



East of England Board

Minutes

Date: Tuesday 5 March 2023
Venue: Virtual Teams meeting
Duration: 16:00 to 17:00
Chair: Andrew Cook, Suffolk County Council
Vice-Chair: Grahame Bygrave, Norfolk County Council

Attendees: Andrew Cook (AC), Alan Richards (AR), Andrew Summers (AS), Frank Jordan (FJ), Graeme Mateer (GM), Grahame Bygrave (GB), Hannah Bartram (HB), Jo Heynes (JH) – sub for Mark Ash, Kylie Russell (KR), Naomi Green (NG), Richard Lumley (RL), Steve Palfrey (SP), Tim Bellamy (TB)

Apologies: Craig Austin, Gerard McCleave, Judith Barker, Mark Ash, Neil Hayes, Paul Thomas, Richard Lumley, Steve Evison, Stuart Proffitt, Tom Blackburne-Maze, Tom Walker

Notes: Hannah Brown (HB)

Item	Title
1	<p><u>Apologies for Absence, Welcome & Introduction</u></p> <p>Introductions took place and new attendees welcomed.</p> <p>AC requested discussion items for future meetings as today's item was the last on the forward plan.</p>
2.	<p><u>Discussion about National Highways using local routes for diversions and subsequent damage caused</u></p> <p>AC introduced a discussion regarding how each of the East of England areas was interacting with National Highways (NH) around the either planned or unplanned use of the local road network to support these.</p> <p>This was particularly topical at the moment as the A14 is experiencing a significant flooding incident on the Suffolk / Cambridgeshire border. This has resulted in emergency meetings being held on a day-by-day basis to update all stakeholders, MPs, etc, due to two lanes of the three in that location being taken up with flood water at the moment. NH have pumped millions of gallons of water off of the road, with no real success in terms of bringing that back into use at the present time.</p>

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	<p>This has resulted in a lot of congestion and diversions. It has also had a knock-on effect on planned roadworks and will have a resulting impact of damage etc that accompanies continued diversions of this type.</p> <p>AC reported that he had attended a lot of meetings with NH representatives and various local stakeholders to discuss how this continuing situation is managed.</p> <p>AC opened the discussion to the Board to share their and what sort of response they have received from NH.</p> <p>GB commented that NCC had major roadworks on the A11 for around a year with the carriageway being totally reconstructed. This had resulted in a massive amount of disruption with lots of traffic diverting off the trunk road onto the local network.</p> <p>Due to the level of political involvement, discussions with NH went really positively. NH provided additional signage and at the time did verbally agree to some payments in terms of carriageway and verge repairs where they had been affected. A claim was submitted over 6 months ago when the roadworks were completed, but unfortunately as yet no funding has been received.</p> <p>AC advised that SCC had similar experiences where they had undertaken surveys before and after the use of the local road network by NH for diversions, but as yet verbal funding promises had not come to fruition.</p> <p>JH reported that ECC were experiencing the same situation as Norfolk. Currently there are several ongoing works at the moment in Essex. Works on the A12 in North Essex had been ongoing for some time, sometimes reaching into Suffolk as well. There are active reconstruction schemes; one in the Ingatestone area towards the South of Essex and the one in the north of Essex.</p> <p>Similarly, really positive conversations with NH, particularly for the Ingatestone scheme. A lot of political involvement around some of the villages surrounding that area with very active county councillors who have had really a good response from NH.</p> <p>Again, verbal promises of funding without seeing any money. However, the scheme is still to complete.</p> <p>Less positive experience for the North Essex stretch of the A12 around Colchester due to NH having issues with their contractor.</p> <p>ECC has a good working relationship with the project manager for the scheme who engages regularly. ECC are already being asked for closures in additional locations so that as soon as one scheme completes another closure will be implemented. This is causes issues where locations have already received diversionary traffic and then going to receive further from a new closure.</p> <p>ECC did strongly push back on one proposed closure of the A120 which was for eight months. This was declined due to the surrounding area being extremely rural. The issue was they are working on a single carriageway stretch, straight off the Harwich port. At present a solution has not been found.</p> <p>NH are becoming forceful in their requests and quote the closures are for safety concerns.</p> <p>AC commented that he would be keen to elevate the comments from colleagues into a more strategic conversation. It seems that NH are holding piece meal individual negotiations with local authorities on a case-by-case basis, with local authorities negotiating further enhancements, e.g. signage, speed enforcement,</p>

