

Infrastructure and Development Select Committee

**Minutes of the Meeting Held on Wednesday 13 November 2019
10am, Edwards Room, County Hall, Norwich**

Present:

Cllr Barry Stone – Chairman

Cllr Jess Barnard
Cllr Claire Bowes
Cllr Penny Carpenter
Cllr Danny Douglas
Cllr Phillip Duigan
Cllr Tim East

Cllr Brian Iles
Cllr Mark Kiddle-Morris
Cllr Graham Middleton (Vice-Chairman)
Cllr Beverley Spratt
Cllr Brian Watkins

Also Present:

Cllr Alexandra Kemp

Officers Present:

Tom McCabe

Executive Director of Community & Environmental
Services

Grahame Bygrave

Assistant Director – Highways and Waste

John Jones

Head of Environment

Sophie Leney

Head of Trading Standards

Sarah Rhoden

Head of Support and Development, CES

Denise Saadvandi

Head of Service Adult Learning

Ceri Sumner

Assistant Director, Community, Information and Learning

Kevin Townly

Asset and Capital Programme Manager

Matt Tracey

Growth & Infrastructure Group Manager

1. Apologies and substitutions

- 1.1 Apologies were received from Cllr Tony White (Cllr Phillip Duigan substituted); Cllr Colleen Walker (Cllr Danny Douglas substituted); Cllr Vic Thomson (Cllr Penny Carpenter substituting) and Cllr Martin Wilby, Cabinet Member for Highways, Infrastructure & Transport.

2. To agree the minutes of the meeting held on 11 September 2019

- 2.1 The minutes of the meeting held on 11 September 2019 were agreed as a correct record and signed by the Chairman.
- 2.2 Cllr Bev Spratt thanked the Chairman for allowing him to ask a question about the Mildenhall roundabout at the last meeting and reported that his request was being actioned.

3. Declarations of Interest

- 3.1 Cllr Tim East declared an interest in agenda item 10 (CES Enforcement Policy) as he was in receipt of a Blue Badge disabled parking permit.

4. Items of Urgent Business

- 4.1 There were no items of urgent business.

5. Public Question Time

- 5.1 No public questions were received.

6. Local Member Issues / Questions

- 6.1 One Local Member question was received and answered which is attached at Appendix A.

7. Transport Asset Management Plan (TAMP) 2020/21 – 2024/25

- 7.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out the details of the annual update to Norfolk County Council's Transport Asset Management Policy. The Select Committee was asked to review and comment on the latest revision to the Transport Asset Management Plan.

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

- 7.2.1 Members welcomed the document and found the track changes helpful in identifying the amendments.
- 7.2.2 The Assistant Director, Highways & Waste highlighted that the report would be presented to Cabinet at its meeting in January 2020 for final approval, after which it would be finalised and published.
- 7.2.3 The percentage figures relating to bridges were very complex and any Member wishing for further information should contact the Asset & Capital Programme Manager who would be able to provide a detailed explanation.
- 7.2.4 The self-assessment of 'level 3' in the Department for Transport (DfT) incentive fund would secure the maximum level of funding. The DfT had a set criterion and the self-assessment had been evidenced to show the document was live and kept updated, with the Section 151 Officer being responsible for final sign-off prior to its submission to DfT. The recent Peer Review had confirmed that Norfolk County Council was at 'level 3'.
- 7.2.5 The Highways Capital Programme 2020/21/22 Report to be presented to the January 2020 Cabinet meeting would include details of the highways improvements programme which covered road safety schemes. Together with the Parish Partnership Scheme report in March 2020, the reports would include details about the casualty reduction programme. The TAMP document detailed how the assets were managed.

