



Norfolk County Council

**2021/22 (to July 2022) Strategic
Environmental Assessment
Monitoring Report of Norfolk
County Council's Third Local
Transport Plan**

**Community and Environmental Services
Norfolk County Council**

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Executive Summary

In July 2004, an assessment of the effects of certain plans and programmes on the environment, known as the Strategic Environmental Assessment (SEA), became statutory in accordance with European Directive 2001/42/EC. The objective of the SEA Directive is to provide high level protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development. The SEA also works to inform the decision-making process through the identification and assessment of the cumulative significant effects a plan or programme will have on the environment at the strategic level.

In March 2011, Norfolk County Council adopted the Local Transport Plan for Norfolk 2011-26 (LTP3) on which a Sustainability Appraisal, incorporating SEA had been undertaken in accordance with the SEA Directive. The LTP describes Norfolk County Council's transport strategy (2011-26) and implementation programme.

This monitoring report for the LTP3 SEASA covers the year 2021/22 up to July 2022 which is when Norfolk County Council adopted its fourth Local Transport Plan, LTP4, replacing the third LTP which this report covers.

The monitoring report highlights changes to the indicators which have occurred between the original LTP SEASA baseline and the years up to the adoption of the new LTP4 in July 2022. It is undertaken in accordance with monitoring requirements set out in the SEA Directive, the Environmental Assessment of Plans and Regulations 2004 and the Strategic Environmental Assessment Guidance for Transport Plans and programmes by the Department for Transport. Monitoring the impact on the environment resulting from implementation of the LTP enables the county council to consider if, and how, future implementation might need to be adjusted to result in better outcomes.

The current state of the environment (2021/22) has been compared against the baseline established for the LTP SEASA in 2011. The majority of the data presented is that which was available up to July 2022 (the adoption of LTP4) which is when the data was obtained from various sources and analysed to be included in the SEASA monitoring report for the period 2021/22. The analysis was undertaken to assess any changes to the environment as a potential result of LTP3. The SEASA Statement (June 2011) set out that the county council intended to monitor only those objectives where an adverse effect had been predicted. The objectives predicted to experience an adverse effect are ENV4, implement transport solutions that protect, and enhance where feasible, open space and landscape, ENV5 to implement transport solutions that protect, and enhance where feasible, biodiversity including wildlife habitats and species, and geo-diversity, and ENV 7 to maintain and enhance the character of the landscape/townscape and cultural heritage including architectural and archaeological heritage.

Overall, looking at these three objectives, two show a decline and are worsening (ENV4 and ENV7) and one (ENV5) is neutral as one of the indicators for this objective showed no change (percentage change in Roadside Nature Reserve area)

and the other was not assessed (quality of Roadside Nature Reserves). Although ENV7 shows a decline, this is not as a result of the implementation of the LTP3.

Ref	Objective	Assessment
ENV 4	Implement transport solutions that protect, and enhance where feasible, open space and landscape	Worsened
ENV 5	Implement transport solutions that protect, and enhance where feasible, biodiversity including wildlife habitats and species, and geo-diversity	No Change
ENV 7	To maintain and enhance the character of the landscape / townscape and cultural heritage including architectural and archaeological heritage	Worsened

Future Monitoring Reports will report progress against LTP4.

1.0 Introduction

1.1 Introduction

Norfolk County Council adopted its 3rd Local Transport Plan – LTP3 *Connecting Norfolk* – in April 2011. It comprised a long-term strategy from April 2011 to 2026, together with an implementation plan covering the four years from April 2011 to March 2016. Success of LTP3 depended on the implementation of the plan. Monitoring was important to measure performance and ensure that LTP3 was successfully implemented. The Strategic Environmental Assessment / Sustainability Appraisal (SEASA) process assisted in developing a framework for monitoring.

Post-adoption procedures as set out in Part 4(17) of the Environmental Assessment of Plans and Regulations 2004 requires the responsible authority to monitor the significant effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action.

The county council rolled-forward the LTP Implementation Plan in late 2014 / early 2015, adopting a refreshed Implementation Plan in March 2015. The implementation plan is rolled-forward each year through agreement of the county council's capital programme for transport. This takes into account the monitoring undertaken for the SEA.

LTP3 implementation included some larger projects, such as the Broadland Northway (previously known as the Norwich Northern Distributor Road). However, the requirement that large transport schemes undergo significant environmental impact assessment including Habitats Regulations Assessment ensures that any adverse impacts from transport will be assessed, and limited, and mitigated where appropriate.

1.2 The SEASA Monitoring Report for LTP3

This is the SEASA Monitoring Report for the LTP3. The new Local Transport Plan (LTP4) was adopted in July 2022. Until this plan was adopted, LTP3 remained the adopted plan. This Monitoring Report establishes the current state of the environment and highlights changes to the indicators that have occurred between 2010/11 and 2021/22, up to the adoption of LTP4 in July 2022.

Indicators were developed and used in the development of LTP3 to measure the effects that the LTP3 strategy and implementation plan might have on the environmental, social and economic baselines. Recent data for these indicators has been collected in order to establish the current state of the environment. This monitoring report describes any changes to the baseline arising from the implementation of LTP3. The report is concentrated around reporting the progress against objectives where adverse effects were predicted as a result of the LTP3 but also covers all other indicators and objectives, and the LTP3 targets themselves in the appendices.

This monitoring report also incorporates SEA monitoring for the Norwich Area Transportation Strategy Implementation Plan (NATSIP). We stated in the SEASA Statement June 2011: "The monitoring regime which was suggested in the NATSIP

Environmental Report March 2010 will be superseded by LTP3's monitoring programme. The monitoring data will be analysed annually as part of LTP3 SEASA monitoring report and, where trends are unsatisfactory, used to justify changes to policy with the aim of bringing trends back on course." NATSIP has also now been replaced, by the Transport for Norwich Strategy (adopted December 2021).

Future Monitoring Reports will report progress against LTP4.

2.0 Context

2.1 The Third Local Transport Plan

The Local Transport Act, 2008, requires all local transport authorities to produce a Local Transport Plan (LTP) setting out their local plans and policies for transport. Our third Local Transport Plan – LTP3, Connecting Norfolk – set a longer-term strategy for transport up to 2026. Connecting Norfolk was supported by a shorter-term implementation plan, covering in more detail the measures that will be delivered over a rolling four-year period.

