

## **Chief Executive's Report**

**Summary:** This report summarises the current position in respect of a number of important projects and events, including any decisions taken during the recent cycle of committee meetings. It does not include matters which are already on the agenda for this meeting. Members are asked to note the report.

### **1 Key Issues of the Broads Authority 20 March 2015**

Contact Officer/Broads Plan Objective: John Packman/multiple

1.1 The Authority considered the following matters at its meeting on 20 March 2015 and the Chief Executive will provide a verbal update.

- Membership
  - Appointment of Interim Chairman and Vice-Chairman – Jacquie Burgess and Peter Dixon respectively until Annual meeting in July 2015.
  - Appointment of 8 members to the Navigation Committee following formal appointments process and recommendations of Selection Panel and Navigation Committee.
  - Alan Goodchild and Michael Whitaker appointed as co-opted Members to the Broads Authority from the Navigation Committee until May 2015. Co-opted members to be for a period of one year thereafter.
- Presentation from Mr Richard Starling on the Broads Reed and Sedge Cutting Association BFSCA
- Adoption of an Action Plan following the outcome of the Stakeholder Surveys
- External Funding Opportunities
- Disposal of Geldeston Woodland
- Consultation on the River Basin Management Plan

### **2 Strategic Priorities**

Contact Officer/Broads Plan Objective: Maria Conti/Multiple

2.1 Of the Strategic Priorities for 2014/15, eight have been completed. The remaining projects are on track apart from five which are carried forward to 2015/16.

2.2 Following consultation with the Navigation Committee, Broads Forum and Parish Councils, the Authority has adopted five Strategic Priorities for 2015/16:

- The Broads Plan review
- The Broads Landscape Partnership Project
- The Hickling Broad Lake Restoration Project
- Promoting the Broads
- the Stakeholder Action Plan.

2.3 The Landscape Partnership Project is dependent upon another decision making body and alternative ways to take forward the multiple elements of the project will be considered should the bid be unsuccessful. Although limited in number, this year's priorities involve major projects with significant resources that will extend beyond 2015/16. In addition to these priorities, the Authority will continue to work with partners and local communities to deliver other projects and routine operational works as resources allow.

### **3 A47 – Acle Straight**

Contact Officer/Broads Plan Objective: Andrea Long/ None

3.1 Highways England (formerly the Highways Agency) recently set out the eight schemes on the A47 that made it into the National Road Improvement Strategy (RIS) for 2015-21 – 66 schemes in total make up the Strategy on a national basis. The 8 A47 schemes are:

- A47/A1 dualling
- Improvements at Guyhirn
- N Tuddenham to Easton Dualling
- Thickthorn Junction Improvements
- Blofield to North Burlingham Dualling
- Acle Straight Safety Improvements
- Improvements at Gt Yarmouth including Vauxhall Roundabout
- Renumbering south of Gt Yarmouth – A12 becomes A47

3.2 All schemes have consultants ORS or AECOM appointed to progress them – it is expected they will be delivered in the second RIS period (2021+) and will be in development stage in the next five years – almost all (except for the renumbering scheme) will need Development Consent Orders and will need to go before the Planning Inspectorate – this is the same process as that for the recent Norwich Northern Distributor Route.

3.3 As from 1 April – Highways Agency becomes Highways England a private company owned by the Government. There will be a Roads Watchdog and a Roads Monitor – in the same way that there is currently for the railways.

3.4 Schemes for RIS 2 – which will be 2021-2026 (Development Stage) are already being thought of – Norfolk County Council have already stated that their priority for that period is full dualling of Acle Straight and Tilney to King's Lynn Dualling.

- 3.5 Norfolk County Council consider that there is “capacity” in the Acle Straight until 2021. Highways England think it is more like 2026 but then would need to assess the impacts of the works they will be delivering in 2021 onwards anyway.
- 3.6 There continues to be a great push from District Councils, MPS and NCC in Norfolk for dualling. Currently the earliest that a spade on the Acle Straight could get in the ground for dualling purposes rather than safety measures, would be 2026+ and this would need funding in place which currently is not allocated.
- 3.7 Highways England’s key criteria is that for dualling the costs must be doubly outweighed by the benefits for them to recommend it to Ministers.
- 3.8 The Department for Transport have recently completed feasibility work on the A47/A12 and Forum members may find this link of interest.  
<https://www.gov.uk/government/publications/a47-and-a12-corridor-feasibility-study-technical-report>
- 3.9 In addition a Summary leaflet is attached as an Appendix to this report.
- 4 Update on Harbour Revision Order from Suffolk County Council**  
Contact Officer/Broads Plan Objective: Trudi Wakelin/ None
- 4.1 It was reported to officers that at end of March ABP’s solicitor had raised some queries about the side documents (easements, pontoon deed etc.). The comments will be considered by NPlaw when received to see if any amendments are necessary. NPlaw have been asked to chase the matter up.

Background papers:	None
Author:	Sandra Becket / Esmeralda Guds
Date of report:	April 2015
Broads Plan Objectives:	Multiple
Appendices:	APPENDIX 1 – A47 Acle Straight Summary Leaflet

## For further information:

This is one of a series of six feasibility studies carried out across England during 2014.

The government has been working with local partners to identify solutions to some of the most notorious and longstanding road hotspots in the country.

<https://www.gov.uk/government/collections/road-investment-strategy#feasibility-studies>



## A47/A12 Study

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## Why we need to take action

**The A47 and the A12 run for 115 miles from the A1 west of Peterborough to the east coast ports of Great Yarmouth and Lowestoft. While there have been some improvements in recent years, such as the bypass at Thorney near Peterborough, over half of the road is still single carriageway.**

The cities of Peterborough and Norwich attract additional traffic, particularly during the morning and evening peak periods. There has been rapid growth, over the past decade, especially in Peterborough where the population increased by 16% between 2001 and 2011. Further planned growth, including the new City Deal for Norwich, will mean that over 50,000 new jobs and 100,000 new homes are planned for the area over the next 15 years.

Already there is:

- congestion at a number of key locations
- delay for road users
- a greater risk of accidents

The route also passes through the Broads National Park, a unique landscape of shallow lakes and rivers to the east of Norwich.

## What we plan to do

Our analysis shows that most people only travel relatively short distances rather than the entire length of the route; although some sections of the road carry more traffic than they were originally designed for, there is no economic case for making the entire route a dual carriageway at

this time. There is, however, a number of key challenges at specific points. So our aim is to address these to reduce congestion, delays and accidents and we will review the case for further improvements in the future. This means:

- we are committing to upgrade three sections of the A47 to dual carriageway:
  - Wansford to Sutton – 1.5 miles
  - North Tuddenham to Easton – 4.5 miles
  - Blofield to North Burlingham – 2.4 miles

- we will improve the junctions between the A47 and the A11, A12 and A141
- we will also improve junctions along the A12 in Great Yarmouth
- we will address safety issues along the Acle Straight making sure we take full account of the special nature of the landscape in this area
- we will respond to the views of local businesses and others by renumbering the A12 between Great Yarmouth and Lowestoft as the A47

