

Borough Council of  
**King's Lynn &  
West Norfolk**



# **Cabinet**

## **Agenda**

**Tuesday, 4th February, 2020**  
at 3.30 pm

in the

**Council Chamber  
Town Hall  
Saturday Market Place  
King's Lynn**





King's Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX  
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**CABINET AGENDA**

**DATE: CABINET - TUESDAY, 4TH FEBRUARY, 2020**

**VENUE: ASSEMBLY ROOM - TOWN HALL, SATURDAY  
MARKET PLACE, KING'S LYNN PE30 5DQ**

**TIME: 3.30 pm**

**As required by Regulations 5 (4) and (5) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 - Item 19 below will be considered in private.**

**Should you wish to make any representations in relation to the meeting being held in private for the consideration of the above item, you should contact Democratic Services**

**1. MINUTES**

To approve the Minutes of the Meeting held on 7 January 2020 (previously circulated).

**2. APOLOGIES**

To receive apologies for absence.

**3. URGENT BUSINESS**

To consider any business, which by reason of special circumstances, the Chair proposes to accept, under Section 100(b)(4)(b) of the Local Government Act 1972.

**4. 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.

**5. CHAIR'S CORRESPONDENCE**

To receive any Chair's correspondence.

**6. MEMBERS PRESENT UNDER STANDING ORDER 34**

To note the names of any Councillors who wish to address the meeting under Standing Order 34.

Members wishing to speak pursuant to Standing Order 34 should inform the Chair of their intention to do so and on what items they wish to be heard before a decision on that item is taken.

**7. CALLED IN MATTERS**

To report on any Cabinet Decisions called in.

**8. FORWARD DECISIONS (Pages 6 - 9)**

A copy of the Forward Decisions List is attached

**9. MATTERS REFERRED TO CABINET FROM OTHER BODIES**

To receive any comments and recommendations from other Council bodies which meet after the dispatch of this agenda.

**10. NOTICE OF MOTION 5/19 CLLR DE WHALLEY - CLIMATE CHANGE  
(Pages 10 - 35)**

**11. NOTICE OF MOTION 4/19 - CLLR A KEMP - HARDINGS WAY (Pages 36 - 258)**

**12. NOTICE OF MOTION 6/19 CLLR F BONE - HARDINGS WAY (Pages 259 - 265)**

**13. FINANCIAL PLAN 2019/2024 - TO FOLLOW**

**14. TREASURY MANAGEMENT STRATEGY FOR 2020/21 AND PRUDENTIAL INDICATORS FOR 2019/20 AND 2022/23 - TO FOLLOW**

**15. CAPITAL PROGRAMME AND RESOURCES 2019-2024**

**16. KING'S LYNN AREA TRANSPORT STUDY (Pages 266 - 289)**



17. **HUNSTANTON COASTAL MANAGEMENT PLAN** (Pages 290 - 298)

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

The Cabinet is asked to consider excluding the public from the meeting under section 100A of the Local Government Act 1972 for consideration of the item below on the grounds that it involve the likely disclosure of exempt information as defined by paragraph 3 of Part 1 of Schedule 12A to the Act, and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**PRIVATE ITEM**

Details of any representations received about why the following reports should be considered in public will be reported at the meeting.

19. **NAR VALLEY PHASE 4 (TRADITIONAL BUILD)** (Pages 299 - 309)

To: Members of the Cabinet

Councillors R Blunt, I Devereux, P Gidney, P Kunes, A Lawrence, B Long (Chair), G Middleton and E Nockolds

For Further information, please contact:

Sam Winter, Democratic Services Manager 01553 616327  
Borough Council of King's Lynn & West Norfolk  
King's Court, Chapel Street  
King's Lynn PE30 1EX

**FORWARD DECISIONS LIST**

<b>Date of meeting</b>	<b>Report title</b>	<b>Key or Non Key Decision</b>	<b>Decision Maker</b>	<b>Cabinet Member and Lead Officer</b>	<b>List of Background Papers</b>	<b>Public or Private Meeting</b>
4 February 2020						
	Notice of Motion – Climate Change	Non	Council	Environment Asst Dir D Hall		Public
	Budget	Key	Council	Leader S151 Officer		Public
	Capital Programme	Key	Council	Leader S151 Officer		Public
	King’s Lynn Area Transport Study	Non	Cabinet	Development Asst Dir – S Ashworth		Public
9	Notice of Motion 4/19 – Harding’s Way	Non	Council	Development Asst Dir – M Henry		Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
	Notice of Motion 6/19 – Harding’s Way	Non	Council	Development Asst Dir S Ashworth		Public
	Nora 4	Key	Cabinet	Project Delivery Asst Dir – D Gagen		Exempt Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)

	Hunstanton Coastal Management Plan	Key	Cabinet	Environment Asst Dir – S Ashworth		Public
	Treasury Management Strategy for 2020/21 and Prudential Indicators for 2019/20 to 2022/23	Key	Council	Leader S151 officer		Public

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
17 March 2020						
	Capital Strategy	Key	Council	Leader S 151 Officer		Public
7	Salters Road, King's Lynn	Key	Cabinet	Project Delivery Asst Dir – D Gagen		Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
	Potential Compulsory Purchase Order	Non	Council	Development		Potential Compulsory Purchase Order
	Future High Streets – Stage 2 bid for funding	Key	Cabinet	Business Development		Future High Streets – Stage 2 bid for funding
	Towns Fund – Town Deal Board	Non	Cabinet	Business Development Asst Dir – D Hall		
	Scrutiny and the Executive Protocol	Non	Council	Leader Chief Executive		Public
	Strategic Property Acquisition	Key	Cabinet	Corporate Projects and Assets Asst Dir – M Henry		Private - Contains exempt Information under

						para 3 – information relating to the business affairs of any person (including the authority)
	Update to the Major Project Board Terms of reference	Non	Cabinet	Leader Asst Dir – M Henry		Public
	Development Options – Hunstanton	Key	Council	Project Delivery Exec Dir – C Bamfield		Private – Contains exempt information under para 3 – information relating to the business affairs of any person (including the authority)
∞	Appeal against Business Rates application	Non	Cabinet	Leader S151 officer		Private – Contains exempt information under para 3 – information relating to the business affairs of any person (including the authority)

<b>Date of meeting</b>	<b>Report title</b>	<b>Key or Non Key Decision</b>	<b>Decision Maker</b>	<b>Cabinet Member and Lead Officer</b>	<b>List of Background Papers</b>	<b>Public or Private Meeting</b>
21 April 2020						

Date of meeting	Report title	Key or Non Key Decision	Decision Maker	Cabinet Member and Lead Officer	List of Background Papers	Public or Private Meeting
April 2020						
	Major Housing Project 2	Key	Council	Project Delivery Exec Dir – C Bamfield		Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
6	Southend Road and Hunstanton Bus Station	Key	Council	Project Delivery Asst Dir – D Gagen		Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)

**REPORT TO CABINET**

<b>Open/Exempt</b>		Would any decisions proposed :			
<b>Any especially affected Wards ALL</b>	Mandatory/	Be entirely within Cabinet's powers to decide		YES/NO	
	Discretionary /	Need to be recommendations to Council		YES/NO	
	Operational	Is it a Key Decision		YES/NO	
Lead Member: Cllr Ian Devereux E-mail: cllr.ian.devereux@west-norfolk.gov.uk		Other Cabinet Members consulted: Cllr B Long			
		Other Members consulted:			
Lead Officer: Dave Robson E-mail: dave.robson@west-norfolk.gov.uk Direct Dial: 01553 616302		Other Officers consulted: Ged Greaves, Henry Saunders, Alan Gomm			
Financial Implications YES/NO	Policy/ Personnel Implications YES/NO	Statutory Implications YES/NO	Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment	Risk Management Implications YES/NO	Environmental Considerations YES/NO

Date of meeting: 4<sup>th</sup> February 2020

**CLIMATE CHANGE MOTION TO COUNCIL 5/19**

**Summary**

Motion 5/19 proposes that a Climate Emergency be declared and the district and Borough Council be carbon neutral by 2030. The Motion also calls for additional work to be completed and setting up various panels and groups.

**Recommendations: -**

- 1 That officers be requested to prepare a climate change policy & separate climate change strategy with action plan
- 2 That Cabinet consider the attached report and determine one of the following:
  - a To fully recognise the evolving climate crisis and work towards Borough Council carbon footprint neutrality and net zero district carbon emissions. The dates will be determined taking into account emerging policies at the national and local level.
  - b If the Council chooses not to declare a Climate Emergency then the reason for this decision should be made clear.
  - c Declare a Climate Emergency and leave a target date blank until the Carbon Audit and further policy work has been carried out.
  - d Declare a Climate Emergency with a target date of 2050 which would be in line with the Government target and Paris Agreement.
  - e Declare a Climate Emergency with a target date of 2030 which would be in line with various environmental groups and the 5/19 Motion.
  - f Declare a Climate Emergency with a target date of 2041 in line with the Tyndall Centre report
- 3 The current 12 month UEA Intern post should be extended to a temporary 2 year fixed term post.

#### Reason for Decision

- 1 To ensure the Council is able to mitigate its carbon footprint
- 2 To consider and respond to Motion 5/19
- 3 To ensure the work plan and other areas of work are progressed

## **1 Background**

1.1 Motion to Council 5/19 was submitted to Full Council in October 2019 by Councillor M de Whalley. Council referred the matter to Cabinet to consider the issue further and then report back to Full Council in due course. Cabinet have requested a report to consider the Motion and its potential impacts.

## **2 Options Considered**

2.1 Officers have considered Motion 5/19 and the detailed response to each section is attached.

## **3 Policy Implications**

3.1 Management Team and Cabinet have previously considered the wider issue of Climate Change. A discussion paper was prepared and submitted to Management Team which resulted in team plan for climate change being drawn up. Management Team agreed to a phased approach as detailed in the team plan.

3.2 The Corporate Business Plan has included several environmental themes and climate change work areas.

3.3 The Local Plan Task Group is also considering what policies should be included within the revision of the Local Plan.

3.4 A climate change work plan for 2019/20 has been agreed and is being implemented. One of the items is to draw up a climate change policy for adoption and develop a climate change strategy with action plan. The carbon audit of the Council's activities has been completed and can be used as a baseline going forward. The climate change policy is being drafted and should be available in late April/ early May 2020. The climate change strategy and action plan will be developed later in 2020/21.

3.5 The Norfolk Chief Executives have recently agreed to set up a Norfolk District's Climate Change Group which will allow collaborative working on environmental and green issues. This group will be led by the Chief Executive of BCKLWN and will allow the Borough Council to review and develop its own policies within this area. The first meeting has been arranged for January 2020, where its terms of reference will be agreed.

## **4 Financial Implications**

4.1 Management Team have agreed to provide a £25,000 budget for 2019/20.

4.2 Many aspects of the proposed Motion 5/19 will require additional resources and finance. These are currently not budgeted for. Once Cabinet, in consultation with Management Team, confirm which proposal will go ahead then a more detailed resource and financial impact can be determined.

4.3 The current UEA Intern has proved invaluable in developing this area of work in the short time he has been in post. We would not have completed the current work without his input. To ensure the work plan and other areas of work are progressed we recommend the UEA Intern post should be extended to a temporary 2 year fixed term post. No budget has been allocated for financial years 20/21 and 21/22 and therefore this will need to be agreed.

## **5 Personnel Implications**

5.1 A UEA Intern was initially appointed in September 2019 for 4 months which has now been extended for 12 months. This extra resource will enable the carbon audit of the Borough Council to be completed, and will allow work to start reviewing the whole district CO<sub>2</sub> bubble and some work on the Council's climate change policy and climate change strategy & action plan in due course.

## **6 Environmental Considerations**

6.1 DEFRA, BEIS, the Met Office and Environment Agency jointly published UKCP18 Science Overview report on this subject in November 2018. This report provides a scientific basis for a new set of climate change predictions and tools to access climate data.

Main findings:

- All of the top ten warmest years have occurred since 1990.
- Average annual temperatures between 2008-2017 are 0.8°C warmer than the average between 1961-1990.
- There will be a move towards warmer, wetter winters and hotter, drier summers. However, natural variations mean that some cold winters, some dry winters, some cool summers and some wet summers will still occur.
- Hot summers are expected to become more common. In the recent past (1981-2000) the probability of seeing a summer as hot as 2018 was low (<10%). The probability has already increased due to climate change and is now estimated to be between 10-20%.
- UK coastal flood risk is expected to increase over the 21st century and beyond under all emission scenarios considered. There will be an increase in the frequency and magnitude of extreme water levels



around the UK coastline. This increased future flood risk will be dominated by the effects of time - mean sea level rise, rather than changes in atmospheric storminess associated with extreme coastal sea level events. There may also be changes in tidal characteristics.

- London sea level change rise by year 2100 is expected to be between 0.53m to 1.15m.

6.2 The Intergovernmental Panel on Climate Change have published a special report on the impacts of global warming of 1.5°C.

6.3 They state:

- Unchecked, a 1.5°C rise will occur by year 2040.
- Unchecked, a 2°C rise will occur by year 2060.

6.4 The UN published their emissions gap report in November 2019. They state:

- 2018 Emissions recorded a record high of 51.8 GtCO<sub>2</sub>e in 2018 without Land Use Change (LUC) emissions and 55.3 GtCO<sub>2</sub>e in 2018 with LUC.
- Fossil CO<sub>2</sub> emissions, from energy use and industry, dominate total GHG emissions and reached a record 37.5 GtCO<sub>2</sub> per year in 2018, after growing 1.5% per year in the last decade and 2.0% in 2018.
- Fifteen of the 20 wealthiest nations have no timeline for a net zero target. The UK is one of the five nations with a target (2050).
- Emissions have gone up by 1.5% per year in the last decade.
- The Earth is on course to experience a temperature rise of 3.2°C by the end of the 21st century.
- The world needs to cut emissions by 7.6% every year for the next 10 years to meet the 1.5°C target.
- If urgent action is not taken then the 1.5°C goal will be out of reach before 2030.
- The top four emitters (China, EU28, India and the United States of America) contribute to over 55% of the total GHG emissions over the last decade excluding LUC.
- The top seven (including Japan, Russia and international transport) account for 65%.
- G20 members contribute 78%.
  - China emits 26% of global emissions (excluding LUC).
  - The United States of America emits 13% of global GHG emissions.
  - The European Union emits 8.5% of global GHG emissions.
  - India emits 7% of global GHG emissions.
  - The Russian Federation emits 4.8% of global GHG emissions.
  - Japan emits 2.7% of global GHG emissions.
  - International transport (aviation and shipping) emits around 2.5% of global GHG emissions.