Connecting Norfolk was adopted by Norfolk County Council in April 2011, meaning that the later stages of its development occurred shortly after the general election in May 2010. The strategy was informed by the coalition government's early statements on transport, including The Coalition: our programme for government. This set out the new government's initial thoughts on the key priorities for public services, including transport. It stated that transport has an essential role in supporting the economy, with progress to be made on it becoming greener and more sustainable. Priorities should be determined locally to ensure delivery is attuned to local circumstance. The Big Society, whereby communities have more power to shape local services and are encouraged to take more of an active role in their delivery, was a strong message throughout the document.

Connecting Norfolk focussed on meeting the transport needs of people and businesses in Norfolk. Consultation with stakeholders in 2010 identified key priorities for transport and how we could best address the challenges we face now and in the future. Connecting Norfolk covers six themes, which reflect the transport priorities for Norfolk:

- Managing and maintaining the transport network
- Delivering sustainable growth
- Enhancing strategic connections
- Improving accessibility
- Reducing emissions
- Improving road safety

The Third Local Transport Plan was replaced by the Fourth Local Transport Plan in July 2022.

2.2 The Local Transport Plan Strategic Environmental Assessment Sustainability Appraisal (SEASA)

The SEASA guidance states that only the significant effects need to be monitored. Our SEASA Statement (June 2011) set out that the county council intended to monitor only those objectives where an adverse effect had been predicted (whether this be significant adverse or marginal adverse). Figure 2.1 sets out the indicators proposed in the SEASA Monitoring Report. A number of changes were made to the indicators originally suggested in the SEASA Statement. These changes were described in the first SEASA Monitoring Report and are not detailed here. The indicators shown (and monitored) in this report are the revised indicators. Any recent changes to indicators are listed in the following sections or included in previous

monitoring reports for the LTP3. The majority of the data presented is that which was available in July 2022 which is when the data was obtained from various sources and analysed to be included in the SEASA monitoring report for the period 2021/22.

Figure 2.1: SEASA Objectives to be monitored (SEASA Statement June 2011. Indicators as revised by SEASA Monitoring Report 2012)

SEASA Objective	Indicator
ENV4 Implement transport solutions that protect, and enhance where feasible, open space and landscape	<ul style="list-style-type: none"> • Hectares gained or lost in areas of Priority Habitats due to transport projects
ENV5 Implement transport solutions that protect, and enhance where feasible, biodiversity including wildlife habitats and species, and geo-diversity	<ul style="list-style-type: none"> • Quality of roadside nature reserves • Percentage change in • Roadside Nature Reserve area
ENV7 To maintain and enhance the character of the landscape/townscape and cultural heritage including architectural and archaeological heritage	<ul style="list-style-type: none"> • Number of listed buildings on English Heritage at risk register • Number of registered parks and gardens at risk register • Number of monuments on English Heritage at risk register

Figure 2.2 lists the remaining SEASA objectives for LTP3. Although there is no statutory obligation, Norfolk County Council monitors these to ensure there are no unexpected negative impacts from LTP3. These objectives are reported in Appendix 1.

Figure 2.2: LTP3 SEASA Objectives

Ref.	Objective
ENV1	To reduce CO ₂ emissions from transport
ENV2	To reduce environmental pollution
ENV3	To adapt to the changing climate
ENV6	Implement transport solutions that protect, and enhance where feasible, water resources
SOC1	To improve accessibility and reduce social exclusion
SOC2	To maintain and improve the health and wellbeing of the whole population, promote healthy lifestyles and reducing health inequalities
SOC3	To improve educational attainment and the skills level of the county
SOC4	To encourage community involvement or action
SOC5	To reduce both the levels of and fear of crime and anti-social activity, encouraging safer travel
SOC6	Minimise the number and severity of traffic collisions
SOC7	To improve the quality of where people live
ECO1	To encourage sustained economic growth
ECO2	To encourage and accommodate both indigenous and inward investment
ECO3	To encourage efficient patterns of movement in support of economic growth

Ref.	Objective
ECO4	To support local businesses, particularly small and medium-sized enterprises (SMEs)
ECO5	Reduce the rate of unemployment
ECO6	Support especially high value businesses in Norfolk
ECO7	Reduce the economic disparity across the county and encourage the regeneration of poorly performing areas

3.0 Current State of the Environment

3.1 Introduction

As part of the LTP3 SEASA, a baseline was constructed and forecast to the end of the plan period in order to assess the effects of the LTP strategy options. The baseline scenario not only provided a basis for the prediction of environmental effects, but also allowed for a comparison between the original baseline (2011) and the current state of the environment, providing an insight into the impact LTP3 has had.

3.2 Indicators

Figure 6 of the SEASA Statement (June 2011) showed the SEASA objectives that would be monitored, and the indicators intended to be used to monitor change. However, it was necessary to change some of the indicators as explained in Section 2.2 above. Figure 2.1 shows the revised indicators we are monitoring which are predicted to be impacted adversely by the implementation of LTP3, objectives ENV4, ENV5 and ENV7.

Figure 3.1 compares the current state of the environment against the baseline and provides an analysis of changes between 2010/11 and 2021/22, up to July 2022 when LTP4 was adopted.

Figure 3.1: Current state of the environment compared to baseline for indicators predicted to experience a marginally adverse impact from the LTP3 implementation plan.

