



# **Regeneration, Environment and Community Panel**

## **Agenda**

Wednesday, 25th March, 2015  
at 6.00 pm

in the

**Committee Suite  
King's Court  
Chapel Street  
King's Lynn**



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**REGENERATION,  
ENVIRONMENT AND  
COMMUNITY PANEL  
AGENDA**

**DATE: REGENERATION, ENVIRONMENT AND  
COMMUNITY PANEL - WEDNESDAY, 25TH  
MARCH, 2015**

**VENUE: KING'S COURT, CHAPEL STREET, KING'S LYNN,  
NORFOLK, PE30 1EX**

**TIME: 6.00 pm**

**1. APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

**2. MINUTES**

To approve the minutes of the previous meeting.

**3. DECLARATIONS OF INTEREST**

Please indicate if there are any interests which should be declared. A declaration of an interest should indicate the nature of the interest (if not already declared on the Register of Interests) and the agenda item to which it relates. If a disclosable pecuniary interest is declared, the Member should withdraw from the room whilst the matter is discussed.

These declarations apply to all Members present, whether the Member is part of the meeting, attending to speak as a local Member on an item or simply observing the meeting from the public seating area.

**4. URGENT BUSINESS**

To consider any business which, by reason of special circumstances, the

Chairman proposes to accept as urgent under Section 100(b)(4)(b) of the Local Government Act, 1972.

**5. MEMBERS PRESENT PURSUANT TO STANDING ORDER 34**

Members wishing to speak pursuant to Standing Order 34 should inform the Chairman of their intention to do so and on what items they wish to be heard before the meeting commences. Any Member attending the meeting under Standing order 34 will only be permitted to speak on those items which have been previously notified to the Chairman.

**6. CHAIRMAN'S CORRESPONDENCE**

If any.

**7. MATTERS REFERRED TO THE PANEL FROM OTHER COUNCIL BODIES AND RESPONSES MADE TO PREVIOUS PANEL RECOMMENDATIONS/REQUESTS**

To receive comments, and recommendations from other Council bodies, and any responses subsequent to recommendations, which the Regeneration, Environment and Community Panel has previously made (N.B some of the relevant Council bodies may meet after the dispatch of the agenda).

At the Cabinet meeting held on 3 March 2015, the following responses were made to the recommendations from the Regeneration, Environment and Community Panel meeting held on 25 February 2015, on the following items:

**REC122: Cabinet Report – Byelaws for Skin Piercing Activities**

**PANEL RECOMMENDED:** That the Regeneration, Environment and Community Panel support the recommendations to Cabinet as set out in the report.

**CABINET RESPONSE:** The comments of the Panel were taken into consideration when Cabinet considered the item.

**REC123: Cabinet Report – Antisocial Behaviour, Crime and Policing Act 2014**

**PANEL RECOMMENDED:** That the Regeneration, Environment and Community Panel supported the recommendations to Cabinet as set out in the report.

**CABINET RESPONSE:** The comments of the Panel were taken into consideration when Cabinet considered the item.

**REC124: Cabinet Report – Delegation of Decision Making for Neighbourhood Development Plan Processes**

**PANEL RECOMMENDED:** That the Regeneration, Environment and Community Panel supported the recommendations to

Cabinet as set out in the report.

**CABINET RESPONSE:** The comments of the Panel were taken into consideration when Cabinet considered the item.

**REC125: Cabinet Report – Award of the Honorary Freedom of the Borough – Honorary Alderman Dr Paul R Richards**

**PANEL RECOMMENDED:** That the Regeneration, Environment and Community Panel supported the recommendations to Cabinet as set out in the report.

**CABINET RESPONSE:** The comments of the Panel were taken into consideration when Cabinet considered the item.

**REC127 – Exempt Cabinet Report – King’s Lynn Town Hall**

**PANEL RECOMMENDED:** (i) That the Regeneration, Environment and Community Panel supported the recommendations to Cabinet as set out in the report.

(ii) That the Panel were supportive of the proposed refurbishment works to the first floor toilets.

**CABINET RESPONSE:** The comments of the Panel were taken into consideration when Cabinet considered the item.

**8. CARELINE AND CARE AND REPAIR PRESENTATION**

To receive a presentation on the work of Careline and Care and Repair.

**9. ANNUAL FEEDBACK REPORTS FROM OUTSIDE BODY REPRESENTATIVES (Pages 1 - 12)**

Members who have been appointed to Scrutiny outside bodies have been invited to present a feedback report. The Panel are requested to note the reports.

**10. CABINET REPORT - NORA JOINT VENTURE (Pages 13 - 20)**

The above report is on the Cabinet Forward Decision List for 31 March 2015 and has been identified by the Chairman for consideration by the Panel.

The Panel are requested to consider the report and make any appropriate recommendations to Cabinet.

**11. CABINET REPORT - AIR QUALITY ACTION PLAN (Pages 21 - 58)**

The above report is on the Cabinet Forward Decision List for 31 March 2015 and has been identified by the Chairman for consideration by the Panel.

The Panel are requested to consider the report and make any appropriate

recommendations to Cabinet.

**12. EXCLUSION OF THE PUBLIC AND PRESS**

To consider passing the following resolution:

“That under Section 100(a)(4) of the Local Government Act, 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 1, 2 and 3 of Schedule 12A to the Act”

**13. EXEMPT CABINET REPORT - KING'S LYNN INNOVATION CENTRE**  
(Pages 59 - 66)

The above report is on the Cabinet Forward Decision List for 31 March 2015 and has been identified by the Chairman for consideration by the Panel.

The Panel are requested to consider the report and make any appropriate recommendations to Cabinet.

**14. EXEMPT - DERELICT LAND AND BUILDINGS GROUP UPDATE**

To receive an update on the work of the Derelict Land and Buildings Group. The Panel are requested to note the report.

**15. PANEL WORK PROGRAMME AND CABINET FORWARD DECISION LIST**  
(Pages 67 - 70)

To consider the Work Programme for 2015/2016 attached.

In considering the Work Programme Members' attention is drawn to the Cabinet Forward Decisions List.

**16. DATE OF NEXT MEETING**

To note that the next meeting of the Regeneration, Environment and Community Panel is scheduled to take place on Wednesday 3 June 2015 at 6.00pm in the Committee Suite, King's Court, Chapel Street, King's Lynn.

To: Members of the Regeneration, Environment and Community Panel

Councillors

Cabinet Scrutiny Committee

For Further information, please contact:

Rebecca Parker, Democratic Services Officer, 01553 616632  
Borough Council of King's Lynn & West Norfolk  
King's Court, Chapel Street  
King's Lynn PE30 1EX



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## **Report to the Regeneration, Environment and Community Panel**

### **Members' Feedback from Outside Bodies/Partnerships 2014/2015**

Name of Organisation/Outside Body	COWA/ Borough Liaison Meeting
Name of appointed representative/s	Cllr.Nick Daubney Cllr.Elizabeth Watson
Number of meetings held	Twice annually
Number of meetings attended	One, I missed the Autumn one as I was in Bristol for the Britain in Bloom awards
Brief summary of key decisions discussed	Exchange of news, views and future plans
Implications for the Borough Council (if any)	Close co-operation with COWA
Any other information you would like to report	A very useful forum to inform both the College and the Borough and exchange progress reports

## **Report to the Regeneration, Environment and Community Panel**

### **Members' Feedback from Outside Bodies/Partnerships 2014/2015**

Name of Organisation/Outside Body	West Norfolk Disability Forum
Name of appointed representative/s	Executive Appointments: Councillor A Lawrence and Councillor Mrs Leamon Scrutiny Appointments: Councillor T Bubb, S Sandell, Baron Chenerey of Horsbrugh, L Bambridge & M Pitcher
Number of meetings held	Three
Number of meetings attended	Three
Brief summary of decisions discussed	<ul style="list-style-type: none"><li>• Parking on Pavements</li><li>• The work of the West Norfolk Alliance</li><li>• Lynnsport Road consultation</li><li>• Update on Guide Dogs Campaigns</li><li>• Consulted on the proposals for additional storage racks at the Multi Storey Car Park</li></ul> <p><u>Planned items for discussion at forthcoming meetings:</u></p> <ul style="list-style-type: none"><li>• Visit to the King's Lynn Railway Station following completion of works.</li><li>• Update on the King's Lynn Transport Interchange Project</li><li>• Norfolk Green to attend a future meeting to provide information on their policies regarding the acceptance of passengers with disabilities.</li><li>• Presentation from Norfolk County Council on Adult Care Development Workers.</li></ul>
Implications for the Borough Council (if any)	The West Norfolk Disability Forum report to the Regeneration, Environment and Community Panel as required.
Any other information you would like to report	The Forum have held two successful events in 2014/2015 – the Opportunity Awards and Celebrate-ability.

Councillor T Bubb  
Chairman of the West Norfolk Disability Forum

## **Report to the Regeneration, Environment and Community Panel**

### **Members' Feedback from Outside Bodies/Partnerships 2014/2015**

Name of Organisation/Outside Body	West Norfolk Community Transport Project
Name of appointed representative/s	Councillor Moriarty
Number of meetings held	5
Number of meetings attended	There were 5 meetings in the year of which I was able to attend three and the Annual General Meeting.
Brief summary of decisions discussed	<p>West Norfolk Community Transport Project was set up to provide a range of accessible door to door transport services for people with mobility problems including the elderly, frail and disabled and people who cannot access public transport. The aim of WNCTP is to provide services for people which contribute to increased levels of social inclusion. Vehicles have low steps and tailgate lifts for people in wheelchairs. People who use the service have to become members of WNCTP; membership is free.</p> <p>WNCTP also operates satellite transport projects with strong local identities. Such as the Swaffham Transport Project (STP) which operates from the Community Centre at Campinglands, Swaffham. Swaffham services include Dial a Bus routes to Swaffham, Kings Lynn and Dereham; other services include the Castle Acre Community Car scheme and a similar operation in Downham Market.</p> <p>Flexibus services are operated from Shipdham.</p> <p>Pilots have been carried out for services to and from the QEH.</p> <p>WNCTP received funding from the BCKLWN, Breckland Council, NHS West Norfolk CCG, NCC and North Norfolk District Council.</p> <p>The annual budget is approaching £2 million and operates 68 vehicles and included in the fleet are 52 mini buses, 8 small vehicles, 2 buses, one van and a car. You will have spotted the livery which appears on an increasing number of the vehicles (along with a new driver uniform). Numbers fluctuate as vehicles are sold, replaced and the fleet increased in size as appropriate. A breakdown truck was purchased in the last financial year. Transport staff includes 62 drivers (including part time and relief), 13 passenger assistants, one trainer and three workshop operatives. Approximately 18 voluntary bus drivers and 54 volunteer car drivers help provide the service.</p> <p>A new CEO, Paul Ruskin, began at the charity in May 2014. He brought fresh ideas and a new drive to the Project and it was a shock to learn of his untimely death whilst still in his Fifties earlier this year. I</p>

	<p>attended the funeral as representative of the Borough Council. It is a testament to the Project and its Trustees that it carries its work forward whilst they seek a replacement CEO who they would like to have in post by June/July.</p> <p>It is worth noting the excellent working relationship between the Project and the Council when it came to the moving of the Project's bay to outside the shopmobility office with shelters and a drop curb, necessary because of the changes to the Kings Lynn Transport Interchange.</p> <p>I would strongly recommend that once a new CEO is in place with feet firmly under the desk, that the BC invites them to make a Pre-Council Meeting briefing.</p>
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## **Report to the Regeneration, Environment and Community Panel**

### **Members' Feedback from Outside Bodies/Partnerships 2014/2015**

Name of Organisation/Outside Body	King's Lynn and West Norfolk Area Museums Committee
Name of appointed representative/s	Councillors Back, T Wright and A Tyler
Number of meetings held	Approximately three
Number of meetings attended	All of them
Brief summary of decisions discussed	Our meetings usually consist of reports from the Museums Service, Lynn Museum and other organisations and Museums connected with heritage and tourism in our area and East Anglia. Visitor numbers, projects, events, staffing, new appointments are reported, new exhibits, archaeological finds and educational projects with schools and others are reported, questions asked and related issues discussed.
Implications for the Borough Council (if any)	Recent examples of issues raised relevant to the Borough Council have been the reorganisation of the service, and the housing and archiving of artefacts. Speakers sometime come from outside to give presentations and site visits take place.
Any other information you would like to report	

Councillor A Tyler  
Borough Councillor and Members of the Area Museums  
Committee

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Implications for the Borough Council (if any)	The West Norfolk Disability Forum report to the Regeneration, Environment and Community Panel as required.
Any other information you would like to report	The Forum have held two successful events in 2014/2015 – the Opportunity Awards and Celebrate-ability.