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	<p>etc. It would be more useful for strategic conversations to take place.</p> <p>AS reported that Transport East facilitate a number of forums in which they have strategic relationships with NH. These include a biannual meeting with the chief executive of NH, which a lot of the portfolio holders attend where they would be able to raise strategic issues. Transport East also have a monthly officer level discussion. This is all underpinned by what's called a "JEAP", a Joint Engagement Action Plan.</p> <p>This particular topic has not yet been discussed at a JEAP. However, the JEAP was designed so that if local authorities had issues like this Transport East could escalate strategically and as a group to NH colleagues that are also part of that group. Transport East have been to encourage NH to think of STBs as partnerships of local authorities rather than treating them separately to local authorities. Therefore Transport East would certainly be a route to escalate through the JEAP that is already set-up.</p> <p>NG confirmed agreement with AS for the England's Economic Heartland (EEH) area who also have similar engagement with NH, with slightly different structures, but the same principle. NG commented that she thought this was an issue across the country, not just in the East of England.</p> <p>NG advised that the EEH have regular engagement through all the STBs that are technical liaison meetings. The next of which is in early April, where they could raise issues. NH attend on mass at that meeting with some very influential staff and talk a lot about integration.</p> <p>NG suggested a collaborative coordination approach to collating the evidence using the transport officer groups, which every single local authority across the region sits on. This evidence can then be discussed with NH and try to hold them to account more.</p> <p>AC thanked NG for her useful suggestion. AC reported that SCC have a particular issue around the Orwell Bridge (A14) and the resilience piece when there is a closure of incident upon it where the whole town of Ipswich grinds to a halt. A separate conversation is taking place with Martin Fellows at NH on that particular issue.</p> <p>HB commented that she agreed it was a national issue as she had experienced the same conversations at various board meetings. ADEPT has a National Traffic Managers' Group where the relationship with NH is discussed on a fairly regular basis. It is a mixed picture in terms of the positiveness of the relationships, possibly due to different levels of working with NH, but there always seems to be friction points around the country.</p> <p>HB reported that ADEPT also meets with Nick Harris and Elliot Shaw on a biannual basis. This provides many avenues to raises issues as well as through the STB route.</p> <p>AC agreed that it would be very useful for NH to hear the issues raised from a number of different angles and sources and in varying levels of specifics.</p> <p>FJ commented that he would generally support the comments raised, but for CCC it has not got to a significant level where it's of concern. CCC generally have a good relationship with NH, but agreed that there would be benefit of having that strategic relationship. For future planning of say a local major scheme, there may be touch points with the National Highways network, so</p>

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	<p>getting a sense of how the two would be planned together would help.</p> <p>FJ added with regards to the devolution discussions, CCC are looking at level 4 and NH are referenced in that level framework so this would be another route for engagement with NH.</p> <p>AC summarised the very helpful discussion identifying that all authorities seem to be experiencing the same kind of issues, receiving a piece meal approach, a little bit of lip service paid, but NH are not necessarily following through with actions in a number of instances. Therefore, AC proposed escalation of concerns as a major agenda item with NH and how these can be made into a more strategic conversation.</p> <p>GB commented that recently NCC had undertaken a £6/7m roundabout improvement scheme on behalf of NH on the Trunk Road network including the Herring Bridge at Gt Yarmouth that had worked very well from a customer's point of view. NCC had worked very closely with NH and had an interesting view of NH's processes and procedures during the scheme.</p> <p>HB commented that it would also be useful to make DfT aware of concerns that have been raised by local authorities as DfT are not keen to hear about issues from third parties. HB advised that ADEPT speak with Steven Fiddler and Jessica Matthews regularly so she agreed to mention this when they next speak.</p> <p>NG advised that she chaired a technical liaison group which spans all seven STBs, she has regular meetings with NH to set the agenda for these meetings.</p> <p>ACTION 2.1: AS and NG to work with senior officer groups of local authorities to facilitate conversations and collect evidence of issues around working with National Highways. Andrew Summers and Naomi Green</p> <p>ACTION 2.2: AS and NG to work with ADEPT, STBs and wider national groups at a strategic level to share concerns raised by local authorities of issues experienced with National Highways. Andrew Summers, Naomi Green and Hannah Bartram</p> <p>ACTION 2.3: HB to advise DfT during her next meeting with them of the concerns raised by local authorities and the subsequent actions that will be taking place to collect information, etc. Hannah Bartram</p>
3	<p><u>National ADEPT Update by Hannah Bartram</u></p> <p>HB enquired if the group had all received a letter to their respective Chief Executives from the DfT relating to reporting requirements associated with the new highways maintenance funding that came out of HS2 and network North. HB advised she had requested sight from Mark Edlington and would cascade as soon as she had received it.</p> <p>HB provided the following update:</p> <p><u>Transport</u></p> <ol style="list-style-type: none"> 1. SEND transport – as you know, we published a SEND transport toolkit (here) and homes to school SEND policy paper (here) back in Nov, Two follow up things: <ol style="list-style-type: none"> a. We are hosting a webinar tomorrow (230-4pm, Weds 6 March) to introduce the toolkit, plus 3 case studies (Norfolk, Dorset, Blaby DC).