- 7.2.6 Any Councillor who wanted to follow up issues regarding speeding or wanted to help reduce speeding in their divisions could raise them through the Safety Camera Partnership.
- 7.2.7 The Assistant Director - Highways and Waste confirmed that work was being undertaken with other authorities to ascertain the best ways to use recycled materials to increase the robustness of surface dressing and resurfacing of roads, although the environmental implications were still being tested. It was also confirmed that Norfolk County Council used non-toxic materials.
- 7.2.8 With approximately 20% of journeys undertaken on foot, the Select Committees' comments that highway assets should be of benefit to everyone, including pedestrians and cyclists, would be fed into future consultation documents.
- 7.2.9 Norfolk County Council worked closely with bus companies to ensure information about road closures due to utility works, was passed on to try to minimise the impact on bus timetables and ensure sufficient information was available so they could plan routes and alternative timetables.
- 7.2.10 Regarding Department for Transport funding, it was clarified that the Government's accounting rules had changed and that pot hole repairs were now classified as capital funding.
- 7.2.11 Members expressed an opinion that pavements (footways) should be included in the Plan, as the number of mobility scooter users had increased significantly recently and was likely to increase further in the future.
- 7.2.12 Regarding pavement (footway) widths, widening of pathways was often difficult and expensive due to clashes with utility companies and drainage systems. Opportunities were taken whenever possible and the Capital programme had an improvement budget to improve footways when possible.
- 7.2.13 There was no requirement for the County Council to hold a financial reserve for repairing fen roads which were susceptible to in-year movement in drought, as issues were dealt with using existing finances.
- 7.2.14 The Executive Director of Community & Environmental Services clarified that the Speed Management Strategy had been considered by Members and included a national set of guidelines from the DfT. The document was available on the website. ([Link to Speed Management Strategy](#)).
- 7.2.15 The TAMP document included information about how repairs and highway defects were prioritised for repair, with Norse Highways and Tarmac contracted to carry out the repairs. It was confirmed that wherever possible permanent repairs were carried out, although this was not always possible for out of hours emergencies.
- 7.2.16 The minimum width of newly constructed pavements was 1.5m in rural areas and 1.8m in urban areas. There were opportunities available to improve the environment for pedestrians and cyclists and these were taken whenever possible. The increasing trend for shared use pavements which were wider at 3m for footway and cycleways was also noted.

7.2.17 A proposal was made by Cllr Bev Spratt, seconded by Cllr Mark Kiddle-Morris that identified potholes should be repaired at the first visit which could reduce costs.

7.2.18 The Chairman invited Cllr Alexandra Kemp, Local Member for Clenchwarton and King's Lynn South, to address the Committee regarding an incident in her Division where a member of the public had caught her foot in a pothole, fallen and hit her head, leading to two broken fingers and the need to take time off work to recover. Cllr Kemp added that Highways had been unable to repair the pothole and asked the Committee for its help in pursuing a common sense approach to repairing potholes.

The Assistant Director, Highways and Waste advised that the West Area Highways team worked to the TAMP and had visited the site where they had found a small defect. The Assistant Director confirmed that work to repair the defect had been programmed and he would provide an update to Cllr Kemp.

7.2.19 The Select Committee agreed that a common sense and pragmatic approach should be taken to repairing defects and that empowerment should be given to those carrying out a site visit to fill a pothole if one had been identified.

The Assistant Director, Highways and Waste confirmed that Highways Rangers were empowered to repair defects identified when they visited Parishes.

The Executive Director of Community & Environmental Services agreed to bring a report to a future Select Committee meeting about how a common sense and pragmatic approach to repairing potholes could be applied.

7.2.20 The Select Committee Members considered that, in some cases, liaison between Norfolk County Council and Utility companies about road closures was insufficient. In reply, the Assistant Director, Highways and Waste said that programmed work was relatively straight forward and this was discussed regularly and coordinated with utility companies. Emergency closures were more difficult as utility companies had the right to carry out emergency work and apply for a road closure permit retrospectively. He added that Utility companies were fined if they did not submit a permit in the required timescale.

7.2.21 Regarding Highways Rangers, the Committee expressed its concerns that Parish Clerks were not always notified when Highways Rangers were due to visit a Parish. Members asked that they be notified when Highways Rangers were due to visit their Parishes and also ensure that Parish Clerks were notified, both about the date of the visit and also what works had been completed during the visit.

7.2.22 Norse had been contracted to undertake the work of the Highways Rangers and Members wishing to request or discuss Ranger concerns should continue to contact their local Area team and Highway Engineers.

7.3 The Select Committee **reviewed** the latest revision to the Transport Asset Management Plan 2020/21-24/25 as set out in Appendix A of the report; and unanimously **RESOLVED** to:

- **Note** the appended briefing notes on the following topics:
 - Repairing Potholes in Norfolk;
 - Road and Street Works;
 - Highway Rangers;

- Street-lighting.

