

Subject: GREAT YARMOUTH THIRD RIVER CROSSING

Report to: EMT 26 May 2016  
Economic Development Committee 6 June 2016

Report by: David Glason, Group Manager: Growth

## **SUBJECT MATTER/RECOMMENDATIONS**

To endorse a £965,000 scheme development bid for the Great Yarmouth Third River Crossing through the 'major local transport schemes' (non-trunk road) funding stream announced in the 2016 Budget. This will be led by Norfolk County Council as the Highways Authority and submitted to Government by 31 May 2016 deadline.

### **1. INTRODUCTION/BACKGROUND**

- 1.1 The comprehensive Great Yarmouth Third River Crossing 'Environment Development and Transport Committee' report attached was agreed by Members of Norfolk County Council (as the Highways Authority) on 20 May 2016.
- 1.2 This report asks Members of the Economic Development Committee to endorse the £965,000 scheme development bid for the Great Yarmouth Third River Crossing through the 'major local transport schemes' (non-trunk road) funding stream announced in the 2016 Budget.
- 1.3 This will be led by Norfolk County Council as the Highways Authority and submitted to Government by 31 May 2016 deadline.
- 1.4 Because of the short window of opportunity to submit this bid, this is the first meeting of a Great Yarmouth Borough Council 'Economic Development Committee' to which a report could be taken. The Leaders letter attached dated 26 May 2016 has been written to meet the bid deadline.

### **2. KEY INFRASTRUCTURE**

- 2.1 The Great Yarmouth Third River Crossing is a significant piece of strategic

infrastructure identified in: the Transport and Infrastructure section of the corporate 'Plan' for Great Yarmouth Borough Council (2015-20), the adopted Great Yarmouth Local Plan Core Strategy (December 2015) where the preferred route alignment is identified and in the supporting Great Yarmouth Infrastructure Study (March 2014).

2.2 The A47 Alliance and the New Anglia Local Enterprise Partnership 'Strategic Economic Plan' also promote the Great Yarmouth Third River Crossing.

2.3 The business case is strong as a third river crossing will:

- help deliver up to 9,000 jobs and see a Gross Value Added uplift of £150M per annum
- improve north/south traffic flows and reduce congestion/journey times throughout the urban area, with up to 1,000 and 200 vehicles removed from Haven and Breydon bridges respectively in peak periods
- better connect the trunk road network to the South Denes peninsula where the expanding port, offshore energy Enterprise Zone and Great Yarmouth Energy Park are located
- increase the attractiveness to major inward investors
- improve connections between the offshore energy Enterprise Zone sites and other employment areas.

### 3. **FINANCIAL IMPLICATIONS**

3.1 None.

### 4. **RISK IMPLICATIONS**

4.1 None.

### 5. **CONCLUSIONS**

5.1 The Great Yarmouth Third River Crossing is central to the economic growth of the borough. It will create thousands of jobs and create new investment opportunities.

### 6. **RECOMMENDATIONS**

6.1 This report asks Members to endorse a £965,000 scheme development bid for the Great Yarmouth Third River Crossing through the 'major local

transport schemes' (non-trunk road) funding stream announced in the 2016 Budget. This will be led by Norfolk County Council as the Highways Authority and submitted to Government by 31 May 2016 deadline.

## 7. **BACKGROUND PAPERS**

- 7.1 Great Yarmouth Third River Crossing 'Environment Development and Transport Committee' report attached.
- 7.2 Great Yarmouth Local Plan Core Strategy (December 2015) where the preferred route alignment is identified and in the supporting Great Yarmouth Infrastructure Study (March 2014).

*Areas of consideration: e.g. does this report raise any of the following issues and if so how have these been considered/mitigated against?*

<b>Area for consideration</b>	<b>Comment</b>
Monitoring Officer Consultation:	Consulted
Section 151 Officer Consultation:	N/A
Existing Council Policies:	Considered
Financial Implications:	None
Legal Implications (including human rights):	None
Risk Implications:	Considered
Equality Issues/EQIA assessment:	Considered
Crime & Disorder:	None
Every Child Matters:	None