SEASA objective	Indicator	2010/11 (Baseline)	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Analysis ¹
ENV4 Implement transport solutions that protect, and enhance where feasible, open space and landscape	Hectares gained or lost in areas of Priority Habitats ² due to transport projects	NA	0	0	0	0	0	See 2019	See 2019	See 2019	Overall= 1.148 ha lost Lost = 8.568ha (2016-2019) Gained = 7.42ha (2016-2019)	0	0	Worsening No hectares gained or lost in 2021/22, however overall, since 2010, there has been a decline due to the amount lost between 2016 and 2020.
ENV5 Implement transport solutions that protect, and enhance where feasible, biodiversity including wildlife habitats and species, and geo-diversity	Quality of Roadside Nature Reserves ³	100%	100%	100%	100%	100%	100%	80%	80%	80%	80%	80%	Not assessed	Worsening
ENV5 Implement transport solutions that protect, and enhance where feasible, biodiversity including wildlife habitats and species, and geo-diversity	Percentage change in Roadside Nature Reserve area	0%	22.6%	6.4%	0%	0.42%	0%	0%	0%	0%	0%	0%	0%	No change
ENV7 To maintain and enhance the character of the landscape / townscape and cultural heritage including architectural and archaeological heritage	Number of listed buildings on English Heritage at-risk register ⁴	41	41	41	42	38	37	27	29	28	29	31	29	Improving
ENV7 To maintain and enhance the character of the landscape / townscape and cultural heritage including architectural and archaeological heritage	Number of registered parks and gardens on English Heritage at-risk register	0	1	1	1	1	1	1	1	1	1	1	1	Worsening
ENV7 To maintain and enhance the character of the landscape / townscape and cultural heritage including architectural and archaeological heritage	Number of monuments on English Heritage at-risk register	22	25	26	23	33	31	33	32	35	30	28	28	Worsening

¹ This is the current state of the environment in 2021/22 (up to July 2022) compared to 2010/11

² Referred to as Biodiversity Action Plan (BAP) habitats in previous documents however this process ended in 2006 and they are now referred to as 'Priority Habitats' as defined by the NERC Act 2006.

³ The quality of Roadside Nature Reserves has not been assessed for 2021/22. There are many changes occurring and reviews of Roadside Nature Reserves are being undertaken therefore there is a lack of change and assessment for this indicator.

⁴ The 2010/11 baseline of listed buildings included 'Listed places of Worship'. These were then separated from 2011/12 onwards. Therefore the 2011/12 figure now acts as the baseline for this indicator.

3.3 Summary of Impacts

Figure 3.2 below shows the overall assessment summary. ENV4 and ENV7 are both worsening whilst ENV5 is neutral as one of the indicators for this objective has not been assessed (quality of Roadside Nature Reserves) and the other has experienced no change (percentage change in Roadside Nature Reserve area). Although ENV7 is declining, the decline is not due to the implementation of the LTP3. One of the indicators for ENV7 is improving (the number of listed buildings on the English Heritage at-risk register). Section 4 provides a narrative summarising the effects of LTP3 implementation up to adoption of LTP4 in July 2022, at which time it replaced LTP3.

Ref	Objective	Assessment
ENV 4	Implement transport solutions that protect, and enhance where feasible, open space and landscape	Worsening
ENV 5	Implement transport solutions that protect, and enhance where feasible, biodiversity including wildlife habitats and species, and geo-diversity	No change
ENV 7	To maintain and enhance the character of the landscape / townscape and cultural heritage including architectural and archaeological heritage	Worsening

4.0 Changes to the Environment

4.1 Introduction

This section summarises the effects of the LTP3 implementation plan on the objectives that were predicted to be adversely affected by the LTP3. Monitoring of the other LTP3 objectives can be found in Appendix 1 and the monitoring of LTP3 targets can be found in Appendix 2.

4.2 Open space and landscape

Objective ENV4: to implement transport solutions that protect, and enhance where feasible, open space and landscape.

This objective is measured by monitoring the following indicator:

- Hectares gained or lost in areas of Priority Habitats due to transport projects

4.2.1 Hectares gained or lost in areas of Priority Habitats due to transport projects.

Overall, this indicator showed a decline due to a greater amount of Priority Habitat areas being lost than gained, in comparison to the 2011 baseline. Although in the most recent period 2021/22 there was no loss or gain in Priority Habitats, overall, since the baseline year of 2010/11, there has been a slightly higher level of habitat loss than gain. This was as a result of the schemes carried out between the years 2016 and 2019 as reported in the SEASA Monitoring Report 2020.

Taking into account both the losses and gains of Priority Habitat area between the 2011 baseline and July 2022, there is an overall loss of 1.148ha hence resulting in an overall decline for the objective to 'implement transport solutions that protect, and enhance where feasible, open space and landscape'.

4.3 Biodiversity

Objective ENV5: to implement transport solutions that protect, and enhance where feasible, biodiversity including wildlife habitats and species, and geo-diversity.

This objective is measured by monitoring the following indicators:

- Quality of Roadside Nature Reserves
- Percentage change in Roadside Nature Reserve area.

Roadside verges are amongst the few remaining places where plants that were once common can still be seen growing in the wild, due largely to them being less intensively managed than other areas. They are also highly important for pollinators which are key to a healthy environment and also play a vital role in providing the food in which we eat. However, verges are still at risk and vulnerable to serious damage from traffic pollution, road run-off (which can contain oil and fuel residues, salt, and other pollutants), compaction and disturbance from vehicles, road widening and drainage, and spray drift from nearby fields. A lack of management, or inappropriate management such as cutting at the wrong time and non-removal of cuttings, can also be a risk to the verges.

The Roadside Nature Reserve scheme was launched in the mid-1990s and helps the protection of non-statutory sites of wildlife interest. Norfolk has an established network of 112 Roadside Nature Reserves (as of 2020). The ENV5's indicator on the quality of Roadside Nature Reserves between the 2011 baseline and 2020/21 showed a 20% decline from 100% to 80%. The quality of Roadside Nature Reserves was not assessed for the period 2021/22. This is due to a number of changes to the way Roadside Nature Reserves are monitored and it is under review. The second ENV5 indicator of the percentage change in Roadside Nature Reserve area for 2021/22 has shown no change since the baseline.

We have concluded that this has overall resulted in a neutral result for objective ENV5 as one indicator shows no change, the other was not assessed for 2021/22, making it difficult to compare to the baseline.

Norfolk County Council's Pollinator Action Plan looks to increase the quality and number of Roadside Nature Reserves in the county by expanding on recent ambitions set in the Norfolk County Council Environmental Policy 2019 to sympathetically manage roadside verges, providing a connected habitat for insects and wildlife. Whilst this is too recent to have had an impact on the LTP3 SEASA, it highlights that the council is taking steps to improve biodiversity and mitigate the impacts of transport schemes.

