



Cabinet

17:30 to 18:15

09 October 2019

Present: Councillors Waters (chair), Harris (vice chair), Davis, Jones, Kendrick, Maguire, Packer and Stonard.

Also present: Councillors Schmierer and Wright.

1. Public Questions/Petitions

There were no petitions.

One question had been received.

County Councillor Danny Douglas, asked the leader of the council the following question:

“The government has announced that they will fund the return of bus services that have been cut as part of austerity. Does the city council leader support the community in its initiative to get the county council to investigate the return of a seven day a week high frequency bus service to Heigham Street/Old Palace Road area with the funds provided?”

Councillor Waters, the leader of the council replied:

“Thank for your question.

The Chancellor of the Exchequer’s recent announcements about public transport funding are welcome and the council will of course want to support communities in Norwich that wish to see the reinstatement of subsidies to support their local bus service.

However, the £30 million that appears to have been announced is to be spent on improving existing routes as well as restoring previously cancelled services. It falls short of the £172 million that the Campaign for Better Transport estimate has been withdrawn from supported bus services in England alone since 2010/11.

There has been no announcement about how such funding will be allocated. Therefore how much ends up with Norfolk County Council remains to be seen.

This council is a strong advocate for good public transport, it is built into our thinking and with the Transforming Cities funding which the city council played

a fundamental role in securing we would want to see competitive bus services and modes of transport introduced.”

In response to Councillor Douglas’ supplementary question, Councillor Stonard, the cabinet member for sustainable and inclusive growth, said in terms of the earmarking of capital funds from the Community Infrastructure Levy (CIL) and Transforming Cities to allow bus priority into areas of social exclusion this was not entirely in the city council’s gift. Transforming Cities was managed by a county council committee which the city council had representatives on and CIL spending was decided in partnership with South Norfolk, Broadland and Norfolk County Councils and the Local Enterprise Partnership.

There was clear criteria set by government on how the funding should be spent, key to this was the fast and efficient movement of vehicles and people within the city and from outside the city in. Fundamental to this was good public transport and supporting other modes of transport such as cycling and walking including encouraging behaviour changes and shifts to different modes of transport. It was difficult to be specific in terms of what this would mean for bus services but certainly the introduction of smart ticketing and the integration of public transport services.

There was £1.2 billion of Transforming Cities monies and Norwich was one of 12 cities able to bid for this pot, this would prove to be more important to the city than the chancellor’s recent announcement.

2. Declarations of interest

There were no declarations of interest.

3. Minutes

RESOLVED to agree the accuracy of the minutes of the meeting held on 11 September 2019 including the exempt minute.

4. Neighbourhood community infrastructure levy – revision to allocation process

Councillor Kendrick, the cabinet member for resources, introduced the report.

The neighbourhoods and community enabling manager said the allocation process had been reconsidered in line with the new neighbourhood’s department structure and the corporate vision. The strategic and neighbourhoods element of the Community Infrastructure Levy (CIL) were separate, the process related to the neighbourhood element. The new process would ask for cabinet approval on the total capital program spend whilst maintaining flexibility on what the pot would be spent on.

The director of people and neighbourhoods said the new process aimed to incorporate greater involvement from councillors. It linked well with the role of the ward councillor as it provided an opportunity for councillors to champion ideas.

In response to a member question the neighbourhoods and community enabling manager said there was no plan to divide the funding equally across wards. Rather decisions on what to fund would be made using a scoring matrix, the key criteria

were that it was to mitigate the impact of growth in areas and to improve infrastructure for growth. It would be weighted to focus on deprived wards and 2040 City Vision values too. Consideration would be given to the organisation which was bidding to deliver a project too in terms of due diligence.

In response to Councillor Wright's question the director of people and neighbourhoods said in terms of the overall governance arrangements and reporting back on spend the aim was for greater visibility and a quarterly or six month update could be provided to councillors. The neighbourhoods and community enabling manager said that the Pledge Norwich scheme which replaced the council's crowdfunder funding scheme advertised successful projects on the council's website which provided transparency and this could be considered for the neighbourhood CIL spend.

RESOLVED to agree the revised allocation process for the neighbourhood community infrastructure levy.

5. Norwich Airport Masterplan – key decision

Councillor Stonard, the cabinet member for sustainable and inclusive growth presented the report. Government guidance was that airport masterplans should be adopted every five years and this masterplan responded to that and would be material in planning decisions. The masterplan had been discussed in detail when previously presented at cabinet on 13 September 2017 and this report was the finalisation of outstanding issues which had been identified at that time.

The outstanding areas of concern were the need for a Surface Access Strategy (SAS) and a lack of sufficient evidence to support the use of Site 4 for non-aviation purposes. The airport engaged specialist consultants to produce evidence in relation to release of Site 4 for purposes other than its retention to enable the expansion of the airport. The council was not satisfied with this research and engaged independent specialists to report on the possible need to retain Site 4. This resulted in a subsequent change to the approach from the airport in relation to site 4 and a commitment to producing a SAS within a year of the masterplan being adopted. The masterplan with these issues addressed was recommended for adoption.

In response to Councillor Schmierer's question the director of regeneration and development said the impact assessment related to the decision to adopt a masterplan not the impact of the expansion of the airport.

Councillor Wright asked if the evidence referred to on agenda page 32, paragraph 39 relating to the future CO2 emissions had been provided. The director of regeneration and development said the paragraph related to the original cabinet report and all matters requested from the airport had been provided and he could provide this information to group leaders and cabinet members.

RESOLVED to endorse the proposed masterplan for Norwich Airport.

6. Revenue and capital budget monitoring 2019/20: Period 5

Councillor Kendrick, the cabinet member for resources, presented the report.

In response to Councillor Schmierer's question the director of people and neighbourhoods said that work to ensure a source of external funding for the Norwich Park's tennis expansion was ongoing.

RESOLVED to:

- 1) note the forecast outturn for the 2019/20 General Fund, HRA and capital programme;
- 2) note the consequential forecast of the General Fund and Housing Revenue Account balances;
- 3) delegate to the chief finance officer and director of regeneration & development, in consultation with the cabinet member for resources, approval of the repayment of a £0.8m capital receipt in respect of the Norwich Livestock Market, as detailed in paragraphs 11 and 12;
- 4) note a change to the anticipated HRA capital receipt amount in respect of 16 Elm Hill, as detailed in paragraph 13; and
- 5) note the HRA Capital Programme virement, as detailed in paragraphs 14 and 15.

7. The award of contract for purchase of IT services infrastructure (storage and back up)

Councillor Kendrick, the cabinet member for resources, presented the report. A new IT system was required because the old one had reached the end of its life. The new equipment would reduce the council's carbon footprint whilst the old equipment would be repurposed where possible or disposed of in an environmentally safe way.

In response to Councillor Wright's question the director of strategy, communications and culture confirmed other options had been considered and proved more expensive such as the cloud and lift and shift. Options which had been considered would be detailed in future reports.

RESOLVED to delegate approval to the director of strategy, communications and culture in consultation with the cabinet member for resources to award the contract for IT Services Infrastructure (storage and back up).

8. The award of contract for an income receipting and management system

Councillor Kendrick, the cabinet member for resources, presented the report

RESOLVED to award the contract for an income receipting and management system to Civica UK Limited for the period 30 September 2019 to 29 September 2024.

CHAIR