# Environment Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Great Yarmouth Third River Crossing</b>
<b>Date of meeting:</b>	<b>20 May 2016</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe, Executive Director Community and Environmental Services</b>
<b>Strategic impact</b> <p>Good infrastructure is one of Norfolk County Council's priorities. The priority is to "make Norfolk a place where businesses can succeed and grow. We will promote improvements to our transport and technology infrastructure to make Norfolk a great place to do business." A new river crossing at Great Yarmouth will help us meet this priority. It offers a direct route into the town from the south, provides the link between the trunk road network and the expanding port and the South Denes Enterprise Zone sites, and overcomes the problem of limited road access to the peninsula of Great Yarmouth.</p>	

## Executive summary

In the 2016 Budget government announced a funding stream for the development of major local transport schemes (ie non-trunk road). Government has invited local enterprise partnerships (LEPs) to bid for this funding, with a deadline of 31 May, for schemes that could be developed through 2016/17. There is a further date of 21 July when scheme development and / or construction work would be in 2017/18 or later.

Norfolk County Council adopted a preferred scheme for the Great Yarmouth Third River Crossing in 2009, comprising a lifting bridge over the River Yare to connect the trunk road network, at the A12 Harfreys Roundabout, to the southern peninsula near to the port and Enterprise Zone sites. Recent analysis estimates the crossing to cost in the order of £140m (2015 prices). Members should be aware that construction is estimated to start in 2021, so there will be further inflation to take into account to this date. Also, the cost estimate will be reviewed as part of the work proposed over 2016/17. Costs could therefore change. Further reports will be brought to Members at the appropriate stages in the process.

Given the work completed on the project, it is well placed, with an already established preferred route, to submit a bid for funding. Recent guidance defines the minimum size of scheme that this money can be used for within the New Anglia LEP area (Norfolk and Suffolk) as £75m. For Norfolk, this means that the Great Yarmouth Third River Crossing is the only scheme at a mature enough stage of development for the current rounds of funding bids.

It is proposed to submit a bid for scheme development through 2016/17, the estimated cost of this work being £965,000, to take the scheme to programme entry stage. If successful, this would open the way to securing further funding from government for the later stages of work to obtain planning permission and carry out detailed design, and then for construction. At programme entry, government's maximum funding contribution would be set: a local contribution of a minimum 10% would be the expectation.

### Recommendations:

#### Committee is asked to:

1. Approve submission of a bid to government for funding of scheme development

**work for the Great Yarmouth Third River Crossing (deadline 31 May)**

- 2. Note that work required to support submission of the funding bid has been funded from the economic development budgets, a cost of £60,000**
- 3. Note the financial implications should the scheme proceed to delivery. There is no current financial commitment to these, which would be subject to further reports and approval by Full Council.**

## **1. Proposal**

- 1.1. It is proposed to start the necessary scheme development work for the Great Yarmouth Third River Crossing to take it to a point where a funding bid for its delivery can be supported.
- 1.2. This technical development work will be supported by advocacy and engagement work to secure support for the scheme and demonstrate this support to government and other potential funders.
- 1.3. The table overleaf details the stages of technical work required and how it is proposed to fund this (the table assumes that we are successful at each stage in securing government funding to support the scheme). In summary, the work comprises:
  - Submitting a bid for government funding for scheme development work during 2016/17 (deadline for bid 31 May 2016) through the recently announced local major transport scheme funding route
  - Subject to the scheme development work, to be completed in 2016/17, to seek member approval to continue with the detailed design and statutory processes beyond 2016/17 funded from further local major transport scheme government funding (assuming we are successful in securing this further government funding) and local enterprise partnership Growth Deal funding.
  - Production of a brochure to support the funding bid, with associated advocacy and engagement work and further advocacy and engagement work to support successful delivery.
- 1.4. The work described above should take the scheme to the point at which – subject to funding – it is ready for delivery. Government has indicated that not every scheme that is successful with development funding will necessarily receive funding for later stages of scheme development work, or for construction. This further funding would depend on the strength of the technical case, amongst other factors. Schemes will also be subject to a final business case review and scrutiny once orders and procurement are complete before the final funding approval is given and funding for construction is released.
- 1.5. Members are not being asked at this stage to commit to every stage of the work, and the funding commitments, outlined in the table. At present, Members are being asked to agree to the submission of a bid for scheme development work during 2016/17; and for this scheme development work to go ahead should the bid be successful (in which case the work would be fully funded by DfT).
- 1.6. A further report would be brought back to Members in the summer / autumn if we are unsuccessful with the bid seeking agreement about how to proceed. Members would need to consider whether to pursue the further stages of the work set out above in the absence of government funding. Any decision would be informed by the reasons why the council was unsuccessful in the funding bid.
- 1.7. If the bid is successful, and the scheme development work proceeds during 2016/17, further reports would be brought back to Members seeking agreement to proceed through each of the subsequent stages including the financial commitment required.

