

# Scrutiny Committee

Date: **Wednesday 20 October 2021**

Time: **10 am**

Venue: **Council Chamber, County Hall, Martineau Lane,  
Norwich NR1 2DH**

## Membership:

Cllr Steve Morpew (Chair)	
Cllr Lana Hemsall (V Chair)	
Cllr Carl Annison	Cllr Keith Kiddie
Cllr Lesley Bambridge	Cllr Ed Maxfield
Cllr Graham Carpenter	Cllr Jamie Osborn
Cllr Nick Daubney	Cllr Richard Price
Cllr Barry Duffin	Cllr Brian Watkins
Cllr Mark Kiddle-Morris	

## Parent Governor Representatives

Mr Giles Hankinson  
Vacancy

## Church Representatives

Mrs Julie O'Connor  
Mr Paul Dunning

## Advice for members of the public:

This meeting will be held in public and in person.

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

[https://www.youtube.com/channel/UCdyUrFjYNPfpQ5psa-LFIJA/videos?view=2&live\\_view=502](https://www.youtube.com/channel/UCdyUrFjYNPfpQ5psa-LFIJA/videos?view=2&live_view=502)

However, if you wish to attend in person it would be most helpful if, on this occasion, you could indicate in advance that it is your intention to do so. This can be done by emailing [committees@norfolk.gov.uk](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.

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

## **A g e n d a**

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

**2. Minutes**

**(Page 5)**

To confirm the minutes of the meeting held on 22 September 2021

**3. Members to Declare any Interests**

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

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

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

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

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

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

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

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

## **5 Public Question Time**

Fifteen minutes for questions from members of the public of which due notice has been given. Please note that all questions must be received by the Committee Team ([committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)) by **5pm on Friday 15 October 2021**. For guidance on submitting a public question, please visit <https://www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee>

## **6 Local Member Issues/Questions**

Fifteen minutes for local member to raise issues of concern of which due notice has been given. Please note that all questions must be received by the Committee Team ([committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)) by **5pm on Friday 15 October 2021**

## **7 The deadline for calling-in matters for consideration at this meeting of the Scrutiny Committee from the Cabinet meeting held on Monday 4 October 2021 was 4pm on Monday 11 October 2021**

## **8 Electric Vehicle Strategy (Page 11)**

Report by the Executive Director for Community and Environmental Services

## **9 Norwich Western Link Update (Page 21)**

Report by the Executive Director for Community and Environmental Services

## **10 Scrutiny Committee Forward Work Plan (Page 29)**

Report by the Director of Governance

**Tom McCabe**  
**Head of Paid Service**  
County Hall  
Martineau Lane  
Norwich  
NR1 2DH

Date Agenda Published: 12 October 2021



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## Scrutiny Committee

Minutes of the Meeting Held on 22 September 2021  
at 2 pm at County Hall Norwich

### Present:

Cllr Steve Morpew (Chair)

Cllr Lana Hemsall (Vice Chair)

Cllr Lesley Bambridge

Cllr Michael Dalby (substitute for Cllr Nick Daubney)

Cllr Barry Duffin

Cllr Phillip Duigan (substitute for Cllr Graham Carpenter)

Cllr Mark Kiddle-Morris

Cllr Jamie Osborn

Cllr Richard Price

Cllr Brian Watkins

Mr Giles Hankinson (Parent Governor representative)

### Also present (who took a part in the meeting):

Cllr Graham Plant

Cllr Andrew Jamieson

Cllr Greg Peck

Deputy Leader and Cabinet Member for Growing the Economy

Cabinet Member for Finance

Cabinet Member for Commercial Services and Asset Management

C-J Green

Chair of the New Anglia LEP

Chris Starkie

Chief Executive of the New Anglia LEP

Vince Muspratt

Director Growth and Development

Simon George

Executive Director of Finance and Commercial Services

Simon Hughes

Director of Property

Peter Randall

Democratic Support and Scrutiny Manager

Kat Hulatt

Head of Legal Services

Karen Haywood

Democratic Services Manager

Tim Shaw

Committee Officer

### 1. Apologies for Absence

- 1.1 Apologies were received from Cllr Carl Annison, Cllr Graham Carpenter, Cllr Nick Daubney, Cllr Keith Kiddie, Cllr Ed Maxfield, Mrs Julie O' Connor (Church Representative) and Mr Paul Dunning (Church Representative)

### 2 Minutes

- 2.1 The minutes of the meetings held on 21 July 2021 were confirmed as an accurate record and signed by the Chair.

### **3. Declarations of Interest**

- 3.1 There were no declarations of interest.

### **4 Urgent Business**

- 4.1 No urgent business was discussed.

### **5. Public Question Time**

- 5.1 There were no public questions.

### **6. Local Member Issues/Questions**

- 6.1 There were no local member issues/questions.

### **7 Call In**

- 7.1 The Committee noted that there were no call-in items.

### **8 County Farms Estate - An Update**

- 8.1 The annexed report (8) was received.

- 8.2 The Committee received a report that explained how the County Farms Estate formed a significant part of the Council's property portfolio, strategically and operationally managed by the Corporate Property Team (CPT).

- 8.3 During discussion of the report with the Cabinet Member for Commercial Services and the Director of Property the following key points were noted:

- There were currently 154 tenant farmers on the County Farms Estate who produced a wide range of high-quality products.
- Some of the success stories were mentioned in the report and explained to Cllrs.
- One of the most important success stories was the way in which the County Farms Estate provided a route into farming for those young people who were seeking to enter the industry.
- The County Farms Estate accounted for £2.3 m in gross revenue to the County Council and this money helped deliver wider corporate services and objectives, such as Care Farms and environmental initiatives, such as the planting of trees and laying of new hedgerows.
- There were currently three care farms in the county with advanced plans for the creation of a fourth in the west of the county which had been delayed due to the Covid-19 pandemic.
- It was hoped to provide Cllrs with an opportunity to visit farms within the estate when the Covid-19 restrictions began to soften.
- Specialist websites, Facebook and professional publications were used to promote the County Farms Estate.
- Tenants were encouraged to undertake good environmental practice and

support the planting of additional hedgerows, which helped meet carbon reduction targets.