Councillor T Bubb  
Chairman of the West Norfolk Disability Forum

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## REPORT TO CABINET

Open		Would any decisions proposed :		
Any especially affected Wards	Mandatory/	Be entirely within Cabinet’s powers to decide	YES	
	Discretionary /	Need to be recommendations to Council	NO	
	Operational	Is it a Key Decision	YES	
Lead Member: Cllr Alistair Beales E-mail: cllr.alistair.beales@west-norfolk.gov.uk		Other Cabinet Members consulted: Cllr Adrian Lawrence		
		Other Members consulted:		
Lead Officer: Dale Gagen E-mail: dale.gagen@west-norfolk.gov.uk Direct Dial:01553 616505		Other Officers consulted: CEO, Deputy CEO, D Hall, Nikki Patton		
Financial Implications YES	Policy/Personnel Implications NO	Statutory Implications NO	Equal Impact Assessment NO If YES: Pre-screening/ Full Assessment	Risk Management Implications YES

Date of meeting: 31 March 2015

## NORA JOINT VENTURE – PHASE 2

### Summary

This report updates Members on progress made on the NORA Housing project and requests Members to authorise the signing of contracts to enable the start of works for Phase 2.

### Recommendation

- 1. To authorise the signing of contracts to enable the start of works for Phase 2.**
- 2. To fund additional contributions from a reduction in the overall land receipt using option 3 paragraph 3.3 of this report.**

### Reason for Decision

To allow the development on Nar Valley Park (NORA) to continue.

### 1. Background

1.1 The Borough Council of King's Lynn and West Norfolk has led the redevelopment of the Nar Ouse Regeneration Area (NORA) since its inception in 1998. NORA aims to deliver the comprehensive regeneration of an area of around 53 hectares of underused and derelict land extending from Boal Street to the A47 adjacent to South Lynn. The Council has worked in partnership with the East of England Development Agency (EEDA), English

Partnerships (now the Homes and Communities Agency), Norfolk County Council and developers Morston Assets to deliver the NORA Millennium Community on the southern site since 2002. Throughout the programme, community stakeholders have been actively engaged in the development of detailed plans through the NORA Consultative Group.

1.2 An agreement with Norfolk County Council (NCC) to create a contractual Joint Venture to deliver the first phase of residential units on the Council's land at NORA was approved by Cabinet on 3<sup>rd</sup> April 2010 and signed with the NCC on 8 October 2012. This approach gave access to NCC capital funding and housing related specialist expertise and staffing capacity.

1.3 Following a tendering process, contract negotiations took place with Carter Builders whose tender proved to be the best value on offer under the procurement. Carters started on site on February 2013.

1.4 On the 29<sup>th</sup> July 2014 Cabinet authorised the Chief Executive and the Deputy Chief Executive (the JV Board Members for the Borough Council), in consultation with the Portfolio Holder for Regeneration, subject to a trigger point of 20 sales on phase 1, to authorise the signing of contracts and the start of works for phase 2. The latter being subject to the business case not requiring an additional contribution for phase 2 of more than £400,000.

## **2. How the Project has Progressed**

2.1 Phase 1 will be completed by the end of May 2015 and although sales have gone well (at the time of writing this report 42 units out of 54 units have been reserved, of which 5 have exchanged and 2 completed), it has not been possible to keep the cost of phase 2 within the parameters laid out in the Cabinet report of 29<sup>th</sup> July 2014 without excluding the cost of providing the 'Affordable' units which would reduce capital receipts by a sum of £425,000.

2.2. Members should be aware that within the Business case for phase 2 is an assumed land value that was determined by the Joint Venture agreement back in 2010 when land values were much higher. This amounts to £1.25 million.

## **3. Options available to the Councils**

3.1 Option 1 - The Councils could cease development. No land receipt will be generated and the regeneration of this part of the town will not happen.

3.2 Option 2 - The Councils could fund the additional cost of £425,000. The Norfolk County Council is unhappy to make a further contribution (they have already committed £1.2 million to the project) as they believe the land value the JV has to pay is too high and as such this additional sum should be paid for by reducing the land value.

3.3 Option 3 - The Borough Council could acquire the affordable units from the JV and onward sale. This approach to dealing with S106 units was

agreed by a delegated decision report called Affordable Housing Investment (Shared Equity) following a report to Cabinet on 6th December 2011. This process would ensure that the subsidy associated with these S106 affordable housing units stayed in the public sector.

3.4 option 4 - The JV partners could request that the requirement for affordable units is waved on affordability grounds.

#### **4. Proposed Action / Solution**

4.1 The Portfolio Holder's preferred option is to build the affordable units. This means that the two options available to the Council are those outlined in paragraphs 3.2 and 3.3 above.

4.2 The affordable units on this phase consist of 9 units of which 2 will be let at affordable rents and 7 will be sold as 'shared equity' units. The additional cost of providing the affordable units is estimated to be £425,000 , £105,000 for the affordable rental properties and £320,000 for the Affordable 'shared equity units.

4.3 Option 2 Paragraph 3.2 would require the Council to reduce the land value by £425,000 which together with the £200,000 (the Boroughs additional contribution in line with the NCC), would leave a net land receipt for phase 2 of £625,000.

4.4 Option 3 paragraph 3.3 would require the Council to accept a lower value by £425,000 which together with the £200,000 (the Boroughs additional contribution in line with the NCC), would leave a net land receipt for phase 2 of £625,000. But this option would result in the Council having an asset valued initially at £320,000 (a part share in the shared equity units) which when resold may return a capital receipt back to the Council. This sum would then be ring fenced for housing purposes. The Affordable rent units would be transferred to the Councils 100% owned Housing Company, previously authorised for this purpose to satisfy Housing Policy and maximise the value of the proposal to the Council.

#### **5. Policy Implications**

5.1 The contents of this report are in line with the Councils policy to develop the NORA site and takes account of the Councils policy on the provision of 'Affordable Housing units when developing housing land.

#### **6. Financial Implications**

6.1 The following table at paragraph 6.2 shows the revised Business Case produced by the NCC for Phases 1 and 2. The sales income figures for phase

2 are all based on market price to balance the cost of phase 2, i.e. no affordable units included.

## 6.2

	<u>Phase 1</u>	<u>Phase 2</u>
<b>Costs</b>		
land costs*	350,000	1,250,000
measured Works	<u>4,241,327</u>	<u>5,096,879</u>
	<u>4,591,327</u>	<u>6,346,879</u>
infrastructure and design costs	3,949,449	3,656,188
Variation to Phase 1 contract	121,808	
Provisional sums	165,598	
Loss from Phase 1		66,632
Client Risks Piles block 5, Contamination, Ground Conditions		400,000
Total Costs	<u>8,828,182</u>	<u>10,469,699</u>
<b>Income Phase 1 sales</b>		
House sales to date 02/12/2014	(4,816,050)	
Future sales - based on market price	(3,052,000)	(10,200,945)
sales fees	106,500	127,512
	(7,761,550)	(10,073,433)
NCC Contribution	(1,000,000)	(200,000)
BCKLWN		(200,000)
Loss on Phase 1 / Balance on Phase 2	<u>66,632</u>	<u>(3,734)</u>

\* In Phase 1 the actual land value is £1.35m, but has been reduced by £1m, KLWNBC's equivalent contribution to NCC's to the project.

If nine affordable units are included, this would have the effect of reducing the sales income by £425,000.



6.3 Under the Joint Venture agreement each party invested £1 Million into the regeneration project, the Council's investment being in the form of land value and the NCC's in cash. The £1 million land value has been written off in the Borough Council's accounts as it was viewed as a regeneration project that was unlikely to see a return from the initial investment.

6.4 Once the housing units have been built and occupied, the Council's will receive 'New Homes Bonus' and Council tax. In general terms this should result in the Borough Council receiving £1,072,350 and the NCC receiving £1,177,389, subject to the continuation of the New Homes Bonus scheme.

6.5 The Council as developer could also argue the case for the affordable provision to be removed due to the viability of the scheme, in the same way a private developer would. However this scheme has always been considered a regeneration scheme rather than a normal housing development and this is represented in the quality of the scheme and is one of the reasons why the scheme is expensive to deliver.

## **7. Personnel Implications**

7.1 There are no personnel implications associated with this report.

## **8. Statutory Considerations**

8.1 The proposed actions to be taken within this report are covered under S.1 Localism Act 2011 (general power of competence)

## **9. Equality Impact Assessment (EIA)**

9.1 Pre-Screening Equality Impact Assessment form indicates no full EIA is required.

## **10. Risk Management Implications**

10.1 The initial reason the Council was progressing the JV with NCC was to reduce the risks to this Council by sharing them with NCC. The main risk related to the capacity and expertise of the Council to bring forward a housing development. The NCC has contributed £1million and allowed us to utilise NCC contracts and staff. The 'expertise' risk has been reduced and is demonstrated by Phase 1 being delivered.

10.2 The other main development risks outstanding on this site relate to issues such as :-

- (i) The market drops and as a consequence the Council decides not to progress the development at this time. However the works to date will have added value to the site and the site could be sold or developed once market conditions allowed.

(ii) Some of the works may find additional cost associated to the site (further remediation works). This risk becomes less as the site is developed.

(iii) There is also a risk that as Phase 3 will not break even and that similar action to that proposed in this report might have to be considered at that time.

10.3 There are other financial risks associated with the development that relate to the building costs and the sales income associated with the project. The cost side will be mitigated by negotiating fixed price contracts for all the works and reducing development risk as far as possible. A revised business case will be made available prior to phase 3 being considered by Members.

**11. Declarations of Interest / Dispensations Granted**

11.1 None.

**12. Background Papers**

Joint Venture Board Meeting Minutes

Affordable Housing Investment (Shared Equity) delegated Decision

Affordable Housing Cabinet Report of 6<sup>th</sup> December 2011

Norfolk County Council Economic Development Sub Committee report NORA Housing Project Update 19 January 2015



## Pre-Screening Equality Impact Assessment

**King's Lynn &  
West Norfolk**

Name of policy/service/function	NORA – Nar Valley Park Phase 2				
Is this a new or existing policy/ service/function?	Existing				
Brief summary/description of the main aims of the policy/service/function being screened.  Please state if this policy/service rigidly constrained by statutory obligations	Regeneration scheme that involves the building of 58 housing units				
<b>Question</b>	<b>Answer</b>				
<b>1. Is there any reason to believe that the policy/service/function could have a specific impact on people from one or more of the following groups <b>according to their different protected characteristic</b>, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</b>  Please tick the relevant box for each group.  NB. Equality neutral means no negative impact on any group.		Positive	Negative	Neutral	Unsure
	Age			x	
	Disability			x	
	Gender			x	
	Gender Re-assignment			x	
	Marriage/civil partnership			x	
	Pregnancy & maternity			x	
	Race			x	
	Religion or belief			x	
	Sexual orientation			x	
	Other (eg low income)			x	
<b>Question</b>	<b>Answer</b>	<b>Comments</b>			
<b>2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another?</b>	No				
<b>3. Could this policy/service be perceived as impacting on communities differently?</b>	No				
<b>4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?</b>	No				
<b>5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions?</b> If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section	N/A	<b>Actions:</b>			
		<b>Actions agreed by EWG member:</b> .....			
<b>Assessment completed by:</b> <b>Name Dale Gagen</b>					
<b>Job title Corporate Project Officer</b>	<b>Date 23 June 2014</b>				

**Please Note: If there are any positive or negative impacts identified in question 1, or there any 'yes' responses to questions 2 – 4 a full impact assessment will be required.**

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## REPORT TO CABINET

<b>Open/Exempt</b>		Would any decisions proposed :		
<b>Any especially affected Wards</b>	Mandatory/	Be entirely within Cabinet's powers to decide	YES/ <del>NO</del>	
	<del>Discretionary /</del>	Need to be recommendations to Council	<del>YES/NO</del>	
	<del>Operational</del>	Is it a Key Decision	YES/ <del>NO</del>	
Lead Member: Cllr B Long E-mail: cllr.brian.long@west-norfolk.gov.uk		Other Cabinet Members consulted:		
		Other Members consulted:		
Lead Officer: Dave Robson E-mail: dave.robson@west-norfolk.gov.uk Direct Dial:01553 616302		Other Officers consulted: Geoff Hall, Fabia Pollard, Air Quality Steering Group Ian Parkes, Norfolk County Council		
Financial Implications YES/NO	Policy/Personnel Implications YES/ <del>NO</del>	Statutory Implications YES/ <del>NO</del>	Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment	Risk Management Implications YES/ <del>NO</del>
If not for publication, the paragraph(s) of Schedule 12A of the 1972 Local Government Act considered to justify that is (are) paragraph(s)				

Date of meeting: 31<sup>st</sup> March 2015

### TITLE: AIR QUALITY ACTION PLAN

#### Summary

This report highlights the work which has been completed in drawing up an Air Quality Action Plan (AQAP) and the mechanisms used to consult with the public and stakeholders on the proposed air quality reduction measures

#### Recommendation

That Cabinet adopt the Air Quality Action Plan

#### Reason for Decision

To allow Air Quality Action Plan to be implemented.