- 1.8. The process set out in para 1.7 will provide for transport decision-making, based upon the business case at each stage. Members will also be aware that if the council submits a bid and is successful in securing money for scheme development work there could be reputational damage for the council if we subsequently decided not to pursue the scheme. This consideration should be part of the process in considering the committee's recommendation.
- At this stage there is no indication of any financial implications arising for the authority should subsequently a decision be made not to pursue the scheme although any costs directly incurred by the council would not be able to be recovered.

**Table: Stages of work and financial implications**

Stage	Timing	Funding	
		Total	Source
NCC prepare bid for scheme development funding	Deadline 31 May 2016	£60,000	NCC
DfT consider bids and decide which scheme(s) to fund	DfT decision by summer Parliament recess (26 July)	NA	NA
Scheme development (technical work to produce Outline Business Case)	2016/17	£965,000	DfT
DfT consider Outline Business Case and decide whether to release further funding	Not certain: likely spring / early summer 2017	NA	NA
Detailed Design and Statutory Procedures	2017/18-2019/20	Circa £3-£4m	DfT Growth Deal (£2m allocated)
DfT review final business case and decide whether to give final funding approval and release funding for construction	Not certain: likely during 2020	NA	NA
Delivery	Estimated start date 2021	£141m (2015 prices)	DfT Local contribution of at least 10% (to be agreed with DfT following the scheme development stage)

## 2. Evidence

- 2.1. A new river crossing at Great Yarmouth, to provide direct access to the southern end of the peninsula, has long been an ambition for the county council and other partners including Great Yarmouth Borough Council. In the early 2000s the County Council undertook an assessment of possible strategic transport measures for Great Yarmouth, leading to the inclusion of a new crossing of the River Yare into the plans for the town as it addresses congestion issues and

provides a direct access into the town centre from the south. Subsequently a large amount of work was undertaken leading to Norfolk County Council adopting a preferred route and crossing type (a lifting bridge) in December 2009. The county council has since acquired a number of properties in the area affected by the scheme.

- 2.2. Limited work has been undertaken since 2009. The next stage would be to obtain planning permission and carry out detailed design prior to construction. This will take several years and cost in the region of £4-5m. However, it has not been put underway before because there was limited prospect of securing funding to actually build the crossing, estimated to be in the order of £140m. (If it is not possible to deliver the crossing soon after carrying out the work described above, it is likely that the work would have to be redone, at considerable cost, as and when funding for delivery has been secured; or there is a good prospect of it being secured.)
- 2.3. Government has recently announced a central pot for local (ie non trunk road) major transport schemes. (Government has defined a major transport scheme as being £75m+ for Norfolk. They would expect anything below this to be funded from the local enterprise partnership's growth deal allocation.) Funding from the local major transport scheme pot is to be allocated on a competitive bidding process.
- 2.4. The County Council will – subject to Members' agreement – be submitting a bid to draw down funding for scheme development during 2016/17.
- 2.5. If this bid is successful it will allow development of an Outline Business Case for the crossing by the end of the calendar year. The Outline Business Case will update the earlier work done on the crossing and also include additional appraisal and analysis needed to meet the Department for Transport's requirements.
- 2.6. Completing the Outline Business Case as above will mean that the scheme can be considered for further funding from DfT towards the final stages of scheme development (detailed design and securing the statutory consents) and scheme delivery on the ground. Progression through these stages relies on securing DfT approval of the Outline and Final Business Cases and other necessary scrutiny at appropriate stages in the project's development.

If DfT approve the Outline Business Case they will award the scheme 'Programme Entry' at which stage they will set the DfT's maximum funding contribution. We would be responsible for finding the local contribution and any further increase in costs over the cost-estimate in the business case.