- The strategic management approach was to maintain an estate of over 16,000 acres.
- The new 2021/22-2025/26 Strategic Asset Management Plan was due to be adopted by full Council later this year.
- The evidence base for the carbon footprint of the County wide Estate and wider biodiversity within the county would be made available to Cllrs outside of the meeting, when produced by the Environment Team.
- Cllrs also asked for details about what should be done to achieve a net zero carbon emission target in relation to the County Farms Estate by 2030.
- The Vice-Chair suggested developing a policy for the County Farms Estate care farms and the excellent work that they did in support of disabled and vulnerable people.

#### 8.4 **RESOLVED**

**That the Committee note the report and the answers given by the Cabinet Member for Commercial Services and the Director of Property and ask to receive a further update report in the early new year**

#### 9 **Update from the Chair of the Norfolk Countywide Community Safety Partnership (NCCSP) Scrutiny Sub Panel**

9.1 The Committee received the attached report (9) that was published with the supplementary agenda.

9.2 In introducing the report, the Chair of the NCCSP said that they had agreed to recommend to the Partnership that it consider extending the Delivery Plan period beyond 2024, to provide direction and certainty for partners while the next Community Safety Plan was being developed. They had also raised concerns about the resilience of the Community Safety Team and had suggested this was something the Partnership might wish to keep under review. Furthermore, the NCCSP had also raised concerns about the lack of response from Asian communities in Norfolk and challenged the Partnership to learn lessons for future consultation exercises to improve its connection with ethnic minority communities. In reply Members of the Scrutiny Committee spoke about the importance of consultation with ethnic minorities of and keeping this matter on the NCCSP agenda.

9.3 The Chair of the NCCSP added that he had asked officers to write to the District Councils about poor attendance by Cllrs at NCCSP meetings. The Chair of the Scrutiny Committee said that he would be happy to do all that he could to support whatever approaches were made to the Districts on this matter.

#### 9.4 **RESOLVED**

**That the Committee note the report and the actions being taken by the NCCSP.**

#### 10 **Support to the local economy following the COVID-19 Pandemic- New Anglia Local Enterprise Partnership**

10.1 The annexed report (10) was received.

10.2 During discussion of the report with C-J Green, Chair of the New Anglia LEP, Chris Starkie Chief Executive of the New Anglia LEP Cllr Graham Plant, Deputy Leader and Cabinet Member for Growing the Economy and Vince Muspratt, Director Growth and Development the following key points were noted:

- The speakers explained how the LEP was an important strategic partner of the County Council, supported the local economy and interacted with Norfolk County Council.
- They explained how the LEP are also working with a wide range of other partners to create a Norfolk and Suffolk Renewal Plan that helped the partners to recover more quickly from the pandemic and capitalise on shared priorities.
- There was significant coloration between the partners on skills and employment issues, including the industrial strategy, the response to the pandemic and in bidding for Government support for activities through the creation of an evidence base to help draw down future government funding.
- The LEP was the connecting force between the public and private sectors and the education sector on the basis that they all needed to work together to get things done.
- The LEP's remit included helping to support the delivery of private sector growth which was sustainable and inclusive.
- The governance arrangements for the LEP were set out in the report.
- Cllrs asked how it was possible to measure the effectiveness of the LEP's plans.
- The LEP was supporting several initiatives to promote Norfolk and Suffolk as a place for existing businesses to grow and as an area for high quality companies to locate.
- There were also opportunities around tourism and financial services.
- The impact of the pandemic was still being felt and support for local businesses and for individuals coming off furlough was being provided though the skills agenda.
- The LEP was asked to measure the impact of the restart plan following the pandemic.
- The speakers said that the LEP had worked with others throughout the pandemic on the supply chain, putting together a database for the supply of PPE locally and support to vulnerable people. Cllrs spoke about how the lessons learnt should not be lost.
- The speakers added that some 16,000 calls were made to the growth hub during the pandemic (approximately one in four businesses).
- The goal was for Norfolk to become the UK's clean growth region which highlighted the potential of energy, agri-food and ICT Digital.
- This had included offering business support through different funding streams and working together to put together a single business support script that was used by everyone within the growth hub.
- Through the restart programme a vacancies website for the private sector had been created that was proving to be very popular. Development and management of the LEP vacancies service on the LEP website had proved to be very popular,



- The renewal plan was due to be published in January 2022 with a consultation draft published before Christmas 2021.
- People and skills remain a core priority for the LEP.
- Support for those who had been on furlough remained a big concern and would be addressed through a fresh start up programme run with the County Council.
- In reply to questions the Chief Executive of the New Anglia LEP agreed that the recovery was linked to the Brexit situation as part of a mix of issues that businesses were having to cope with.
- There were currently staff shortages in a range of industries including the care sector.
- An evaluation of the implications of the support available for the care sector in Suffolk would be taken up by the Chair after the meeting.
- The shortage of labour was expected in time to lead in some industries other than the care sector investing more in productive equipment and machinery.
- The clean growth taskforce involved small businesses supporting each other, the launch of events with schools and colleges, the support of alternative fuels and a bid for funding from the government renewal fund.
- House installation and retrofitting were issues that were being looked at from the skills angle and the Chief Executive of the New Anglia LEP said that he would speak to Cllr Osborne about this after the meeting.
- The impact of the cut in universal credit on Norfolk was something that the LEP would also examine.
- The outcome of the bid to the Community Renewal Fund for £12.5m was still awaited although this money had to be spent by the end of March 2021.
- The reduction in core funding for the LEPs was under review although this was not an issue for the current financial year. Cllrs would be kept informed of developments when the outcome of the review was known.

## 103 **RESOLVED**

**That the Committee note the report and the answers given by C-J Green, Chair of the New Anglia LEP, Chris Starkie, Chief Executive of the New Anglia LEP, Cllr Graham Plant, Deputy Leader and Cabinet Member for Growing the Economy and Vince Muspratt, Director Growth and Development and ask to receive a further update report in March 2022 to include details about work to create new jobs and provide an evidence base of the positive impact that the LEP is having on the behaviour of local businesses and further lessons learnt from the pandemic. As part of this update, officers are also asked to provide further information around the proposed review of LEP services.**

## 11 **Scrutiny Committee Forward Work Programme**

11.1 The annexed report (11) that was circulated following the dispatch of the agenda was received.

11.2 All topics were subject to change, with the Committee remaining flexible to ensure the ability to adapt to emerging and urgent topics for consideration.