## 1 Background

1.1 The Borough Council has a statutory duty under Part IV of the Environment Act 1995 to review and assess air quality across its district. Air quality monitoring has shown that the levels of Nitrogen Dioxide (NO<sub>2</sub>) exceed the annual mean objective in two areas within King's Lynn.

1.2 The Borough has declared these two areas as Air Quality Management Areas (AQMA). The main source of NO<sub>2</sub> in both AQMA's is from road transport.

1.3 If an area is declared as an AQMA, then the Borough Council has a statutory duty to develop, adopt and implement an Air Quality Action Plan (AQAP) within 12-18 months of declaration. The draft AQAP must be submitted to DEFRA, other stakeholders and undergo an 8 weeks public consultation before being adopted.

1.4 The measures within the AQAP will then be implemented through the Air Quality Steering Group (AQSG).

## **2 Air Quality Action Plan**

2.1 DEFRA/Secretary of State has issued statutory Local Air Quality Management (LAQM) Policy Guidance 2009 (LAQM PG 09) regarding the setting up of a steering group, format of action plan, consultation and measures to be considered.

2.2 An AQAP must include the following:

- Quantification of the source contributions to the predicted exceedances of the relevant objectives; this will allow the Action Plan measures to be effectively targeted;
- Evidence that all available options have been considered;
- How the Borough Council will use its powers and also work in conjunction with other organisations in pursuit of the air quality objectives;
- Clear timescales in which the Borough Council and other organisations propose to implement the measures within the plan;
- Where possible, quantification of the expected impacts;
- How the Borough Council intends to monitor and evaluate the effectiveness of the plan

2.3 DEFRA have included in LAQM PG (09) several local authority measures that should be considered. These measures include:

- Traffic regulation
- Traffic calming
- Reallocation of road space
- High occupancy vehicles lanes
- Vehicle restricted areas
- Parking controls
- Traffic control systems
- Speed limits
- Transport information & guidance systems
- Home zones
- Clear zones
- Park & ride
- Smarter choices (travel plans, car sharing etc)

### **3 Air Quality Steering Group**

3.1 An Air Quality Steering Group (AQSG) has been set up under the Portfolio Holder – Environment who chairs the group. The group has met several times and has drawn up a draft Air Quality Action Plan (AQAP). The group membership includes officers from Planning Control, Planning Policy, Regeneration, Car Parks, NCC Transport Planning and Environmental Quality.

3.2 The AQAP needs to link to other corporate policy areas; namely the Local Development Framework, Local Transport Plan, parking management, town centre redevelopment and environmental statement. All these areas have potential impacts on air quality within the AQMA's and therefore these policies need to complement each other, rather than conflict. The aim of the plan is to achieve a win/win situation with the AQAP measures by reducing idling traffic, reducing traffic congestion, increase traffic speed through the town, improving public transport and alternative transport methods with added benefits of improving access to King's Lynn with positive impact on businesses and tourism.

### **4 Consultation**

4.1 Cabinet agreed on 29<sup>th</sup> July 2014 to a public consultation on the draft AQAP which was carried out between 1<sup>st</sup> August and 30<sup>th</sup> September 2014. This included a media release and dedicated consultation webpage including an online survey. Public drop in sessions were also held at Kings Lynn Central Library and Gaywood Libraries.

4.2 The draft AQAP was sent out for consultation with the following: -

- Secretary of State (DEFRA)
- King's Lynn Area Consultative Committee
- Elected Members
- Environment Agency
- Norfolk County Council including Highways
- Neighbouring district local authorities
- Members of the public and interested bodies through website site, press articles and drop in session at Central and Gaywood libraries and online customer survey
- Bus operating companies
- King's Lynn Chamber of Commerce

4.3 A report detailing the consultation responses is contained in Appendix 1. The highest level of support was for actions:

- to improve public transport (including the West Lynn Ferry),
- considering air quality impacts of development in air quality management areas,
- traffic management in the air quality management areas,
- to improve provision for cycling and walking
- travel plans,
- traffic control systems,
- road layout

4.4 DEFRA have considered the draft AQAP and are supportive noting “The overall plan is clear, comprehensive and substantially follows the guidance outlined in LAQM PG(09). The plan provides a background to the review and assessment work undertaken by the Council. This includes the findings of the source apportionment exercise undertaken in the detailed and further assessment stages, and a statement on the required reductions in emissions and NO<sub>2</sub> concentrations for the two AQMA.”

4.5 The draft AQAP has been developed after reviewing several different measures. The final AQAP recommends that 20 measures should be taken forward. A copy of the Non-technical Summary is attached as Appendix 2 which highlights the 20 measures that are proposed to be taken forward.

4.6 Whilst some alternative measures were suggested as part of the consultation process, these have already been considered and disregarded as either not being feasible, cost benefit being low or an alternative measure has been included in the AQAP. Therefore it is not proposed to remove any proposed action plan measures or add any additional measures.

## **5 Policy Implications**

5.1 The Air Quality Action Plan that will be used to implement measures that are designed to, in combination, reduce the levels of NO<sub>2</sub> to levels below the National Air Quality Objective and eventually lead to the revocation of both AQMA's within King's Lynn.

## **6 Financial Implications**

6.1 None identified

## **7 Personnel Implications**

7.1 None identified

## **8 Statutory Considerations**

8.1 It is a legal requirement to complete, adopt and implement an AQAP if a local authority declares an AQMA.



8.2 Once adopted, this policy will form part of the guidance for proposed planning developments in or adjacent to the AQMA's.

8.3 The UK faces legal action over NO<sub>2</sub> breaches. Some of the UK's air-quality zones breach the 40 microgram per cubic metre NO<sub>2</sub> annual mean limit that should have been met by 1 January 2010. The Court of European Justice has ruled in that the UK has breached the air quality directive. As a result of the ruling, political pressure may now similarly build for a revision of the air quality directive to allow greater provision for exceedances or more relaxed time limits. A fine would be the ultimate step in legal action. The Government have discussed the possibility of transferring any fine to individual local authorities where breaches have occurred. However, no decision has been made on this issue to date.

## **9 Equality Impact Assessment (EIA)**

(Pre screening report template attached)

9.1 A pre-screening assessment has been completed and no issues were identified.

## **10 Risk Management Implications**

10.1 As discussed in section 8 above, there are legal implications if this work is not completed.

## **11 Declarations of Interest / Dispensations Granted**

11.1 None identified.

## **12 Background Papers**

Annual Air Quality Reports  
Air Quality Monitoring Results  
Air Quality Management Orders for both AQMA  
DEFRA LAQM TG(09)  
DEFRA LAQM PG (09)  
NSCA/ EPUK air quality guidance documents  
AQAP Consultation responses  
DEFRA Action Plan Appraisal Report 25.11.2014

## **Air Quality Action Plan Consultation – November 2014**

### **1.0 Introduction**

The Borough Council sought views on the draft Air Quality Action Plan. The consultation period ended on 30 September 2014.

### **2.0 Consultation process**

Four drop in sessions were held at Gaywood and King's Lynn libraries during August and September. A leaflet drop was carried out to properties within the air quality management areas to let them know about the consultation.

A webpage was set up on the Borough Council's web site with a link to an electronic survey and an email address for specific comments. Stakeholders and interest groups were contacted by email and directed to the website for more information. Taxi and Private Hire operators were contacted by letter for comments. Items also appeared in the local press to inform the local community that the consultation was taking place.

The drop in sessions were attended by a total of 100 people who came to discuss the plan and give their views. Where possible, specific concerns were recorded and attendees were also directed to the website to leave more detailed comments.

### **3.0 Consultation responses**

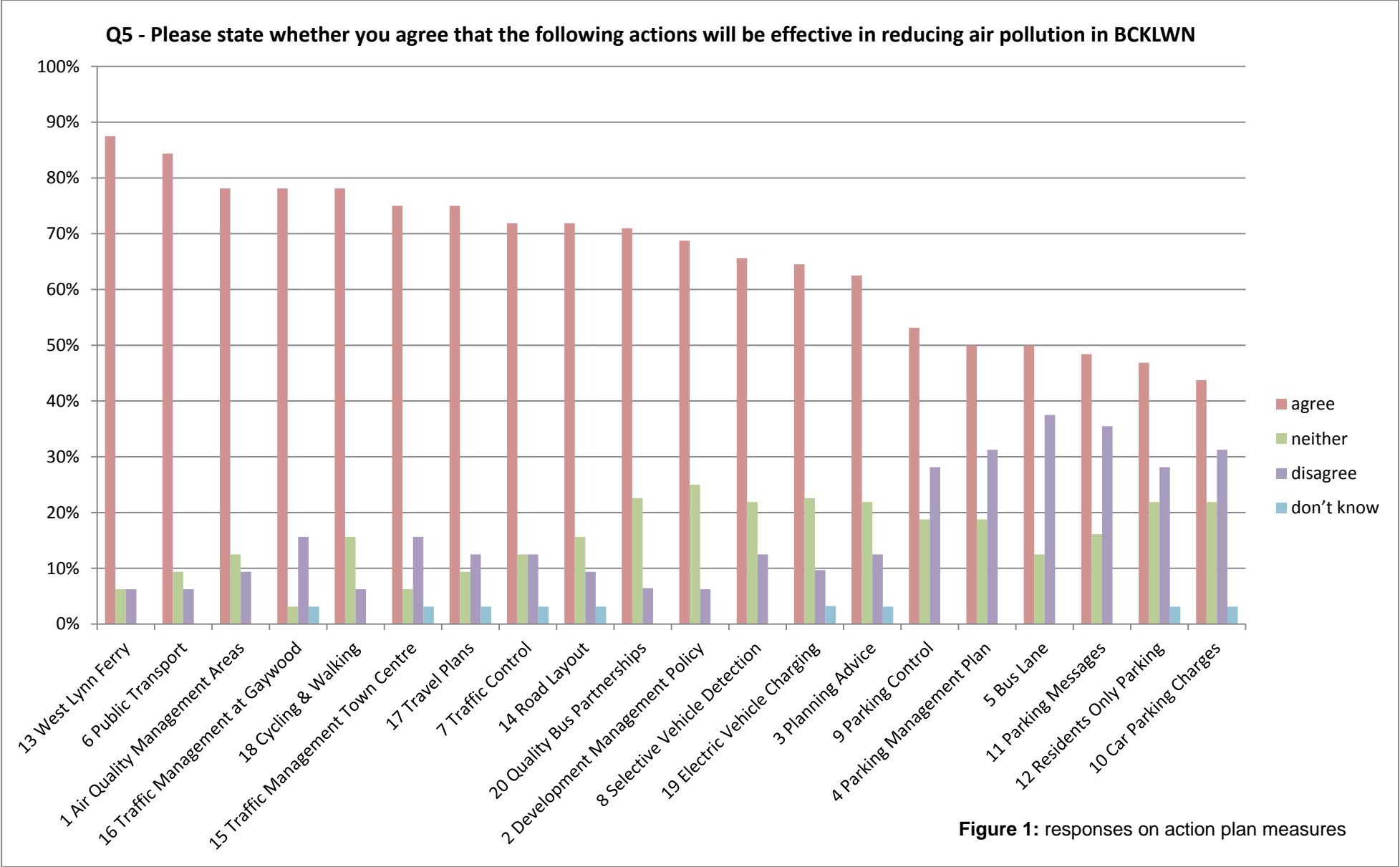
In addition to responses received at the drop-ins, nineteen email responses were received. These responses included 1 from a County Councillor, 1 Norfolk County Council's Environment, Transport and Development Department, 2 community groups, 2 bus companies, 5 residents and 8 taxi/private hire. The responses are reported in **appendix 1**.