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	<p>b. As a result of the ADEPT / ADCS letter sent to DfE and DfT Ministers, there was a meeting with DfE officials a couple of weeks ago. That highlighted several areas that could progress: parental responsibility; DfE collaborative working guidance; DfE guidance for tribunals; CMA report on SEND Transport. It was made clear that there was no intention in the short term to seek legislative changes – however, there some work happening in DfE to consider this ready for when ‘the time is right’.</p> <p>2. We’re responding to the DfT consultation on <i>Street works: fines and lane rental surplus funds</i> – if you’re happy to share your authority’s response, please send to me asap (closing date 11 March).</p> <p>3. Individual Local Transport Fund allocations were announced 26 Feb (Local Transport Fund allocations 2025 to 2032 - GOV.UK (www.gov.uk)) – yet to confirm annual £££, but we are told not to expect an equal division of money by 7 years; LHAs will have to provide a delivery plan (guidance will be provided). This complements separate funding lines for BSIP, highways maintenance, City Region Sustainable Transport Settlements – the totals for each of these funding lines were set out in last October’s Network North Command Paper.</p> <p><u>Devolution / Growth / Planning / Workforce</u></p> <p>4. We worked with the 7 LAs being offered a Level 2 devo deal to develop some text to integrate climate & environmental objectives into the standard devo template. Defra was supportive; waiting to see what the Chancellor announces in the Spring Budget tomorrow.</p> <p>5. We responded to the DLUHC consultation on heat network zoning (here). We are also refreshing the ADEPT Housing policy position document.</p> <p>6. Workforce activities:</p> <p>a. ADEPT launched a LinkedIn EDI campaign last month – one personal story every week (see here).</p> <p>b. Plans to roll out our Gen Z recruitment campaign pilot are developing well – there are 5 LAs involved (S Glos, Plymouth, Oxfordshire, Barnsley, Hounslow).</p> <p>c. We are also looking to roll out a middle managers development programme (to complement the very successful Leadership Development Programme).</p> <p><u>Environment</u></p> <p>7. We are continuing to work with the Environment Agency to build capability in LAs to apply adaptation pathway approaches in flood and coastal erosion risk management. One of the early findings from the Adaptation Pathways programme is the importance of starting simple and building consensus around a pathway/ pathways before launching head long into technical assessment. We are working with the consultancy <i>Climate Sense</i> to develop guidance for LAs on undertaking a Rapid Adaptation Pathways Assessment</p>

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	<p>(RAPA), via three pilot projects. More information soon.</p> <p>8. The Blueprint Coalition (of which ADEPT is a member) recognises the importance of devolution in its manifesto asks, with one of the key asks being that all future devolution deals should include ambitious plans for place-based actions to reduce carbon emissions, adapt to the impacts of climate change, and restore nature. It is hosting a webinar on 5th June on 'Devo & the Environment'. In addition, the Coalition is writing to all the main political parties with its manifesto.</p> <p>9. As an association, we are looking to develop our work and thinking on water quality issues. We kicked this off with a joint Environment / Sustainable Growth Board meeting on WQ issues last week – next steps are to work out who / what / why/ when.</p> <p><u>Events / Other</u></p> <p>10. We are looking to set up meetings with shadow ministers; as part of that process, we are refining our more general set of manifesto asks (see here) for transport, climate change, economic growth, etc.</p> <p>11. Dates for your diary:</p> <ul style="list-style-type: none"> a. The next Lunch & Learn – <i>Using AI to optimise Transport Plan Delivery Plans</i> - is on Friday 22 March and is hosted by Arcadis. You can register here. b. The 1st Live Labs 2 Expo will be held in Birmingham on 17th April. Attendance is free – please encourage your highways and climate change colleagues to attend. c. The Spring Conference and Annual Awards Dinner will be held in London on Thursday 16th May 2024. To book see here, to enter the awards see here. d. Date & venue for your diary – the Autumn Conference will be held in Bristol on 21st & 22nd November. <p>The 2024 PACE Programme has commenced – this year focusing on the strategic theme of 'making a stronger case for place'. See here for Neil Gibson's (programme facilitator) reflections on the 2023 PACE Programme.</p> <p>KR added that as part of the workforce ADEPT were undertaking some work around equality, diversity and inclusivity. Case studies are being released weekly on LinkedIn around a number of different characteristics. KR encouraged the Board to review and share to show that local authorities are a more inclusive place.</p>
4	<p><u>Roundtable update from each authority</u></p> <p>Andrew Summers</p> <p>Transport East currently recruiting a new independent chair as Cllr Kevin Bentley is stepping aside, who has undertaken the role for the last 6-7 years. New chair should be appointed by Easter.</p>