6.5 2019 is on track to become either the third or even second warmest year on record. In the England, we have seen the highest recorded temperature of 38.7°C set on 25<sup>th</sup> July 2019 at Cambridge and we have had the 5<sup>th</sup> wettest autumn on record (348.4mm during Sept to November).

## **7 Statutory Considerations**

7.1 There is no legal duty to declare a Climate Emergency.

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

8.1 A pre-screening EIA has been completed and is attached. No adverse issues have been identified.

## **9 Risk Management Implications**

9.1 The likely climate change impacts to the district will impact certain service areas.

9.2 Planning will need to consider which policies should be taken forward for the local plan. The development management side of planning will need to consider the potential impacts on development as sites come forward for planning permission.

9.3 Emergency Planning will need to continue to plan, prepare and respond through the multi-agency Norfolk Resilience Forum to any climate related civil emergencies that may arise in the future.

9.4 The Flood and Water Management Team will need to continue through the Hunstanton Coastal Management Plan and the Wash East Coastal Management Strategy and the Surface Water Management Plan ensure that coastal, fluvial and pluvial flooding is kept under review.

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

10.1 None

## **11 Background Papers**

Review of Motion 5/19

Climate Change Team Plan 2019/20

UKCP18 Science Overview Report

IPCC, 2018: Summary for Policymakers

UN Environment Programme Emissions Gap Report 2019

Tyndall Centre Report: Setting Climate Commitments for King's Lynn and West Norfolk

**Pre-Screening Equality Impact Assessment**

Borough Council of  
**King's Lynn & West Norfolk**



Name of policy/service/function	Climate Change Motion 5/19 Review				
Is this a new or existing policy/service/function?	New / Existing (delete as appropriate)				
<p>Brief summary/description of the main aims of the policy/service/function being screened.</p> <p>Please state if this policy/service is rigidly constrained by statutory obligations</p>	<p>Motion to declare climate emergency and other working options. Cabinet Report explains how climate change is currently being moved forward and details where there is cross over or duplication with existing work and proposals. Concerns raised over resources required to implement some of the proposals.</p> <p>No statutory requirement to declare climate emergency.</p> <p>Government target set to be carbon net zero by 2050.</p>				
<b>Question</b>	<b>Answer</b>				
<p><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 according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</b></p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		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	

Question	Answer	Comments
<p><b>2.</b> 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?</p>	Yes / No	
<p><b>3.</b> Could this policy/service be perceived as impacting on communities differently?</p>	Yes / No	
<p><b>4.</b> Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?</p>	Yes / No	
<p><b>5.</b> Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions?</p> <p>If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>	Yes / No	<p><b>Actions:</b></p>
		<p><b>Actions agreed by EWG member:</b> <b>Claire Dorgan</b></p>
<p><b>If 'yes' to questions 2 - 4 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary:</b></p> <p><b>N/A</b></p> <p><b>Decision agreed by EWG member: Clare Dorgan</b></p>		
<p><b>Assessment completed by:</b></p> <p><b>Name</b></p>	<p><b>Dave Robson</b></p>	
<p><b>Job title</b></p>	<p><b>Environmental Health Manager - Environment</b></p>	
<p><b>Date</b></p>	<p><b>23.12.2019</b></p>	

## **Motion to Council 5/19**

### **(5/19), Submitted by Councillor M de Whalley (original 1 b removed by way of amendment proposed by J Moriarty and agd at cncl)**

**1. This council recognises that:**

- a. Local Government exists to ensure the wellbeing of its population through its statutory and moral authority across a wide range of economic and social aspects of local life.
- b. Recent climate changes have had widespread impacts on human and natural systems. This and other factors have led to a crisis in ecology and biodiversity.
- c. West Norfolk is already at a high and increasing risk of the effects of climate change which endangers the population. This council has the legal and moral responsibility to act both across its own corporate activities and those wider economic and social issues over which it has regulatory control and influence.
- d. The 2015 Paris Agreement, which the UK has ratified, sets a temperature target of limiting global heating well below 2°C with efforts to achieve 1.5°C.
- e. “For King's Lynn and West Norfolk to make its fair contribution to delivering the Paris Agreement's commitment to staying ‘well below 2°C and pursuing 1.5°C’ global temperature rise, then an immediate and rapid programme of decarbonisation is needed.”
- f. The 2018 Intergovernmental Panel on Climate Change report showed that “impacts are much greater if 1.5°C is exceeded.”
- g. The social and economic costs of delayed action far outweigh those of rapid mitigation and adaptation to the 1.5°C target.

**2. For the above reasons the Borough Council of King's Lynn and West Norfolk declares a climate and biodiversity emergency and commits to the following actions:**

- a. Ensure that every decision made by this council takes into consideration the impact on climate change and biodiversity as the top priority.
- b. Achieve carbon neutrality by 2030, or earlier, across the Borough Council's own corporate activities.
- c. Use all Council regulatory means (such as local plan, transport, regeneration etc.) to ensure that the relevant aspects of life across West Norfolk become net zero carbon by 2030, or earlier, across the population to meet the Borough Council's fair share of the UK commitment to the Paris Agreement temperature target.\*
- d. Not to exceed a Borough population-wide all-time “energy only” budget of 8 million tonnes of CO<sub>2</sub> (or equivalent) emissions, as calculated recently to meet the Paris Agreement temperature target.

- e. Prepare a report, within six-months of this motion, outlining how West Norfolk can sufficiently reduce carbon emissions through energy and other Council strategies, plans and contracts to ensure the above commitments are met.
- f. Include a full carbon footprint for the Borough with future trajectories.
- g. The above report will be overseen by the formation of a Climate Change and Biodiversity task group which will report to the appropriate Council body.
- h. Review and performance monitoring of climate change strategy will take place every six months.
- i. Establish a West Norfolk Climate Change Partnership with key stakeholders & Government departments to develop new strategic and policy approaches.
- j. Invite contributions and instigate a wide-ranging programme of community engagement and awareness within the next six months.
- k. Lobby Westminster to deliver the legislation and resources necessary for the required changes.
- l. Provide adequate staff, time and leadership to effect the above.

\* Tyndall Centre, Manchester, "Setting Climate Commitments for King's Lynn and West Norfolk", October 2019.

### **Response to Motion 5/19**

## **2. For the above reasons the Borough Council of King's Lynn and West Norfolk declares a climate and biodiversity emergency and commits to the following actions**

The UK Parliament declared a Climate Emergency on 1<sup>st</sup> May 2019. The Rt. Hon. Michael Gove, MP Secretary of State for the Environment at the time agreed there was a Climate Emergency. Since October 2019; 261 District, County, Unitary and Metropolitan Councils have declared a Climate Emergency (around 64%). Some have just declared a Climate Emergency, some have declared a Climate Emergency with a target date of 2050 and others have declared a Climate Emergency with a target date of 2030.

As of 27/11/2019, Breckland, North Norfolk and Norwich councils have declared a climate emergency. South Norfolk, Norfolk County Council, Great Yarmouth and Broadland have not declared a climate emergency.

The Local Government Association (LGA) passed a motion at its 2019 annual conference in support of the UN Sustainable Development Goals (SDGs) and the role of local government in delivering them. This included a declaration of a 'Climate Emergency' and committed to supporting councils in their work to tackle climate

change by providing a strong unified voice for local government, and sharing best practice across all councils.

Options for the Borough Council are:

- To fully recognise the evolving climate crisis and work towards Borough Council carbon footprint neutrality and net zero district carbon emissions. The dates will be determined taking into account emerging policies at the national and local level.
- If the Council chooses not to declare a Climate Emergency then the reason for this decision should be make clear
- Declare a Climate Emergency and leave a target date blank until the Carbon Audit and further policy work has been carried out.
- Declare a Climate Emergency with a target date of 2050 which would be in line with the Government target and Paris Agreement.
- Declare a Climate Emergency with a target date of 2030 which would be in line with various environmental groups and the 5/19 Motion.
- Declare a Climate Emergency with a target date of 2041 in line with the Tyndall Centre report

After consultation regarding the legal consequences of declaring a climate emergency, it has been identified that the declaration of a climate emergency has no legal effect. However, depending on the terms of the declaration, it could have public law implications. The declaration may create material considerations, legitimate expectations and may trigger the duty to act consistently.

It is interesting to note that in recent months there have been multiple calls for many other policy issues to be declared emergencies:

- High streets emergency – District Councils Network.
- Air quality public health emergency – Health and Social Care Secretary Matt Hancock.
- Food poverty health emergency – British Medical Journal.
- Youth violence social emergency – Home Affairs Committee.

## **2(a). Ensure that every decision made by this council takes into consideration the impact on climate change and biodiversity as the top priority**

Council must consider a wide range of issues when making decisions, some are statutory and others local or follow existing Council Policies. Some areas for example have a wide remit to consider Climate Change such as Planning Development and the Local Plan. Some others such as Environmental Permit already have this as a core pollution issue but must follow Legislation and Statutory guidance rather than local policy.

The council is already under a general Duty of Best Value to “make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness.”

Under the Duty of Best Value, therefore, authorities should consider overall value, including economic, environmental and social value, when reviewing service provision. Authorities also have a statutory duty to consider social value for services above specified procurement thresholds at the pre-procurement stage. Authorities can however apply the concept of social value more widely than this and the statutory guidance recommends that authorities consider social value for other contracts (for example below the threshold or for good and works) where it is relevant to the subject matter of the contract and deemed to be beneficial to do so.

The draft Corporate Business Plan, commented upon by all of the council’s policy review and development panels, proposes six priorities of equal weight, one of which is “Protecting and enhancing the environment including tackling climate change”.

The Cabinet Decision Paper has already added “Environmental Issues” as one of the considerations when reporting on matters. This will enable Cabinet to consider environmental issues as part of their decisions. Criteria for how to assess environmental issues are being drawn up.

The phase “Top Priority” is ambiguous and needs further clarification.

**2(b). Achieve carbon neutrality by 2030, or earlier, across the Borough Council’s own corporate activities.**

The Government have set a UK wide target to be carbon zero by 2050. Cabinet have already requested a Carbon Audit for the Council’s carbon footprint to be undertaken. Work on this has started and is expected to be completed by January 2020. Until the baseline is known, we will not know what actions are required to achieve carbon zero and over what timeline this can be completed.

The medium/long term financial sustainability of the council is uncertain pending the outcome of the current Government’s proposed spending review and financial settlement. This will be delayed by the 12 Dec 2019 general election. The council’s capital resources are focused on generating financial returns to help meet future revenue requirements of existing service provision. Borrowing rates from PWLB have recently increased and thereby reduced investment yields and revenue streams. Additional financial pressures may arise related to business rates if the NHS is successful in challenging the current charging practice. Consequently, it is uncertain how this will affect our ability for the Borough Council to achieve carbon neutrality by 2030.



What is meant by “corporate activities”? Does this mean central functions or everything the BCKLWN is involved in? This phrase is ambiguous and needs further clarification.

### **2(c). Achieve District CO2 zero by 2030.**

Currently, the Government have set a UK wide target to be carbon zero by 2050. Other targets have also been suggested by third parties. The Tyndall Centre for Climate Change Research has given the Borough of King’s Lynn and West Norfolk a 95% carbon neutrality target of 2041.

The BEIS data for the district shows that there are many activities and sectors that the Council does not have any direct (legislation) or policy impacts over. Work has started on reviewing the district carbon bubble and researching the different sectors and which ones the Council has the ability to change and adapt and which the Council has little or no influence.

As an example, the gas power station (commissioned gas power station B) is an example of nationally important infrastructure. Additional generation capacity could be brought online outside of the council’s control and significantly impact upon the borough’s CO2 emissions. Additionally, car and lorry manufacturers are anticipated to maintain sales of internal combustion engine vehicles beyond 2030 and forecasts for electric vehicle sales indicate these will not have replaced existing internal combustion engine vehicles by 2030. The Government’s Freight Carbon Review 2017 states:

*“Developing a decarbonisation strategy for HGVs is challenging for two key reasons. Firstly, although electric drivetrain options are available for smaller HGVs, the technological solutions for larger HGVs are at a relatively early stage of development and not yet available for deployment across the HGV fleet. Secondly, the complex nature of the road freight sector, which comprises a diverse mix of vehicle configurations, vehicle weights, duty cycles and fleet sizes, means there is not a single industry-wide decarbonisation solution and a range of measures will be needed”*

With regards to tackling domestic there are implications for retro-fitting renewable energy powered central heating and hot water systems across the district’s entire housing stock. Mainly, do we have the commercial capacity to deliver this? Permitted development rights could also hinder action on new and altered dwellings.

Concessionary bus fares for public transport are not covered by BCKLWN and insufficient to boost public transport, address air quality and congestion. Therefore, the BCKLWN has little power to incentivise individuals to start using public transport.

National climate change targets are unlikely to be met unless councils are given long-term funding, devolved powers and easier access to complex government funding pots (Local Government Association).

This is a very wide ranging area that requires more detailed work before any conclusions can be reached. Additionally, this area of work will require more resources and a longer timeline than the Council Carbon Audit to complete.

**2(d). Not to exceed a Borough population-wide all-time “energy only” budget of 8 million tonnes of CO<sub>2</sub> (or equivalent) emissions, as calculated recently to meet the Paris Agreement temperature target.**

Based on the Tyndall report we only have 8 years (from 2019) to start reducing our emissions significantly. If we don't, then by 2027, we will have used up our entire carbon budget of 8 megatons CO<sub>2</sub>.