8. Norfolk Strategic Infrastructure Plan (NSIDP) refreshed for 2019.

8.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out the details of the draft 2019 NSIDP plan. The NSIDP was a shared plan that contained Norfolk's high-level strategic infrastructure priorities for the next 10 years, pulling together information on key projects needed to support planned development and deliver economic growth in Norfolk.

8.2 The Growth and Infrastructure Group Manager introduced the report highlighting that the following projects had been added to the NSIDP:

- Fakenham A148 Roundabout Enhancement
- Attleborough Electricity Upgrade
- Snetterton Heath Electricity Upgrade
- North West Woodlands Country Park.

It was also proposed that the Broadland Business Park rail station should be removed from the current plan until all the identified issues had been resolved.

The Norfolk Strategic Infrastructure Plan would be considered by Cabinet at its meeting in December 2019.

8.3 In response to questions from the Select Committee, the following points were noted:

8.3.1 There had recently been significant changes made to Section 106 contributions.

8.3.2 Some Members felt there was insufficient information in the report about sustainability and reducing the carbon footprint and felt plans should include specific targets, focussing on green, sustainable public transport.

8.3.3 Cllr Danny Douglas proposed, seconded by Cllr Brian Watkins to retain the Broadland Business Park Rail Station project in the Plan. In response, it was confirmed that it had not been proposed to remove the proposal permanently; the removal would allow the focus to remain on what was deliverable within a ten-year time frame.

8.3.4 In response to a suggestion by the Executive Director of Community & Environmental Services, the Committee unanimously **agreed** to retain the Broadland Business Park Rail Station project in the Plan.

8.3.5 Further information about the Norfolk Rail Group and how it could help influence works to upgrade railway station buildings could be obtained from David Cumming, Strategic Transport Team Manager.

8.4 The Select Committee considered the report on the 2019 NSIDP and

- **endorsed** the strategic and inclusive approach to infrastructure planning in Norfolk;

- **supported** the continued production of the NSIDP, together with the annual review; and.
- **agreed** to retain the inclusion of the Broadland Business Park Rail Station project in the Plan.

9. Adult Education Strategy

- 9.1 The Select Committee received the report by the Executive Director of Community & Environmental Services asking it to consider a proposed Adult Education Strategy and the impact measures that the service proposed to use.
- 9.2 In introducing the report, the Assistant Director, Community, Information and Learning highlighted that the service continued to go from strength to strength. The Assistant Director, Community, Information and Learning also introduced the recently appointed Head of Service, Adult Learning to the Select Committee.
- 9.3 The Head of Service, Adult Learning highlighted the following:
- Since the report had been published and following the appointment of a new apprenticeship team, the performance of the apprenticeship programme had significantly improved, with an achievement rate of 73% which was 7% above the national average.
 - The Wensum Lodge redevelopment project was progressing well.
 - Work was being carried out with further education colleges in Norfolk to try to develop better progression routes for learners.
 - Learners from diverse and less advantaged groups were being actively targeted to encourage them to participate in courses.
- 9.4 In response to questions and comments from the Select Committee, the following points were noted:
- 9.4.1 Members welcomed the well-written and interesting report and recognised that the Adult Learning Service was well regarded by its users.
- 9.4.2 The Assistant Director, Community, Information and Learning advised that Wensum Lodge offered a unique opportunity in Norfolk and was particularly well known for its craft courses. Many of the courses were offered on a full-cost recovery basis and it was hoped that additional courses across the service could be offered in the future.
- 9.4.3 The Assistant Director, Community, Information and Learning advised that conversations were being held with District Council's to try to ascertain potential need and appetite for adult education leisure courses. Some opportunities had already been identified in King's Lynn and Great Yarmouth. The Assistant Director, Community, Information and Learning was confident courses in other areas would be possible in the future.
- 9.4.4 Following the appointment of the new Assistant Head of Service Operations & Learner Services, the service was being reorganised to offer an improved careers guidance service, with the national providers being utilised where necessary but a much stronger inhouse offer to meet learner needs. Changes had also been made to the way data was collated by staff which allowed learners to be contacted more easily and to track distance learning.