Thirty two responses were received by electronic survey. These are reported in **appendix 2**.

**Figure 1** below summarises the extent to which respondents either agreed or disagreed with action plan measures effectiveness in reducing pollution.

A separate question was asked about the potential to use Hardings Way bus/cycle route for taxi/private hire vehicles. 56% of survey respondents thought taxis should be able to use the bus lane, 44% did not agree.

**Figure 1** shows the action plan measures ranked in order of support. The top ten measures had over 70% of respondents who agreed or strongly agreed that the measure would help reduce air pollution. More people agreed than disagreed that each measure could help reduce air pollution.



As well as comments on the individual measures in the draft Action Plan, respondents raised additional issues such as:

- The feasibility of Park and Ride (south or north of the town centre, or from Gaywood)
- Restriction of free parking in Gaywood to shoppers only
- Turning off traffic lights at some junctions
- 20mph speed limits
- Charge for car parking at Lynnsport
- Include charging points for electric cycles at car charging points
- Increase parking charges to remove bias towards car users
- Restrict HGVs in the town centre
- More benches to aid on longer journeys by foot
- Increase tree planting
- Park and sail from saddlebow
- Remove free work-time parking for council employees
- Close Tuesday Market to all traffic
- Introduce rickshaws
- Allow left turns on red lights and part-time signals
- Widen Southgates
- Tram from South Lynn to Boal Quay
- Bus stops at Saturday and Tuesday Market
- Stagger school opening and closing times

#### **4.0 Conclusion**

The Air Quality Action Plan was supported by those who responded to the consultation. There were more respondents who agreed that the measures would help reduce air pollution than those who disagreed.

The highest level of support was for actions:

- to improve public transport (including the West Lynn Ferry),
- considering air quality impacts of development in air quality management areas,
- traffic management in the air quality management areas,
- to improve provision for cycling and walking
- travel plans,
- traffic control systems,
- road layout

Half of the respondents supported the use of Hardings Way by buses, to remove some traffic from London Road. 56% supported the use of Hardings way for private hire vehicles and taxis.

**5.0 Further actions**

An Air Quality Steering Group has been set up to deliver the plan. Comments will be considered by the Air Quality Steering Group and the air quality action plan will be reviewed and finalised. Individual measures may need to be updated or new ones inserted.

The final action plan will be submitted to DEFRA for approval before being adopted by the Borough Council. Once adopted, the steering group will start to implement the identified measures within the plan. Progress will be reported through the annual air quality report.

Group	Comments
Bike Users Group (King's Lynn and West Norfolk)	<p>Policy Actions 1, 2 and 3 - KLWNBUG is in favour of these proposals, although we would suggest placing more emphasis on active travel plans for developments in the AQMAs and adjacent areas to reduce polluting vehicle use, as well as ensuring that developments have adequate secure storage for residents' cycles and safe links to the current cycleway network.</p> <p>Policy Action 4 - The group is in favour of the proposal to plan car parking facilities in such a way as to smooth out car journeys and ease congestion provided that it does not disrupt cycling and walking routes. In addition, we suggest that plentiful cycle parking at secure and accessible sites, advertised in/near car parks, should form an integral part of the action plan. We are not quite clear how the increase in 20 minutes free car parking spaces reported in the Lynn News ties in with the policy, in that we feel it is more likely to encourage more of the short car journeys that are so detrimental to the environment.</p> <p>Policy Action 5 - Hardings Way is not a “bus only” route, but a cycleway which was rebuilt as part of the Communities Infrastructure Fund 2 (CIF2) project to allow buses to share it. We are strongly opposed to the idea of opening Hardings Way cycleway to taxis and private hire vehicles because it seems likely that any improvement to air quality on London Road that could be achieved by this measure would be more than outweighed by a deterioration in air quality in the Hardings Way area alongside the River Nar, where air quality is currently acceptable. In addition, this route is currently very well used by both pedestrians and cyclists travelling into the town centre, and putting additional traffic on the road is likely to make them feel less secure and discourage them, thereby adding extra vehicles to London Road and further undermining any improvement. Furthermore, this may undermine the county council's duty to protect public health as it would be contrary to Recommendation 2 of NICE guidance PH8 on Physical Activity and the Environment. It would be far more effective to finish Hardings Way by extending it into the Nar Ouse Regeneration Area and delivering the connecting community infrastructure originally planned as part of the CIF2 project.</p> <p>We are also extremely concerned to see that Table 7 in Appendix 3 of the Plan refers to opening the road without any indication that access would be restricted to taxis and private hire vehicles; would this be the next step?</p> <p>Policy Action 6 – we are in favour of improvements to public transport, particularly as incentives to replace car journeys with bicycle/bus combinations have reduced considerably in recent years, with the barring of bikes on the express (X) routes and the insistence of some bus companies on bags for folding bikes when they are not required for buggies and large items of luggage. Also, many popular destinations in town are not currently on a bus route. For these reasons, we feel that this policy action, while worthy of support, needs careful attention.</p> <p>Policy Action 7 - improving traffic flow to reduce congestion and cut emissions would be a good thing; the introduction of a 20mph speed limit in the town centre would also help with this (please see further comments below). Any scheme to keep traffic flowing should consider the needs of non-motorised road users, who can be deterred by long waits at junctions.</p> <p>Policy Action 8 – we are in favour of the proposal to keep buses moving more smoothly.</p> <p>Policy Action 9 - we also feel that improved parking controls can play a useful part in reducing congestion; in addition, reducing pavement and cycleway parking would help ensure that non-motorised travel remains attractive.</p>

Group	Comments
	<p>Policy Action 10 - We support this in general but note that the recent plans for extending the car parking at Lynnsport do not seem to include the introduction of any charges. Surely a sports centre of all places should not be encouraging more car-based visits, but should be actively supporting other means of travel and providing disincentives to those undertaking the nearly the half of car journeys which start within the town boundaries or Woottons.</p> <p>Policy Actions 11,12,13 – KLWNBUG supports these proposals.</p> <p>Policy Action 14 - the Group supports this proposal and requests that provision for cyclists be taken into account when redesigning road layouts, as any redesign provides an ideal opportunity to reallocate carriageway space to provide high quality cycle routes and improve safety for cyclists on roads and junctions by protecting space. There is often little evidence that the interests of non-motorised road users are taken into account or considered fully. For example, it often seems that provision is made for cyclists travelling only in one direction (e.g. the new Sainsbury's development and the hospital roundabout). Also we are not necessarily convinced (despite the models) that new roads such as the Greenpark Avenue to Edward Benefer Way route will not create more traffic and merely transfer congestion (in much the same way as the M25 did).</p> <p>Policy Action 15 – we support traffic management in the problematic London Road and Southgate area. Again, a 20mph speed limit could perhaps help achieve this (please see comments below), and the needs of non-motorised road users should be considered.</p> <p>Policy Action 16 – the Group suggests reallocating carriageway so there are never more motor lanes entering a junction than exiting it and using the freed carriageway to provide high quality cycleways instead of the current confusing partial provision of mixed-user paths.</p> <p>Policy Action 17 – KLWNBUG is in favour of green travel plans but having been an enthusiastic partner in several campaigns for biking to work we would suggest that a more holistic package of incentives for commuter cyclists and disincentives for drivers be introduced. The Borough itself should be the pioneer in this regard; various initiatives in the past did not produce much sustained change in staff commuting habits! Not only do Cambridge and Norwich have a higher proportion of cycle journeys to work, but so does Boston - Lynn has a long way to go!</p> <p>Policy Action 18 - KLWNBUG welcomes the proposal to encourage people to switch to walking and cycling. The promotion of cycle route maps and of cycling groups is a positive step, and as mentioned in point 4 above, the provision of adequate cycle parking in secure and convenient areas, preferably covered, would also help to encourage cycling in the town centre. Whilst it is clear that the proposals in the AQAP relate to the town centre and Gaywood Clock areas, we would point out that any plan to encourage walking and cycling in these areas also needs to make provision for adequate promotion, maintenance and signage of good quality cycle routes in other parts of the town so that the areas in question are accessible to walkers and cyclists. In particular, improved signage of walking and cycling routes would be helpful and a cost effective way to promote these modes of transport. KLWNBUG in collaboration with both the borough and county councils did publish a cycle map of Lynn in the past. These were very popular and we have been in desperate need of a reprint for several years; we would welcome any funding and support to this end. Again, we feel that this would be a relatively simple and extremely cost-effective way to promote greener travel.</p> <p>Policy Action 19 – we are in favour of the provision of charging points for electric vehicles including electric cycles.</p>

Group	Comments
	<p>Policy Action 20 – the Group supports the proposal for quality bus partnerships and suggests that provision for carrying bikes on some buses should form part of the contract.</p> <p>Further comments:</p> <p>We were surprised to see the repeated claim in Appendix 3 that fuel efficiency at 20mph is lower than at higher speeds, leading to increased emissions. No evidence is cited for this assertion, which appears to be a direct contradiction of the information given in the Department for Transport Circular 01/13 "Setting Local Speed Limits". This Circular states that "generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used".</p> <p>Any slight improvement in engine efficiency from driving at higher speeds would only apply at steady speeds where a higher gear can be used. This is unlikely to be achieved in the urban environment. A lower speed limit would be more likely to result in less idling and acceleration. We would therefore request that the proposals involving 20mph speed limits be re-examined, as it may well both reduce the levels of emissions from each vehicle, and encourage the use of non-polluting modes of transport by helping to make the AQMA areas more pleasant for walking and cycling.</p> <p>We hope this feedback is helpful and would be interested in participating in the Air Quality Steering Group.</p>
Bus Operator (First Eastern Counties)	<p>In terms of the First bus fleet we introduced the latest diesel technology to our King's Lynn depot in 2013 so there is little more that we can do on that front. We operate four departures per hour (two to Norwich and two to Peterborough) operating via London Road in both directions. Our impact on air quality is therefore relatively insignificant.</p> <p>Any improvements to road layouts and bus priority will assist air quality from a public transport perspective, although this may have an adverse impact on general traffic emissions overall.</p>
Bus Operator (Norfolk Green)	<p>4. Parking Management Plan As a bus operator I would obviously say this, but the parking charges in Kings Lynn are too cheap, because of this there is a bias towards car users and it is that bias that often causes all of the traffic congestion.</p> <p>5. Bus lane The right hand turn on London Road next to the library to access the bus lane is already fraught with danger with no right turn priority, already our buses are asked to turn right when the lights are on red, so this route be opened to taxi and private hire vehicles there must be a priority. There must also be a clear instruction as to the operation of the said bus lane.</p> <p>13. West Lynn Ferry I am not sure where the calculation comes from of 90,000 "return" journeys, but it is clearly flawed. If you check the capacity of the boat and the journeys it makes you come up with a figure of around 500 per day. Having used the service I cannot believe that.</p>