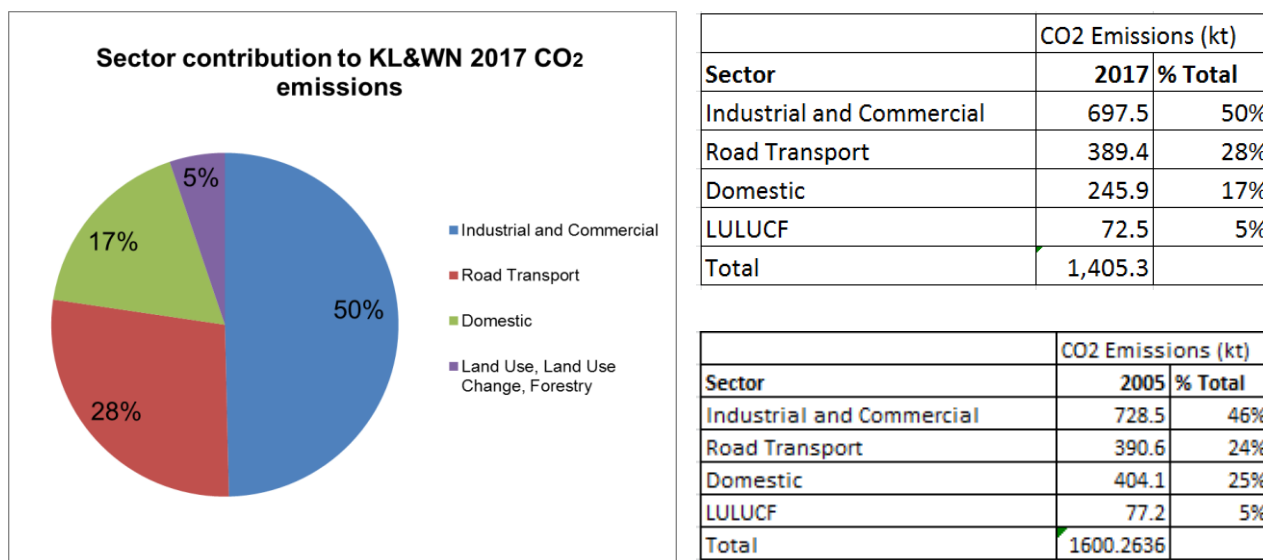
This brings up questions regarding the motions 2(b) and 2(c). In order to not exceed our all-time “energy only” budget of 8 megatons CO<sub>2</sub>e (set by Tyndall); we would need to adhere to their consistent 95% emissions reduction target of 2041. Yet the above motions require the BCKLWN to be carbon neutral by 2030 and borough emissions to be zero 2030. This is not in line with the Tyndall centre's own emission pathway for the borough, bringing into question the possibility of the borough being carbon neutral in 10 years.

There doesn't appear to be much consistency and pragmatism in terms of the targets being suggested. We have one motion suggesting the council is carbon neutral by 2030. The next motion suggests borough carbon neutrality also by 2030. It doesn't appear realistic to expect the entire borough to be carbon neutral within the same timeframe set for just the BCKLWN.

We currently have three timelines; 2030 will put the borough in line with various environmental groups and the 5/19 motion. 2041 will put the borough in line with Tyndall report projections for 95% emissions reductions. Finally, 2050 will put the borough in line with the government's UK wide carbon zero target. A factor that needs to be given thought is what impact the BCKLWN will feel from other councils and sectors declaring earlier targets than 2030/50.

Currently, further work needs to be carried out to determine the best timeline for reducing the borough's carbon emissions. We need to establish which timeline is the most pragmatic and achievable, based on what sectors the borough council can realistically influence. The BCKLWN's scope of influence is important in understanding where it is possible to achieve extreme emissions reductions. There needs to be an aspect of realism involved when setting our targets, especially with regards to the required cultural change that is needed to reduce emissions. Future timescales should consider a start-up time.

Currently the district’s emissions profile highlights large emissions from the commercial and industry sector and the road transport sector. In order to tackle these sectors, we first need to identify the borough council’s scope of influence over these sectors, helping us identify which timeframe is most achievable. A breakdown of the district’s emissions can be found below.



The Committee on Climate Change (CCC) has assessed the impact on competitiveness to business. They suggest that the major costs are limited to those in high energy and resource use industries or high exposure to export markets. Therefore, the Government needs to continue to set out policies and support over time to help these industries implement the changes required. These macro-policies are beyond our scope to influence.

Many of the national issues such as aviation, shipping, and decarbonising the energy supply, and developing carbon extraction technology are not within the regional or local remit. Thus, the majority of these costs will be covered and allocated at national level.

**2(e). Prepare a report, within six-months of this motion.**

Work has started and is ongoing in several areas. We do not believe that the work that is required will be completed within 6 months. Management Team have agreed a time table to complete the Carbon Audit and some policy work. We anticipate that this can be achieved with the current resources. Some other areas such as the Local Plan may have a different timeline.

We expect that this will be taken forward and a more pragmatic approach and timeline is required with the current resources available.

Our current work plan and timeline is as follows:

**September 2019:**

- Set up a climate change officer working group (CCOWG).
- Agree terms of reference and work plan for CCOWG.
- Appoint a student intern. Start the Carbon Audit of the BCKLWN.

**October 2019:**

- Engage with the NA LEP regarding district CO2 emissions work.

**November/December 2019**

- Arrange COCOWG meetings as required
- Start background work on policies/ best practice/ strategy options
- Start background work on district CO2 bubble
- Consider use of UEA Environmental Consultancy

**January 2020:**

- Attend Norfolk District's Climate Change Group
- Complete the carbon audit of the BCKLWN.
- Report to MT/ Cabinet

**March 2020 onwards:**

- Consider best practice and develop strategy options for consideration.

**April 2020 onwards:**

- Adopt a Climate Change Strategy.
- Review of district CO2 emissions – Unlikely to be completed this financial year
- Engage with local stakeholders and interested parties as required.

A report could be a brief update. The scale, scope and content will need to be agreed so that it would be deliverable.

We could also have an idea of policies and strategies being taken forward. We can present the carbon audit within 6 months with a general update on other work streams.

**2(f). Include a full carbon footprint for the Borough with future trajectories.**

As per 2(b) above, the Council will be completing a Carbon Audit and then Council can agree a timeline/target. This would require monitoring and reporting on the carbon savings and how they have been achieved.

We are currently in the process of reviewing the BEIS local authority emissions data for the borough. As per 2(d) above we have a timeline presented by the Tyndall report entitled 'Setting Climate Commitments for King's Lynn and West Norfolk'. This timeline sets out proposed future trajectories (based on an 8 megaton carbon budget), that culminates in 95% carbon neutrality by 2041.

However, as mentioned we need to look further than a footprint in order to set future trajectories. Currently within the district carbon bubble, there are installations and operations that the council is unable to influence. These need to be taken into account and properly investigated, in order to set achievable future trajectories. Unfortunately, the Tyndall report doesn't seem to take into account the council's scope of influence when setting future trajectories. Before trajectories are set, further work need to be done in order to identify a practical carbon neutrality timeline.

When setting future trajectories for borough emissions, monitoring and reporting of carbon savings is required. Therefore, trajectories could be updated post-implementation of strategies and policies, to give a realistic trajectory based on what is being done.

How will we calculate the trajectories? We do not have the resources of the Tyndall Centre to calculate a meaningful trajectory. A trajectory is only part of the overall response of a community leader. The trajectory should be accompanied by an assessment to inform the impact upon the borough's economy in terms of investment required, consequent impact on GDP/GVA, etc. and a transition plan.

Is there a regional/sub-regional target? We are not aware that the New Anglia LEP has done this.

The CCC has assessed the impact on competitiveness to business – suggesting that the major costs are limited to those in high energy and resource use industries or high exposure to export markets, and therefore the Government needs to continue to set out a set of policies and support over time to help these industries implement the changes required. Therefore these macro-policies are beyond our scope to influence.

Many of the national issues such as aviation, shipping, and decarbonising the energy supply, and developing carbon extraction technology are not within the regional or local remit, and therefore, the majority of these costs will be covered and allocated at national level.

**2(g). The above report will be overseen by the formation of a Climate Change and Biodiversity task group which will report to the appropriate Council body.**

Management Team and Cabinet have agreed to setting up an Officer working group to prepare the Carbon Audit and help develop a Climate Change Policy. As with any policy this will then go through the normal scrutiny review process.

In setting up a Climate Change and Biodiversity task group, there is a risk of replicating work and using scarce officer resources. There are also other groups such as the Local Plan Task Group which are already working on environmental matters which will feed in to the general policy.

It is not clear how the proposed Climate Change and Biodiversity task group will interact with other similar task groups. What is the task group's term of reference, what are its aims, objectives, what scrutiny will be applied and how it will be resourced?

Instead, it could be considered setting up an invite only De-carbonising Group made up of big emitters, NA LEP etc. There already appears to be interest from other council's. Norfolk County Council mentioned in their environmental policy that they want to engage with partners and neighbours.

The Norfolk Chief Executives have recently agreed to set up a Norfolk District's Climate Change Group which will allow collaborative working on environmental and green issues. This group will allow the Borough Council to review and develop its own policies within this area.

**2(h). Review and performance monitoring of climate change strategy will take place every six months.**

The council publishes a corporate business plan monitoring report that is monitored by Corporate Performance Panel every six months. Progress with key actions that contribute towards to the proposed priority of "Protecting and enhancing the environment, including tackling climate change" would be included within this report.

A small number of new measures such as % reduction in energy usage relative to a baseline e.g. Q1, 2019 compared to Q1, 2018, solar power generated/equivalent CO2 avoided, etc. could be included within the indicator suite that is reported quarterly to Environment and Community Panel. The council's performance indicator suite and related targets will be reviewed in May 2020 which should align with the development of the climate change strategy.

We could develop a KL&WN Carbon Management Plan (similar to the one done by Norwich CC). Once we have done the carbon audit, looked at the borough emissions and developed policies and strategies, a document like the one linked below might be worth preparing. It would tell the public what has been done over the last few months and things in the pipeline for the future. It will give a comprehensive review

of where the borough council is at, with regards to its own emissions and the carbon bubble.

Once we have established a timeframe and potential targets, a new version of this document could be written up every 3-5 years or for each new target period, so as to collate in one place what we have done and highlight, where we are with meeting our targets and show what further things that we are doing.

The Environment and Community Panel (E&CP) have received updates on climate change work in September 2019 and December 2019.

**2(i). Establish a West Norfolk Climate Change Partnership with key stakeholders & Government departments to develop new strategic and policy approaches.**

This appears to duplicate the proposed Climate Change and Biodiversity task group and its terms of reference, aims, and objectives will need to be clearly defined. There also appears to be an overlap with existing forums and partnerships that already exist and that could be more readily used to forward the elements of Climate Change. One example is the New Anglia LEP.

If all local authorities did this, it could create significant demands upon some agencies and organisations resources to support their participation e.g. The Environment Agency, Highways Agency, BEIS, LEP, etc.

There could also be a move to establish a county, sub-regional or regional partnership. We could consider setting up an invite only De-carbonising Group made up of big emitters, LEP, etc. This would allow us to share commercially sensitive information about plans and progress.

We could raise this with the West Norfolk Strategy Group, to coordinate activity, investments, etc. for BCKLWN, Freebridge, NHS, CWA, etc.

**2(j). Invite contributions and instigate a wide-ranging programme of community engagement and awareness within the next six months.**

Community engagement will be a key task but will need to be led by a coherent policy and strategy.

We intend to establish a community forum to inform the development of our policy and to inform wider change across the borough. This will be a part of our climate

change policy and strategy. The terms of reference, timescale and resources required will be established as part of our strategy development. We need to be mindful of how these local forums work within the existing and evolving network of partnerships within the borough and across the county.

This area of work will need to be suitably resourced. It is not clear what workload this entails and therefore, the level of resources that will be required. It is not known if this can be achieved within six months, within existing staff workload or if additional resourcing will be required.

**2(k). Lobby Westminster to deliver the legislation and resources necessary for the required changes**

This should form part of the overall strategy going forward but as we do not have a policy yet it is unclear what the Council wants to lobby for. It is not known if this can be achieved within existing staff workload or if additional resourcing will be required. This is the LGA's role, who is already undertaking this, as highlighted in a report to the LGA's Improvement and Innovation Board on 29 October 2019.

**2(l). Provide adequate staff, time and leadership to effect the above.**

Management Team and Cabinet have agreed to fund a UEA Internship post for 4 months to complete the Carbon Audit, review technical data, look into the boroughs emissions and assist with drawing up policies. It is clear that some of this work will take longer than 4 months and additional staff resources will be required to complete it.

Considering the Motion and forward scanning, it is clear that additional resources are to be required over the next 2 years to develop, adopt and then implement any policies. The scale of the workload will be dictated by Management Team and Cabinet but it will not be completed with the existing resources.

We now have a corporate officer group led by service manager reporting to the Major Projects Board.

The Climate Change lead is within the Environment Portfolio supported by Leader of the Council. Scrutiny is by the E&CP.





# **Climate Change Work Plan 2019 to 2020**

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1. Introduction
2. Background
3. Profile of Council
4. Scope of Service
5. Organisation / Staffing

Table A - Key Functions and Responsibilities

Table B – Section Objectives 2019/20

Table C – Local Performance Indicators

## **1 Introduction**

- 1.1 The Climate Change Officers Work Group (CCOWG) covers a wide number of teams across the Borough Council. This work plan covers how the CCOWG will implement the review of Climate Change across the Borough Council. The key functions and responsibilities are contained in Table A, Group Objectives for 2019/20 are contained in Table B and Local Performance Indicators are contained in Table C.