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	<p>Transport East are working closely with the Local Government Association, as well as the EEH, on economic pitch for the East of England to ensure that transport is clearly in that as an enabler for wider economic growth. Work is taking place with Metro Dynamics, who are identifying the economic strengths of the region and the infrastructure requirements going forwards. Discussions about the USPs of the region and ensuring that the transport infrastructure required, particularly through a new government, is clear and we can have that single voice around it, including the funding mechanisms that are required.</p> <p>Two pieces of work being launched next week. Transport East recommendations on rural mobility in the Houses of Parliament. An event is taking place with the Roads Minister Guy Opperman. Work undertaken over the last year in evidence building, including oral enquiries, surveys of parishes across the region which is combined into a report with some recommendations that are local, regional and national level for discussion with ministers next week.</p> <p>Transport East are also going to share with their rail leadership group in Parliament their rail quick wins report which explains what is required in the short term, e.g. over the next three years what can you actually deliver on the rail network within the existing constraints of the network. This is a piece of work to gain some quick wins in the region whilst Transport East are campaigning for those longer pieces. The draft report should be ready next week and AS confirmed he was happy to share with colleagues on the board.</p> <p>ACTION 4.1: AS to share Transport East's Transport quick wins report with the ADEPT EoE Board when available. Andrew Summers</p> <p>Naomi Green – England's Economic Heartland</p> <p>EEH Board met last Friday where Stephen Fiddler spoke about buses. One of the resulting actions was that a letter will be despatched to the DfT about the lack of funding for mass rapid transit schemes as there is no funding pot for anything unless it is rail, strategic roads or local transport funds.</p> <p>Some real concerns in the region about the lack of funding for local transport fund for authorities South of the Midlands and the North and how the region will receive the right funding to support long term transport infrastructure funding.</p> <p>Transport Select Committee is undertaking an inquiry at present on strategic transport objectives with East West Rail being discussed tomorrow for two sessions. This will look at how East West Rail delivers on the wider objectives.</p> <p>Draft riz is still expected at the end of February / early March, may be delayed even further.</p> <p>The shadow rail minister visited Cambridge last Monday, with the mayor for the CPCA, looking at the Ely junction proposal. EEH attended on behalf of themselves and Transport East. The minister was very interested and wanted to know how he could help to move the scheme forward.</p> <p>AC commented that a future discussion topic might be the implications of the upcoming general election and how the region prepares for a change of leadership.</p> <p>Frank Jordan – Cambridgeshire County Council</p> <p>Cambridge continues to be of interest at a national level. At the last meeting, just after the autumn budget statement, FJ referenced there was quite significant levels of growth in terms of housing numbers, probably a tripling of what is</p>