Group	Comments
Community Association (Hardings Pits)	<p>With reference to Section 5 (Road Traffic Actions) of Schedule 1 of the above AQAP please take note of the objection of the Harding's Pits Community Association Ltd. (HPCA Ltd.) to any 'consideration' of the extension of the use of the Bus and Cycle Lane U23679 Hardings Way to taxis and private hire (PHV) vehicles. We must insist that such 'consideration' be abandoned.</p> <p>Any increased volume of traffic is unacceptable. Its presence will be invasive and can only create further disturbance to the Harding's Pits Doorstep Green, an important community facility.</p> <p>The existing Hardings Way is unsuited to the burden of traffic which it already carries. It cannot be modified to eliminate the hazard it presents to all users. Any increase in the volume of traffic must endanger cyclists, pedestrian adults and children who use the route for access from South Lynn to Whitefriars CE school.</p> <p>Opening the route for additional vehicle movements will merely remove part of the present source of traffic pollution in the London Road to an area (the Friars) currently suffering lower traffic pollution levels. The prevailing south west winds will distribute pollution created on Harding's Way across the centre of the town; it will also increase pollution levels in and around Whitefriars CE school.</p> <p>Hardings Way is currently limited in use and should remain so. It is unsuited by its design to extension to other vehicles, such as taxis and PHV vehicles. The chicane at the northern (Boal Street) end is blind to car drivers from both directions, is too narrow for two vehicles to pass each other so that one or other is forced to reverse. The sightlines for vehicle drivers are seriously obstructed. It is difficult to see how the chicane can be reconfigured. On its western side there is a flood protection bank flood protection bank which cannot be moved; land to the east is in private ownership. The owner is understood to be unwilling to sell and is also understood to have taken steps to delay/prevent compulsory purchase.</p> <p>Any permitted increase in the number or type of vehicles would also breach undertakings given when the road was built that its use would be limited and that the number of bus movements would also be limited. To protect the environment of the adjacent Harding's Pits Doorstep Green these undertakings must be respected.</p> <p>Harding's Way runs parallel to the entire eastern boundary of the Harding's Pits Doorstep Green. This is a 5.5 acre public recreation facility and wildlife reserve established in 2004 with funding provided by a number of national and local resources including Norfolk County Council and the Borough Council of King's Lynn and West Norfolk.</p> <p>The latter council continues to be the owner of the land. All management and maintenance of the Doorstep Green is devolved to HPCA Ltd. This is a limited liability company managed on a voluntary basis by the local community.</p> <p>Hardings Way was constructed and opened in 2011 as a relief road for some bus movements in London Road, King's Lynn. The Norfolk County Council (King's Lynn, Various Roads) (Bus and Cycle Lane) Consolidation Order 2013 limits its use to buses, emergency vehicles, pedal cycles, pedestrians and '...the Harding's Pits Community Association and/or its nominated contractors for ground maintenance.'</p> <p>During consultations between representatives of HPCA and officers of both the county and borough councils prior to construction of Hardings</p>

Group	Comments
	<p>Way assurances were given on numerous occasions that usage of the road would be limited to those listed in the paragraph above.</p> <p>Assurances were also given that the number of bus movements on the road would be limited to three to four an hour. In fact the number of movements has steadily increased, bringing vehicle movement, noise and air pollution to the detriment of the peace of the Doorstep Green, to the many people who visit it for recreation and to the wildlife which has much increased since the Green's establishment.</p> <p>Opening this road to the additional movement of taxis and PHV traffic would be highly detrimental to the purposes for which the Green exists. To the communities of South Lynn and the Friars it is the only easily accessible open space of its kind and it is much valued.</p>
A Kemp County Councillor	<p>1.1 Lynn and the area around the Wash have some of the highest levels of asthma in children and adults in England in figures published by NHS England.</p> <p>1.2 So the Borough Council's proposal to allow taxi and hire-car traffic into Hardings Way, in addition to the existing buses, would be a backward step, harmful to the children of South Lynn and the Friars in introducing more air pollution near to Whitefriars Primary School and simply must not happen. Poor air quality affects all of us, but particularly children. You can't see emissions from road vehicles but long-term exposure is damaging to the health of everyone.</p> <p>In addition, while buses have adopted greener fuel, many taxis and hire cars will run on diesel which produces particulates who enter the blood stream and lungs and increase the risk of heart attacks and strokes.</p> <p>1.3 The Supreme Court ruled in May 2013 that the UK Govt is responsible for 29,000 early deaths from its failure to reduce air pollution mainly from traffic fumes and nitritogen dioxide.</p> <p>1.4 Air quality sensors are to be fitted to 500 schools to gather data on pollution that causes asthma attacks and 4,000 premature deaths annually in London. The Borough Council cannot, should not, and must not do anything that would clearly flout its duty to promote the health and well-being of children in King's Lynn.</p> <p>1.5 I consulted with Whitefriars Primary School's Management and Governors who strongly objected on the grounds pollution and of safety. Parents who at present let infants to walk to school from home, because there are no cars on Hardings Way from South Lynn, will no longer do so because of motor vehicle traffic as it would not be safe.</p> <p>1.6 The beauty of Hardings Way as a quiet doorstep green, an oasis of peace and calm would be disrupted and the flowering of a unique urban tranformation allowed to wither on the vine.</p> <p>1.7 The proposal would destroy the safety and security of cyclists on a dedicated cycle route,</p> <p>1.8 Opening up more traffic to Hardings Way is the thin end of the wedge. It would displace air pollution, not reduce it. Reducing the traffic flow through London Road by restricting emissions from the heaviest and most polluting vehicles Is the appropriate way forward with the introduction of a park-and-ride scheme into Lynn.</p>
NCC (Officer Response)	<p>Our officer response to the consultation is that we support the principle of the AQAP. We confirm the intention of Norfolk County Council to continue to work with the Borough Council in improving local air quality. We also note that further work will be involved in developing the AQAP proposals and that ultimately some measures may not be deliverable.</p>

Resident (Goodwins Road)	<p>I am writing about pollution levels in Kings Lynn. We live in Goodwins Road and this has become like a motorway. This road has many people living off it. The impact on us-</p> <ul style="list-style-type: none"> <li>• The road is busy and noisy from 5am to midnight with cars and many large lorries.</li> <li>• Our house shakes from the lorries even at the back of the house.</li> <li>• This road seems to be used instead of the near central one way system.</li> <li>• Many accidents happen from cars trying to get out of side roads.</li> <li>• Many cars speed along this road</li> <li>• We are having to consider going from double glazing to triple glazing as the sound of traffic is so loud.</li> <li>• We are worried about this level of traffic on our health.</li> </ul> <p>What needs to happen-</p> <ul style="list-style-type: none"> <li>• Road calming measures</li> <li>• Park and ride</li> <li>• better outer roads</li> </ul>
Resident	<p>One thing you need to take into account is that before the bypass at thorney on the A47 was built, they reduced the speed limit though the village and the levels of pollution increased as the speed of the traffic did not move the fumes.</p>
Resident (Montgomery Way)	<p>I've just read about the plans to combat the bad effects of air pollution in King's Lynn. I've not seen anything about the development of a Park and Ride system.</p> <p>I think that would be a great way forward especially as there has been so much housing development in South and East Lynn (King's Reach). In fact a road from King's Reach to the Hardwick area shops might be a good idea. Might ease some of the congestion along Winston Churchill Drive, especially when the busses arrive to bring and take the children from Churchill Park school. At times, they cause severe congestion during term time. Accident waiting to happen??</p> <p>In my opinion, a bus lane development would be difficult as there does not appear to be any way of easily widening any of the roads mentioned.</p>
Resident (S Lynn)	<p>With reference to the summary of the above plan (Road Traffic actions section 5) please note:</p> <p>that the bus route between Wisbech Road and Boal Quay is limited to buses and emergency vehicles and to vehicular use by the Hardings Pits Community Association Ltd and/or its nominated contractors for ground maintenance under the Norfolk County Council (Kings Lynn various roads) (Bus and cycle lane) Consolidation Order 2013. Its use by any other form of traffic is illegal unless and until an amendment is made to this Order.</p> <p>Comment</p> <p>You may expect that any amendment to the Order which would permit other than the designated forms of vehicular traffic on the bus route will be strongly contested by HPCA Ltd. and by many of the large number of members of the public who use the route for walking and cycling. Moreover an extension of the use of the road would be highly dangerous to all road users unless the present embanked chicane at the</p>

	<p>northern end was straightened. This may well not be possible as the bank on the western side forms part of the town's flood defences and public ownership of the eastern side is as yet unresolved..</p> <p>When the bus route was built undertakings were given at various times by NCC and BCKLWN officials that the restrictions in the Order would be respected. It was also said that bus usage would be relatively light (ie four to six movements/hour during the day). From observation movements are now considerably greater than this; the Action Plan draft points out that buses are a major contributor to traffic pollution. The development of the bus route has thus merely transferred a major source of pollution from one place to another, albeit the new route is so positioned as to ensure that any pollution arising will blow directly across the town on the prevailing south-west winds. Opening the route to taxis/phv and, potentially, other traffic in the long run, would have the same effect. The Friars area, currently fairly pollution free, would suffer an immediate reduction in air quality.</p> <p>The bus route already forms an invasive presence alongside the Harding's Pits Doorstep Green. This recreational and wildlife facility, the only such place in the south of the town, continues to be highly valued by local residents despite the deleterious effect of the continually passing buses upon its peace and tranquility. No additional disturbance should be permitted.</p> <p>It is notable that all references in the Action Plan to action on park and ride and/or light rail or variations thereof are rejected. As some form of P and R/light rail system is the most obvious means of reducing private car access to the town - thus virtually solving the problem of traffic pollution within the town - this policy is surprising. It is true that such a system would be expensive and much more so than if it had been instituted when some such a solution was first suggested some 15 years ago by interested residents of the town. The idea that such a system should at least be examined was ignored by the then borough council at the time although a half-hearted attempt was made at a temporary P and R system. This, as intended, failed dismally. The Parry People Mover referred to in the Draft Plan was discussed at the same time but met the same fate.</p> <p>A P and R system will eventually be installed in King's Lynn. The longer the delay in establishing it, the greater the cost will be.</p>
Resident (Town Centre)	<p>I am writing in response to the Air Quality Consultation for King's Lynn. I write as a resident of the town centre, with children, who drives (especially for work) as well as cycling and walking whenever possible. I would love our town to be a cleaner easier-to-travel-around greener environment.</p> <p>There are a number of issues about which I have particular concerns:</p> <ul style="list-style-type: none"> <li>• There appears to be a lack of priority in the consultation document in promoting walking and cycling. We are fortunate to live in an area ideally suited to both but the infrastructure favours motor vehicles above other means of transport. In order to improve the air quality of the town centre there should be more emphasis on reducing the total number of vehicles entering the area. This will only be achieved through offering viable and attractive alternatives to residents, commuters and visitors.</li> </ul>

- The Sustrans Route 1 is an excellent cycle route but on its own fails to join up the town at crucial points, particularly when having to negotiate London Road and the one way systems. This proves an insuperable barrier to young and less confident cyclists. Major locations such as schools, shops and amenities need to be linked up - in both directions - not, as at the St James Swimming Pool, just one way!
- Another crucial piece in the puzzle is proper cycle parking, preferably covered and in view of CCTV, and, for walkers, benches at various points to encourage people with all levels of health to try to walk further.
- The one way system from Railway Road encourages a race track mentality amongst drivers, many of whom drive too fast on this stretch. It is unpleasant to walk here due to the fumes and daunting for many cyclists. A two way system could slow down the traffic and enable cycle routes to be included and pathways to be widened.
- I would object in the strongest terms to any proposal opening up the new bus route through Hardings Pits to taxis, HPVs or general traffic. This is a well used and safe route for many commuters and children. The only exception to this that would be logical would be to allow coaches collecting children from Whitefriars Primary School to access this road and park near to the Carmelite Arch to allow safe embarkation for school trips. This would increase child safety and prevent the congestion that occurs when coaches park along London Road or Valingers Road.
- Planting trees along widened pavements is common in many cities and helps greatly with pollution levels. King's Lynn has few trees along its streets and a drive to plant more would improve the aesthetic appearance of many streets as well as improving air quality. The Woodland Trust is able to offer advice to councils on increasing tree planting in towns.
- I wish to suggest that the most effective way of reducing traffic in the town centre would be provide viable alternatives, particularly for those commuting from outside the town. Public transport from many different villages and towns is obviously costly and not always convenient or accessible for many people. A possible solution is Park and Ride. I realise that this would have cost implications as outlined in the consultation document but believe it should be seriously considered for the following reasons:
  - People will always want to drive as close to their destination in town as they can but will be discouraged from visiting by expensive or difficult to find parking and congestion. By providing alternative, easy, safe and secure parking outside the town with reliable bus connections this will provide an attractive enticement, saving people time, inconvenience and annoyance.
  - Linking Park and Ride with cycle routes will encourage residents and commuters alike to cut down on car use.
  - Encouraging cycling and walking will inevitably improve health and well-being as well as air quality, which would assist with other local government and NHS aims.
  - Providing Park and Ride sites at ALL routes into town would inevitably improve local bus services. Currently there is no bus service from South Lynn or the southern part of the town centre towards the high schools or the hospital. This means that accessing these locations requires a car journey or a long walk. Cycling is possible (if you are fit, healthy and brave enough) but crossing both London Road and Tennyson Avenue at the level crossing can be a hair-raising experience!
  - If Park and Ride facilities, with appropriate bus, cycling and walking links, were created this could benefit the local economy as well as improving air quality.
    - Saddlebow: an ideal use for the mooted incinerator site could incorporate a ferry option straight into town. It could also alleviate the parking pressure at Norfolk Arena when large events cause visitors to park along the edge of this road. Additional buses travelling through South Lynn, into town and then towards the hospital would create a much needed link to important amenities.
    - Hardwick: there are always long queues coming up the A10. Rather than spending huge sums creating yet another