## **1 Background**

- 2.1 Climate Change has been recently been raised at several Full Councils Meetings by members of local environmental groups. The Environment Portfolio Holder has agreed to carry out a review of the carbon foot print of BCKLWN.
- 2.2 In addition it was also agreed to review the combined CO2 emissions of the district. New Anglia LEP is also considering this area and this work may assist in updating the Carbon emissions inventory of the district.
- 2.3 Management Team considered a Climate Change discussion paper in July 2019 on what actions should be taken towards this area. They have agreed to set up the CCOWG to review and consider this area and make recommendations going forward.
- 2.4 As well as setting up the CCOWG it was agreed that a Student placement/ Intern from a suitable faculty be employed on a short term/ temp basis to assist with the carbon footprint review and next steps.

## **3 Profile of Council**

- 3.1 The Borough has a population of 151,600 and covers an area of 550 square miles. There are approximately 64,000 households in the Borough.
- 3.2 There are 101 Parish and Town Councils. The Borough has a mixed urban/rural population. The largest population centres are King's Lynn, Hunstanton, Heacham and Downham Market.
- 3.3 There are 55 Elected Members and a Cabinet style leadership with a series of policy and performance panels. Climate Change is within the Environment Portfolio with scrutiny by the Environment & Community Panel. There are two Parliamentary Constituencies.
- 3.4 The Borough is one of seven District Councils within the Norfolk County Boundary.
- 3.5 The District has the third largest CO2 footprint of any district authority in England. The 2017 overall figure is 1400 Kt of CO2.

## **4 Scope of service**

- 4.1 The key function and responsibilities of the Group are listed in Table A below.
- 4.2 The section objectives are listed in Table B below.
- 4.3 The local performance indicators are listed in Table C below.

## 5 Organisation / Staffing

5.1 This Section Plan will be delivered through the Climate Change Officers Work Group. Resources from other Departments are listed in 5.3 below.

5.2 The managerial and specialist responsibilities for service delivery are as follows:

Name	Position	Area	FTE
Dave Robson	Environmental Health Manager	Group Chair	0.2
Ged Greaves	Senior Policy & Performance Officer	Policy Advice	0.1
Henry Saunders	Climate Change Officer Intern	Audit & Advice	1
Robert Wiseman	Greenspace/Database Officer	Utilities Information	??

5.3 Certain aspects of this plan rely on resource from other Departments within the Borough Council

Areas for consideration:	Lead Department
Council buildings	Property Services
Vehicle fleet	Open space/ Transport Manager
Equipment	Open space
Green spaces, trees and woodland	Open space/ Planning
Lease cars	Finance
Refuse fleet	Refuse & Recycling/ Kier
Staff travel plan	Policy
Digitalisation	Finance
Leisure buildings	Alive West Norfolk
New housing builds	Corporate Projects
Planning policy	Planning Policy
Shoreline management	Flood & Water Man/Planning Policy
Transportation	Planning Policy
ICT infrastructure	ICT
Borough housing stock	Housing

**A. Key functions and responsibilities**

1	Complete audit of BCKLWN Footprint
2	Complete review of whole District emissions
3	Set up Climate Change Officer Working Group (CCOWG)
4	Consider best practice and work towards being a climate change exemplar authority
5	Help develop and implement the council's climate change policy and strategy framework including targets and action plan
6	Engage with local stakeholders and interested parties
7	Provide updates to Management Team, Cabinet and E&C Panel as required

**B. Section Objectives 2019/20****Target Date**

1	Set up CCOWG	Sept 2019
2	Agree Terms of Reference and work plan for CCOWG	Sept 2019
3	Appoint Student Intern	Sept 2019
4	Start the Carbon Audit of the BCKLWN	Sept 2019
5	Engage with NA LEP regarding district CO2 emissions work	October 2019
6	Consider use of UEA environmental consultancy module	November/December 2019
7	Start background work on policies/ best practice/ strategy options	November/December 2019
8	Start background work on district CO2 bubble	November/December 2019
9	Engage and participate in the county group.	November 2019 onwards
10	Complete Carbon Audit of BCKLWN	January 2020
11	Report to MT/Cabinet	January 2020
12	Consider best practice and develop strategy options for consideration	March 2020 onwards
13	Adopt Climate Change Strategy	April 2020 onwards
14	Engage with local stakeholders and interested parties	April 2020 onwards
15	Review borough CO2 emissions – Unlikely to be completed this financial year	April 2020 onwards

**C. Section Local Performance Indicators**

Ref.	Description	Target	Actual
CC. 1	Complete review of BCKLWN Carbon footprint		
CC. 2	Organise and Chair CCOWG meetings		



## List of Current BCKLWN Climate Change Strategies

### Current strategies/work

1. In 2012 solar panels were installed onto some council owned properties (including King's Court).
2. The BCKLWN have commissioned a Re: fit of its estate through Ameresco. This will improve energy efficiency and provide over 400 tonnes of CO<sub>2</sub> reductions per year.
3. A small tree planting programme is taking place in early 2020, which will see a few hundred trees be planted in King's Lynn.
4. The lease car strategy has been updated, whereby from the 18th June 2019 lease cars can only be hybrid petrol/electric or fully electric.
5. The Mayor's car is now a hybrid.
6. There has been a push to reduce the ICT carbon footprint. "Free Cooling" was introduced, which allows DX AC Units to be turned off during the cooler periods throughout the year. ICT now only rely on DX AC units during the hot summer months now. ICT have also virtualised most of their server estate, which reduces the physical hardware in their datacentre. Both initiatives saw an electricity saving of £8k+ per year and a carbon reduction of 35 tonnes per year.
7. A climate change officer working group has been set up.
8. A graduate intern has been appointed to aid climate change work. This was initially a 4 month internship, which has now been extended to 12 months.
9. We have completed a carbon audit for the BCKLWN's 2018/2019 emissions, which highlights a 25% reduction in emissions since 2014/2015.
10. We will be using a green tariff for electricity for the 2020/2021 financial year. This will reduce our scope 2 emissions to 0 tonnes CO<sub>2</sub>, which equates to a reduction of 31%.
11. We are working with the UEA Environmental Consultancy module, which will provide us will consultancy papers on ways to reduce our emissions.
12. The corporate business plan includes climate change as one of its priorities: "Protecting and enhancing the environment including tackling climate change".
13. A county group has been established to work with other Norfolk councils on our emissions reduction journey: The Norfolk Climate Change Partnership.
14. We have developed a draft climate change policy.
15. We have established a climate change work plan for 2019/2020 and will do the same for 2020/2021.

### Future/ongoing work

1. We have set up a number of working groups to help reduce council emissions:
  - a. Tree planting and climate change working group.
  - b. Housing policy and climate change working group.
  - c. Planning policy and climate change working group.
  - d. Re:fit and climate change working group, which has started looking into a Re:fit #2
2. We are reviewing the district emissions bubble.
3. We will be developing a climate change strategy for 2021.

**REPORT TO CABINET**

<b>Open</b>		Would any decisions proposed:			
<b>Any especially affected Wards</b>	Discretionary	Be entirely within Cabinet's powers to decide		NO	
		Need to be recommendations to Council		YES	
		Is it a Key Decision		NO	
Lead Member: Cllr Peter Gidney (Portfolio Holder for Project Delivery) E-mail: cllr.peter.gidney@west-norfolk.gov.uk		Other Cabinet Members consulted:			
Lead Officer: Matthew Henry (Assistant Director Property & Projects) E-mail: matthew.henry@west-norfolk.gov.uk Direct Dial: 01553 616272		Other Members consulted:			
Financial Implications		Policy/Personnel Implications	Statutory Implications	Equal Impact Assessment	Risk Management Implications
YES		NO	NO	NO	YES
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: February 2020

**NOTICE OF MOTION 4/19**

**Summary**

Notice of Motion 4/19 was submitted to Full Council in September 2019 in respect of proposed works affecting Harding's Way, King's Lynn. This report sets out the background to the project and the wider policy initiatives developed by the Council over a period of time. The purpose of this report is to enable Cabinet to consider the Notice of Motion and determine whether, or not, to accept the requests made under this Notice.

**Recommendation**

It is recommended that:

1. Cabinet consider the requests made under Notice of Motion 4/19 together with the background information set out within this report; and
2. Cabinet rejects the proposals set out in the Notice of Motion 4/19.



## **Reason for Decision**

The Council has progressed a number of significant regeneration initiatives within the borough over several years with inputs from a variety of other public bodies and agencies. Significant amounts of funding have been secured from partner agencies to facilitate these initiatives that will help drive the growth, development and sustainability of King's Lynn as a sub-regional centre. The requests made under Notice 4/19 are considered contrary to long-standing Council policies.

## **1.0 Introduction**

1.1 Notice of Motion 4/19 was submitted to Full Council on 17<sup>th</sup> October 2019 relating to proposed works to Harding's Way, King's Lynn. The proposed works are set out in more detail later in this report.

1.2 Notice of Motion 4/19 was submitted by Councillor Alexandra Kemp, which requested that :

*“Council urges Cabinet, in the strongest terms, to review all work planned to be done on or around Hardings Way, under (but not limited to) Planning Permission 17/01008/F, in the hope that they will not move the bus lane north, or introduce any new roads across it, and not allow any additional types of traffic onto it, or diminish any of its current features which enable pedestrians, prams and buggies to use it unhindered by traffic; in order to prevent detrimental impacts.”*

The full Notice of Motion can be seen at Appendix 1 to this report.

1.3 The above Notice of Motion was stimulated by the Council's approved planning application to construct two/three access points into potential development sites at the southern end of the Waterfront Regeneration Area (and to the north of the Nar Ouse Regeneration Area) located off Harding's Way and the requirement to submit an application to vary the Traffic Regulation Order affecting this road.

The Planning Permission 17/01008/F and layout drawings can be seen at Appendix 2 to this report.

1.4 The Notice of Motion relates to the roadway known as Harding's Way that was developed, and funded, under the Central Government's "Community Infrastructure Fund" (CIF) initiative. More information on CIF can be found later within this report.

## **2.0 Purpose of this report**

2.1 A Notice of Motion (4/19) has been submitted for consideration by Cabinet, which needs to be addressed.

- 2.2 The Notice of Motion requests that the Council does not bring forward sites for development and does not make use of Harding's Way for the purposes the Central Government grant funding was intended.
- 2.3 The specific issues set out within the narrative to the Notice of Motion have not been specifically addressed as it is considered that these issues have been covered in the statutory/regulatory processes of:
- the planning application process (Borough Council of King's Lynn and West Norfolk (as local planning authority)); and
  - the Traffic Regulation Order processes (Norfolk County Council (as local highway authority)).

### **3.0 Background**

- 3.1 The Council has progressed a number of significant regeneration initiatives within the borough over several years. The two main initiatives within King's Lynn have been the Nar Ouse Regeneration Area and the Waterfront Regeneration Area. These regeneration initiatives have been progressed by the Council with inputs from a variety of other public bodies and agencies. Significant amounts of funding have been secured from partner agencies to facilitate these regeneration initiatives that will help drive the growth, development and sustainability of King's Lynn as a sub-regional centre.
- 3.2 The Nar Ouse Regeneration Area (NORA) and the Waterfront Regeneration Area (WRA) have been progressed with a view to connecting the two areas and ultimately linking these areas to King's Lynn town centre.
- 3.3 Both the NORA and the WRA sites comprise challenging brownfield sites with multiple issues.
- 3.4 The Council, with its partner agencies, has invested significantly in the delivery of the NORA and the WRA to help bring these sites forward for development. This includes:
- Land assembly - acquisition of sites by private treaty negotiation and compulsory purchase orders (CPO's)
  - Contaminated land remediation
  - Strategic surface water infrastructure civil engineering works at the River Nar
  - Significant highway infrastructure – Nar Ouse Way (connecting the A47 with Southgates roundabout) and Harding's Way (connecting Wisbech Road with Boal Street)

- Development of a new school (St Michael's)
  - Development of residential housing – both by the private sector and the borough council.
  - A hotel development
  - A Pub Restaurant development
- 3.5 In addition to the above the council is about to embark on the delivery of:
- secondary highway infrastructure on the NORA Enterprise Zone area to enable development sites to come onto the market; and
  - the development of speculative commercial units to be leased to potential occupiers
- 3.6 The two current initiatives above are again facilitated by partner agencies, particularly with regard to funding arrangements via Business Rates retention to fund the secondary road infrastructure costs, and a long-term repayable grant from the New Anglia Local Enterprise Partnership (NALEP) for the development of the speculative units.
- 3.7 Overall the regeneration initiatives are intended to provide opportunities for business development, employment, places for residents to live and the associated infrastructure to facilitate the sustainable growth of King's Lynn.
- 3.8 The proposed developments at the southern end of Harding's Way form part of the overall regeneration proposals for King's Lynn.

#### **4.0 Development Proposals for the southern end of Harding's Way**

- 4.1 As mentioned above, the council has been progressing the NORA and WRA regeneration initiatives over a period of time. Like many other property development led regeneration initiatives nationally these development proposals were impacted by the 2008 global recession and progress was stalled until fairly recently.
- 4.2 As the general property, and particularly the housing, market has improved the council has been looking to progress a number sites for development, including sites at the southern end of Harding's Way.
- 4.3 The council commissioned Chaplin Farrant (architects) to undertake design and feasibility work for a number of development options at the junction of Wisbech Road and Harding's Way. This preliminary work is attached at Appendix 3.
- 4.4 Owing to the proximity of the traffic light controlled road junction onto Wisbech Road it was considered appropriate to design, and seek

planning permission, for the junction set-up to service the proposed development sites. Norfolk County Council were appointed as the borough council's agent to undertake this design work and submit the planning application. Planning Permission was granted on 6<sup>th</sup> September 2017, subject to satisfying some pre-commencement conditions.

4.5 On the planning permission [17/01008/F] Condition 11 stated : *“No works shall commence on the site until the Traffic Regulation Order for the amendment to the bus only route has been secured by the Highway Authority.”*

4.6 Norfolk County Council, on behalf of the borough council, then progressed two Traffic Regulation Orders (TRO's) in respect of Harding's Way and later on in respect of the junction between Harding's Way and Wisbech Road, namely:

- THE NORFOLK COUNTY COUNCIL (KING'S LYNN VARIOUS ROADS (BUS AND CYCLE LANE) AMENDMENT ORDER 2018; and
- THE NORFOLK COUNTY COUNCIL (KING'S LYNN)(PROHIBITION OF RIGHT AND LEFT TURNS) AMENDMENT ORDER 2018

Copies of the Norfolk County Council TRO Notices can be seen at Appendices 4 and 5 respectively.