- 9.4.5 As this year marked the 100th anniversary of Adult Learning nationally, the Head of Service, Adult Learning had challenged staff to note down 100 impact stories which could then be published.
- 9.4.6 The reference to Safeguarding in the report was mainly about staff not recording the appropriate training which would allow them to teach. Safeguarding training was very stringent, and the Assistant Director, Community, Information and Learning advised that no safeguarding issues existed within the service. It was also noted that Ofsted expected learners to know how to keep themselves safe.
- 9.4.7 Apprenticeship funding was specific to the sector the apprentice was being trained in, for example an apprentice fire-fighter generated more funding than an apprentice administrator.
- 9.4.8 There were currently 5 apprentices employed in the care professions. This was partly due to the many challenges faced by employers being able to release apprentice staff for 20% of their working time.
- 9.4.9 Apprenticeship programmes were being taken up by some people under the age of 18 years.
- 9.4.10 The Adult Learning Service advised learners that follow-on courses were available at further education colleges, although it recognised that some adults could find it difficult to take courses in colleges.
- 9.4.11 Inter-generational learning was being offered through the family learning programme.
- 9.4.12 There were opportunities to provide additional funding for learners through advanced learning loans which the learner would not have to repay if they progressed from an Access to Higher Education course and went into higher education.
- 9.4.13 The Adult Learning Service considered its offer of IT courses was the first step into IT where learners could have their aspirations raised and be encouraged to attend further education colleges and progress to higher level courses and hopefully gain employment in IT professions.
- Any support Councillors could give in promoting the service would be welcomed.
- 9.4.14 The Service offered a low-level programme around counselling and would take away the suggestion of supporting people by offering counselling training in youth work to see if there was an appetite for offering these courses in future.
- 9.4.15 The Head of Service, Adult Learning advised that there was a 30% uptake in courses last year among settled families and migrant people accessing the service, so it was doing well in attracting people into programmes.
- 9.4.16 The service had been successful in working with Adult Social Services to help Syrian refugees access courses and gain employment in Norfolk.
- 9.5 The Select Committee:

- **Reviewed** the proposed Adult Learning Strategy; and
- **Noted** the service's performance outcomes and ongoing improvement journey.

10. Community & Environmental Services Enforcement Policy

10.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out how the Policy had been reviewed and updated to reflect recent changes to legislation and guidance.

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

10.2.1 The Head of Trading Standards confirmed that the enforcement of Blue Badges was a split function between the County Council and the seven District Councils in Norfolk. There was one Enforcement Officer employed by Norfolk County Council, and the Head of Trading Standards could not confirm how many Enforcement Officers were employed by the District Councils, but would provide this information to the Select Committee.

The Assistant Director, Community, Information and Learning said a number of other councils had worked together to ensure the interpretation of the Government's guidance criteria was consistently applied.

Enforcement Officers were able to check blue badges to identify if they were being appropriately used as the majority would include the holder's photograph and a stringent approach was undertaken in enforcement. The Assistant Director, Community, Information and Learning agreed to find out whose photograph was on a blue badge if it had been issued for a child with mobility/health problems and feed this back to the Select Committee.

10.2.2 The Blue badge team worked to set criteria when considering applications for blue badge parking permits.

10.2.3 A Member raised a concern about flooding caused by rivers not being cleaned regularly by the Environment Agency and the Executive Director of Community & Environmental Services highlighted that the report covered the enforcement duties of Norfolk County Council only.

10.3 The Select Committee:

- **Reviewed** the revised CES Enforcement Policy and its annex documents prior to consideration by Cabinet; and
- **Noted** the 2018/19 enforcement performance data provided at Appendix B of the report and the summary of stakeholder engagement at Appendix C of the report.

11. Environmental Policy for Norfolk County Council

11.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out the key findings of the Task and Finish Group set up to develop further policy and measures for the Council to implement and combat climate change following a motion at full Council. The report also included

the proposed new Environmental Policy for Norfolk County Council which, after it had been considered by the Select Committee, would be presented to full Council for consideration on 25 November 2019.

- 11.2 The Chairman thanked the officers who had supported the Member Task and Finish Group for the work they had carried out in developing the Policy. He also thanked the Members of the Group who had contributed to the development of the Policy.