4.4 Townscape and cultural heritage

This ENV7 objective to maintain and enhance the character of the landscape/townscape and cultural heritage, including architectural and archaeological heritage, is measured by monitoring the following indicators:

- Number of listed buildings on English Heritage at risk register
- Number of registered parks and gardens on English Heritage at risk register
- Number of monuments on English Heritage at risk register

The 2021/22 condition of the townscape and cultural heritage has declined since the initial baseline in 2010/11. The decline has been seen due to the increase in the number of registered parks and gardens and the number of monuments on the English Heritage at risk register. Data is collected from Historic England's Heritage at-risk register East of England which is reported annually. The data presented in this monitoring report is taken from the most recent publication for 2021. The number of registered parks and gardens only increased from zero to one which is Wolterton Hall in Wickmere / Erpingham / Itteringham. Despite this increase in the number of parks and gardens on the register, it was not due to the implementation of LTP3. This is a similar case to the increase from 22 (2010/11) to 28 (2021/22) scheduled monuments on the English Heritage at-risk register which also was not due to the implementation of LTP3.

Improvement has been seen between the baseline and the 2021/22 figure for the number of listed buildings on the register. Despite the baseline being changed in 2011/12 due to the inclusion of places of worship in the 2010/11 figure, a decline of 12 buildings on the Register has been seen. This reduction does not appear to have been as a result of the transport projects coming from the implementation of LTP3.

However, it is possible for transport projects to have an impact on cultural heritage and the at-risk register. An example is in Great Yarmouth where transport improvements were undertaken as part of a wider regeneration project which also attracted investment into St George's Theatre, and which was subsequently removed from the 2013 register. This shows the beneficial impact that transport projects can have on cultural heritage.

The future impacts of transport on heritage assets should be considered during the design and implementation of transport schemes to ensure there is no transport-related deterioration.

5.0 Conclusions

5.1 Introduction

This is the last Monitoring Report for the LTP3 SEASA. The report establishes the current state of the environment and highlights changes to the environmental indicators which have occurred between the original LTP SEASA baseline and July 2022 which is when LTP3 was replaced by LTP4. It has been undertaken in accordance with monitoring requirements in the SEA Directive, the *Environmental Assessment of Plans Regulations 2004* and *Strategic Environmental Assessment Guidance for Transport Plans and Programmes* by the Department for Transport.

5.2 Conclusion and recommendations

The current state of the environment in 2021/22 (up to July 2022) has been compared against the baseline established for the LTP SEASA in 2011. This analysis was undertaken to identify any changes to the environment as a potential result of LTP3. The objectives analysed were those predicted to experience adverse effects through the LTP3 period (ENV4, ENV5 and ENV7).

Decline has been seen in two of the LTP3 SEASA objectives. These were to implement transport solutions that protect, and enhance where feasible, open space and landscape (ENV4), and to maintain and enhance the character of the landscape/townscape and cultural heritage including architectural and archaeological heritage (ENV7). The decline of the latter has not been due to the implementation of LTP3. The decline has resulted because English Heritage's register of at-risk sites is showing more parks and gardens, more buildings and more monuments to be at-risk. Decline in objective ENV4 has been as result of a small number of transport schemes, though the most notable impact to this objective has been from the land take for the Broadland Northway. Losses of Priority Habitat land due to the scheme have been mitigated by possible gains in Priority Habitat area. However, due to some of these Priority Habitat gains being temporary and the sum of all transport schemes resulting in a loss, the overall objective shows a decline.

The objective ENV5, to implement transport solutions that protect, and enhance where feasible, biodiversity including wildlife habitats and species, and geo-diversity, has been marked as no change. This is because there are a variety of reviews and changes occurring to this indicator therefore the quality of Roadside Nature Reserves has not been assessed for the year 2021/22 and no change to the Roadside Nature Reserve area has been experienced. The Norfolk County Council Pollinator Action Plan looks to improve the quality and number of these nature reserves which supports pollinators and helps mitigate adverse effects caused by the transport network.

In general, the county council gives consideration to incorporating environmental enhancement schemes into transport improvements wherever possible. This will often provide good value for money and meet both transport and environmental objectives. The 2019 Norfolk County Council Environmental Policy will also help in enhancing the environment through transport schemes for biodiversity net gain and cutting carbon emissions.

Overall, the LTP3 has not been able to meet all the SEASA objectives. The indicators identified for monitoring which were predicted to worsen during the implementation of the LTP3 have shown declines, though these effects of the LTP3 were not adverse and not all indicators, such as ENV7, declined as a result of the LTP3. The LTP4 was adopted in July 2022. This was the subject of a separate appraisal and will be the subject of future monitoring reports. Development of LTP4 took into account experiences of LTP3 delivery.

Appendix 1: Monitoring of other SEASA indicators

A1.1 Introduction

Part 4(17) of the Environmental Assessment of Plans and Regulations 2004 requires that “the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action.”

The SEASA Statement (June 2011) set out that the county council would monitor only those objectives where an adverse effect had been predicted (whether this be significant adverse or marginal adverse). The indicators relating to these objectives are set out in the main body of this report. This Appendix reports the indicators relating to the other SEASA objectives, ie those objectives where the effects of implementation of the plan were predicted to be beneficial, neutral or have no effect.

A1.2 Changes to indicators

The indicators for monitoring these SEASA objectives were suggested in Figure 10 of the SEA Report January 2011. However, since publishing the first SEASA Report, data for some of the indicators is no longer being collected or the methods of data collection have changed. Principally, these indicators are those that formed part of the National Indicator set and where data was collected and/or reported by government. This has been abolished and the government no longer collects and/or reports the data.

As a result, a number of changes to indicators were made for the first monitoring report (Monitoring Report 2011/12). The changes made, and the reasons for those changes, are reported in that report and not repeated here. Subsequent changes to the indicators are reported in the SEASA Monitoring Reports produced before this year and hence will not be reported here. The following table sets out the latest monitoring for the (revised) indicators. Changes to the indicators since the 2020/2021 LTP3 SEASA monitoring report are laid out in the following paragraphs.