4.7 These TRO's have been processed, following consultation, by Norfolk County Council and are currently awaiting completion by signing and sealing by the relevant authority.

4.8 The borough council has not yet decided on the form of development it wishes to pursue on the sites at the southern end of Harding's Way. Subject to the outcome/decision made on Notice of Motion 4/19, and the content of this report, a separate Cabinet Report will be submitted by the Portfolio Holder for Project Delivery later in 2020 once a full options appraisal exercise has been undertaken.

## **5.0 Community Infrastructure Fund**

5.1 As stated earlier within this report (1.4), Harding's Way, along with a number of other strategic highways improvements within King's Lynn, was funded via the Central Government's Community Infrastructure (CIF) initiative.

5.2 The Community Infrastructure Fund was a Central Government initiative created jointly between the Department of Transport and the Department for Communities and Local Government. The then Minister of State for the Department of Communities and Local Government (Housing) Margaret Beckett released the following written Statement on 27<sup>th</sup> March 2009 :

*“My hon. Friend Paul Clark, the Under-Secretary of State for Transport, and I are today announcing £170 million of capital support from the Community Infrastructure Fund for 29 transport projects in the growth areas and growth points that will help to unlock housing, and a further 26 projects that are being invited to submit full business cases for further consideration.*

*The housing market is experiencing significant challenges as a result of turbulence in the global financial markets. The growth areas and growth points are playing a critical role in helping us to meet these challenges, with plans to build 35 per cent. above previously planned levels. But if the infrastructure support for these new homes is not in place, their construction will be delayed when we need them most, hampering the economy's recovery. This means we need to be investing today in tomorrow's infrastructure. The long-term challenge to meet the housing needs of an ageing, growing population, while helping families and first time buyers priced out of the property market, remains. The Government are committed to promoting the long-term stability of the housing market and meeting the long term challenge of increasing housing supply.*

*The Community Infrastructure Fund is one of Government's key mechanisms for supporting housing growth. As a joint Communities and Local Government and Department for Transport fund, it is designed to specifically support small and medium scale transport schemes that unlock housing growth. One hundred million pounds has already been allocated to 13 schemes in the Thames Gateway. A further £200 million has been ring-fenced to support the growth areas and growth points over the CSR07 period.*

*Today's announcement allocates £170 million of this for 29 transport schemes in the growth areas and growth points that will support the delivery in housing growth over the next two years. The list projects include:*

*New public transport facilities, such as the new South East Hampshire Bus rapid transit scheme;*

*New road and junction improvements, such as the improvements to the Southgate area of Kings Lynn which will support the development of 900 new homes;*

*Innovative transport solutions that will ensure smoother traffic flows and reduced congestion such as the A14 ramp metering scheme in Kettering and the urban traffic management scheme in Aylesbury; and*

*Schemes to improve sustainability, such as the Wichestowe Pedestrian and Cycle Bridge which will provide a sustainable means for the new development at Wichelstowe to access the town centre in Swindon*

*Another 26 schemes from the second round growth points have been shortlisted to submit full business cases for consideration for a further £30 million from the community infrastructure fund together with any remaining funding from the first round. This includes projects to provide a new rail station at Chorley, new cycling facilities at Ellesmere Port and road improvements to service high frequency bus services in Newcastle.*

*The Community Infrastructure Fund is being managed on behalf of Government by the Homes and Communities Agency. This funding is in addition to the £833 million already provided to the growth areas and growth points from the growth fund over the CSR07 period.*

*Further details of the schemes that have been allocated funding have been placed in the Library of the House.”*

- 5.3 As can be seen from the above the Community Infrastructure Fund was very much intended for the purposes of helping deliver housing developments, with King’s Lynn being specifically mentioned in the Secretary of State’s Press Release.
- 5.4 The “Norfolk County Council Round Two Expression of Interest Form” and the “Community Infrastructure Fund CIF 2 – King’s Lynn South Transport Major Scheme – Full Business Case” documents can be seen at Appendices 6 and 7 respectively.

## 7.0 Policy Implications

7.1 The Nar Ouse Regeneration Area (NORA) and the Waterfront Regeneration Area (WRA) are long standing policies for the Council. This is supported by a number of Cabinet Reports and Cabinet Decisions. Within a number of these reports there has been explicit reference to housing development accessed via Harding's Way, namely :

- Cabinet (3<sup>rd</sup> February 2009) : "Waterfront Regeneration Project Appraisal"; and
- Cabinet (1<sup>st</sup> December 2009) : "Waterfront Regeneration Area Project Review"

7.2 Below, set out for ease of reference, are some relevant excerpts from the Cabinet Reports. Full copies of these reports can be found on InSite.

7.2.1 Cabinet (3<sup>rd</sup> February 2009):

*"A route from Wisbech Road to Boal Street through the Waterfront Regeneration Site. This route will serve a dual purpose. It will provide the access roads to the north and south of the site and allow public transport and emergency vehicles to pass through the site. Only public transport and emergency vehicles will be able to pass through the site. This movement will be controlled by automatic barriers in the centre of the site."* [para 3.5.8 (3)]

*"The CIF funding will provide the core transport infrastructure for the Waterfront Site. It will be crucial that the route is designed and constructed fit for the proposed dual purpose."* [para 3.5.10]

7.2.2 Cabinet (1<sup>st</sup> December 2009) :

*"The CIF public transport route is constructed to a standard which would allow development as proposed in the indicative masterplan along that part of the route which would not require eventual realignment to allow for the construction of a marina basin. Budgetary provision of £500,000 is made available for the upgraded route."*

[Recommendation 11]

The indicative masterplan can be seen at Appendix 8 to this report.

*“In parallel with the progression of the waterfront scheme, a bid by Norfolk County Council, supported by the Borough Council, for £5.3m funding from the Community Infrastructure Fund (CIF) to implement a package of transportation improvements in King’s Lynn was approved. This includes a public transport road link across the waterfront area from Wisbech Road to Boal Quay which will include an access which will be built to a specification to open up the southern part of the waterfront site for development. A planning application for this route was approved on 5<sup>th</sup> November. Construction of the road has to be completed by March 2011 to secure the CIF funding.” [para 1.3]*

## **8.0 Financial Implications**

- 8.1 The Council, Central Government, and various public bodies and agencies have committed significant funds to facilitate the regeneration initiatives in King’s Lynn. Most notably £5,330,000 was secured under CIF to develop Harding’s Way, together with other highway improvements, to facilitate housing growth within the town.
- 8.2 The Council has committed capital resources in the acquisition of sites to help deliver its growth and regeneration ambitions. If the proposed works are not delivered there will be a significant negative impact on the sites’ values.
- 8.3 If the works at the southern end of Harding’s Way are not commenced the Council will be unable to release the adjacent land for development. Note that there is currently private sector interest in these sites.

## **9.0 Personnel Implications**

- 9.1 None

## **10.0 Statutory Considerations**

- 10.1 None

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

- 11.1 Please see pre-screening report attached.
- 11.2 Note that Norfolk County Council has undertaken an Equality Impact Assessment as part of its TRO exercise(s) relating to Harding’s Way. The draft NCC EIA is attached at Appendix 9 to this report.



## **12.0 Risk Management Implications**

- 12.1 The borough council needs to approve the signing and sealing of the Traffic Regulation Orders before any works commence.
- 12.2 The Planning Permission for the proposed junction works, if not commenced before June 2020 will expire and a new application will be required.

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

- 13.1 None apparent

## **14.0 Background Papers**

- 14.1 Cabinet Report (3<sup>rd</sup> February 2009) : “Waterfront Regeneration Project Appraisal”
- 14.2 Cabinet Report (1<sup>st</sup> December 2009) : “Waterfront Regeneration Area Project Review”

## **15.0 Appendices**

Appendix 1	Notice of Motion 4/19 – submitted by Cllr A Kemp
Appendix 2	Planning Permission 17/00108/F
Appendix 3	Chaplin & Farrant Development Options
Appendix 4	Traffic Regulation Order : THE NORFOLK COUNTY COUNCIL (KING’S LYNN VARIOUS ROADS (BUS AND CYCLE LANE) AMENDMENT ORDER 2018
Appendix 5	Traffic Regulation Order : THE NORFOLK COUNTY COUNCIL (KING’S LYNN)(PROHIBITION OF RIGHT AND LEFT TURNS) AMENDMENT ORDER 2018
Appendix 6	The Norfolk County Council Round Two Expression of Interest Form
Appendix 7	Community Infrastructure Fund CIF 2 – King’s Lynn South Transport Major Scheme – Full Business Case
Appendix 8	Waterfront Regeneration Area – indicative masterplan (2009)
Appendix 9	Norfolk County Council Draft Equality Impact Assessment

Borough Council of  
**King's Lynn &  
West Norfolk**



# **COUNCIL MEETING**

## ***Agenda***

Thursday, 17th October, 2019  
at 6.30 pm

in the

**Assembly Room  
Town Hall  
Saturday Market Place  
King's Lynn**



King's Court, Chapel Street, King's Lynn, Norfolk, PE30 1EX  
Telephone: 01553 616200  
Fax: 01553 691663

Dear Councillor

You are hereby summoned to attend a meeting of the **Borough Council of King's Lynn and West Norfolk** which will commence at **6.30 pm** on **Thursday, 17th October, 2019** in **The Assembly Room, Town Hall, Saturday Market Place, King's Lynn** to transact the business shown below.

Yours sincerely

Lorraine Gore  
Chief Executive

#### **BUSINESS TO BE TRANSACTED**

**1. PRAYERS**

**2. APOLOGIES FOR ABSENCE**

**3. MINUTES**

To confirm as a correct record the Minutes of the Meeting of the Council held on 5 September 2019. (previously circulated).

**4. DECLARATION 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.

**5. MAYOR'S COMMUNICATIONS AND ANNOUNCEMENTS**

To receive Mayor's communications and announcements.

**6. URGENT BUSINESS**

To receive any items of business which in the opinion of the Mayor are urgent.

**7. PETITIONS AND PUBLIC QUESTIONS**

To receive petitions and public questions in accordance with Standing Order 9.

**8. REVIEW OF PROPORTIONALITY (Pages 12 - 13)**

**9. CABINET MEMBERS REPORTS**

In accordance with Standing Order 11.1 to receive reports from Cabinet Members in the following order and under Standing Order 11.2 (a) Members of the Council may ask questions of the Cabinet Member on their reports and Portfolio areas:

**(Councillors are reminded that this is a question and answer session not a debate.)**

- 1) **Business Development - Councillor G Middleton** (Pages 14 - 15)
- 2) **Commercial Services - Councillor P Kunes** (Pages 16 - 17)
- 3) **Development - Councillor R Blunt** (Pages 18 - 21)
- 4) **Environment - Councillor I Devereux** (Pages 22 - 23)
- 5) **Housing - Councillor A Lawrence** (Pages 24 - 26)
- 6) **Project Delivery - Councillor P Gidney** (Pages 27 - 28)
- 7) **Deputy Leader and Culture, Heritage and Health - Councillor Mrs E Nockolds** (Pages 29 - 31)
- 8) **Leader and Resources - Councillor B Long** (Pages 32 - 34)

**10. MEMBERS QUESTION TIME**

In accordance with Standing Order 11.2 (b), Members of the Council may ask any questions of the Chairman of any Council Body (except the Cabinet).

**11. RECOMMENDATIONS FROM COUNCIL BODIES**

**(Members are reminded this is a debate, not a question and answer session)**

To consider the following recommendations to Council:

- 1) **Cabinet: 24 September 2019** (Pages 35 - 38)

CAB53: Boal Quay – Gallery Proposal

CAB54: Nar Ouse Enterprise Zone Implementation and Delivery

CAB55: Heritage Action Zone – Chapel Street

## 12. NOTICES OF MOTION

To consider the following Notices of Motion:

### **(3/19), submitted by Councillor J Moriarty:**

In 2018 this Council introduced a new system for sifting planning applications. Said scheme was subsequently reviewed in early 2019.

On both occasions the council breached its own Scheme of Community Involvement (SCI) by failing to consult key partners in the planning process, namely Parish Councils.

It is agreed there will now be a consultation exercise with Parish Councils, said exercise to be overseen by an appropriate panel or body of elected councillors.

### **(4/19), submitted by Councillor A Kemp:**

#### **Lynn Transport Plan and Hardings Way Bus Lane**

A large number of Constituents across the Borough, including South Lynn and the Friars, and from the Walpoles to North Runcton and Setchey, are now aware of the harm, distress and adverse impact on disabled residents, people in mobility scooters, families with children and prams, retired residents, those less able to walk and children walking to school, in the South Lynn community, the Friars and other parts of the Borough, for whom Hardings Way is the only safe route into town, if Council goes ahead with its plan to run a road through the Buggy Pavement & Safe Route to School, and allow traffic, HGV's and two other roads across the Wisbech Road part of Hardings Way Bus Lane; and want to avoid the detrimental impacts.

In 2009, a bid for £5.3m funding from the Community Infrastructure Fund (CIF 2) to implement a package of transportation improvements in King's Lynn, was approved at the Borough's Cabinet.

This included a public transport road link across the waterfront area from Wisbech Road to Boal Quay.

This public transport link was Hardings Way.

The purpose of Hardings Way was to speed up buses through the bus lane and reduce congestion, air pollution and emissions from buses from London Road, from the town centre and from the gyratory.

Members - and the local community - were advised that it was envisaged that the road would never be a through traffic route, with the exception of buses.

The Transport Statement said that " the route would initially be used by 13 buses per hour, off peak, in each direction throughout the day, rising to an

anticipated 15 per hour from 2016 and 17 per hour from 2021. During peak hours, initial estimates are that 22 services per hour will use the route (0800 to 0900 and 1700 to 1800 Monday to Friday) It is likely that by 2021 the weekday am/pm peak could be up to a maximum of 26 per hour in each direction. There would be significantly less bus movements in all off peak periods”.