## 11.3 **RESOLVED**

**That the Committee note the forward work programme as set out in the appendix to the report subject to the following:**

- **an update on the Children's & Adult Social Care Performance Review Panels moved to 24 November 2021**
- **an update from the LEP on 23 March 2022**
- **the December meeting moved to 15 December 2021 with the original date of 22 December 2021 held for call-ns (if any).**

The meeting concluded at 4.20 pm

**Chair**

# Scrutiny Committee

Item No: 8

**Report Title: Electric Vehicle Strategy**

**Date of Meeting: 20 October 2021**

**Responsible Cabinet Member: Cllr Wilby** (Cabinet Member for Highways, Infrastructure & Transport)

**Responsible Director: Tom McCabe** (Executive Director for Community and Environmental Services)

## Executive Summary

The County Council's first Electric Vehicle Strategy has been presented to both the Infrastructure and Development Select Committee and Cabinet and sets out ways that the County Council can support the uptake of electric vehicles in Norfolk.

Cars and vans currently make up nearly a fifth of carbon emissions, so this shift is set to bring about significant reductions in carbon emissions across the UK. The Council, which has set its own carbon net zero target by 2030, can play an important role in reducing these carbon emissions by encouraging the necessary charging infrastructure to be put into place through several mechanisms, and by setting a good example to local businesses and organisations as a result of electrifying its own fleet.

Scrutiny Committee requested that further detail was provided on the impacts that this Electric Vehicle Strategy would have on reducing carbon emissions, the capacity of the electricity network, disposal/recycling of electric vehicle batteries and the cost of installing charge points funded through the local highway member fund.

A coarse assessment of the carbon reductions resulting from an earlier shift to electric vehicles in Norfolk as a result of implementing more charging infrastructure is estimated to save an extra 139,000 tonnes of carbon dioxide between now and 2040.

There is expected to be significant constraints in the electricity network within dense urban, residential areas across Norfolk. Such areas in Norwich have already been identified through a collaborative pilot project with UK Power Networks (UKPN) and options are being explored by UKPN to reinforce the local network. Other technological solutions also exist that can manage peak demands.

A market has already been established for reusing end-of-life electric vehicle batteries, including being used to store excess electricity generated by solar and wind farms for redistribution into the electricity network when required. Several other secondary uses already exist, and beyond that a number of uses within domestic settings. Recycling plants are also in the process of being built across the UK in anticipation of an increase in the number of end-of-life batteries in the coming years as electric vehicle uptake continues its exponential trend.

The cost of installing electric vehicle charge points through the local highway member fund can be subsidised by the use of government grants available to install public charge points for use by local residents. Where eligible, this would reduce the cost the member fund would have to pay by 75% to typically around £1,500.

## **Action Required**

The Scrutiny committee is asked to:

### **1. Review and comment on the Electric Vehicle Strategy report**

#### **1. Background and Purpose**

- 1.1 The County Council's first Electric Vehicle Strategy was presented to the Infrastructure and Development Select Committee on 15 September 2021 and Cabinet on 4 October 2021.
- 1.2 With cars and vans currently accounting for nearly a fifth of the UK's carbon emissions, this strategy sets out ways that the County Council can support the uptake of electric vehicles by Norfolk residents, visitors and businesses in line with its own commitments, as set out in the Environmental Policy, to achieve carbon neutrality in the County by 2030.
- 1.3 Further detail was requested from Scrutiny Committee as to the impacts of the strategy on reducing carbon emissions, electricity network capacity, disposal and recycling of electric vehicle batteries and the cost of charge points installed using the local highway member fund.

#### **2. Proposal**

- 2.1 The following scrutiny topics were highlighted by committee to be answered by this report.
  - 2.1.1 Impact of the electric vehicle strategy on reducing carbon emissions.

- 2.1.2 Impact of the electric vehicle strategy on the electricity network capacity, including synergies with requirements arising from electrifying the HGV and Norfolk Broads boat fleet.
- 2.1.3 Impact of the electric vehicle strategy on the disposal and recycling of electric vehicle batteries.
- 2.1.4 The associated cost of charge points installed through the local highway member fund.

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

- 3.1 The Electric Vehicle Strategy is forecast to deliver an additional 139,000 tonnes of carbon emission savings because of more charging facilities being made available, which in turn will result in a higher uptake of electric vehicles within Norfolk.
- 3.2 The biggest constraint to the electricity network capacity is expected to be within dense, residential areas of Norfolk. The County Council is already working collaboratively with UKPN, including on a pilot project, with the view of addressing these concerns.
- 3.3 Reuse of end-of-life electric vehicle batteries is already established in the UK, with many secondary uses already identified across many industries. Reuse is preferred over recycling and disposal of batteries and research is ongoing into this area including at Hethel Engineering Centre.
- 3.4 The cost of installing charge points within community car parks through the local highway member fund will typically be around £6,000, although will vary according to site constraints and power supply connectivity. This cost however can be subsidised in many cases through the use of government grants, reducing the typical cost to the local member fund to around £1,500.

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

#### **4.1 Reduction in Carbon Emissions**

- 4.1.1 Several local and national studies have identified that the lack of charging infrastructure is a key constraint to electric vehicle uptake. This is particularly pronounced amongst Norfolk residents who do not have access to off-street parking facilities where they could otherwise charge electric vehicles from their residential electric supply.
- 4.1.2 Electric vehicles currently make up 0.6% of cars and vans in Norfolk, this is forecast to increase to 5% by 2025, before rapidly increasing to 27% in 2030. This baseline forecast does not consider the impact of any strategies adopted

by the County Council but recognises that the Government is set to ban the sales of new petrol and diesel vehicles from 2030.

- 4.1.3 The proportion of electric vehicles currently registered in Norwich is above the Norfolk average at 0.7%, suggesting that there is a greater propensity to switch to electric vehicles in urban areas than in rural areas. The reasons behind this have not been proven, but one possible hypothesis would be the average mileage undertaken by residents residing in an urban city environment being lower than residents in more rural village locations, who would have further to travel to access services including shops, and therefore range anxiety is seen as less of an issue.
- 4.1.4 Within inner Norwich, around 90% of households do not have access to off-street parking. 22% of respondents to a survey carried out in these areas said that the lack of residential public charge points was preventing them from considering switching to an electric vehicle, while 59% overall said that they were considering changing their car in the next 5 years.
- 4.1.5 This is expected to result in the uptake of electric vehicles plateauing in the near future within urban areas across Norfolk unless interventions are put in place to improve access to suitable charge point infrastructure.
- 4.1.6 Detailed statistics on the availability of off-street parking and number of miles driven are not readily available for individual districts in Norfolk. Data from the Office of National Statistics have been used instead to calculate a coarse estimation of the amount of carbon emissions that could be saved because of an increased availability in public charge points arising from the County Council's electric vehicle strategy.
- 4.1.7 It is estimated that around 139,000 tonnes of tailpipe carbon emissions could be saved by encouraging earlier adoption of electric vehicles ahead of the national sales ban on petrol and diesel cars and vans in 2030.