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	<p>already in existing local plans. With the Secretary of State making announcements around that, but also making announcements about developments of creating a development co-operation. CCC are eagerly awaiting to see what might come out tomorrow in relation to that, but it's probably useful for other colleagues just to be aware of the types of noises coming out of government around housing. CCC would be supportive of that of level of growth, but it's quite significant infrastructure requirements delivered up, particularly water and transport. These are the points CCC have been making.</p> <p>CCC have been looking further at the issues around the road network that has been impacted by particularly severe drought and then adverse weather on roads that are built on peated soil, quite a significant part of our network, particularly in the Fens area. Therefore, CCC have a local action plan going through their committee, which FJ advised he was happy to share with colleagues.</p> <p>Engagement was commencing at a national level and FJ would like to enquire if other colleagues in other areas would like to join CCC in raising this issue. The level of investment needed would be about £300m minimum just to be able to rebuild these types of routes.</p> <p>FJ commented it would be even more powerful if this could be raised at a regional / national level, because CCC would not be the only area that has this type of issue and it may not be peat soil impacted roads, but there may be other roads in the network across the country that are impacted by climate change, such as coastal erosion.</p> <p>AC commented that Suffolk has roads that will eventually suffer from hightide wash and will be lost in due course, this will especially be a problem with Sizewell C build.</p> <p>HB – commented that Lincolnshire must also have issues and agreed that a more national conversation around climate change and adaptation issues would be very useful.</p> <p>AC confirmed he would welcome being involved in a multi area conversation and that Defra may need to be involved.</p> <p>GB – reported that he was in agreement for NCC to be involved in discussions. NCC and local authorities who all suffer from the fen road issue have lobbied in the past. NCC also has an area that often needs to be closed due to flooding.</p> <p>ACTION 4.2: FJ and HB to co-ordinate a Board response on the impact of peat soil affected roads for raising at a national level. Frank Jordan and Hannah Bartram</p> <p>Tim Bellamy - Cambridgeshire & Peterborough Combined Authority</p> <p>C&PCA are currently working on bus reform work to take to committee in the near future. An increase in Council tax precept fund means money needs to be spent directly to fund extra buses and help with fares for under 25 year olds.</p> <p>On the Cambridge 2040, C&PCA need to understand the implications are with regards to a baseline for Cambridge. What is required to make Cambridge work as a city, as currently with the travel to work areas both in Suffolk, Essex and Hertfordshire for etc.</p> <p>The local town park activity plan has been agreed and a number of strategies are looking to be developed along with the implementation plan, one of which was access to all. This was in the House of Lords around the Accessible Transport</p>

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	<p>Charter. The cost and the funding implication will be significant.</p> <p>Around rail, C&PCA looking to progress the Wisbech to March rail link as well, but also progressing through mass rapid transit or some of the pods and something a little bit different than heavy rail. TB welcomed any support or views from colleagues, not necessarily funding.</p> <p>Graham Bygrave – Norfolk County Council</p> <p>Pleased to report, despite numerous challenges, the £121m Herring Bridge (third river crossing) in Great Yarmouth opened at the beginning of last month. This was delivered to budget, even with construction commencing at the start of COVID. Lots of challenges during construction that GB was happy to share with colleagues if they wished.</p> <p>Challenging time in Norfolk given the level of budget savings needing to be identified and implemented ready for the new financial year. Budget was balanced and been agreed. Currently consulting on potentially closing recycling centres on a Wednesday and turning off 2% of our street lighting assets.</p> <p>Awaiting final business case approval for the 140 Long Strand bypass. Contractors have been appointed and looking to mobilise as soon as NCC receive the final business case approval. I mentioned about the flooding side of things. Huge amount of flooding issues in the Norfolk areas during the amount of storms and weather conditions experienced over the last six months or so. A roundtable meeting was held in Westminster with the Norfolk MPs to discuss the issue and the coastal erosion threat. Through the Norfolk Strategic Flood Alliance, NCC are undertaking a lot of campaigning with and lobbying of the Environment Agency at senior level.</p> <p>County deal devolution still moving positively in Norfolk in terms of Level 3 deal, with possibly an announcement in the next 24 hours.</p> <p>Andrew Cook – Suffolk County Council</p> <p>SCC are currently in the middle of their engagement process that precedes our consultation which is set to go live on 18 March for a 10 week period, engaging reports on whether Suffolk wish to pursue a Level 3 county deal with the directly elected leader.</p> <p>Currently undertaken dozens of engagement sessions with all kinds of stakeholders and there seems to be quite a lot of both a lack of knowledge and understanding about what is proposed and a mistrust of any change to the governance arrangements for how services are managed. It is hoped that the engagement sessions will alleviate this and have proper conversations during the consultation on the pros and cons of the devolution deal. The final decision will be made by the county councillors in the summer after the consultation.</p> <p>Sizewell has entered the implementation phase with the development consent order now live. EDF are very much mobilised with significant increases in workforce on site, although they are a long way from the 8 - 10,000 workers that will eventually be on site for much of the 10-year period of construction.</p> <p>A huge amount of precursory highway work is being undertaken with an emerging theme around the available workforce. There will be an effect on the entire workforce for the county and beyond. EDF will inevitably draw workforce away and SCC are expecting to have significant issues around home school transport drivers, social workers. SCC are also experiencing this in the Flooding Team</p>