The Development Control Board said:

“The provision of the bus route is expected to reduce bus journey times, equating to a time saving of 4 minutes for AM peak inbound journeys and 3 minutes for PM peak outbound journeys.

In addition to extended scheduled journey times currently experienced at peak periods, extended layover times between journeys are planned throughout the day to provide a robust schedule that enables services to recover from unpredictable operational delays”.

### **Lynn Transport Strategy**

Hardings Way will underpin the success of the West Lynn Park and Ride, under consideration in the Lynn Transport Plan. Shuttle buses, using Hardings Way as the fast route to town, will encourage drivers to leave their cars outside the town, avoid the town centre queues and reduce congestion and emissions.

Hardings Way Bus Lane has a strategic role to play in further reducing traffic entering Lynn. The aspiration must be to increase the flow of buses and make Lynn a carbon neutral town.

### **Planning Application September 2017**

However, by a planning application of Sept 2017, the Borough granted itself planning permission that would place general traffic and and maximum HGV's on a fifth of Hardings Way, build three access stub roads for 50 houses on Hardings Way South and move the bus lane north 15m north; and instructed Norfolk County Council to amend the two Traffic Orders that banned general traffic on Hardings Way.

There was no highways impact assessment.

The County Council has destroyed the road specification for Hardings Way and it is uncertain if it was built to withstand maximum weight vehicles that the traffic orders would permit.

The Traffic Orders allows general traffic and maximum weight HGV's on the first 125m of the bus lane, even though the feeder road, Wisbech Road, has a 7.5 tonne weight limit.

The Equality Impact Assessment said that disabled people would suffer a significant detriment.

The access for the private firm placing maximum HGV's on the bus lane, and the other two accesses, would be paid for by the Borough Council.

There have been 1,400 online and written objections to general traffic on any part of Hardings Way.

There is a 38 degrees petition.

123 written objections to the Traffic Orders were sent to Norfolk County Council.

### **Flood Risk**

The Hardings Way South area was flooded in the Great Flood of '53, in the floods of '78 and Hardings Way was flooded during the storm surge

Tidal Hazard Mapping for the River Great Ouse shows the site is located in a high flood risk area, where the mapping identifies inundation to depths of up to 2m in a flooding event, over the development's lifetime. The Local Plan Task Group is being approached over concerns regarding the suitability, sustainability and safety of Hardings Way South as a location for people's homes.

### **Disability and Protected Groups**

This Council has just appointed a new Disability Champion for the Borough, and is committed to understanding, listening and improving life for disabled residents.

The western pavement along Hardings Way South is a key walking route into town for disabled people including buggy users, for families with prams and young children, and for the whole community. It encourages people to leave their cars at home and walk into town.

Hardings Way is the only safe route into town.

Implementation of the planning permission would allow an unsignalled crossing in the wide western pavement, and introduce points of conflict with cars, parked cars and HGV's in turning manoeuvres, putting disabled buggy users, cyclists and other vulnerable users at risk.

It would affect safety and independent use of the road for those less able to walk.

People in Buggies do not feel safe using London Road unaided to get into the town centre, as it has sloping pavements with an uneven surface and several road accesses that are not safe to cross, as they are not traffic lit and have inadequate drop kerbs.



Hardings Way Buggy Lane in contrast, has a wide smooth pavement on a flat surface that is easy for buggies to negotiate.

People with disabilities want to lead fulfilling lives and get to town under their own steam.

The implementation of the traffic orders would affect the independence and safety of disabled residents and the attractiveness of cycling into town. People would be deterred from getting into town under the own steam.

Hardings Way links into National Cycle Lane 1.

Hardings Way South is also used by parents to teach children to cycle.

Hardings Way South is part of the safe route to school for children at Whitefriars Primary.

The former Head of Whitefriars School was promised by the County Council in 2009 that general traffic would never be allowed on the Bus Lane, because of concerns about pollution near the adjacent school playground.

Hardings Way was built on waste ground that was the traditional walking route into town for residents and plays an important role in healthy lifestyles and improving public health outcomes in the deprived area of South Lynn.

In view of the disruption to the efficient working of the bus lane and to Lynn's Transport Strategy, the high flood risk to building in Hardings Way South, and the impact on older and disabled residents and young families if the Traffic Orders and planning permission were implemented, and in view for the strategic imperative to reduce traffic from entering the historic town centre:

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**Council urges Cabinet, in the strongest terms, to review all work planned to be done on or around Hardings Way, under (but not limited to) Planning Permission 17/01008/F, in the hope that they will not move the bus lane north, or introduce any new roads across it, and not allow any additional types of traffic onto it, or diminish any of its current features which enable pedestrians, prams and buggies to use it unhindered by traffic; in order to prevent the detrimental impacts.**

**(5/19). Submitted by Councillor M de Whalley**

1. This council recognises that:
  - a. Local Government exists to ensure the wellbeing of its population through its statutory and moral authority across a wide range of economic and social aspects of local life.



- b. The human influence on the climate system is unequivocal, and recent man-made emissions of greenhouse gases are the highest in history.
  - c. Recent climate changes have had widespread impacts on human and natural systems. This and other factors have led to a crisis in ecology and biodiversity.
  - d. West Norfolk is already at a high and increasing risk of the effects of climate change which endangers the population. This council has the legal and moral responsibility to act both across its own corporate activities and those wider economic and social issues over which it has regulatory control and influence.
  - e. The 2015 Paris Agreement, which the UK has ratified, sets a temperature target of limiting global heating well below 2°C with efforts to achieve 1.5°C.
  - f. “For King's Lynn and West Norfolk to make its fair contribution to delivering the Paris Agreement's commitment to staying ‘well below 2°C and pursuing 1.5°C’ global temperature rise, then an immediate and rapid programme of decarbonisation is needed.”\*
  - g. The 2018 Intergovernmental Panel on Climate Change report showed that “impacts are much greater if 1.5°C is exceeded.”
  - h. The social and economic costs of delayed action far outweigh those of rapid mitigation and adaptation to the 1.5°C target.
2. For the above reasons the Borough Council of King’s Lynn and West Norfolk declares a climate and biodiversity emergency and commits to the following actions:
- a. Ensure that every decision made by this council takes into consideration the impact on climate change and biodiversity as the top priority.
  - b. Achieve carbon neutrality by 2030, or earlier, across the Borough Council’s own corporate activities.
  - c. Use all Council regulatory means (such as local plan, transport, regeneration etc.) to ensure that the relevant aspects of life across West Norfolk become net zero carbon by 2030, or earlier,

across the population to meet the Borough Council's fair share of the UK commitment to the Paris Agreement temperature target.\*

- d. Not to exceed a Borough population-wide all-time "energy only" budget of 8 million tonnes of CO2 (or equivalent) emissions, as calculated recently to meet the Paris Agreement temperature target.
- e. Prepare a report, within six-months of this motion, outlining how West Norfolk can sufficiently reduce carbon emissions through energy and other Council strategies, plans and contracts to ensure the above commitments are met.
- f. Include a full carbon footprint for the Borough with future trajectories.
- g. The above report will be overseen by the formation of a Climate Change and Biodiversity task group which will report to the appropriate Council body.
- h. Review and performance monitoring of climate change strategy will take place every six months.
- i. Establish a West Norfolk Climate Change Partnership with key stakeholders & Government departments to develop new strategic and policy approaches.
- j. Invite contributions and instigate a wide-ranging programme of community engagement and awareness within the next six months.
- k. Lobby Westminster to deliver the legislation and resources necessary for the required changes.
- l. Provide adequate staff, time and leadership to effect the above.

\* Tyndall Centre, Manchester, "Setting Climate Commitments for King's Lynn and West Norfolk", October 2019.

#### **6/19 Submitted by Councillor F Bone**

This Council notes:-

Hardings Way in South Lynn was built as part of a £5.3 million Government funded scheme to allow the NORA development to proceed and to help reduce pollution on London Road

When planning permission was granted, in 2009, it was for public transport, and not general traffic. Prohibition Orders were put in place to prohibit traffic entering Hardings Way from Wisbech Road.

A senior highways engineer of Norfolk Highways Authority who advised the Norfolk Casualty Reduction Partnership Board on highways safety issues wrote to state that Hardings Way was only for pedestrians, cyclists and public transport and was not safe for any other use.

Therefore, this Council calls on the Cabinet to bring a report to this Council detailing all aspects of Hardings Way to include, but not exclusively, implications of a nature that cover:

- Legal
- Financial
- Social
- Environmental
- Highways Safety
- Highways Impact Assessment

This Council instructs the Chief Executive to write informing Norfolk County Council that this Council will not fund any and all work carried out in association with Hardings Way until this Council has considered the report from Cabinet.

Lorraine Gore  
Chief Executive

Our ref: 17/01008/F  
Planning Officer: Mrs H Morris  
Council Information Centre: 01553 616200 Option 3  
E-mail: borough.planning@west-norfolk.gov.uk

Borough Council of  
**King's Lynn &  
West Norfolk**



Borough Council of King's Lynn And West Norfolk  
c/o Norfolk County Council  
Miss Alisa Magar  
Martineau Lane  
Norwich  
NR1 2DH



**Geoff Hall**  
Executive Director

**Environment and Planning**

7 September 2017

Dear Sir / Madam

**Decision Date:** 6 September 2017  
**Development :** Construction of three new access roads off the southern end of Hardings Way and relocation of bus gate  
**Location:** Hardings Way King's Lynn Norfolk  
**Applicant:** Borough Council of King's Lynn And West Norfolk

**Town & Country Planning Act 1990**

**PLEASE FIND ATTACHED A COPY OF YOUR PLANNING PERMISSION FOR THE ABOVE PROPOSED DEVELOPMENT. HOWEVER, YOU SHOULD READ THE NOTES BELOW AS FAILURE TO COMPLY WITH CONDITIONS IMPOSED ON THE ATTACHED PLANNING PERMISSION COULD RENDER THE DEVELOPMENT UNAUTHORISED OR REQUIRE THE SUBMISSION OF A FURTHER FORMAL APPLICATION**

1. This planning permission is granted in strict accordance with the approved plans. It should be noted that:
  - a) Any variation from the approved plans following commencement of the development may constitute unauthorised development and may be liable to enforcement action.
  - b) You or your agent or any other person responsible for implementing this permission should inform the Development Control Section immediately of any proposed variation from the approved plans and ask to be advised as to the best method of resolving the matter. This may require the submission of a new formal application.
2. We have a formal process for discharging conditions which involves completing a form or writing to us with sufficient information to allow us to fully assess the information, and submitting an appropriate fee. The form can be downloaded from our website at <http://www.west-norfolk.gov.uk/Default.aspx?page=24452> or you can request a form to be sent to you. Although there is a national target of 8 weeks to deal with these requests we will endeavour to deal with these sooner, particularly the more straightforward requests.
3. This permission is granted subject to conditions and it is the site owner and the person responsible for the implementation of the development who will be fully responsible for their compliance throughout the development and beyond.
4. If there is a condition that requires work to be carried out or details to be approved prior to the commencement of the development, this is called a "condition precedent". If a condition precedent is not complied with, this may render the whole of the development unauthorised and you may be liable to enforcement action or need to submit a further formal application.
5. If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Building Regulations can be obtained from CNC Building Control who provide the Building Control service for the Borough of Kings Lynn & West Norfolk. Their telephone number is 0808 168 5041 or [enquiries@cncbuildingcontrol.gov.uk](mailto:enquiries@cncbuildingcontrol.gov.uk) and their website is [www.cncbuildingcontrol.gov.uk](http://www.cncbuildingcontrol.gov.uk).
6. If your development results in the need to have a new address then you are advised to do this as soon as the development commences. The application form and fee schedule is available on our website <http://www.west-norfolk.gov.uk/default.aspx?page=23895>. Alternatively, you can email the Address Management Team at [snn@west-norfolk.gov.uk](mailto:snn@west-norfolk.gov.uk) for more information.

Yours faithfully

Executive Director  
Environment and Planning

King's Court, Chapel Street, King's Lynn, Norfolk PE30 1EX  
Tel: (01553) 616200; fax: (01553) 691663  
DX 57825 KING'S LYNN

Chief Executive – Ray Harding



**ENVIRONMENT AND PLANNING**

King's Court, Chapel Street, King's Lynn, Norfolk PE30 1EX

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e-mail: borough.planning@west-norfolk.gov.uk

**NOTICE OF DECISION - GRANT OF PLANNING PERMISSION**

Borough Council of King's Lynn And West Norfolk  
c/o Norfolk County Council  
Miss Alisa Magar  
Martineau Lane  
Norwich  
NR1 2DH

Reference No: 17/01008/F  
Application  
Registered: 2 June 2017  
Parish: King's Lynn

Details: **Construction of three new access roads off the southern end of Hardings Way and relocation of bus gate at Hardings Way King's Lynn Norfolk**

The Town and Country Planning Act 1990 (as amended)  
*The Town and Country Planning (Development Management Procedure) (England) Order 2015*

**Permission is granted** for the carrying out of the development referred to above in accordance with the application and plans submitted **subject to compliance with the following conditions:**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans: drawing nos. PK6062-HP1-002C and PK6061-HP1-004.
3. No works shall commence on the site until such time as detailed plans of the roads, footways, cycleways, foul and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. All construction works shall be carried out in accordance with the approved plans.
4. No works shall be carried out on roads, footways, cycleways, foul and surface water sewers otherwise than in accordance with the specifications of the Local Planning Authority.
5. Prior to the use of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan (drawing no. PK6062-HP1-002C) in accordance with the appropriate highway specification. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
6. Prior to the commencement of the use hereby permitted a visibility splay shall be provided in full accordance with the details indicated on the approved plan. The splay shall thereafter be maintained at all times free from any obstruction exceeding 0.225 metres above the level of the adjacent highway carriageway.
7. Prior to the commencement of any works a Construction Traffic Management Plan which shall include information regarding the secure fencing to be used and retained at all times during construction to stop any access to Hardings Pits shall be submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority.
8. For the duration of the construction period all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the Construction Traffic Access Route and no other local roads unless approved in writing with the Local Planning Authority.