## **4.2 Electric Grid Capacity**

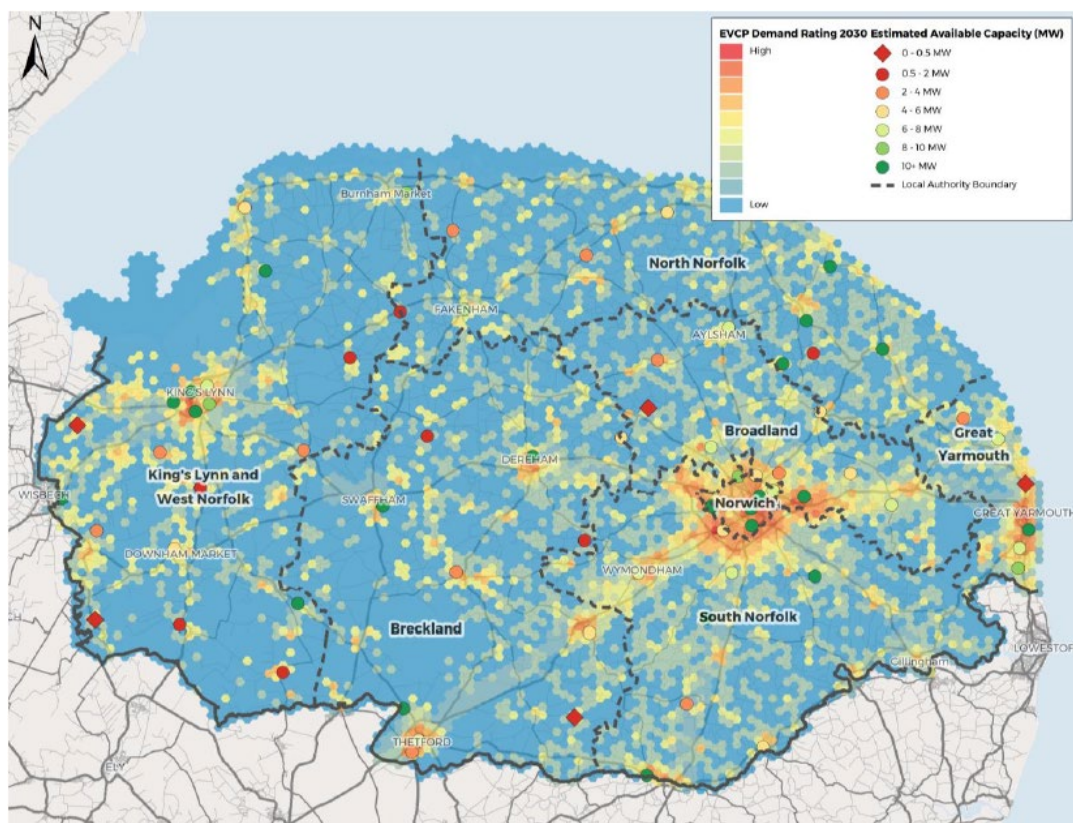
- 4.2.1 The introduction of more charge points arising as a direct result of the County Council's electric vehicle strategy will put greater demand on the electricity grid. The level of demand will vary by the type and number of charge points installed.
- 4.2.2 Grid capacity on the main strategic road network, including at service stations, is far less likely to be constrained by existing connections, and therefore is more suited to rapid charging hubs. This has been verified through recent discussions held with prospective charge point installers. Service stations are the most appropriate location for rapid charging hubs, where quick charge

times will be in higher demand by electric vehicle drivers undertaking longer journeys and looking for quick top-up charges during short rest breaks.

4.2.3 Grid capacity and other such significant required infrastructure upgrades are considered in the Council's annual report on Norfolk's Strategic Infrastructure Delivery Plan (NSIDP). The NSIDP is a shared plan that contains 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. As more details become available about the grid capacity and requirements as Norfolk moves towards net zero, these will be identified in the NSIDP to enable mitigation planning to take place.

4.2.4 There are opportunities to collaborate with the tourist industry, including with the Norfolk Broads Authority, to provide suitable charging infrastructure for all modes of electric vehicles. For example, tourists undertaking a boating holiday on the Norfolk Broads would benefit from having access to an electric car charger at a boatyard while the same infrastructure could be used to also charge electric boats. These locations are typically within rural locations where there is currently sufficient spare capacity on the local electricity network.

4.2.5 Capacity is more constrained within the urban areas of Norfolk as shown below and has been illustrated through the Charge Collective pilot project that the County Council has been collaborating with UK Power Networks (UKPN) on. UKPN will be investing in reinforcing the electricity network within Norwich so that public fast chargers to be installed within residential streets.



4.2.6 This is expected to be a key constraint within many urban areas of Norwich, and the County Council will be seeking to work with UKPN on other urban areas in Norfolk.

4.2.7 By coordinating the delivery of public residential charge points in Norfolk, the County Council can also stipulate initiatives that can help to manage charging demand in areas where grid capacity is more constrained. This could include incentivising charging during off peak times through off-peak tariffs as well as smart technology that can throttle the charging speed or the introduction of storage batteries within charge point installations.

### **4.3 Disposal and Recycling of End-of-Life Batteries**

4.3.1 The uptake of electric vehicles will invariably mean that there will be many more batteries in circulation, with consideration needed towards end-of-life disposal.

4.3.2 The industry is heavily focussing on the reuse of electric vehicle batteries, which is a preferred approach in the waste hierarchy ahead of recycling and then disposal. Electric vehicle batteries are ideal for this, since they are high capacity and even in a degraded state offer capacity sufficient for many other uses. Many car manufacturers have been repurposing used electric vehicle batteries within their manufacturing plants to power robotic machinery.

4.3.3 Other secondary uses include excess energy storage generated from renewable energy sources, including solar PV and wind farms, for redistribution back into the electricity network when required. There are many research organisations that are continue to explore this arena, including Connected Energy based at the Hethel Engineering Centre near Wymondham.

4.3.2 There are other cursory uses available beyond secondary uses described above, including use in domestic settings to provide a load balancing facility within the local electricity network in order to manage spikes in demand.