The timetable for these further approval stages (ie to secure funding for the detailed design and statutory consents post Outline Business Case) and for subsequent scheme delivery is not yet known, but the department has committed to releasing the timescales for these further rounds 'later this year.'
- 2.7. The detailed technical work will be supported by a programme of advocacy and engagement to demonstrate the support for the scheme and to show its benefit.

### **3. Financial Implications**

- 3.1. Since Members agreed a preferred scheme and route in 2009 the Council has spent £3m on acquiring properties affected by the bridge. These costs have been met by the council's Local Transport Plan capital programme, and reported to Members in the usual way.
- 3.2. No further money has been spent on scheme development until very recently. At the end of last year (December 2015) Mouchel were commissioned to review the earlier work and outline the scope of work required to complete an Outline Business Case, which is required to be successful in securing DfT funding for

delivery. This work cost £10,000.

Subsequently, in March 2016, a piece of work was commissioned from Mouchel to provide the key pieces of information required to maximise the chances of being successful with securing funding from DfT for the preparation of the Outline Business Case.

This work will cost £60,000 and include:

- Consultation with DfT to agree methodologies
- Refining the traffic modelling proposal (including identifying the need for traffic surveys)
- Preparation of an Appraisal Specification Report
- Commencing the development of the Options Appraisal Report.

These pieces of work have been commissioned under delegated powers.

- 3.3. The table at paragraph 1.8 sets out the stages of work. The table below summarises the financial implications.

**Table: Summary of financial implications**

Stage	Timing	Funding	
		Total	Source
<b>Scheme development</b> (technical work to produce Outline Business Case)	2016/17	£965,000	DfT
<b>Detailed Design and Statutory Procedures</b>	2017/18-2019/20	Circa £3-£4m	DfT Growth Deal (£2m allocated: £1m 2017/18, £1m 2018/19)
<b>Delivery</b>	Estimated start date 2021	£141m (2015 prices)	DfT Local contribution of at least 10% (Maximum government contribution to be set following scheme development)

- 3.4. **Scheme development:** A bid to DfT is proposed to secure funding for completion of the Outline Business Case during 2016/17, which is estimated to cost £965,000, although will be subject to agreeing the exact specification of works with DfT. If this bid is successful there will be no financial implication for the county council other than officers' time, which can be met from existing resources

- 3.5. **Detailed Design and Statutory Procedures:** Following the Outline Business Case further work would be needed, costing in the region of £3-4m of to get the scheme to a point at which it could be delivered. £2m has been secured through Growth Deal (£1m in each of 2017/18 and 2018/19). We would be looking to secure the remainder of the funding for this stage – circa £1-2m – from DfT. Again, if we are successful in this there will be no financial implication for the county council other than officers' time, which can be met from existing resources. (The exact cost and scope of this work would need to be agreed with DfT and would also be affected by the route for the statutory procedures; specifically if it were deemed to be a nationally important infrastructure project and therefore followed the Development Consent Order process, or if it followed the traditional route whereby the county council would determine the planning application and seek to acquire land, probably through compulsory purchase orders.)

- 3.6. **Delivery:** The recent work undertaken by Mouchel – described in 3.2 – included updating the costs of the scheme to the current year (then 2015) by inflating the



previous, 2009, cost estimates. This resulted in an estimated cost of construction of £141m at 2015 prices. Members should note that this estimate is based on a previous assessment of the scheme that will need to be thoroughly reviewed as part of the proposed work during 2016/17. The cost of construction could change as a result of this. An allowance for inflation would need to be applied to the revised estimated cost to take account that delivery would not start until 2021 at the earliest. The latest estimated cost of £141m at 2015 prices is considered a robust estimate to base decision-making on at this stage.

Based on the experience of Suffolk County Council, which has been successful in securing funding for Lowestoft Third Crossing and Ipswich Wet Dock Crossing, a local contribution of at least 10% would be required; that is a minimum of £14.1m based on a high-level update of the previous work to inflate the previous cost-estimate to 2015.