9. Notwithstanding the details indicated on the submitted drawings no works shall commence on site unless otherwise agreed in writing until a detailed scheme for the off-site highway improvement works as indicated on drawing number PK6062-HP1-002C and to include information regarding secure fencing have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.
10. Prior to the commencement of the use hereby permitted the off-site highway improvement works referred to in condition 9 shall be completed to the written satisfaction of the Local Planning Authority.
11. No works shall commence on the site until the Traffic Regulation Order for the amendment to the bus only route has been secured by the Highway Authority.

The Reasons being:

1. To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
2. For the avoidance of doubt and in the interests of proper planning.
3. To ensure satisfactory development of the site and a satisfactory standard of highway design and construction.
4. To ensure satisfactory development of the site and to ensure estate roads are constructed to a standard suitable for adoption as public highway.
5. To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway.
6. In the interests of highway safety.
7. In the interests of maintaining highway efficiency and safety.
8. In the interests of maintaining highway efficiency and safety.
9. To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.
10. To ensure that the highway network is adequate to cater for the development proposed.
11. In the interests of highway safety.



Executive Director, Environment and Planning  
On behalf of the Council  
6 September 2017

1. It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the Applicant and the County Council. Please note that it is the Applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer. If required, street furniture will need to be repositioned at the Applicants own expense.

Please note that any conditions that may be attached to this decision notice form an integral part of the permission. Failure to comply with any conditions could lead to enforcement action or the need to submit a further formal application.

In accordance with the NPPF, in determining this application for planning permission, the Borough Council has approached it in a positive and proactive way, and where possible has sought solutions to problems to achieve the aim of approving sustainable development. As such the development hereby approved is considered to represent sustainable development.

The case officer who dealt with this application was Mrs H Morris, telephone number 01553 616481.

### Notes relating to decisions on planning applications:

1. This permission refers only to that under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw order or regulation.
2. If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to The Planning Inspectorate in accordance with Section 78 of the Town and Country Planning Act 1990. Appeals must be made within 6 months unless subject to an enforcement notice (see below). (Appeals must be made on a form which is available from The Planning Inspectorate, Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, telephone 0303 4445000). The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the local planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements (\*), to the provisions of the development order, and to any directions given under the order. He does not in practice refuse to entertain appeals solely because the decision of the local planning authority is based on a decision given by him.

Appeal time limits where the same development is subject to an enforcement notice

- 28 days from the date of the refusal or the expiry of the period which the local planning authority (LPA) had to determine the application, where the enforcement notice is served before the application is submitted;
  - 28 days from the date of the refusal or the expiry of the period which the LPA had to determine the application, where the enforcement notice is served before the decision on the application is reached or the determination period has expired; or
  - 28 days from the date the enforcement notice is served, where the enforcement notice is served after the decision or expiry of the period which the LPA has to reach a decision on the application, unless the effect would be to extend the period beyond the usual time limit for cases not involving an enforcement notice.
  - These time limits apply where an enforcement notice has been served no more than two years before the date of the application or where it is served on or after the date of the application, regardless of whether an appeal was lodged against the enforcement notice and provided the notice is not withdrawn prior to the expiry of the time limits outlined above.
3. If permission to develop land is refused or granted subject to conditions, whether by the local authority or by the Secretary of State of the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has or would be permitted, he may serve on the Council or the county district in which the land is situated a purchase notice requiring that council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
  4. In certain circumstances, a claim may be made against the local planning authority for compensation where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

(\*) The Statutory requirements are those set out in Section 76(6) of the Town and Country Planning Act 1990 namely section 70 and 72(1) of the Act.

#### 5. Time Limits for Appeals

Householder planning applications against refusal or to remove/amend conditions = 12 weeks  
Minor Commercial and Advertisement Consent Appeals = 12 weeks  
All other appeals = 6 months

For more information please see website: <http://www.planningportal.gov.uk/planning/appeals>





## After Planning comes Building Control

Building Control is a statutory requirement on the vast majority of building projects (including internal alterations and conversions) irrespective of whether planning permission has been required or not.

It is the process of ensuring projects are completed in accordance with the building regulations and exists to ensure that the safety and well-being of any person is not compromised by changes or work that takes place.



CNC Building Control can help in numerous ways, including:

- Technical input and pre-submission advice
- Guidance on applying for and registering an application
- Becoming part of your design team
- Ensuring projects are completed timely and to budget, including providing advice and guidance on related facets such as energy reports, acoustic issues, air tightness testing and fire strategy.

In essence, CNC will support you through your project from pre-planning and commencement all the way to project completion and issuing of certification.

For more information or to obtain a quotation, please use one of the following:

Email – [quotations@cncbuildingcontrol.gov.uk](mailto:quotations@cncbuildingcontrol.gov.uk)

Phone – 0808 168 5041

CNC Building control provides the statutory building control functions for the Local Authority areas of Kings Lynn and West Norfolk, Fenland, South Norfolk, Norwich City, and Broadland.



Borough Council of  
King's Lynn &  
West Norfolk



NORWICH  
City Council



# FEASIBILITY STUDY

PROJECT NAME Wisbech Road / Hardings Way, King's Lynn

CLIENT

BCKLWN

INTRODUCTION

5067

REF. DATE

Jan '16

Introduction

## Introduction

Chaplin Farrant have been engaged by the Borough Council of King's Lynn and West Norfolk (BCKLWN) to carry out a feasibility study for the redevelopment of two sites off Wisbech Road / Hardings Way, King's Lynn.

This study contains a site analysis, which has then informed a number of options for redevelopment, for consideration by BCKLWN.



Appendix 3

CF



# FEASIBILITY STUDY

Wisbech Road / Hardings Way, King's Lynn

PROJECT NAME

BCKLWN

CLIENT

Site Analysis

PAGE

5067 Jan '16

REPT DATE

## Site Location & Context

The site occupies two parcels of land on the junction of Wisbech Road and Harding's Way. This is a relatively new junction, as Harding's Way was created as a new bus link to King's Lynn Town Centre. The Town Centre is approximately 1km to the north.

Harding's pits to the north-west of the site, industrial units are to the north, drainage pumping stations are to the north-east, and residential dwellings are to the south and west of the site.

## Site Analysis

**Use:** The site is owned by BCKLWN and has been left as open green space following the construction of the bus route.

**Access:** Access is from Harding's Way. The eastern site (Site B) can also be accessed from the adjacent northern land.

**Built Form:** There is an existing disused, single storey, industrial unit on Site B.

**External Works:** There is an area of hardstanding associated with the existing industrial unit on Site B, which is accessed from the north.

**Landscaping:** There are existing trees along the western boundary of Site A. There is also various smaller self seeding trees and shrubs on the sites, although these are thought to be less important.

**Services:** Existing site asset data have been made available. From this, there is mains electric, mains water, FW & SW drainage, BT and mains gas in the vicinity of the site. There are drainage pumping stations to the north-east of Site B.

**Conservation area:** The site is not within a conservation area.

**Flood Risk:** The Environment Agency flood map indicates that the site is within Flood Zone 3 but benefits from flood defences.





# FEASIBILITY STUDY

PROJECT NAME Wisbech Road / Hardings Way, King's Lynn

CLIENT BCKLWN

PAGE Site Constraints

REF DATE 5067 Jan '16

### Flood Risk:

3. The Environment Agency indicates that the site is within Flood Risk Zone

Due to the proximity of the BCKWLN NORA residential development to the south on Wisbech Road, for the purposes of this feasibility study, it would be reasonable to assume that the measures noted in the corresponding Flood Risk Assessment would also apply on this site.

It is notes in the FRA that finished floor levels of 4.8m AOD are required. It goes on to note that: *This level of 4.8m will not be exceeded by the forecast level of fluvial/sea floods arising from a 1 in 100-year storm event, including climate change effects, if the flood defences were to be breached.*

In the absence of a detailed survey, the level of the site can not be accurately determined. However, the levels survey of the BCKLWN NORA site indicates the level of Wisbech Road to be between 4.4m - 4.6m adjacent to this site. As the site is reasonably flat, it can be assumed this is indicative for the site levels. Based on a 0.4m difference between existing and proposed levels, this can be achieved by building up the site levels, or created stepped access where there is insufficient room to accommodate a level change (i.e. adjacent to existing footpaths / roads).

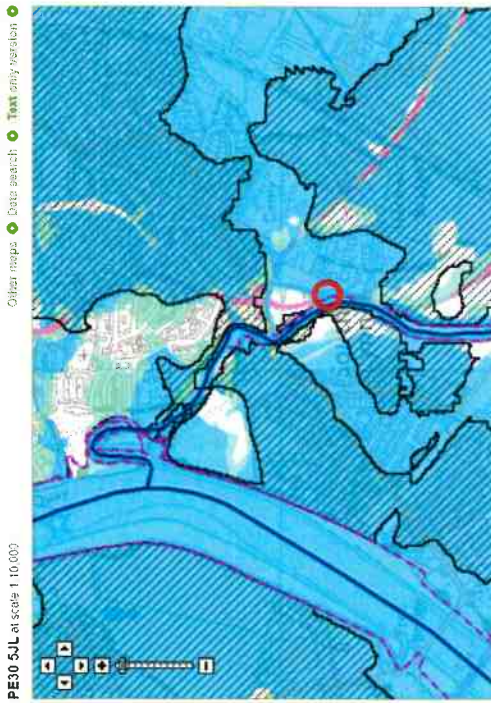
Should a scheme progress, a detailed FRA and measured levels survey should be carried out to ascertain the flood resilience measures required.

### Existing Drainage:

For the basis of this feasibility study, we have assumed that the location of the existing drainage runs (and associated easements) are as per the supplied Anglian Water asset data. Should a scheme progress, we advise that the existing underground drainage is surveyed to determine its exact location, as this will determine the developable site area.

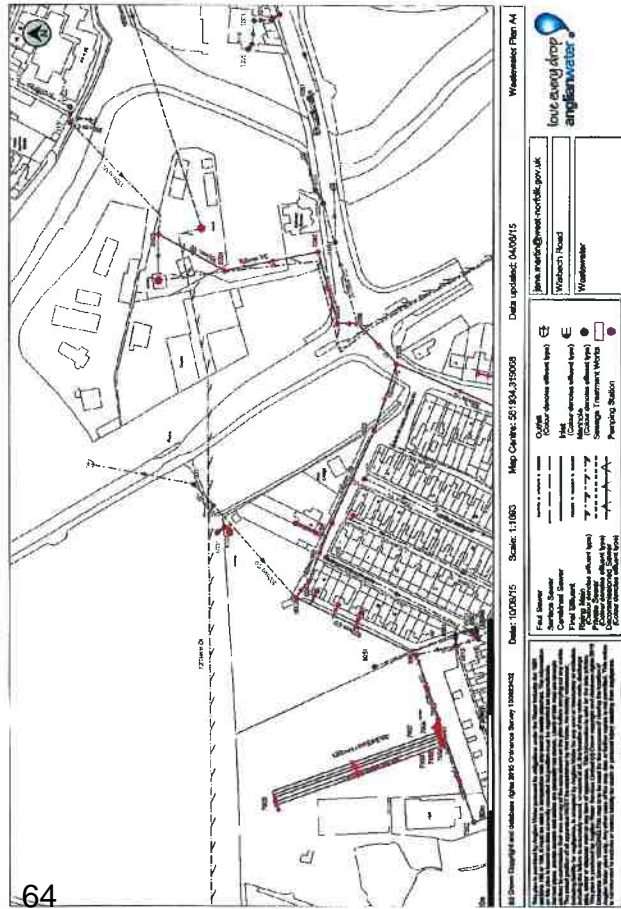


## Flood Map for Planning (Rivers and Sea)



Copyright © Crown Copyright and database right 2015. Ordnance Survey, 2015. All rights reserved. Environment Agency, 2015. All rights reserved. This website is designed to help you understand the flood risk to your site. It is not intended to be used as a substitute for professional advice. Please contact us if you need further information.

Screenshot from Environment Agency website showing Flood Map



Anglian Water Wastewater asset map

# FEASIBILITY STUDY

PROJECT NAME: Wisbech Road / Hardings Way, King's Lynn

CLIENT: BCKLWN

PAGE: 001B Sketch Site Plan - Option A1 & B1 (Resi. & Commercial)

REF DATE: 5067 Jan '16

## Schedule of Accommodation

SITE A, Option A1		SITE B, Option B1	
<b>Residential</b>			
1 bed flats (50sqm / 538sqft)	Plots 9-8, 12-14	1 bed flats (50sqm / 538sqft)	Plots 20-22
2 bed houses (70sqm / 753sqft)	Plots 9-11, 15-17	2 bed houses (70sqm / 753sqft)	Plots 24-26
3 bed houses (85sqm / 915sqft)	Plots 1-2, 18-19	3 bed houses (85sqm / 915sqft)	Plot 23
	<b>Total</b>		<b>Total</b>
	9no.		3no.
	6no.		3no.
	4no.		1no.
	19no. dwellings		7no. dwellings

Note: 20% of above to be affordable housing

Commercial  
Unit C1 (245sqm / 2637sqft)  
Units C2-C4 (70sqm / 753sqft)

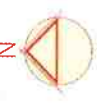
**TOTAL 26no. RESIDENTIAL UNITS FOR SITES A & B**  
(31no. if including additional flats above Commercial Unit C1)

## Parking standards:

Residential  
1 bed - 1 space  
2 bed - 1.5 spaces  
3 bed - 2 spaces  
Commercial  
15 spaces



- Subject to:
- Planning
  - Highways
  - Services
  - Arborist's Report
  - Site Investigation
  - FRA





# FEASIBILITY STUDY

Project Name: Wisbech Road / Hardings Way, King's Lynn

Client: BCKLWN

Page: 002 Sketch Site Plan - Option A2 (Increased Resi.)