	<p>road to be filled with even more cars, consider enticing people with a smoother journey to and from work.</p> <ul style="list-style-type: none"> <li>▪ Knight's Hill area: a car park here could bring additional business to the Farm Shop and Knight's Hill complex creating access to events here to those without transport (a recent wildlife event here was hard to access by those without a car). Cycling this route is only for the bravest as the speed limit hits 50 and there is not even a pathway for pedestrians.</li> <li>▪ Leziate area: improve access to the Country Park without requiring a car. This would also improve access to the hospital and alleviate their parking issues as well.</li> </ul> <p>Fewer single occupant vehicles would improve traffic flow for other road users including emergency services, delivery services, local businesses and others. Over the last couple of years we have experienced some dreadful gridlocks, caused sometimes by incidents outside town, such as road works or accidents. The system as it stands isn't working and stationary traffic is even more detrimental to air quality than moving vehicles. A serious overhaul will cost money in the short term but will save money from the health and road repair budgets, and probably others. Having a more attractive town, with calmer, healthier residents, and a lower carbon footprint could earn money in tourism as the recent Heritage Day proved. We have many natural advantages in King's Lynn. We could break with the past and re-think our priorities for a cleaner greener future.</p> <p>Thank you for reading this long essay. I care passionately about living in a more environmentally conscious town, not only for me and my family but for the wider community as well. It is worth doing. I hope you can find a way.</p>
Taxi/PHire	<p>As a present Taxi Driver and ex-Taxi Company owner in Kings Lynn, I was recently asked by the Licencing Dept. of Kings Lynn and West Norfolk Borough Council to comment on the proposal within the 20 points of the AQAP, that Hackney Carriages and Private Hire vehicles be allowed to use the Wisbech Road to Millfleet bus route to reduce the traffic on London Road in Kings Lynn and consequent reduction in air pollution in the area.</p> <p>I can honestly say that I and all Taxi Drivers that I know in the Kings Lynn area, a number which probably exceeds 100, are of the opinion and have been since the Wisbech to Millfleet bus route opened, that the bus route should have been opened to all Taxi vehicles since it was opened to buses, and can not understand why this was not allowed from day one.</p> <p>All other points in the AQAP seem very sensible, and should contribute to a reduction in traffic and air pollution if implemented.</p> <p>Thank you for giving us a voice on this matter.</p>
Taxi/PHire	<p>I would like to put forward a big YES for taxis and private hire vehicles should be able to use the bus route from Wisbech Road to Boal Street to remove some traffic along London Road</p>
Taxi/PHire	<p>Yes I think its a good idea to use the Hardings Way bus route for taxis and private hire as it would relieve congestion and pollution along London Road .</p>

Taxi/PHire	<p>I don't normally answer questionnaires or feedback requests but under the circumstances and because I believe at last someone is talking sense, I feel obliged to comment (no disrespect to any persons involved or otherwise). I'm sure you are well aware of the repetitive and constant traffic build up along London Road at all times but particularly in the evening and especially on Fridays. It really is a nightmare scenario for commuters and we in the Taxi fraternity acting in the Public Service interest feel exasperated by it. In fact it has been so infuriating that I have recently taken Fridays off!</p> <p>To answer your proposal should the Council be addressing the 'Air Quality' problems in the Borough and London Road specifically, my answer is, 'Yes Absolutely'!</p> <p>In my opinion, the Hardings Way Bus Lane should have been accessible to 'all' public service vehicles from its inception. Additionally the North Lynn Industrial Estate access to North Lynn should also be available for Public service vehicles, i.e. Buses, Taxis - Hackney and Private Hire. I have lost count over the years the number of times I have travelled from the Woottons along the Northern Bypass to a fare in North Lynn only to have to circumnavigate around the Loke and Columbia Way. It is, to be polite, crazy! Waste of fuel and increased pollution.</p> <p>When are the Council and the local Constabulary going to apply common sense and realise not only are we earning a living but doing a Public Service! It could be any of your parents, grandparents or siblings we pick up with their shopping or wheel chairs and are happy to facilitate them getting all and sundry back to their homes. This would be a much healthier and happier situation if we could do this in a cleaner (in terms of air pollution) and cost effective way (less fuel used). No, I don't insinuate any breaking of the Law in the aforesaid comment.</p> <p>Would this contribute to a reduction in air pollution (including noise), congestion and very often forgotten, road aggravation/aggression. Yes, definitely. I seriously believe the less vehicles that use London Road the better for all. We even have an increase in Heavy Goods Vehicles (other than Supermarket) continually using London Road and Tennyson Road now. What is the reason behind all this? Satnavs?</p> <p>Many thanks for inviting me to make comment on a very interesting and delicate subject.</p>
Taxi/PHire	<p>I am writing to share my opinion on the use of Hardings Way for use by Private Hire/Taxi vehicles. Though I would probably not use it much myself as I work the night shift, I do see how in daytime when I do come to town how it would benefit the trade to be able to get off London road and to reduce the emissions on the London road itself.</p> <p>If I had to make a few suggestions, then it would be to have Hardings Way open to the WHOLE public as a route into the town car parks or shops that are along the bank of the river Ouse. In the mornings it could be a one-way (into town of course) and in the evenings to allow traffic to flow out of town one-way.</p> <p>I would also think that to check the timings of the ring road around the town centre as it seems you cannot "flow" from green to green unless you have an F1 racing car. If the lights are phased in a sequence that would allow cars to flow through the sets of lights from one to the next without stopping then this may help in easing the emissions of stop-start traffic which we seem to have.</p>

	To keep the ring road moving I would also think to have more yellow cross hatching in place (just like where the bus station joins) with cameras to record offences. It seems in certain areas on the ring road especially where Gaywood road joins the ring road you have at peak traffic time a "free for all" with cars jumping lights just to get somewhere as the one-way system tends to get backed up here and also around the Lidl junction I see many cars still pushing their way through red lights to get onto the ring road. Maybe not related to emissions, but this behavior only serves to further block the roads up.
Taxi/PHire	Based in Hunstanton but I can agree with any benefit to those who would use these routes and relieve any congestion on other roads in the area.
Taxi/PHire	At last someone is seeing sense in thinking of opening the little used bus lane to our trade. We on average use London road at least 20 times a day each, which must add up to a lot of unnecessary pollution on London road and the surrounding residential area. If we were allowed to use the bus lane it would make a large difference to the congestion on London road as well. At peak times it can take us up to 30 minutes to get from one end to the other sometimes customers have been known to miss appointments or train/bus connections because of delays. The bus lane is little used and could be used more efficiently if we were allowed to use it and would be even more useful if you allowed other buses/coaches to use it
Taxi/PHire	I'm a private hire driver and I think it will be a very good idea to let hackney and private hire vehicles to use bus lane from south lynn to boal key



**Q1 - Before the launch of the Air Quality Action Plan were you aware that the BC monitors air pollution?**

Yes	26
No	5

**Q2 - What do you think of the air quality in King's Lynn & West Norfolk?**

Good	6
Average	14
Poor	11
<b>Other</b>	1

Average for semi rural, better than many towns.

Generally good except for London Road/Railway Road, Blackfriars Road/Gaywood Road

Extremely poor in parts of the town, particularly around the Southgates

**Q3 - Do you think the Borough Council does enough to improve poor air quality in the borough?**

Yes	9
No	22

**Q4 - If no, please can you confirm why?**

- Don't appear to be actively looking at park and ride facilities for those choosing to enter the centre.
- I think that the council does enough with the resources that they have but looking at the 20 points, many are aspirations and not realistic ideas that are going to be implemented.
- if most of pollution is from cars then without park and ride there is very little they can do to persuade people not to use cars
- Lack of interest in alternative transportation
- i often catch the exhaust in my mouth if i'm waiting at crossing and there are vehicles either going by, but more often when they're waiting to turn and so on
- Because the Borough Council has done nothing recently to stop the heavy lorries on London Road heading towards the St. Nicholas Retail Park and to the Docks to use Grimston Road to enter King's Lynn. Only HGVs delivering in the town centre should be using London Road. This is not the case.
- The Borough Council encourages its own employees to use their cars rather than public transport by giving them free parking Monday to Friday.

- There is a team addressing this problem.
- I feel I cannot comment as apart from the plan, which I am now aware of, I am not sure what has happened in the past.
- There is no long term road strategy. The usual cheaper solutions are adopted i.e. more full time traffic light control when mini roundabouts would be a better option for 80% of the time.
- Traffic flow through town is congested. More houses are being built as infill, it seems to stimulate the economy, with no thought as to the increased pressure on roads and consequent increased pollution. Cycle routes are often not user friendly, being shared access with pedestrians, or are just roads which do not feel safe. Buses are expensive.
- There appears to be a need to get parking out of town i.e. "Park & Ride" and close the Tuesday Market place to all traffic.
- The perceived need to squeeze as many cars into King's Lynn as possible currently appears to take priority over the need to consider the health and safety of the majority, who walk, cycle or use public transport.
- It needs income from BCKLWN car parks after its agents have effectively made everywhere else car free by parking enforcement. Consequently areas near town such as Friars have been flooded with alien parkers wishing to avoid parking fees.
- I suspect the borough is afraid of the backlash if it takes the steps to restrict motor traffic. The majority of councillors are car-dependent, which makes it difficult for them to face the heart of the problem - too many cars coming into town.
- You do nothing to enforce the use of the by-pass by juggernauts going to the docks. They make residents' lives a misery in Loke Road and I would argue, contributes significantly to the pollution in the Gaywood Clock area and is totally ignored in your 20 points.
- There should be a park & ride scheme for King's Lynn with at least two hubs, i.e. one near the QE Hospital and one near the Hardwick; and possibly one other from the South Lynn area. Not only could this be used by shoppers, but also by the many people who work in King's Lynn town. This measure alone would cut pollution.
- There isn't a tick box for "Don't know", which is what I would have ticked had there been one. How am I supposed to know the answer to this?
- The Borough Council seems very keen to promote car travel through free parking and car-centred events and discourage other modes of travel by not providing bus lanes and removing cycle parking..
- Not enough is done to curb traffic - there is no joined up policy. For example: extending the car park at Lynnsport can hardly be conducive to cutting pollution.
- The Borough Council raised this issue in relation to their opposition to the incinerator.
- Never gave it a thought
- Because the traffic is always horrendous
- With the increasing renovation of Kings Lynn shopping centre and new homes being built the roads have not changed. Also more traffic on roads there isn't many places to cycle.