After completion of the work proposed over 2016/17 would there be a revised estimate of the total scheme cost taking into account likely inflation up to the year of delivery (amongst other things). At this time DfT would set out their maximum contribution. Therefore the quantum of local contribution required for the scheme cannot be totally accurately stated at this time, but a minimum 10% contribution would be expected, considered at this stage to be in the region of £14.1m subject to further work on the updated detailed cost of the scheme, and subsequent agreement from DfT regarding their maximum contribution),

- 3.7. Members are not being asked to commit to funding the local contribution at this time. Further reports will be taken to committee to update on progress and secure agreement at the appropriate time. This is likely to be in spring / early summer 2017, at which time we would have a more robust scheme estimate and know the maximum contribution (if any) DfT would be prepared to put towards the scheme.
- 3.8. If we are not successful in securing local major transport scheme development funding from DfT members would need to decide if the county council should take the scheme development work forward itself. In this scenario a further report would be taken to members seeking a decision on how to proceed. Such a decision would be informed by feedback from government on the reasons why the bid had been unsuccessful.
- 3.9. As well as costs in updating the technical work, there will be a financial implication arising from the advocacy and engagement work being undertaken in support. This will be met from existing resources.

## **4. Issues, risks and innovation**

- 4.1. The adoption of a preferred route by Cabinet at their meeting of 7 December 2009 led to a number of properties (17) being purchased under blight provisions in the period 2010 to 2013. A substantive part of the property portfolio was leased to Saffron Housing to manage on a self-funded basis. Three properties were judged to be in such poor condition that they could not be economically refurbished within the lease period, and were not accepted by Saffron.

The existing arrangement with Saffron has worked well and this has enabled the authority to avoid additional costs of maintaining the properties and has also provided homes for local people rather than leaving them empty.

## **5. Background**

- 5.1. The possibility of a third crossing over the River Yare in Great Yarmouth has been discussed and featured as a proposal in local development plans for more than 30 years.
- 5.2. In 2001 the Government Office for the East of England undertook the “A47

*Norwich to Great Yarmouth 'roads-based' study*". This looked at the road linkages into the town and recommended that further work should be carried out to determine the strategic, operational and economic assessments of a third crossing of the River Yare, compared to the Bure Loop (a road scheme from the A47 at Vauxhall to the A149 at Caister), which was at that time being pursued by the county council. The outcome of traffic modelling work was that a third crossing emerged as the preferred scheme as it addressed congestion issues and provided a direct access into the town centre from the south, which is the predominant movement. In view of this the Great Yarmouth Third River Crossing became part of the transportation strategy for the Great Yarmouth and Gorleston area and, after public consultation on the strategy in 2009, Norfolk County Council adopted a preferred route and crossing type for the Great Yarmouth Third River Crossing in December 2009.

- 5.3. The preferred route for the crossing is a dual carriageway link over the River Yare running from the A12 Harfreys roundabout to South Denes Road. The river crossing would comprise a 50m span bascule (lifting) bridge. The scheme has the support of all the major key stakeholders and, in 2009, was estimated to have a benefit to cost ratio (BCR) of 4.8.

In December 2015 Mouchel Consulting, framework consultants for Norfolk County Council, was asked to undertake a high-level review of the costs and benefits associated with the Great Yarmouth Third River Crossing. This work concluded that a crossing was now likely to cost £141m (2015 prices) and still be likely to deliver high value for money.

(It must be noted that this work is based on a simple review of costs to inflate values and a broad review of benefits by applying a series of sensitivity tests. Significant further work is required to prepare a business case that meets DfT requirements. This further work could also explore other benefits not accounted for such as wider regeneration impacts and benefits to active modes.)

- 5.4. The scheme is designed to overcome the problem of limited road access to the peninsula of Great Yarmouth and the congestion which this causes. It offers a more direct route into the town from the south and provides relief to Haven and Breydon Bridges. The preliminary operational assessment work showed significant congestion relief and other transport benefits such as improving accessibility for buses. Since this work, Highways England have committed to deliver works to improve A12 junctions, including Vauxhall junction, which may all have an impact on accessibility and change the traffic movement composition. The crossing provides improved scope to better manage traffic movements in combination with these trunk road improvements.

It would also enable port and South Denes regeneration area traffic to avoid the town centre. The South Denes regeneration area includes an Enterprise Zone at the port and is subject to a Local Development Order and is likely to generate more traffic movements whose impact will be mitigated by the new bridge.

In addition to the direct congestion and accessibility benefits to the town, the scheme will provide the missing link between the UK trunk road network and the new and expanding port.