A change to the ENV1 indicator which monitors CO2 emissions from road transport and the per capita transport carbon emissions target, trajectory and baseline can be seen in comparison to previous monitoring reports. This is due to updated emissions data provided by the Department for Business, Energy and Industrial Strategy (BEIS). BEIS have stated that “every year, we apply methodological improvements to the way that emissions are estimated and revise the historical figures accordingly”. To reflect this update, the historical emissions figures (2008-2020) presented in the SEA monitoring report have been revised accordingly. The update can be seen in data in tables A1.1 and A2.1. Further information on this change can be found by downloading the ‘Planned methodology changes for UK greenhouse gas emissions statistics 1990-2020’ document from the [GOV.UK website](#).

A change to the SOC2 indicator has also occurred since the 2020/21 LTP3 SEA Monitoring Report. The change is seen in the second SOC2 indicator which monitors the ‘% of obesity in children in year 6’. The change to this indicator is that for 2020/21 (most recent data available), the data is reported at regional level and has

not been collected at a local authority level, as has been done in previous years. The National Child Measurement Programme in England for 2020/21 did not include Local Authority level breakdowns this year as is confirmed in the NHS data document. Therefore, the data presented in the table is that for the 'East of England' instead of Norfolk and needs to be viewed with this caveat.

A change to the SOC4 indicator 'number of people signed up to 'Your Voice'' has also changed. 'Your Voice' no longer exists and has been taken over by the Norfolk Residents' Panel. Data for 2021/22 is therefore the number of people signed up to the Norfolk Residents' Panel instead of 'Your Voice' The number of people signed up is also as of July 2022, when the data was collected.

A1.3 Covid-19

The impacts of the Covid-19 pandemic can be seen in this monitoring report as data for the years 2020 and 2021 is becoming available. This is particularly prevalent in indicator ENV1 which monitors CO2 emissions from road transport. The 2020 emissions data was available for inclusion in this SEA monitoring report and likely reflects the impact of the pandemic on travel as it shows a large drop in emissions between 2019 and 2020 although other factors such as uptake in electric vehicles or active travel could also have played a part. A similar change can be seen in ENV2 which monitors air quality through concentrations of NO2. This indicator shows a significant drop in NO2 for the year 2020 in comparison to previous years. This is likely due to the pandemic as people across the UK were told to limit travel and stay at home which resulted in fewer vehicle movements. Further information on how the Covid-19 pandemic has impacted the monitoring report data is included in the 2020/21 monitoring report.

A1.4 Indicators no longer recorded

SOC4 showing the number of people signed up to Your Voice with expressed interest in Transport and Infrastructure was captured only for 2013 (248 people). As this data is no longer being captured, this part of the indicator has been removed from the SEASA monitoring.

The ENV3 'planning to adapt to climate change' objective in the strategic environmental assessment is to 'adapt to the changing climate.' We used the old NI188 indicator 'Planning to adapt to climate change' and have reported in the past that we are at Level 2. However, this indicator is no longer produced therefore it has been removed from the SEASA monitoring.

No data for ECO1 (acreage/Sq. ft of green and brown field land developed) has been available throughout the plan period, therefore this part of the indicator has been removed from the SEASA monitoring.

No indicator for ECO6 has been determined in the plan period, so this has been removed from the SEASA monitoring.

Table A1.1: Monitoring of other SEASA indicators

SEASA Objective	Indicator	Baseline 2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Analysis (baseline to current)
ENV 1	CO ₂ tonnes from road transport ⁵	1,829.5kt (2008)	1,786.9kt (2009)	1,755.0kt (2010)	1,691.6kt (2011)	1,677.3kt (2012)	1,662.5kt (2013)	1,657.0kt (2014)	1,690.2kt (2015)	1,757.9kt (2016)	1,805.4kt (2017)	1,786.3kt (2018)	1,768.6kt (2019) 1,425.9kt (2020)	Improved
ENV 2	Number of Air Quality Management Areas due to transport ⁶	6	6	3	3	3	3	3	4	4	4	4	4	Worsened
ENV 2 ⁷	Concentrations of NO ₂ Grapes Hill (lower), Norwich (Dukes Court data) ⁸ Site ID: DT28	29.5ug/m ³ (2010) (28.8 ug/m ³)	25.6ug/m ³ (2011) (27.9 ug/m ³)	24.6ug/m ³ (2012) (27.8 ug/m ³)	No data (2013) (28.1 ug/m ³)	No data (2014) (25.8 ug/m ³)	No data (2015) (23.8 ug/m ³)	No data (2016) (25.3 ug/m ³)	No data (2017) (25.9 ug/m ³)	No data	No data	*Ceased*	*Ceased*	Improved but monitoring has now ceased
ENV 2	Concentrations of NO ₂ Castle Meadow, Norwich ⁹ Site ID: DT13	58.4ug/m ³ (2010)	51.1ug/m ³ (2011)	57.2ug/m ³ (2012)	63.5ug/m ³ (2013)	56.3ug/m ³ (2014)	56.4ug/m ³ (2015)	45.9ug/m ³ (2016)	48.5ug/m ³ (2017)	44.86ug/m ³ (2018)	46.9ug/m ³ (2019)	35.5ug/m ³ (2020)	Data not yet available	Improved

⁵ See note in the following Table A2.1 regarding revision of carbon emissions. Carbon emissions data has also been updated for previous years to reflect the most recent recording of data from the Department for Business, Energy and Industrial Strategy. Every year BEIS apply methodological improvements to the way that emissions are estimated and revise the historical figures accordingly. This has also had an implication on the indicator baseline. Data is for road transport only.

⁶ Norwich City declared a wider AQMA in Nov 2012 taking in a number of smaller areas. Therefore, figures from years after 2012 are compared to 2012 as a new baseline.

⁷ The air quality data presented is that from the district Air Quality Annual Status Reports which show the annual mean NO₂ concentrations.

⁸ In 2013, the Grapes Hill site terminated the monitoring of air quality. However, the Dukes Court monitoring site is within close proximity to Grapes Hill hence this data has been input for comparison. Dukes Court data also ceases in 2018. The termination of Dukes Court may be due to the removal of diffusion tubes which do not represent relevant exposure and/or where levels have consistently fallen below the objective level, as quoted in the Norwich City Council Air Quality Annual Status Report 2019. No substitute site has been assigned to measure air quality in this area.