4.3.3 Recycling would then become the next best option. Research is continuing into improving the recycling process and plans are underway nationally to build Gigafactories that would both manufacture as well as recycle used electric vehicle batteries.

### **4.4 Local Highway Members Fund – Cost Implications**

4.4.1 In April 2021, the local highway members fund allocation was increased from £6,000 to £10,000 per annum for each county councillor. The installation of public charge points within community car parks, such as at village/town halls, was also brought into scope of the fund.



4.4.2 It is recommended that at least two charge points are installed in each new location. Many products that include a twin socket head already exist on the market and provide economies of scale given that the electrical connection is a significant proportion of the cost.

4.4.3 The Electric Vehicle Strategy paper presented to the Infrastructure and Development Select Committee on 15 September 2021 and Cabinet on 4 October 2021 suggested that the existing process for installing charge points through the member fund is altered so that opportunities to subsidise the installation costs through grant funding can be maximised.

4.4.3 Members will play a central role in determining whether to allocate any of their annual fund to the installation of electric vehicle charge points.

4.4.4 Typical installation costs for 2 x 7.2kwh wall mounted chargers would cost around £6,000 to install. This is based on a suitable power supply being available nearby with sufficient capacity. Actual costs will vary depending on site conditions including power availability and location of chargers relative to the power supply.

4.4.5 Government grant funding is available that will subsidise 75% of the installation cost, meaning that in the example above, if the installation was eligible, then only £1,500 would need to be drawn down from the local highway member fund.

4.4.6 Advice and support on the installation of charge points, including maximising the potential for grant income, will be coordinated through the Council's Highways teams.

## **5. Alternative Options**

5.1 The Council could decide to not have an EV Strategy. However, given the importance of climate change and the need to reduce transport related carbon emissions, this is not recommended.

## **6. Financial Implications**

6.1 The creation of a new EV Project Engineer post to oversee the implementation of the EV Strategy including the installation of EV charge points would be funded by income generated and through successful funding bids.

6.2 Capital costs for any EVCP infrastructure will be met by a combination of external funding matched by private sector investment or contributions from

the local highway member fund, where agreed with the relevant county councillor.

## **7. Resource Implications**

**7.1 Staff:** The creation of an EV Project Engineer post in order to facilitate the installation of public charge points through the residential on-street charging scheme, local highway member fund and other opportunities identified through highway improvement schemes.

**7.2 Property:** Four EV charge points have been installed at County Hall, and the Corporate Property Team are undertaking a review of other sites within the Council's estate with a view of rolling out further charge points, which include the Council's highways depots.

**7.3 IT:** None identified

## **8. Other Implications**

**8.1 Legal Implications:** None identified

**8.2 Human Rights Implications:** None identified

**8.3 Equality Impact Assessment (EqIA) (this must be included):** No requirement identified.

**8.4 Data Protection Impact Assessments (DPIA):** Not requirement identified

**8.5 Health and Safety implications (where appropriate):** None identified

**8.6 Sustainability implications (where appropriate):** These proposals support measures outlined in the County Council Environmental Policy and latest Local Transport Plan in support of its ambition to meet carbon neutrality by 2030.

**8.7 Any Other Implications:** None identified

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

- 9.1 The Council is committed to delivering benefits for Norfolk's environment and people, including ambitious carbon reduction targets following the approval of the Corporate Environmental Policy in November 2019.
- 9.2 The Council's EV strategy identifies that the Council can play a key role in promoting the uptake of EVs by ensuring that suitable public charging infrastructure is deployed across the county.
- 9.3 Failure to take action is highly likely to inhibit the shift towards EVs over the next few years. With vehicles making up a fifth of carbon emissions in the UK, this in turn will severely impact the council's carbon ambitions as set out in the Corporate Environmental Policy.

## **10. Select Committee Comments**

- 10.1 The Infrastructure & Development Select Committee reviewed the Electric Vehicle Strategy at their meeting on 15 September 2021. The Committee discussed the report and strategy and resolved to support the report's recommendations.

## **11. Recommendations**

To:

- 1. Review and comment on the Electric Vehicle Strategy report**

## **12. Background Papers**

- 12.1 [Environmental Policy for Norfolk County Council; Report to Full Council 25 November 2019](#)
- 12.2 [Local Transport Plan; report to Cabinet 2 August 2021](#)
- 12.3 [Infrastructure & Development Committee Meeting - Electric Vehicle Strategy Paper - 15 September 2021](#)
- 12.4 [Cabinet Meeting – Electric Vehicle Strategy Paper – 4 October 2021](#)

**Officer Contact**

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

**Officer name: Alex Cliff**

**Telephone no.: 01603 222311**

**Email: [alexander.cliff@norfolk.gov.uk](mailto:alexander.cliff@norfolk.gov.uk)**



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# Scrutiny Committee

Item No: 9

**Report Title: Norwich Western Link Update**

**Date of Meeting: 20 October 2021**

**Responsible Cabinet Member: Cllr Martin Wilby** (Cabinet Member for Highways, Infrastructure & Transport)

**Responsible Director: Name and Job Title: Tom McCabe** (Executive Director, Community and Environmental Services)

## Executive Summary

On 7 June 2021, Cabinet received a report which provided an update on work completed on the delivery of the Norwich Western Link (NWL) project and sought agreement on a number of recommendations. The Cabinet resolutions are outlined in section 1.3 of this report. Full Council also met on 7 June 2021 and the resolutions from that meeting are included in 1.4 of this report. Scrutiny Committee met on 24 June and considered the reports and decisions made by Cabinet and Council.

This latest report to Scrutiny Committee outlines the work undertaken on the project since the 7 June 2021 Cabinet meeting, up to the end of September 2021.

## Action Required

The Scrutiny Committee is asked to:

### **1. Review progress on the project since June 2021.**

#### **1. Background and Purpose**

- 1.1 In December 2016 the Council agreed a motion which stated the ‘...Council recognises the vital importance of improving our road infrastructure and that this will help to deliver the new jobs and economic growth that is needed in the years ahead.’ The Norwich Western Link (NWL) was included as one of three priority infrastructure schemes and is highlighted in the Norfolk Infrastructure Delivery Plan 2017-2027.
- 1.2 In July 2019, the NWL was confirmed as a regional priority by Transport East, and a Strategic Outline Business Case (SOBC) was submitted to the Department for Transport (DfT). The SOBC was approved on 15 May 2020 by the DfT giving provisional entry into the DfT’s Large Local Majors programme

alongside funding to support the submission of the Outline Business Case (OBC).