**Q5 - Please state whether you agree that the following actions will be effective in reducing air pollution in BCKLWN**

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Don't Know	Total
Air Quality Management Areas	5	20	4	2	1	-	32
Development Management Policy	6	16	8	2	-	-	32
Planning Advice	6	14	7	4	-	1	32
Parking Management Plan	4	12	6	8	2	-	32

**Q6 - Please state whether you agree that the following actions will be effective in reducing air pollution in BCKLWN**

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Don't Know	Total
Bus Lane	5	11	4	8	4	-	32
Public Transport	10	17	3	2	-	-	32
Traffic Control	8	15	4	4	-	1	32
Selective Vehicle Detection	8	13	7	3	1	-	32
Parking Control	8	9	6	7	2	-	32
Car Parking Charges	6	8	7	5	5	1	32
Parking Messages	3	12	5	6	5	-	31
Residents Only Parking	9	6	7	5	4	1	32
West Lynn Ferry	17	11	2	2	-	-	32
Road Layout	7	16	5	3	-	1	32
Traffic Management at London Road & Southgates	12	12	2	3	2	1	32
Traffic Management at Gaywood	9	16	1	3	2	1	32
Travel Plans	10	14	3	3	1	1	32
Cycling & Walking	20	5	5	2	-	-	32

**Q7 - Do you think that Taxis should be able to use the bus lane?**

Yes	18
No	14

**Q8 - Please state whether you agree that the following actions will be effective in reducing air pollution in BCKLWN**

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree	Don't Know	Total
Electric Vehicle Charging	8	12	7	3	-	1	31
Quality Bus Partnerships	8	14	7	2	-	-	31

**Q9 - What further transport related actions do you think should be taken to reduce pollution?**

- Examine the possibility of a park and ride area on the Nar Ouse land. Offer cheap/free parking and allow buses to use the bus lane for quick transfer into town centre.
- Better cycle routes.
- Rather than using tools to discourage car drivers, incentives should be used to make it easier for people to cycle or walk. The current plans may only deter people to enter urban areas at the expense of local business. It would be good to see an improvements to walkways and cycle paths, make these attractive and move these away from roads.
- Maintenance and promotion of cycle paths. Cycling is allowed in parts of The Walks but a dedicated path on the side furthest away from the playground would be lovely and I'm sure appreciated by everyone. Some covered cycle racks in town centre. Some out of town cycle racks near all local shops. For example the Reflley shops have none. Asda only has the rubbish that you can only lock your bike wheel through which are really poor in terms of security. Better bus service for Gaywood Park. At present has one at hour, one of which is cut out in the afternoon and none at all on Sundays. Bank Holidays therefore can mean two days with no buses at all.
- get all petrol and diesel powered vehicles off the road. only permit electrical, water, and other sustainable sources of powered vehicles on the roads bring back the horse and carriages. maybe even install tramlines?? make larger areas of town pedestrian only, ensuring delivery access around the backs of stores. get bus service other than norfolk green who often skip scheduled runs and leave you waiting at the damn stop. the ferry's good, but we'll need more of them. provide park and ride from out of town and an all day flat fare ticket for around town. maybe even offer a rickshaw service that can use the bus lanes, thus creating jobs. more bus lanes. that's all off top of my head.
- I think that all the empty buses (i.e. the ones headed "Sorry, not in use") should be encouraged to use the designated bus lane and not London Road
- Remove the free parking permits for Council employees ( a very nce perk) I can hear the squeals from the council staff as they read this!
- A park and ride, although I realise BCKLWN would not be keen as it would deter people from the hundreds of parking spaces they own. Maybe a

extremely cheap car park option on a particular day, such as a Saturday as it is notoriously busier, to attract people to a specific car park. It needs to be cheap enough to get people's attention & it needs to be a busy day, to have an impact. (It could be on an adhoc or changing basis, as it could be advertised or promoted on the parking display boards now around town.) Not a small option I realise, but consider relocating one of the high schools, as all three of them are currently accessed via the problem area of Gaywood clock!

- Allow right turn of vehicles at junctions when there is no oncoming traffic(either end of Loke Road,Queen Mary Road for example,) Introduce continental style flashing amber lights to avoid stopping/waiting at red lights off peak and introduce part time signals.
- More deterrents for people who choose to use their cars for short journeys into town. Cycling and walking both reduce emissions and congestion. Driving into town should be made as unattractive an option as possible. On the flip side people should be encouraged to walk or bike, more bike racks in practical places and with shelter and increased security. Make cycle paths and footpaths a priority over cars at lights and crossings. Stop using the fact that we live in a rural area to justify people driving sub 5 miles to get to work, or to the shops.
- Change London Road by moving the park to surround the South Gates and widen the road. This would enable easier flow access to incoming town traffic as well as traffic leaving the town. The south Gates single access restricts traffic and causes tailbacks on the roundabout.
- Extend the 20mph zone to include London Road, Gaywood Road and JK Way. This approach has been hugely successful in other towns, most notably Oxford and is, of course standard in most of mainland Europe.
- Note: further comments at end do not permit more space for additional details •
- Very strange that there is no mention of a large expansion of the 20mph zone. Lower speeds mean vehicles spend less time stationary and accelerating leading to lower emissions. The French are trialling a scheme whereby people who switch from driving to walking or cycling can claim a small payment. May be worth considering?
- Safe, wide paths for pedestrian to share with cyclists. Divided so the pedestrians are on one side and cyclists on the other, as in Europe. Paths need to be maintained to a high standard. The path from Fairstead round the back of Gaywood (by the Park School) is in a dreadful state. Roots breaking up the tarmac, slippery from leaves in the autumn, broken glass, low-hanging branches. I'm forced to use the road because I don't want to damage my bike! Fine companies whose juggernauts come through the town and use the money to improve the areas for residents. The look of London Road and Gaywood says welcome to poverty stricken King's Lynn.
- A park & ride scheme is the only way. Anything else would be simply deferring the problem and would be very short-term thinking. The Borough Council would still receive revenue from the charges for the scheme and would be able to use the land in the town, currently used for car parks, for other purposes. After all these schemes have been operating extremely well for years in other cities and towns, e.g. Cambridge and Norwich being very good local examples.
- HGV vehicles are required to use the Northern bypass and not go through town, yet they lumber through Southgates (or, as I've seen many time) cross into the ongoing traffic lane and drive round it, without a hint of giving a damn. Further action should be taken to stop HGV's from using London Rd. Offering taxis & PHVs the chance to use the bus lane is madness. there is no guarantee they will use it, the speed limit along that route is too fast for shared use between cars cyclists & pedestrians & the pinch point is just begging for an accident to happen leading to serious injury or death. Taxis and PHV's aren't the problem, it's the HGV's that are adding significantly to the pollution
- Maintenance and gritting of cycleways

- Do more to encourage everyday cycling. At the moment there is a growing participation in cycling but this is largely for leisure only. There should be a concerted campaign to encourage leisure cyclists to replace at least a few car journeys with the bicycle: it's a golden opportunity.
- PEOPLE ENCOURAGED TO USE PUBLIC TRANSPORT MORE REGULAR BUSES + ROUTE AVAILABLE. BETTER USE OF TRAIN (ANNOYING THAT BUSES STOP EVERY STOP) X1 TO PETERBOROUGH V GOOD. PEOPLE ENCOURAGED TO WALK TO TOWN CENTRE.
- More parking provision would stop people driving round & round looking for a space. Free/cheaper parking would have a similar effect. Going back to free evening parking would spread out when people drove into town. Buses need STAIRLIFTS so the ageing population can get on.
- I think car share schemes. Free school transport - buses!
- One way system along London Road. More buses to places further out of King's Lynn i.e more than one or two a day to places like Methwold or Feltwell, more than 25 miles.

**Q10 - Have you used the Borough Council's website to look at any of the following?**

Air Quality Data	7
Air Quality Reports	7
Smoke Control Areas	1
Air Quality Management Areas	12
Industrial Pollution Control	3
Biomass Boilers	3
Any other Air Quality information, please specify	1

**Other**

COUNCIL TAX/COUNCIL MEETINGS

No

Anti Incinerator

**Q11 - If you answered 'yes' to any of the above, how would you rate the website**

I found all of the information I was looking for	16
I found some of the information I was looking for	7
I couldn't find the information I was looking for	8
I used a link or contacted the Borough Council to find out more information	1

**Q12 - If you travel through or to King's Lynn or Gaywood, do you:**

	King's Lynn	Gaywood	Total
Walk	14	8	15
Cycle	12	10	12
Drive	18	13	19
Bus	11	6	11
Taxi	2	-	2
Train	5	-	5
Other	-	-	-
Total	63	37	65

**Q13 - Do you live, work or regularly visit King's Lynn Town Centre or Gaywood Clock Area?**

	Visit	Work	Live	Total
King's Lynn Town Centre	19	10	9	30
Gaywood Clock Area	23	3	3	25
Total	42	13	12	55

**Q14 - Any further comments**

- The idea of the bus route will take pollution and disruptions elsewhere and benefit bus users, but the buses in and around West Norfolk are never near full. It would be nice to see plans for the creation of more green spaces, attractive walk ways and cycle paths.
- be brave and bring in rickshaws!!! dare youse!!! thank you for taking this matter into consideration and hopefully it will benefit us all in the long term, humans AND ANIMALS alike. maybe even help the trees be healthier too. oh yeah, and planting more of them, prolly certain species (no idea off top of head) would also increase quality of air.
- Electric vehicles - too expensive for most people No buses along the Vancouver Avenue, Goodwins Road, Tennyson Road, Tennyson Avenue route. If I need something heavy or bulky, I drive to Hardwick. For my weekly shop I drive to Gaywood. Most of my activities are located in the Gaywood/South Wootton area, therefore I drive.
- I think this is unambitious and some ideas, such as allowing taxis to use Harding's Way cycle and bus route seem to be intended to divert the most polluting vehicles away from the air quality monitors rather than to improve overall air quality. A large proportion of car journeys within the town are very short (under 5km) and many, probably a majority, of those could be made on foot or by cycle. A raft of measures, including implementing a strategic cycle network prioritising cycle commuting, a large increase in cycle parking. To encourage walking for short journeys pedestrian crossings need to be web-based to prioritise pedestrians and the law of pavement parking needs to be strictly enforced.
- I am very concerned re the use of Taxis /Private Hire Vehicles on the Bus Lane. Not a week goes by when I am not "cut up" by taxis /PHVs in London Road who seem to have no consideration for other road users in order to get to their "fare" as fast as possible. The bus Lane is wholly unsuitable for Taxis due to their innate propensity to speed, and the Bus Lane was not designed for other than buses due to the chicane at end of Whitefriars Road. Local residents were assured that the Bus lane was just that and it would not be possible to alter to cars. Allowing Taxis etc would now be retrograde and dangerous especially considering the use of the Bus Lane by pedestrians/cyclists at all times
- The measures outlined in the draft action plan are unambitious at best. The plan to send more buses and taxis along Harding's Way seems to be intended to divert the most polluting vehicles away from the pollution monitors rather than reduce pollution overall. Adding taxis onto what is already a busy cycleway is highly dangerous. Please think again!
- Tinkering around the edges. Emphasis, as usual, is always on the needs of business and not the residents. Where is the encouragement for community - get people sharing the space and their vehicles. Buses are not the answer because many people living outside the town don't have a bus service where they live. What happened to the idea of the Tram from South Lynn to the Boal Quay. That was being talked about during the NORA development, back in Richard High's day!
- We have lived in King's Lynn just off the Wootton Road for over 40 years and in the early days would regularly walk to Gaywood. Not any more! The air quality on the Wootton Road is appalling and as I suffer from allergies, it is impossible for me to do this. Also many visitors to ourselves and our friends have commented on how they start sneezing as soon as they arrive in King's Lynn! Just think of the amount of dirty air all the school children are inhaling en route to the schools, of which there are many in these areas and what respiratory damage that is doing! PARK & RIDE PLEASE!
- Just in case you didn't notice it before, I strongly oppose taxis and PHV's from using the bus lane, and I would like to know what the council will be doing to stop HGVs from driving through Southgates and along London Rd, by using the Northern bypass as they are supposed to.



- It is scandalous that turning the banks of the Nar into another London Road is even being considered.
- The main destinations of the Saturday and Tuesday Market place do not have a bus service. So, for example, a car has to be used to visit the Corn Exchange or people have to walk from the bus station. And yet you are increasing the free 20 minute parking: yet more encouragement for more car journeys.
- People should be encouraged to walk rather than drive not only would the air quality be better but there would be less a problem with obesity. I dont have a car does everyone need one.
- Staggering school opening/closing times would smooth out peaks and troughs in air quality as well as making it easier for parents and other traffic to reach their destinations efficiently in terms of time & fuel. Stop/start traffic makes diesel engines produce more particles.
- Travel 24-30 miles out of Lynn to work - cycling not possible.

**Q15 - Do you live in the borough?**

Yes	28
No	2

# Borough Council of King's Lynn & West Norfolk

## Air Quality Action Plan Summary

Making King's Lynn a cleaner, more environmentally friendly place to live, work and visit

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## Introduction – the problem

The quality of the air we breathe is an issue that can affect many people who live, work or visit the borough, especially in our urban areas. Air pollution can cause ozone depletion, contribute to climate change, make our environment less attractive and can have serious effects on health. We are aiming to reduce air pollution to levels that do not cause a risk to human health. These ‘safe’ levels are called *air quality objectives*.