The Select Committee was advised that the Cabinet Member for Environment & Waste was keen to establish a Member Oversight Group to develop and oversee the obligations contained in the draft Environmental Policy to develop an Environmental Strategy. The Terms of Reference of the Group would be set by the Cabinet Member.

- 11.3 In introducing the report, the Head of Environment advised that the process had been both constructive and inclusive and that Members needed to be comfortable that the Strategy would provide the County Council with enough information to move forward.

- 11.4 The Sustainability Manager advised that the Member Task and Finish Group had taken its lead from the motion agreed at County Council to "Request the relevant Select Committee to work with officers in the development of further policy and measures for the Council to implement to combat climate change to become part of the Council's policy framework, and to report back to Council by the meeting on 25 November, ie six months from the formation of the Committee".

The Policy was a strategic over-arching document which sets out the intent, although it was highlighted achieving results would not be an easy task.

- 11.5 The following points were noted in response to questions and comments from the Select Committee:

- 11.5.1 On behalf of the Liberal Democrat Group, Cllr Brian Watkins welcomed the recommendations in the report and acknowledged the hard work and effort put in by officers and Members. He added that the report had highlighted the value of cross-party working and what could be achieved, and he hoped that constructive working could continue with a cross-party Oversight Group.

- 11.5.2 Members highlighted that coastal erosion should be included and requested that the Environment Agency should be asked to reconsider flood zone designations due to the recent flooding issues experienced across the country, which appeared to be happening more frequently than anticipated. The Chairman of the Select Committee agreed that this would form part of the work of the Oversight Board.

- 11.5.3 The Terms of Reference for the Member Oversight Group would be formulated by the Cabinet Member for Environment and Waste.

- 11.5.4 The Chairman advised that if Infrastructure & Development Select Committee agreed the recommendations, Council would receive a report at its meeting on 25 November for consideration. If Council agreed the recommendations, the Cabinet Member for Environment & Waste would develop the Terms of Reference and

establish and Chair a Member Oversight Group which would develop an Environmental Strategy.

- 11.5.5 The Chairman advised that budget provision had been agreed to take the work forward.
- 11.5.6 The Head of Environment confirmed that, although it would be a stretch, it would be possible to achieve the target of carbon neutrality by 2030 and that work was being carried out with Suffolk County Council and the Local Enterprise Partnership towards that aim. The elements under the control of Norfolk County Council were achievable.
- 11.5.7 Members requested information about current environmental issues to be included on each future report to show that officers had considered the environmental impact of the topic.
- 11.6 The Select Committee unanimously **agreed** to:
1. **Recommend** to Full Council that they approve a new Environmental Policy for Norfolk County Council, as set out in Appendix A of the report.
 2. **Recommend** to Full Council that they approve implementation of the following actions associated with the delivery of the new Policy:
 - (a) To establish a Member Oversight Group chaired by the Cabinet Member for Environment and Waste to develop and oversee the obligations contained in the Environmental Policy (including actions (b) to (e) below). The Terms of Reference for this group, including reporting processes, to be agreed.
 - (b) To task officers to audit the NCC carbon footprint, using appropriate Greenhouse Gas Reporting protocols). In addition, identify processes to engage with partners and neighbours to address the collective footprint of the area.
 - (c) To task officers to develop a number of early action demonstrator projects that showcase environmental excellence - such as developing 'rewilding' and carbon sequestration projects (including strategic tree-planting), subject to available funding.
 - (d) To task officers to take steps to actively bid for external resources through the emerging funding streams supporting the wider environmental agenda.
 - (e) Identify revenue funding to enable dedicated resource to be put in place to progress actions associated with the Policy and to support the Member oversight group to ensure synergy across the whole of the Council.

12. Forward Work Programme

- 12.1 The Select Committee received the report by the Executive Director of Community & Environmental Services which set out the Forward Work Programme for the Committee.
- 12.2 The Head of Support and Development, CES would check and feedback regarding whether the Norfolk Rail prospectus, due to be considered by the Select Committee at its meeting on Wednesday 29 January 2020 included freight.