- 1.3 A report to Cabinet at its meeting of 7 June 2021 provided an update on work completed to that date and Cabinet resolved to:
- i. Agree to the continued delivery of the project and to the submission of the Outline Business Case to the Department for Transport (DfT), to secure a total of c.£169m of government funding for the project for Norfolk.
  - ii. Following the outcome of the procurement process for the project, to agree to award the contract to the bidder that has achieved the highest score in accordance with the evaluation criteria, and to delegate to the Executive Director of Community and Environmental Services in consultation with the Cabinet Member for Highways, Infrastructure & Transport, the authority to approve the finalisation and signing of the contract
  - iii. Agree to the commencement of the non-statutory pre-planning application consultation in the autumn of 2021 and to delegate to the Cabinet Member for Highways, Infrastructure & Transport in consultation with the Executive Director of Community and Environmental Services, the authority to approve the details for that consultation, which will be based on the design solution developed by the successful bidder.
  - iv. Authorise the Executive Director of Community and Environmental Services to take all appropriate actions necessary for the purpose of negotiating the terms and conditions to acquire by agreement (in advance of the CPO) the land and new rights over land which are needed to allow the construction, operation, and maintenance of the NWL.
  - v. Agree to acquire land required for the delivery of the NWL project by negotiated agreement and if this is not achievable in the timescales required, to agree in principle to the Council's use of compulsory purchase powers, and for authority to be delegated to the Executive Director of Community and Environmental Services to proceed with preparatory work (including land referencing and requisitions for information) to facilitate the drafting of, and all necessary steps to prepare for the making, publication and submission to the DfT for confirmation, of a compulsory purchase order (CPO) in support of the NWL project (noting that a further Cabinet resolution will be sought in due course, to authorise the making, publication and submission of the CPO and confirming the final details therein).
  - vi. Agree in principle to the Council's making of a side roads order (SRO) under the Highways Act 1980 to authorise works necessary in connection with the delivery of the NWL project, and to the subsequent making, publication and submission of the SRO to DfT for confirmation, and for authority to be delegated to the Executive Director of Community and Environmental Services to proceed with preparatory work to facilitate the drafting of, and all necessary steps to prepare for the making, publication and submission of the SRO to the DfT for confirmation (noting that a further Cabinet resolution will be sought in due course, to authorise the making,

publication and submission of the SRO and confirming the final details therein).

- vii. Delegate to the Executive Director of Community and Environmental Services, the authority to approve purchase orders, employer's instructions, compensation events or other contractual instructions necessary to effect changes in contracts that are necessitated by discoveries, unexpected ground conditions, planning conditions, requirements arising from detailed design or minor changes in scope subject always to the forecast cost including works, land, fees and disbursements remaining within the agreed scheme budget.

1.4 The Full County Council at its meeting on 7 June 2021 resolved to:

- To endorse the decision taken by Cabinet to refer its decision made on 7 June 2021 to Full Council as required by the Council's Financial Regulations set out in its Constitution at App 15 para 3.6.1. 2.
- To agree to include £186.836m in the forward capital programme, funded from £167.605m of DfT Grant and £19.231m local contribution, underwritten by the County Council which would be funded through additional prudential borrowing.

## **2. Proposal**

### **2.1 OBC Submission**

- 2.1.1 In July 2019, the NWL project was confirmed as a regional priority by Transport East, the subnational transport body, and a Strategic Outline Business Case (SOBC) was submitted to the Department for Transport (DfT) along with the Regional Evidence Base developed by Transport East. The DfT's comments were addressed in an updated SOBC submission in December 2019.
- 2.1.2 The SOBC was approved on 15 May 2020 by DfT which confirmed entry into their Large Local Majors programme. DfT also confirmed more than £1m of funding to support the development and submission of the Outline Business Case (OBC).
- 2.1.3 The OBC is the second of three successively more detailed business case submission stages, the final being the Full Business Case (FBC). The submission of an FBC is only be possible following the completion of the statutory approvals processes (i.e. the granting of planning permission and the confirmation of compulsory purchase and highway orders to enable land assembly and highway works).
- 2.1.4 Since the Cabinet meeting of 7 June 2021, the OBC has been submitted to the DfT's Large Local Majors programme on 25 June 2021. The OBC sets out the case for the scheme in greater detail following the Government's five case business model.

2.1.5 DfT are continuing their work to assess the OBC submission. To date it is unclear when the approval of the OBC will be provided, but it is hoped that it will be confirmed in the Autumn 2021.

## 2.2 Procurement/Design and Build Contractor Appointment

2.2.1 The report to the 7 June 2021 Cabinet provided an update on the progress to appoint a design and build contractor.

2.2.2 The finalisation and signing of the contract were approved by the Executive Director CES and Cabinet Member for Highways, Infrastructure and Transport on 1 July 2021. The contract between NCC and Ferrovial Construction (UK) Limited was executed on 12 July 2021.

2.2.3 The contract has three stages: Stage One being the design and support through the statutory approvals process; Stage Two being construction; and Stage Three initial maintenance, particularly in relation to the environmental measures.

2.2.4 The contract is now in place and Stage One is being monitored closely to ensure that any impacts to the tendered price for construction are managed in accordance with the contract. It should be noted that the contract includes provisions that safeguard the County Council, and a decision to award the contract to commence Stage One does not bind NCC to Stage Two, should the project fail to achieve statutory approvals, or if the costs of the project are beyond the budget provisions.

## 2.3 Planning Process and Consultation

2.3.1 The NWL is being developed in accordance with the legal process under the Town and County Planning Act 1990. The NWL planning application will be based on the chosen Design and Build Contractor's design and construction proposals.

2.3.2 Discussions with the Local Planning Authority have continued to define the requirements of the planning application. This has included receipt of a Scoping Opinion from the Local Planning Authority on the Environmental Impact Assessment (EIA) in October 2020 and the work on the EIA has now commenced. The purpose of an EIA is to ensure that the environmental effects of a proposed development are properly considered. The findings of the EIA will inform the Environmental Statement which is required to be submitted with the planning application for the NWL.

## 2.4 Environment

2.4.1 The appointment of the design and build contractor has enabled the design and construction proposals to be developed further, which in turn, will be used to inform the Environmental Impact Assessment (EIA). The findings of the EIA will be reported in the Environmental Statement that will be provided as part of the planning application. The findings of the EIA will also influence the



scheme design, particularly in terms of the environmental mitigation measures which the scheme will need to include.