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	<p>who have water management experts, which is especially topical given the weather conditions.</p> <p>Flooding remains a topical issue. Recently due to the increased level of anxiety amongst both councillors and the community, Suffolk have undertaken additional work around publicising a lot of data. This includes; what has actually taken place, so the public have the correct facts of the matter rather than people's perceptions, stating the increase on how many inbound complaints and reports have been received relating to a flooding perspective, how many have been dealt with on a week by week, month by month basis in order to try and cope with those, how many emergency events SCC have been called out to, to manage and benchmark those in terms of comparisons in previous years.</p> <p>This has resulted in some interesting statistics. SCC have received an 84% increase in inbound traffic this winter versus previous winters in terms of customer reports. A 364% increase in flooding and related to flooding and drainage related inquiries and complaints. With two months' worth of rainfall falling in 24 hours due during storm, Suffolk have just not recovered from there, which is very topical for our councillors.</p> <p>The remaining item for Suffolk would be the potential forward plan item around the kind of national political scene. Suffolk are receiving more inbound correspondence from our MPs at the current time.</p> <p>Steve Palfrey – Suffolk County Council</p> <p>As national chair of the ADEPT Waste Group, there are a couple of announcements recently; a leak that the deposit return scheme may be delayed till 2028. Clarity that local authorities will not be informed of financial estimates for money from producers under the extended producer responsibility for packaging until November this year. Also there is going to be a consultation soon on the inclusion of waste into the emissions trading scheme. Probably around a billion-pound bill to local government nationwide or £20 per household on the Council tax. Useful to get awareness amongst Section 151 Officers and getting the local government voice heard in the consultation will be really important.</p> <p>Graeme Mateer – Suffolk County Council</p> <p>Following the announcement that the guidance on the LTPs was not going to be forthcoming, SCC have been progressing their LTP anyway. The high level first stage consultation is now live for eight weeks so that SCC can then hopefully move onto the next stage, develop the plan and have their LTP ready for around the autumn. With the uncertainty around the general election date, this might not quite tie in. Liaison has been taking place with Transport East colleagues. GM confirmed that the team would be happy to work with cross-border colleagues that might be working on similar items.</p> <p>HB offered to link AC in with Somerset colleagues regarding their experiences at Hinkley Point, but AC confirmed that he was already due to be visiting in June.</p> <p>HB enquired as to whether the flooding issues that Suffolk were experiencing were all types or just surface. AC confirmed surface water flooding.</p> <p>HB reported that the Environment Agency (EA) have been talking to ADEPT about surface water flooding and the schemes they were overseeing and monitoring. It was a big area of concern for the EA that the number on the programme had declined quite considerably. A lot was due to resourcing, both people and money in terms of inflation pressures. HB would welcome a copy of</p>

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	<p>the statistics that AC reported for Suffolk to assist in her conversations with the EA.</p> <p>AC reported that Suffolk usually only undertake two or three Section 19 reports per year, but at present they have a backlog of around 75 to 80. Therefore, additional resources have had to be implemented to try and manage this. These will be delivered over the course of the next 18 months to two years.</p> <p>Unfortunately, that does not meet with local expectations where residents have been flooded along with neighbours and met the triggers. Therefore, this is a big area of concern for Suffolk as an authority as to how we manage that going forwards and that is presuming that we do not have any more flooding during that period.</p> <p>SP added how difficult it was to apply for the Defra grant scheme. HB confirmed that she was raising this with Defra, but unfortunately not getting any joy.</p> <p>ACTION 4.3: AC to share flooding press releases on surface water flooding to with HB. Andrew Cook and Hannah Bartram</p>
5	<p><u>AOB including suggestions for future agenda items</u></p> <p>AC reiterated his request for future meeting discussion items, including an topics other than just transport related to widen the agenda focus.</p> <ul style="list-style-type: none"> • Preparing for further political instability at a national level and how we manage that at regional and local level <p>ACTION 5.1: Request for discussion items to be sent to emma.cook@suffolk.gov.uk. ALL</p> <p>ACTION 5.2: HB to forward other regional board discussion items for possible inclusion. Hannah Bartram</p>

Future Meeting Dates:

4 June 2024, 16:00 via Teams
3 September 2024, 16:00 via Teams
3 December 2024, 16:00 via Teams