12.3 The Select Committee **reviewed** and **agreed** the Forward Work Programme for the Select Committee.

The meeting closed at 12.45 pm

Chairman



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INFRASTRUCTURE AND DEVELOPMENT SELECT COMMITTEE QUESTIONS
13 November 2019

6. Local Member Issues / Member Questions

Question from Cllr Ed Maxfield

What should I say to Parish Councils like Trimingham in my division who say to me that North Norfolk is considered to be a poor relation to Norwich and its surrounding areas? They feel they are not being listened to about the dangers of speeding on the coast road. Or on the need to prepare properly for the effects of coast erosion. Or on the sale of County Council land with no benefit coming to the local area

Response by the Chairman:

Response by Chairman of I&D Committee

1) They feel they are not being listened to about the dangers of speeding on the coast road.

The coast road in Trimingham has an existing 30mph speed limit within the village and 40mph on both approaches. This is consistent with the Council's speed management policy.

A number of existing road safety measures already exist within the village. There are additional warning signs for pedestrians in the road, at the western 40/30 terminals and in the village. Vehicle activated signs were installed on Cromer Road (for pedestrians in the road) in 2013 and on Mundesley Road (for 30mph) in 2014.

The parish may wish to consider a Parish Partnership Scheme application for small scale highway improvement works. The closing date for applications is 6th December 2019 and potential ideas should be discussed with the local Highway Engineer. Information on the schemes and the types of projects can be found on the Council's website at:
<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/parish-partnerships-scheme>

(2) Or on the need to prepare properly for the effects of coast erosion.

In terms of coastal protection responsibilities, the Environment Agency has strategic overview of the management of the whole coast, as well as being the responsible authority for both coastal and river flooding.

However, North Norfolk District Council maintains the coastal defences and related coastal infrastructure between Kelling Hard and Cart Gap. A map detailing coastal responsibilities within the district can be found at the following link: [View the map of coastal responsibilities in the district](#)

Shoreline plans are the responsibility of North Norfolk District Council and more information on this can be found on their website at:

The documents in SMP06 for Overstrand to Mundesley shows the indicative erosion zones to 2025, 2055 and 2105. It indicates the coast road is not in imminent threat. This information can be found at:

http://www2.north-norfolk.gov.uk/smp6/files/SMP6_Individual/SMP6%20%20-%20Chapter%205%20-%20Policy%20Unit%20-%206.07%20Overstrand%20to%20Mundesley.pdf

(3) Or on the sale of County Council land with no benefit coming to the local area.

Within the capital programme, the Council does not ring-fence any capital receipts for specific areas. Instead capital receipts help to fund the Council's overall capital programme, which includes the maintenance and development of the core infrastructure serving the County. Examples include the £120m Special Education Needs programme or the maintenance and development of roads. These programmes benefit all residents, including those living in Trimmingham.

Infrastructure & Development Select Committee
13 November 2019
Action Note

Minutes Item No.	Report Title	Action	By Whom	Response
7.2.19	Transport Asset Management Plan (TAMP) 2020/21 – 2024/25	<p>The Select Committee agreed that a common sense and pragmatic approach should be taken to repairing defects and that empowerment should be given to those carrying out a site visit to fill a pothole if one had been identified.</p> <p>The Assistant Director, Highways and Waste confirmed that Highways Rangers were empowered to repair defects identified when they visited Parishes.</p> <p>The Executive Director of Community & Environmental Services agreed to bring a report to a future Select Committee meeting about how a common sense and pragmatic approach to repairing potholes could be applied.</p>	Executive Director Community & Environmental Services	Committee report on 'Potholes – A pragmatic approach to repair' to be presented to the 11th March 2020 meeting
10.2.1	CES Enforcement Policy	The Assistant Director, Community, Information and Learning agreed to find out whose photograph was on a blue badge if it had been issued for a child with mobility/health problems and feed this back to the Select Committee.	AD Community, Information & Learning	Blue Badges are always issued with a picture of the applicant – for clarity, this would be the child with the illness/ disability not the parent.
11.5.7	Environmental Policy for Norfolk County Council	Members requested information about current environmental issues to be included on each future report to show that officers had considered the environmental impact of the topic.	Report Authors	To note for future reports? - Completed
12.2	Forward Work Programme	The Head of Support and Development, CES would check and feedback regarding whether the Norfolk Rail prospectus, due to be considered by the Select Committee at its meeting on Wednesday 29 January 2020 included freight	Head of Support & Development CES	Completed