- 2.4.2 There is a wide range of environmental considerations including designated sites, noise and air quality, protected species, heritage, climate change and sustainability. These considerations will be set out in the Environmental Statement.
- 2.4.3 Survey work has continued in order to ensure that the considerable mitigation and enhancement measures we are planning can be optimally designed to support local ecology, including bat populations, as part of the project. Most recent bat surveys were undertaken in August 2021 and the findings of these are still being evaluated to inform the mitigation proposals.
- 2.4.4 The mitigation measures to be introduced as part of the project, which include the provision of green bridges and underpasses to help bats safely cross the new road, will be finalised and used to inform the details provided for the forthcoming non-statutory pre-planning consultation process.
- 2.4.5 The environmental assessment work will be examined through the planning application and all statutory bodies and interested parties will have the opportunity to scrutinise the proposals and submit their views to Norfolk County Council's Planning Authority, as the determining authority, as part of the planning application process.

## 2.5 Pre-Planning Consultation

- 2.5.1 Before the preferred route for the NWL was agreed in July 2019, two public consultations were carried out on the NWL. These were as follows:
  - An initial consultation was undertaken in summer 2018. In response to this consultation 86% of respondents to a question about which options they wanted the council to consider to tackle transport issues in the area selected the option of a new road link between the A47 and the Broadland Northway.
  - A further consultation on a shortlist of options for the NWL was undertaken in winter 2018/19. In response to this consultation 77% of respondents either agreed or mostly agreed there was a need for a NWL.
- 2.5.2 A third public consultation regarding local access was undertaken in July, August, and September 2020. This consultation asked for people's views on how the council could best support people to walk, cycle and use public transport in the area to the west of Norwich, and for opinions on proposals for local roads that cross the planned NWL. The results of this consultation helped to inform the proposed sustainable transport measures to be taken forward as part of the NWL scheme.
- 2.5.3 At its meeting on 7 June 2021 Cabinet agreed to the commencement of the non-statutory pre-planning application consultation in Autumn 2021.
- 2.5.4 The pre-application consultation will be the fourth public consultation conducted on the NWL project. It follows the appointment of the project's

design and build contractor, Ferrovial Construction, in June 2021. Input from the contractor will be integral to the consultation as it will present the design solution developed by Ferrovial.

- 2.5.5 A pre-application consultation plan is currently being produced, which outlines the details for the proposed pre-application consultation that is programmed for Autumn 2021. This plan is to be approved by the Cabinet Member for Highways, Infrastructure & Transport in consultation with the Executive Director of Community and Environmental Services, the authority to approve the details for that consultation in accordance with the delegated authority provided by Cabinet.
- 2.5.6 Once finalised and approved, the delegated authority report will be provided to Scrutiny Committee for it to consider at this October 2021 meeting.

## 2.6 Statutory Orders – CPO and SRO

- 2.6.1 At its meeting of 7 June 2021, Cabinet resolved to agree to acquire land required for the delivery of the NWL project by negotiated agreement and if this is not achievable in the timescales required, to agree in principle to the Council's use of compulsory purchase powers.
- 2.6.2 Negotiations have been continuing with landowners and in addition a more formal approach to commence discussions on all outstanding affected landowners is being made. The Council's approach continues to be to acquire land by agreement wherever possible.
- 2.6.3 The 7 June 2021 Cabinet meeting also resolved to agree in principle to the Council's making of a side roads order (SRO) under the Highways Act 1980, and for authority to be delegated to the Executive Director of Community and Environmental Services to proceed with preparatory work to facilitate the drafting of, publication and submission of the SRO to the DfT.
- 2.6.4 When authorisation to make the Orders is sought via a further Cabinet resolution in due course, a draft Statement of Reasons will be submitted alongside the relevant Cabinet Report, together with a plan showing the boundary of the land which is proposed to be included in the CPO.

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

- 3.3 This meeting is for Scrutiny Committee to consider progress on the NWL project since the decisions taken by Cabinet in June 2021. Scrutiny Committee can highlight any areas for concern or comments that they wish to feed into the project delivery at this stage.

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

- 4.1 The Scrutiny Committee has requested an update to review the progress of the NWL project since Cabinet and Council decisions in June 2021. There have been no decisions since that time. The delegated approval of the

consultation details, as discussed in section 2.5 above, will be made available for Scrutiny Committee to review.

## **5. Alternative Options**

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

## **6. Financial Implications**

- 6.1 None.

## **7. Resource Implications**

### **7.1 Staff:**

- 7.1.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

### **7.2 Property:**

- 7.2.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

### **7.3 IT:**

- 7.3.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

## **8. Other Implications**

### **8.1 Legal Implications:**

- 8.1.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

### **8.2 Human Rights Implications:**

- 8.2.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

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

- 8.3.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

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

- 8.4.1 As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as required to progress the scheme.

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

- 8.5.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

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

- 8.6.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

## **8.7 Any Other Implications:**

8.7.1 None applicable.

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

9.1 Refer to the report present to Cabinet at its meeting on 7 June 2021.

## **10. Select Committee Comments**

10.1 This report has not been considered by a Select Committee.

## **11. Recommendations**

11.1 To:  
Review progress on the project since June 2021.

## **12. Background Papers**

12.1 Cabinet Report of 7 June 2021 ([link here](#))

12.2 Council report of 7 June 2021 ([link here](#))

### **Officer Contact**

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

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# Scrutiny Committee

Item No: 10

**Report Title: Scrutiny Committee Forward Work Programme**

**Date of Meeting: 20 October 2021**

**Responsible Cabinet Member: None**

**Responsible Director: Director of Governance**

## Executive Summary

This paper sets out the current forward work programme for the Scrutiny Committee, outlining committee dates and items for consideration through to March 2022.

## Recommendations

Members of the committee are asked to:

1. Note the current Scrutiny Committee forward work programme and discuss potential future items for consideration.

## 1. Background and Purpose

- 1.1 Members agreed a forward programme of work at the meeting of the Scrutiny Committee on the 21 July 2021.
- 1.2 The work programme attached is amended frequently to better reflect officer pressures and changes to the Cabinet forward plan of decisions.
- 1.3 All topics are subject to change, with the committee remaining flexible to ensure the ability to adapt to emerging and urgent topics for consideration.
- 1.4 Members are also reminded that the Centre for Governance and Scrutiny (CfGS) have published their 2020-21 annual survey results. Every year, responses are received from both senior scrutiny members and the officers who resource scrutiny functions across the country to determine perceptions on the effectiveness and impact of scrutiny throughout the local government sector. Much like last year, the survey is dominated by themes and feedback related to the pandemic and the survey asked a number of questions on how respondents felt scrutiny had adapted to pressures associated with remote meetings and changes to organisational culture. The topline summary and full report can be found [here](#).