⁹ The annual mean concentration at the Castle Meadow automatic monitoring site was recorded as 64 ug/m³ for 2013, which exceeds the annual mean objective by 24ug/m³. This monitoring site is within the central AQMA, although it does not represent any nearby relevant exposure. There were 72 exceedances of the 1-hour mean on 39 days during 2013. The tubes at St Stephens Street, Castle Meadow and Castle Meadow 2 are not situated at locations representative of relevant exposure for the annual mean, the Castle Meadow tube indicated an annual mean of 63.5ug/m³, which could indicate a potential risk to the 1-hour objective. This location has been monitored for many years using a single diffusion tube and is located approximately 60m along the road from the mobile automatic analyser. This is the first occasion that a potential threat to the hourly mean has been indicated by the tube, though the automatic analyser has recorded exceedances also this year.

SEASA Objective	Indicator	Baseline 2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Analysis (baseline to current)
ENV 2	Concentrations of NO2 St Augustines, Norwich (50/52 St Augustines Street) Site ID: DT11	55.0ug/m3 (2010)	47.5ug/m3 (2011)	52.1ug/m3 (2012)	52.2ug/m3 (2013)	48.6ug/m3 (2014)	53.5ug/m3 (2015)	50.7ug/m3 (2016)	53.6ug/m3 (2017)	44.4ug/m3 (2018)	46.0ug/m3 (2019)	39.4ug/m3 (2020)	Data not yet available	Improved
ENV 2	Concentrations of NO2 Riverside Road, Norwich Site ID: DT26	52.1ug/m3(2010)	49.4ug/m3 (2011)	51.0ug/m3 (2012)	52.4ug/m3 (2013)	51.2ug/m3 (2014)	47.2ug/m3 (2015)	46.7ug/m3 (2016)	44.2ug/m3 (2017)	39.25ug/m3 (2018)	43.3ug/m3 (2019)	32.6ug/m3 (2020)	Data not yet available	Improved
ENV 2	Concentrations of NO2 Gaywood King's Lynn (Wootton Road site 2) Site ID: 41	42.4ug/m3 (2010)	38.8ug/m3 (2011)	31.8ug/m3 (2012)	37.1ug/m3 (2013)	35.2ug/m3 (2014)	31.2ug/m3 (2015)	32.2ug/m3 (2016)	32.1ug/m3 (2017)	36.7ug/m3 (2018)	34.9ug/m3 (2019)	24.5ug/m3 (2020)	Data not yet available	Improved
ENV 2	Concentrations of NO2 Town Centre King's Lynn (Railway Rd site 4) Site ID: 2	46.8ug/m3 (2010)	50.3ug/m3 (2011)	42.6ug/m3 (2012)	47.1ug/m3 (2013)	47.0ug/m3 (2014)	46.6ug/m3 (2015)	44.6ug/m3 (2016)	45.5ug/m3 (2017)	43.2ug/m3 (2018)	42.4ug/m3 (2019)	33.2ug/m3 (2020)	Data not yet available	Improved
ENV 6 ¹⁰	% Of Norfolk rivers WFD at good or above for Chemical Water Quality	Data not collected	Data not collected	Data not collected	26.2 (2013)	29.6 (2014)	42.6 (2015)	45 (2016)	Data not collected	Data not collected	Data not collected	0 (2020/21)	Data not collected	No change
ENV 6	% Of Norfolk rivers WFD at good or above for Biological Water Quality	Data not collected	Data not collected	Data not collected	25.2 (2013)	42.6 (2014)	32.2 (2015)	31 (2016)	Data not collected	Data not collected	Data not collected	7 (2020)	Data not collected	No change
SOC 1	IMD Health and disability domain: Number of LSOAs in the 10% most deprived areas of England	29 (2010)	No data	No data	No data	34 (2015)	No data	No data	No data	No data	39 (2019)	No data	No data	Worsened

¹⁰ There has been a change in the classification of the Water Quality data, therefore actual variation in water quality is unclear. The objective has therefore been noted as no change as the most recent data cannot be compared to that collected before. There has been a move to triennial classification for the Water Framework Directive. Covid-19 has also pushed the next date of the update in data backwards therefore there is no data for 2021/22.

SEASA Objective	Indicator	Baseline 2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Analysis (baseline to current)
SOC 1	% Of the population in rural areas able to access a market town or key employment destination by public transport ¹¹	77%	72.8%	73.7%	75.0%	75.5%	68.4%	68.38%	59.26%	67.33%	63.78%	73.48%	73.85% ¹²	Worsened
SOC 2	Life expectancy	2008-10 Male- 79.5 years Female-83.3 years	2009-11 Male- 79.7 years Female-83.6 years	2010-12 Male- 80.0 years Female-83.8 years	2011-13 Male- 80.2 years Female-83.8 years	2012-14 Male- 80.2 years Female-83.8 years	No data	2014-16 Male- 80.0 years Female-83.7 years	No data	2016-18 Male- 79.9 years Female-84.0 years	2017-19 Male- 80.1 years Female-84.1 years	2018-20 Male- 80.0 years Female-83.9 years	2020 Male- 79.7 years Female-83.4 years	Improved
SOC 2	% Of obesity in children in year 6	18.5%	19.2%	18.6%	18.0%	18.1%	18.0%	32.1%	18.4%	19.3%	21%	22.9% ¹³	Data not yet available	Worsened
SOC 3	Percentage of pupils attaining 5+ GCSEs at A*-C grades ¹⁴	68.2%	71.2%	72.7%	71.5%	64.1%	60.9%	62.8%	62.9% (2016/17 academic)	62.4% (2017/18 academic)	63% (2018/19 academic)	70.1% (2019/20 academic)	71.2% (2020/21 academic)	No change
SOC 3	Workforce qualifications - % of working age population with qualifications at NVQ level 4 or above	26% (2010)	25% (2011)	30% (2012)	29.4% (2013)	27.8% (2014)	28.4% (2015)	31.3% (2016)	29.8% (2017)	29.6% (2018)	29.7% (2019)	35% (2020)	32.8% (2021)	Improved
SOC 3	Average wage rates (gross full time)	£23,319 (2010)	£23,819 (2011)	£24,369 (2012)	£24,409 (2013)	£24,787 (2014)	£25,116 (2015)	£26,274 (2016)	£25,477 (2017)	£26,791 (2018)	£27,477 (2019)	£28,424 (2020)	£29,473.60 (2021)	Improved

¹¹ This indicator was amended to remove the Flexibus services from the calculation as it does not realistically provide a journey to work service. Therefore, the Baseline has been adjusted from 83% to 77% and the 2011/12 figure has been adjusted to 72.8% (from 80.4%). As of 2020, this indicator was changed to measure 'the percentage of parishes which meet their target level of service'. This data is recorded monthly. The most recent data available has been presented in the table, collected July 2022.

