47 trunk road.</p> <p><b>Not an NSIP</b></p>	<p>Key Points:</p> <ul style="list-style-type: none"> <li>• Design for statutory consultation and planning application will be based on contractor developed details following conclusion of procurement process. Cabinet agreed the appointment of the contractor in June 2021;</li> </ul>

	<a href="#">About the Norwich Western Link - Norfolk County Council</a>	<p>“Throughout this year we are working to complete a consultation on the details of the project and submit the planning application. More information on the project’s progress will be provided through future Norfolk County Council Cabinet reports”.</p>
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