## **2. Proposal**

- 2.1 Members are asked to note the attached forward programme of work (**Appendix A**) and discuss potential further items for consideration.

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

- 3.1 Maintaining the proposed work programme will ensure that the Scrutiny Committee has a full schedule of work, and officers are well prepared to present to the committee.

## **4. Financial Implications**

- 4.1 None

## **5. Resource Implications**

### **5.1 Staff:**

The County Council is still dealing with the COVID crisis and the focus for Officers will be in supporting this work. Some Officers may be redeployed from their current roles elsewhere to support ongoing work during the pandemic and the Committee may need to be mindful of focusing requests on essential information at this time.

### **5.2 Property:**

None

### **5.3 IT:**

None

## **6. Other Implications**

### **6.1 Legal Implications:**

None

### **6.2 Human Rights Implications:**

None

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

None

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

None

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

None

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

None

**6.7 Any Other Implications:**

None

**7. Risk Implications / Assessment**

7.1 None

**8. Select Committee Comments**

8.1 None

**9. Recommendations**

Members of the Scrutiny Committee are asked to:

1. Note the current Scrutiny Committee forward work programme and discuss potential future items for consideration.

**10. Background Papers**

10.1 **Appendix A** – Scrutiny Committee Forward Programme of Work

**Officer Contact**

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

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### Scrutiny Committee Forward Work Programme

<b>Date</b>	<b>Report</b>	<b>Further notes/Comments</b>	<b>Cabinet Member</b>	<b>Exec Director</b>
<b>20 October 21</b>	Update on Norwich Western Link Road	Update to committee	Cllr Martin Wilby, Cabinet Member for Highways and Infrastructure	Tom McCabe, Executive Director for Community and Environmental Services
	Electric Vehicle Strategy	To be adopted at Cabinet on 4 October 2021	Cllr Martin Wilby, Cabinet Member for Highways and Infrastructure	Tom McCabe, Executive Director for Community and Environmental Services
<b>24 November 21</b>	Update on Flood Prevention Activity	To include an update on comments from Scrutiny at the 27 January 2021 meeting	Cllr Martin Wilby, Cabinet Member for Highways and Infrastructure	Tom McCabe, Executive Director for Community and Environmental Services
	Apprenticeship Strategy & Action Plan	To be adopted by Cabinet on 6 September 2021	Cllr Graham Plant, Deputy Leader and Cabinet Member for	Tom McCabe, Executive Director for Community and

			Growing the Economy	Environmental Services.
	Review of Environmental Policy for Norfolk County Council	Adopted by Full Council on 25 November 2019	Cllr Andy Grant, Cabinet Member for Environment and Waste	Tom McCabe, Executive Director for Community and Environmental Services.
<b>15 December 21</b>	Quarterly Update on Children's & Adult Social Care Performance Review Panels	Scheduled regular update	Cllr Bill Borrett, Cabinet Member for Adult Social Care, Public Health and Prevention  & Cllr John Fisher, Cabinet Member for Children's Services	James Bullion, Executive Director for Adult Social Care  & Sarah Tough, Executive Director for Children's Services
	People with Disabilities – Engagement and Charging Policy	Update to committee	Cllr Bill Borrett, Cabinet Member for Adult Social Care, Public Health and Prevention	James Bullion, Executive Director for Adult Social Care
<b>27 January 22</b>	Adult Learning	Update to committee	Cllr Margaret Dewsbury, Cabinet Member for Communities and Partnerships	Tom McCabe, Executive Director for Community and Environmental Services

	Update on Provisional Local Government Finance Settlement 2022-23	Written update to committee	Andrew Jamieson, Cabinet Member for Finance	Simon George, Executive Director for Finance and Commercial Services.
	County Estate Refurbishment	Update to committee	Cllr Greg Peck, Cabinet Member for Commercial Services and Asset Management	Simon George, Executive Director for Finance and Commercial Services.
	County Farms	Written update - requested at the meeting of the Scrutiny Committee on the 22 September	Cllr Greg Peck, Cabinet Member for Commercial Services and Asset Management	Simon George, Executive Director for Finance and Commercial Services.
<b>16 February 22</b>	Norfolk County Council Budget 2022-23	Standard items as part of annual budget setting process	Andrew Jamieson, Cabinet Member for Finance	Simon George, Executive Director for Finance and Commercial Services.
	Norfolk County Council Revenue Budget 2022-23		Andrew Jamieson, Cabinet Member for Finance	Simon George, Executive Director for Finance and Commercial Services.

	Capital Strategy and Programme 2022-23		Andrew Jamieson, Cabinet Member for Finance	Simon George, Executive Director for Finance and Commercial Services.
	Annual Investment and Treasury Strategy 2022-23		Andrew Jamieson, Cabinet Member for Finance	Simon George, Executive Director for Finance and Commercial Services.
<b>23 March 22</b>	Six Month Review of Performance Review Panels	Agreed by the Scrutiny Committee at the meeting held on 21 July 2021	Cllr Bill Borrett, Cabinet Member for Adult Social Care, Public Health and Prevention  & Cllr John Fisher, Cabinet Member for Children's Services	James Bullion, Executive Director for Adult Social Care  & Sarah Tough, Executive Director for Children's Services
	NALEP - Update on Economic Renewal Strategy	Requested at the meeting of the Scrutiny Committee on the 22 September	Cllr Graham Plant, Deputy Leader and Cabinet Member for Growing the Economy	Tom McCabe, Executive Director for Community and Environmental Services

	Children's Mental Health Services	Update to committee	Cllr John Fisher, Cabinet Member for Children's Services	Sara Tough, Executive Director for Children's Services
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**Issues to be considered for addition to work programme:**

- Together for Norfolk – Corporate Strategy
- Implementation of New Technology in Adult Social Care
- Onshore Renewable Energy
- Waste Disposal
- Quality of Care & Care Market in Norfolk
- Norfolk Rural Strategy 2021-24
- Local Transport Plan
- Social Value in Procurement (pending review of the Cawston Park SAR at the Norfolk HOSC).