The Borough Council has been measuring air pollution in our urban areas and in some rural areas since 2006. The results have shown that in King’s Lynn town centre and the Gaywood Clock area levels of nitrogen dioxide are above the air quality objective. The nitrogen dioxide is mostly coming from road traffic: mainly cars and buses. For this reason the Air Quality Action Plan has an emphasis on traffic management. Many of the actions aim to smooth traffic flows and make it easier to get in and out of town.

If we can reduce air pollution to below the air quality objectives the rewards include improved human health, reduced health costs and a healthier, more productive environment. These benefits will result in a better place to live and work and King’s Lynn in particular will be a more attractive destination for visitors.

The causes, sources and impacts of air pollution are connected. So, if we address one air quality issue we can often help to reduce other kinds of pollution and benefit our urban areas. These benefits include:

- Reduction in greenhouse gases which can contribute to climate change
- Reduction in noise, dust and other pollutants
- An improved environment, making the town centre more attractive
- A smoother flow of traffic making the town centre a more appealing place to live work or visit
- A more holistic view of related issues such as traffic congestion, parking availability and appeal of urban areas

Rather than bringing more restrictions to traffic and transport there are positive benefits to be gained. The actions have the potential to have a positive effect on the wider road network around the urban area. The Council also recognises the importance of car usage in a rural area.

## **Actions**

The air quality action plan contains 20 actions that will help to improve air quality. These are listed below.

Road traffic plays a major part in creating air pollution, but pollution comes from other sources too. So this action plan includes actions for transport, homes, business and industry as well as policy actions that set out how the Council will make decisions that can affect air quality.

A separate Air Quality Action Plan document explains in more technical detail how the Borough Council has monitored air quality and how we decided what action to take. We are working with people across the Borough Council and with Norfolk County Council's transport planners to achieve the actions in the plan. The Air Quality Action Plan sets out in detail how and when the actions will happen and who is responsible.

## **Policy Actions**

### **1. Air Quality Management Areas**

When the Borough Council monitored air pollution near busy roads it was found that levels of nitrogen dioxide were above the air quality objective. In these areas: Kings Lynn town centre and Gaywood Clock, air quality management areas were declared to show where action needed to be taken. The air quality management areas are along Railway Road, St James Road, Blackfriars Road, Austin Street and London Road in Kings Lynn town centre and parts of Gaywood Road, Lynn Road and Wootton Road in the Gaywood Clock area.

Each time the Environmental Quality Team are asked to comment on a new application for planning permission that could have an effect on an air quality management area officers ask the developer to consider and take action on any air quality impacts of the development.

### **2. Development Management Policy**

The Borough Council looked at the Government's advice on planning and development control and wrote a development management policy in the Local Plan. This sets out what will need to be considered when developers want to build new houses, businesses or services that could be affected by poor air quality or where the new development could cause air pollution. The council want to see development happen but also to protect the local environment.

### **3. Planning advice**

The Council's Environmental Quality Team provide advice to the officers in the planning department to make sure that air quality is considered, especially when a new development is in an air quality management area or where a new air quality management area could be created if levels of air pollution are too high. We want to ensure that development does not expose people to unacceptable levels of air pollution.

### **4. Parking Management Plan**

The Borough Council will develop a plan which will consider how changes to the current car parking operations could help smooth out car journeys and help reduce congestion and consequently improve air quality.

## **Road Traffic Actions**

### **5. Bus lane**

Norfolk County Council received special funding from government to build a 'bus only' lane from Wisbech Road, through the Friars to Boal Street. This removes some of the traffic from London Road. The Borough Council is monitoring the impact of this new road and we are also considering with Norfolk County Council if taxis and private hire vehicles could use this new route.

### **6. Public transport**

The Borough Council with Norfolk County Council and other stakeholders are looking at ways that public transport could be made more attractive. If more people used the bus services then this could remove some cars from the road and reduce pollution.

### **7. Traffic control**

Norfolk County Council have installed an urban traffic control system at main junctions in or near to the air quality management area. This reduces stop/start driving, improves traffic flow and reduces congestion and car emissions. The system will be actively managed to keep traffic moving and in response to changes in the network.

### **8. Selective Vehicle Detection**

This system detects when a bus is approaching traffic lights and changes the lights so that public transport vehicles can move smoothly through traffic. This reduces stop/start driving by buses and improves journey times. The impact of this action on traffic and air quality will be monitored.

### **9. Parking control**

The use of parking controls and enforcement is being reviewed so that there is some control over where and when people park. Parking controls have been

decriminalised so that the Borough Council control parking enforcement. By controlling parking, traffic flow through the air quality management area can be managed and congestion reduced.

### **10. Car Parking charges**

Ways of varying car parking charges will be investigated so that long and short term parking are charged differently. The aim is to even out traffic at peak times but also make short term trips easy. If traffic flow is smoothed out throughout the day this can help to reduce car emissions.

### **11. Parking messages**

Message signs are being provided to direct drivers to available parking spaces. This should help to prevent extra journeys by drivers hunting for a somewhere to park. The impact of this action on traffic and air quality will be monitored.

### **12. Residents only parking**

On-street parking can add to congestion. The Borough Council is investigating if residents only parking could be provided in the town centre to encourage visitors and workers to use public car-parks and free up roads to allow easier movement of traffic.

### **13. West Lynn Ferry**

The ferry at West Lynn provides a car-free route straight into the town centre with parking provided at Ferry Square, West Lynn. 'Park and sail' accounts for over 90,000 return journeys in a year. The Borough Council will continue to support the ferry as it helps to reduce car journeys from the west of the borough.

### **14. Road Layout**

Together with Norfolk County Council, the Borough Council are looking at ways that the road layout can be changed around the town centre to reduce congestion within the air quality management area.

### **15. Traffic management at London Road & Southgate**

Ways to reduce queuing traffic into and out of town along London Road and through Southgate are being investigated. This may include alteration of traffic signals or priority at junctions.

### **16. Traffic Management at Gaywood**

Together with Norfolk County Council, the council are looking at how traffic queues at Gaywood clock and the south of Wootton Road could be reduced. This may include changes to the position or timing of traffic signals.

### **17. Travel Plans**

A green travel plan is a way that businesses or services can manage how users and employees travel. The plan is a package of actions that promote public transport, cycling, walking, and car-sharing. Alternatives to car use and to single car

occupancy are encouraged together with measures that reduce need to travel for work. By reducing car journeys, travel plans can cut the contribution to air pollution made by large organisations.

### **18. Cycling and walking**

Walking is an activity that most members of the community can do and cycling is also growing in popularity. They are healthy activities and a great form of exercise. Encouraging people to switch from a car to walking or cycling can also help to reduce air pollution. Together with Norfolk County Council the Borough Council aim to improve spaces for walking and cycling such as cycle lanes and pavements. Sustrans maps and bicycle user groups will be promoted.

## **Emissions Actions**

### **19. Electric vehicle charging**

Electric vehicles do not produce the same air pollution as petrol or diesel vehicles. However, promoting alternative fuels relies on charging points being available. The Borough Council will investigate the feasibility of providing electric vehicle charging points in car parks and in new developments.

### **20. Quality bus partnerships**

A quality bus partnership is a contract between the County Council and bus operators. The contract includes the types of buses that should be used, the level of service and vehicle emissions. The partnership should help to provide an attractive and low emission bus service.

## **How we will do it**

Individuals, communities, industry, business and governments all contribute to pollution — so we can all be part of the solution. The Borough Council have set up an Air Quality Steering Group to agree and implement the measures in the Action Plan.

Stakeholders opinions are being sought. The Air Quality Action Plan will be made available for an 8 week period giving consultees the opportunity to comment on the draft plan. This document will be published on the Borough Council's website and we will consult with stakeholders such as:



- Members of the public
- Cabinet
- Borough & County councillors
- Norfolk County Council Planning & Transportation
- Borough Council Commercial Services
- Borough Council Development Services
- Management team
- Bus operators
- Taxi operators
- Chamber of Commerce
- Vancouver Quarter management
- King's Lynn Town Centre Partnership
- King's Lynn Area Consultative Committee
- Business Improvement District
- Other stakeholders

All comments and opinions will be considered and the final action plan measures will be drawn up. The final air quality action plan will have to be approved by the Borough Council of King's Lynn & West Norfolk Cabinet and by the Secretary of State before it becomes a fully adopted policy. The Environmental Quality Team will monitor the action taken and report annually to the Secretary of State.

## **How we will know if its worked**

The effectiveness of the Air Quality Action Plan will be carefully monitored by measuring nitrogen dioxide levels at relevant places in the air quality management areas. Traffic flow changes on key routes will be assessed as air quality is reviewed and assessed each year.

There will be regular review of the Action Plan measures to check progress. This will be reported annually in an Action Plan Progress Report which will be made widely available.

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**REGENERATION, ENVIRONMENT AND COMMUNITY PANEL WORK PROGRAMME 2015/2016**

**3 June 2015**

- Nominations to Outside Bodies
- Membership of Informal Working Groups
- Air Quality Annual update (last considered July 2014) – Dave Robson
- Food Safety Team Annual Update – last went to Panel March 2014

**24 June 2015**

- Norfolk Rural Development Strategy Update and Local Strategy for the West Norfolk LEADER Programme – Mike George/Norfolk County Council

**22 July 2015**

- Joint working with Norfolk Constabulary and SNAP updates – John Greenhalgh
- Leisure Trust Update
- Local Authority Company – Alive Management Update
- Update on toilet refurbishments in the Borough – C Bamfield

**2 September 2015**

- King's Lynn Town Centre Action Plan
- Update on the work of the Norfolk Coast Partnership – Tim Venes
- Derelict Land and Buildings Group – 6 monthly update (last went to Panel in February 2015)

**30 September 2015**

**28 October 2015**

- Environmental Statement (last considered October 2014) – Melvin Harrison

**25 November 2015**

- Leisure Trust Update
- Local Authority Company – Alive Management - Update

**6 January 2016**

- Norfolk Museums Service Update – last considered Jan 2015 – Robin Hanley

**27 January 2016**

- Capital Programme
- Budget
- Update on Homelessness – last considered on 7<sup>th</sup> January 2015

**24 February 2016****23 March 2016**

- Annual Feedback Reports from Outside Bodies
- Food safety team Annual Update – last considered March 2014.

**20 April 2016**

**FORWARD DECISIONS LIST**

Date of meeting	Report title	Description of report	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
31 March 2015	Corporate Apprentice Scheme		Non	Cabinet	Leader Exec Director, D Gates		Public
	Staff Pay Award		Key	Cabinet	Leader Exec Director, D Gates		Public
	Duty to Co-operate in preparing our Local Plan	A joint approach across all Districts in Norfolk, and including the County Council	Non	Cabinet	Development Exec Dir G Hall		Public
	Scheme of Delegation Update		Non	Council	Leader Chief Executive		Public
	Planning Scheme of Delegation Update		Non	Council	Development Exec Dir G Hall		Public
	Review of the King's Lynn Area Consultative Committee		Non	Council	Exec Dir – D Gates Leader		Public
	Air Quality Action Plan		Key	Cabinet	Environment Exec Dir – G Hall		Public
	King's Lynn Innovation Centre		Key	Cabinet	Regeneration Chief Executive		Exempt - Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
	Nora Joint Venture – Phase 2		Key	Cabinet	Regeneration Chief Executive		Public
	Asset Management – Acquisition – King's Lynn		Key	Council	Regeneration Deputy Chief Executive		Exempt - Private - Contains exempt Information under para 3 – information relating to the

## AGENDA ITEM 15

							business affairs of any person (including the authority)
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Date of meeting	Report title	Description of report	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
10 June 2015	Residential Caravan Site Licensing	Report following consultation process	Non	Council	Housing and Community Chief Executive		Public
	Purchase of Industrial Land – King's Lynn		Key		Regeneration Deputy Chief Executive		Exempt - Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
	Freebridge Community Housing – Council Representation		Non	Cabinet	Housing & Community Chief Executive		Public
	Contract Standing Orders Update		Non	Council	Leader Deputy Chief Executive		Public

Date of meeting	Report title	Description of report	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
30 June 2015							