¹² This figure is based on the new Census data from 2021.

¹³ Data for the year 2020/21 is recorded at a regional level 'East of England' instead of Local Authority Level as has been done in previous years. The National Child Measurement Programme in England for 2020/21 did not include Local Authority level breakdowns this year as is confirmed in the NHS data document. The data collected for this year should therefore be viewed with this caveat.

¹⁴ Change in GCSE indicator in 2015/16 due to a GCSE grading reform. The results are now recorded in levels from Level 9 (A* equivalent) to Level 1 (G equivalent). This is explained further in the 2019/2020 SEASA monitoring report. The indicator following 2015/16 is the percentage of pupils attaining Level 9-4 in English and Maths GCSE' instead of five or more GCSEs at A*-C. 2020 is an anomaly year due to examinations being cancelled as a result of the coronavirus pandemic and pupils' grades based on teacher assessments. The indicator is therefore monitored as no change due to the difficulty in comparing the new indicator to the old.

SEASA Objective	Indicator	Baseline 2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Analysis (baseline to current)
SOC 4	Number of people signed up to Your Voice (<i>Your Voice launched June 2012. 2012 used as baseline</i>) ¹⁵	NA	NA	5,904	5,950	5,471	5,420	5,385	No data	1,1221	1,551	1,536	1,300 See footnote 15	No change
SOC 5	Crime levels – total crime	43,222	42,154	37,491	38,060	44,175	47,732	48,689	55,643	58,972	62,054	65,020	69,226 ¹⁶	Worsened
SOC 6	Number of people killed or seriously injured in road traffic collisions	353 (2010)	355 (2011)	353 (2012)	392 (2013)	410 (2014)	370 (2015)	415 (2016)	418 (2017)	458 (2018)	525 (2019)	390 (2020)	382 (2021)	Worsened
SOC 7	IMD Indoors living environment sub-domain: Number of LSOAs in the 10% most deprived areas of England	38 (2010)	No Data	No Data	No data	93 (2015)	No data	No data	No data	No data	54 (2019)	No data	No data	Worsened
ECO 1	% Change in the total number of VAT registered businesses UK BAS&L	2009-2010 -3.5% 2010 29,420	2010-2011 -1.8% 2011 28,890	2010-2012 -1.2% 2012 29,090	2010-2013 -1.7% 2013 28,915	2010-2014 +1.1% 2014 29,730	2010-2015 +7.4% 2015 31,595	2010-2016 +10% 2016 32,230	2010-2017 +13.3% 2017 33,320	2010-2018 +13.1% 2018 33,285	2010-2019 +12.3% 2019 33,050	2010-2020 +12.27% 2020 33,030	2010-2021 +12.66% 2021 33,145	Improved
ECO 1	Average weekly pay for full-time employees	£447.00 (2010)	£465.20 (2011)	£466.20 (2012)	£471.50 (2013)	£470.20 (2014)	£471.30 (2015)	£493.10 (2016)	£497.10 (2017)	£515.60 (2018)	£534.50 (2019)	£536.30 (2020)	£566.80 (2021)	Improved
ECO 2	Number of enquiries generated, responded to and successes ¹⁷	181 (UKIT, property and external)	119 (UKIT, property and external)	96	156	No Data	No Data	No Data	No Data	No Data	No Data	No Data	No data	No data

¹⁵ The number of people signed up to Your Voice was affected dramatically in 2018 due to new GDPR laws requiring all members to re-subscribe and also the change to the scheme so that all members are now online instead of online and postal members. Due to this dramatic change, it is difficult to measure the change between 2020 and the baseline, therefore this indicator will be marked as no change. For 2021/22, Your Voice is no longer in operation and has changed to the Norfolk Residents' Panel. The data provided for 2021/22 is therefore the number of people on the panel in July 2022. This makes it difficult to compare to the baseline therefore this indicator is marked as no change.

¹⁶ Data for year ending March 2022.

¹⁷ This indicator has changed since the baseline year. The data with regards to commercial property enquiries was originally sourced from Locate Norfolk. This ended in 2015 due to very poor conversion to actual investment and also the effect of the growth of applications such as Zoopla and Rightmove. Since then, only successes and outcomes are tracked. As a result, this indicator has been marked as amber as this change to the indicator leaves the current value incomparable with the baseline.

SEASA Objective	Indicator	Baseline 2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	Analysis (baseline to current)
ECO 3	Number of small businesses (not including farm-based agriculture)	26,085 (2010)	28,955 (2011)	28,930 (2012)	28,725 (2013)	29,410 (2014)	27,765 (2015)	28,370 (2016)	32,855 (2017)	32,895 (2018)	28,898 (2019)	32,685 (2020)	32,860 (2021)	Improved
ECO 4	Number of business start ups	2,330 (2010)	2,720 (2011)	2,655 (2012)	3,445 (2013)	3,330 (2014)	3,380 (2015)	3,910 (2016)	3,945 (2017)	3,300 (2018)	3,355 (2019)	3,325 (2020)	Data not yet available	Improved
ECO 5	Employment rate of working age population and for 16-64 year-olds	72.0%	73.8%	74.5%	74.0%	73.8%	76.7%	76.3%	76.9%	74.2%	77.7%	78.1% (Pre-Covid-19 figure) ¹⁸	77%	Improved
ECO 7	Difference between 1 st and 9 th decile IMD (income rank) in Norfolk (smaller = less inequality) ¹⁹	19,498 (2010)	No data	No data	No data	29,343 (2015)	No data	No data	No data	No data	32,769 (2019)	No data	No data	Worsened

¹⁸ Statement on ONS data “Annual Population Survey (APS) responses are weighted to official population projections. As the current projections are 2018-based they are based on demographic trends that pre-date the COVID-19 pandemic. We are analysing the population totals used in the weighting process and intend to make adjustments where appropriate. Rates published from the APS remain robust; however, levels and changes in levels should be used with caution. This will particularly affect estimates for country of birth, nationality, ethnicity and disability.”