- 5.5. Mouchel have undertaken a gap-analysis of work required to complete an Outline Business Case, which is required by DfT for them to give funding approvals. This work, *Great Yarmouth Third River Crossing Requirements for the Outline Business Case*, concluded that "A significant amount of useful work has been done on the proposed Great Yarmouth Third Crossing scheme in recent years. As a result, the Council has a general idea of what the scheme is likely to cost and enough information to select a preferred route. Traffic modelling and economic assessment to date indicates that the scheme is likely to produce high transport economic benefits."

- 5.6. The report outlined the technical work required for the Outline Business Case, estimating that this would cost £965,000 and could be undertaken during 2016. This is the work for which a bid for DfT funding is proposed to be submitted (although it should be noted that the exact scope of work would need to be agreed with DfT in the result of the bid being successful and so might vary from that outlined as being required by Mouchel, both in scope and cost).
- 5.7. Further work – in the form of detailed design and the statutory processes – would be required in order to get to a point where the scheme could be delivered. At present this is estimated to cost in the region of £3-4m and take several years. The exact scope of this work and how it would be funded would be determined prior to its commencement, and be the subject of further reports to Members.
- 5.8. In the 2016 Budget government announced a funding stream for Local Major Transport Schemes, top-sliced from their Growth Deal allocations. This is for schemes too big to be funded from local sources, including Growth Deal. Government has determined that, for the New Anglia Local Enterprise Partnership area, this means schemes with a total cost of £75m or more. The guidance sets out the timetable for the initial bidding round. It states that there will be further bidding rounds for subsequent years.

The timetable for the current bidding round is:

Type of bid	Deadline for bids	Decisions by
Fast-Track Funding for scheme development work for 2016/17 only	31 May	Summer recess 2016
Others Funding for scheme development or for scheme delivery starting during the current spending period (ie up to 2021)	21 July	Autumn Statement 2016

- 5.9. The total amount of funding government has put aside for local major transport schemes in the current spending period is as follows:

2016/17	2017/18	2018/19	2019/20	2020/21
£10m	£45m	£45m	£95m	£280m

## Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



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Our Ref: GP/TBB

26 May 2016

Dear Tom

As the Leader of Great Yarmouth Borough Council I am writing in support of a £965,000 scheme development bid for the Great Yarmouth Third River Crossing through the 'major local transport schemes' (non-trunk road) funding stream announced in the 2016 Budget.

By better connecting the trunk road network to the South Denes peninsula in Great Yarmouth where the expanding port, offshore energy Enterprise Zone and Energy Park are located, it will help create thousands of jobs and new investment opportunities. The scheme's cost-benefit analysis has always been high, the Gross Value Added will be significantly uplifted and it will increase the attractiveness to major offshore energy inward investors.

The business case is strong as a third river crossing in Great Yarmouth will improve north/south traffic flows and reduce congestion/journey times throughout the urban area, with significant numbers of vehicles removed from the existing Haven and Breydon bridges respectively in peak periods.

By improving connections between the offshore energy Enterprise Zone sites (Beacon Park being recognised as one of the best performing Enterprise Zone sites nationally) and other employment areas, it is expected that the full offshore energy potential can be realised. The New Anglia Local Enterprise Partnership recognises the significance of the energy coast as a key economic driver across Norfolk and Suffolk which has national Centre for Offshore Renewable Engineering status. With over 50 years of Southern North Sea expertise here in the east of England, the jobs growth potential in the construction, operations & maintenance of some of the world's largest offshore wind farms and other activities such as

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decommissioning are tangible.

The New Anglia Local Enterprise Partnership 'Strategic Economic Plan' and the A47 Alliance also promote the Great Yarmouth Third River Crossing as an important infrastructure project for jobs growth.

The Great Yarmouth Third River Crossing is a significant piece of strategic infrastructure identified in: the corporate 'Plan' for Great Yarmouth Borough Council (2015-20), the recently adopted Great Yarmouth Local Plan Core Strategy 2013-30 where the preferred route alignment is identified and in the supporting Great Yarmouth Infrastructure Study (March 2014).

Yours sincerely

A handwritten signature in dark ink, appearing to read 'G. Plant', enclosed within a faint oval shape.

Cllr Graham Plant  
Leader of Great Yarmouth Borough Council