¹⁹ The 2019 data has been calculated as the difference between the rank of the lowest LSOA in the 1st decile (Waveney 007A ranked 57th nationally) and the rank of the highest LSOA in the 9th decile (Kings Lynn and West Norfolk ranked 32,826 nationally) (i.e. 32,826 minus 57 equals 32,769.)

Appendix 2: Monitoring of LTP3 indicators and targets

A2.1 Introduction

As well as the indicators developed to monitor SEASA objectives, the LTP3 itself contained targets to monitor the outcomes of its implementation plan. Table A2.1 below reports this. The roll forward of the LTP Implementation Plan, agreed in March 2015, rolled forward the targets to 2021/22 as can be seen below.

Change to the 'per capita carbon emissions from transport' is explained in the above section.

Table A2.1: Monitoring of LTP3 Indicators and Targets

Indicator	Target for 2026 (unless stated)	Baseline	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Public satisfaction with transport and highway services	To maintain current satisfaction levels	58% (2010)	Trajectory: 58% (2011) Actual: 55%	Trajectory: 58% (2012) Actual: NA²⁰	Trajectory: 58% (2013) Actual: 55%	Trajectory: 58% (2014) Actual: 56%	Trajectory: 58% (2015) Actual: 56%	Trajectory: 58% (2016) Actual: 54%	Trajectory: 58% (2017) Actual: 54%	Trajectory: 58% (2018) Actual: 52%	Trajectory: 58% (2019) Actual: 56%	Trajectory: 58% (2020) Actual: 56%	Trajectory: 58% (2021) Actual: 50%
% Of principal roads where maintenance should be considered	4.2%	3.5% (2010/11)	Trajectory: 3.6% Actual: 3.7%	Trajectory: 3.7% Actual: 2.95%	Trajectory: 3.9% Actual: 3.25%	Trajectory: 4.2% Actual: 3.4%	Trajectory: 4.2% Actual: 2.8%	Trajectory: 4.2% Actual: 2.8%	Trajectory: 4.2% Actual: 2.5%	Trajectory: 4.2% Actual: 2.1%	Trajectory: 4.2% Actual: 2.6%	Trajectory: 4.2% Actual: 3.9%	Trajectory: 4.2% Actual: 4.3%
% Of the population in rural areas able to access a market town or key employment destination by public transport ²¹	77%	77% (2010/2011)	Trajectory: 77% Actual: 72.8%	Trajectory: 77% Actual: 73.7%	Trajectory: 77% Actual: 75.0%	Trajectory: 77% Actual: 75.5%	Trajectory: 77% Actual: 68.4%	Trajectory: 77% Actual: 68.4%	Trajectory: 77% Actual: 59.3%	Trajectory: 77% Actual: 67.3%	Trajectory: 77% Actual: 63.8%	Trajectory: 77% Actual: 73.48%	Trajectory: 77% Actual: 73.85%²²
Number of people killed or seriously injured (KSI) in road traffic collisions	33% reduction by 2020	494 (2004-8 average)	Trajectory: 416 (2011) Actual: 355	Trajectory: 406 (2012) Actual: 353	Trajectory: 397 (2013) Actual: 392¹⁷	Trajectory: 387 (2014) Actual: 410	Trajectory: 378 (2015) Actual: 370	Trajectory: 364 (2016) Actual: 415	Trajectory: 350 (2017) Actual: 418	Trajectory: 366 (2018) Actual: 458	Trajectory: 322 (2019) Actual: 525	Trajectory: 308 (2020) Actual: 390	Trajectory: 308 ²³ (2021) Actual: 382
Per capita carbon emissions from transport ²⁴	25% reduction on 2008 levels by 2020	2.16t CO2 per capita (2008)	Trajectory: 2.03t (2011) Actual: 1.97t	Trajectory: 1.98t (2012) Actual: 1.94t	Trajectory: 1.94t (2013) Actual: 1.91t	Trajectory: 1.89t (2014) Actual: 1.89t	Trajectory: 1.85t (2015) Actual: 1.91t	Trajectory: 1.80t (2016) Actual: 1.97t	Trajectory: 1.76t (2017) Actual: 2.01t	Trajectory: 1.71t (2018) Actual: 1.98t	Trajectory: 1.67t (2019) Actual: 1.95t	Trajectory: 1.62t (2020) Actual: 1.71t	Trajectory: 1.62t (2021) ²⁵ Actual: Not Currently Available

²⁰ Norfolk County Council did not participate in the National Highways & Transport Network Public Satisfaction Survey 2012, so results are unavailable

²¹ This indicator has been amended to remove the Flexibus services from the calculation as it does not realistically provide a journey to work service. Therefore, the Baseline has been adjusted from 83% to 77% and the 2011/12 figure has been adjusted to 72.8% (from 80.4%). As of 2020, this indicator was changed to measure 'the percentage of parishes which meet their target level of service'. This new data is recorded monthly. The most recent data available has been presented in the table (July 2022).

²² This figure is based on the new Census data from 2021.

²³ Trajectory rolled over from 2020 as this is the year the target goes up to.

²⁴ The baseline has changed since the first SEA Monitoring Report to reflect the updates in carbon emission data by the Department for Business, Energy and Industrial Strategy. Every year BEIS apply methodological improvements to the way that emissions are estimated and revise the historical figures accordingly. This has also had implications on the baseline figure. This update has also changed the trajectory. This is explained further in section A1.2 Changes to Indicators.

In November 2019 Norfolk County Council adopted its Environmental Policy which included a 2030 carbon neutrality target. This is a far more ambitious target than set for LTP3. A revised trajectory has not been shown in this monitoring report.

²⁵ Trajectory rolled over from 2020 as this is the year the target goes up to.