Ref. Date: 5067 Jan '16

## Schedule of Accommodation

### SITE A, Option A2 Residential

1 bed flats (50sqm / 538sqft)	Plots 3-8, 15-17	9no.
2 bed houses (70sqm / 753sqft)	Plots 9-14, 18-20	9no.
3 bed houses (85sqm / 915sqft)	Plots 1-2, 21-22	4no.
<b>Total</b>		<b>22no. dwellings</b>

Note: 20% of above to be affordable housing

### Parking standards:

- Residential
- 1 bed - 1 space
- 2 bed - 1.5 spaces
- 3 bed - 2 spaces

### Open Space standards:

No open space provided on site due to close proximity of open space at Harding's Pits.



# FEASIBILITY STUDY

PROJECT NAME	Wisbech Road / Hardings Way, King's Lynn
CLIENT	BCKLWN
PAGE	003 Sketch Site Plan - Option B2 (Resi. & Small Commercial)
REF. DATE	5067 Jan '16

## Schedule of Accommodation

SITE B, Option B2		Total	9no. dwellings
<b>Residential</b>			
1 bed flats (50sqm / 538sqft)	Plots 1-3, 8-9	5no.	
2 bed houses (70sqm / 753sqft)	Plots 6-7	2no.	
3 bed houses (85sqm / 915sqft)	Plot 4-5	2no.	
		<b>9no.</b>	

Note: 20% of above to be affordable housing

Commercial	
Unit C1	(260sqm / 2799sqft)
Units C2	(70sqm / 753sqft)

## Parking standards:

- Residential
- 1 bed - 1 space
- 2 bed - 1.5 spaces
- 3 bed - 2 spaces

Commercial	
16 spaces	

## Open Space standards:

The open space planning requirements for the residential element is assumed to be met via any open space provided at Site A.





# FEASIBILITY STUDY

PROJECT NAME Wisbech Road / Hardings Way, King's Lynn

CLIENT BCKLWN

PAGE 004 Sketch Site Plan - Option B3 (Residential)

REF DATE 5067 Jan '16

## Schedule of Accommodation

### SITE B, Option B2 Residential

1 bed flats (50sqm / 538sqft)	Plots 1-3, 10-15	9no.
2 bed houses (70sqm / 753sqft)	Plots 5-7, 9	4no.
3 bed houses (85sqm / 915sqft)	Plot 4, 8, 16-17	4no.
<b>Total</b>		<b>17no. dwellings</b>

Note - 20% of above to be affordable housing

### Parking standards:

- Residential
- 1 bed - 1 space
  - 2 bed - 1.5 spaces
  - 3 bed - 2 spaces

### Open Space standards:

The open space planning requirements for the residential element is assumed to be met via any open space provided at Site A.





# FEASIBILITY STUDY

PROJECT NAME Wisbech Road / Hardings Way, King's Lynn

PROJECT NAME

CLIENT BCKLWN

CLIENT

Conclusion

PHASE

5067 Jan '16

REF. DATE

A number of development options have been carried out for Sites A & B.

## Site A

Two residential options have been prepared. The need for open space on site would require discussions with the planners. The proximity of the open space at the adjacent Harding's Pits could allow on-site open space to be reduced / omitted.

## Site B

Three options have been prepared. An all residential option (mirroring the Site A proposals) and two further options that include a varying commercial element. The site's prominence suggested that a commercial element could be viable.

From the options prepared, we suggest that an overall scheme that included a commercial element would give the best capital receipt. This would also allow BCKLWN to keep a long term interest in the site should the commercial element be leased to a tenant. The commercial element could be a small convenience store (Tesco Express or similar).

Whilst there is a general demand for residential development, the demand for commercial space is yet to be established. Should a commercial option be pursued, we suggest agents are engaged to ascertain if commercial tenants are interested in this site.



**THE NORFOLK COUNTY COUNCIL (KING'S LYNN, VARIOUS ROADS)  
(BUS AND CYCLE LANE) AMENDMENT ORDER 2018**

The Norfolk County Council propose to make an Order under the Road Traffic Regulation Act 1984, the effects of which will be to reduce the extent of U23679 Hardings Way operating as a Bus and Cycle Lane, to allow general traffic to enter and proceed in the length of road specified in the Schedule below. It is also proposed to move the existing bus gate 15 metres north to enable access to the northernmost parcel of land.

The Norfolk County Council (King's Lynn, Various Roads) (Bus and Cycle Lane) Order 2015 will be amended by the deletion of the length of road specified in the Schedule below. The current restrictions on the remaining length of U23679 Hardings Way will remain the same.

A copy of the above Order, a Statement of Reasons for making the Order, and a plan may be inspected at Norfolk County Council, County Hall, Norwich and at the offices of King's Lynn and West Norfolk Borough Council, King's Court, Chapel Street, King's Lynn, PE30 1EX during normal office hours.

Any objections and representations relating to the Order must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Miss J Batten by 29<sup>th</sup> May 2018. They may also be emailed to [trafficorders@norfolk.gov.uk](mailto:trafficorders@norfolk.gov.uk).

The Officer dealing with the public enquiries concerning these proposals is Ms A Magar; telephone 01603 306473.

SCHEDULE  
In the Borough of King's Lynn

U23679 Hardings Way	-	From its junction with the C8 Wisbech Road for a distance of 125 metres northwards
---------------------	---	--

DATED this 4<sup>th</sup> day of May 2018



Abdus Choudhury  
Practice Director

County Hall,  
Martineau Lane,  
Norwich. NR1 2DH

Note: Information you send to the Council will be used for any purpose connected with the making or confirming of this Order and will be held as long as reasonably necessary for those purposes. It may also be released to others in response to freedom of information requests.

**THE NORFOLK COUNTY COUNCIL (KING'S LYNN)  
(PROHIBITION OF RIGHT AND LEFT TURNS) AMENDMENT ORDER 2019**

The Norfolk County Council propose to make the above Order under the Road Traffic Regulation Act 1984, the effect of which will be to remove the turn restrictions, to allow vehicles:

- 1) proceeding along C8 Wisbech Road to make a right turn into the U23679 Hardings Way; and
- 2) proceeding along C8 Wisbech Road to make a left turn into the U23679 Hardings Way;

to facilitate access to new developments.

The Norfolk County Council (King's Lynn, Bawsey, Grimston, South Wootton, Castle Rising and Sandringham) (Prohibition of Right, Left and 'U' Turns) Order 2014 will be amended by the deletion of turns 1) and 2). This Amendment will not permit traffic other than buses and authorised vehicles to proceed beyond the bus gate on Hardings Way.

This Order is associated with the following order; The Norfolk County Council (King's Lynn, Various Roads) (Bus and Cycle Lane) Amendment Order 2018, which was advertised on 18<sup>th</sup> May 2018.

A copy of the above Order, the Statement of Reasons for making the Order and a plan may be inspected at Norfolk County Council, County Hall, Norwich and at the offices of King's Lynn and West Norfolk Borough Council, King's Court, Chapel Street, King's Lynn, PE30 1EX during normal office hours.

Any objections and representations relating to the Order must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Miss J Batten by 2<sup>nd</sup> April 2019. They may also be emailed to [trafficorders@norfolk.gov.uk](mailto:trafficorders@norfolk.gov.uk).

The Officer dealing with the public enquiries concerning these proposals is Kurt Booth telephone 0344 800 8020.

DATED this 8<sup>th</sup> day of March 2019



Abdus Choudhury  
Practice Director

County Hall,  
Martineau Lane,  
Norwich. NR1 2DH

Note: Information you send to the Council will be used for any purpose connected with the making or confirming of this Order and will be held as long as reasonably necessary for those purposes. It may also be released to others in response to freedom of information requests.

**THE NORFOLK COUNTY COUNCIL**  
**(KING'S LYNN, HARDINGS WAY AND WISBECH ROAD)**  
**(PROHIBITION OF RIGHT, LEFT AND 'U' TURNS) ORDER 2011**

The Norfolk County Council, in exercise of their powers under Sections 1(1), 2(1), 2(2) and 122 and Part III of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act") and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:-

1. In this Order:

"bus" has the same meaning as in Section 22 of the Traffic Signs Regulations and General Directions 2002"

"public service vehicle" has the same meaning as in Section 1 of the Public Passenger Vehicles Act 1981; (not taxis)

"local service" has the same meaning as in Section 2 of the Transport Act 1985. (does not include school vehicles);

"pedal cycle" has the same meaning as in s11 of Schedule 4 to The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996.


2. Save as provided in Article 7 of this Order no person shall, except upon the direction of a traffic warden or a police constable in uniform, cause any vehicle proceeding along the westbound carriageway of the C8 Wisbech Road to make a right turn into the north-bound carriageway of Hardings Way.
3. Save as provided in Article 7 of this Order no person shall, except upon the direction of a traffic warden or a police constable in uniform, cause any vehicle proceeding along the eastbound carriageway of the C8 Wisbech Road to make a left turn into the northbound carriageway of Hardings Way.
4. Save as provided in Article 7 of this Order no person shall, except upon the direction of a traffic warden or a police constable in uniform, cause any vehicle proceeding along the westbound carriageway of the C8 Wisbech Road to make a 'U' turn into the eastbound carriageway of the C8 Wisbech Road at its junction with Hardings Way.
5. Save as provided in Article 7 of this Order no person shall, except upon the direction of a traffic warden or a police constable in uniform, cause any vehicle proceeding along the eastbound carriageway of the C8 Wisbech Road to make a 'U' turn into the westbound carriageway of the C8 Wisbech Road at its junction with Hardings Way.
6. Save as provided in Article 7 of this Order no person shall, except upon the direction of a traffic warden or a police constable in uniform, cause any vehicle proceeding along the northbound carriageway of the new access road to the south of Hardings Way at its junction with the C8 Wisbech Road to make a 'U' turn into the southbound carriageway of that new access road.



7. Nothing in Articles 2, 3, 4, 5 and 6 of this Order shall apply so as to prevent any person from causing a vehicle to proceed along the lengths of road specified in that Article if the vehicle being used is:
- (a) for fire brigade, police or ambulance purposes;
  - (b) in the service of a local authority or water authority in pursuance of statutory powers or duties;
  - (c) in connection with the maintenance, improvement or reconstruction of that length of road or the laying, erection, alteration or repair in or adjacent to that length of road of any sewer, water, flood defence, sluice control, or gas or electricity apparatus or of any telecommunications apparatus as defined in the Telecommunications Act 1984;
  - (d) authorised by the Harding's Pits Community Association Ltd and/or its nominated contractors to do so for grounds maintenance.
  - (e) a bus, being a public passenger vehicle being used as part of a local service;
  - (f) is a pedal cycle.
8. This Order shall come into operation on the 27<sup>th</sup> day of May 2011, and may be cited as the Norfolk County Council (King's Lynn, Wisbech Road and Hardings Way) (Prohibition of Right, Left and 'U' Turns) Order 2011.
9. Insofar as any provision of this Order conflicts with any provision of any previous Order relating to the lengths of road specified in Articles 2, 3, 4, 5 and 6 of this Order, that provision of this Order shall prevail.

Dated this 23<sup>rd</sup> day of May 2011

THE COMMON SEAL of  
THE NORFOLK COUNTY  
COUNCIL was hereunto  
affixed in the presence of:-

)  
  
 authorised to sign  
 on 23/05/11

Head of Law



30536

LP/SMC/King'slynnporlturns

## COMMUNITY INFRASTRUCTURE FUND – ROUND TWO EXPRESSION OF INTEREST FORM

<b>Project Name:</b>	King's Lynn South Transport Major
<b>Local Authority Area:</b>	King's Lynn & West Norfolk Borough Council
<b>Growth Area/Growth Point:</b>	King's Lynn
<b>Project Location:</b>	King's Lynn Town Centre and South Lynn
<b>LA Project Promoter:</b>	M. Jackson

<b><u>Lead Contact</u></b>	
<b>Name:</b>	Kevin Ward
<b>Tel:</b>	01603 638073
<b>E-mail:</b>	kevin.ward@norfolk.gov.uk

Please attach all relevant supporting documentation when submitting your questionnaire, making sure that the project's name (and where applicable, the question number that the information refers to) is clearly referenced on each additional sheet.

**Once you have completed this Expression of Interest form it should be e-mailed to both [cif2@dft.gsi.gov.uk](mailto:cif2@dft.gsi.gov.uk) and [cif2@communities.gsi.gov.uk](mailto:cif2@communities.gsi.gov.uk)**

Please also copy it to your Government Office contact and ensure your Regional Assembly/Regional Development Agency – or for London boroughs, Transport for London – are aware of your submission.

**The deadline for submission is 21 April 2008.**

## NOTES

We recognise that in some cases residential development may be directly dependent upon implementing the proposed transport investment, e.g. because of lack of access or because of planning constraints arising from an expectation that the transport network will be severely over capacity during morning and evening peak periods. In other cases the development may occur anyway, but the transport proposal would contribute to the sustainability of a new development through reducing or eliminating the impact on other transport users, or minimising other adverse impacts such as on local air quality.

It is currently anticipated that value for money appraisal of each shortlisted proposal will be conducted in two parts, as follows:

**Part 1: For trips arising from planned residential development that is fully dependent upon part or all of a proposed scheme (ie where the development could not go ahead without the scheme):** an assessment will be made of the impact the additional trips associated with that development have on existing users on the transport network, as well as the other benefits and costs arising from the new development.

**Part 2: For trips arising either from planned residential development that is not fully dependent on the scheme (ie where the scheme mitigates the effects that the new housing development would have on the transport network), or from dwellings that already exist:** a standard benefit/cost ratio consistent with webtag methodology will apply. This means that development-related traffic is considered in both the do-minimum (ie assuming a situation without the transport investment) and the do-something (with the investment) scenario.

We would envisage that most schemes will involve a combination of these two parts, such that a combined appraisal of the non-dependent and dependent development elements will be made. Note that all schemes will require a part 2 assessment.

Sections 1 and 2 of the following questionnaire distinguish between these two parts of the assessment.

## SECTION 1: KEY INFORMATION

### Q1.1 Please provide a brief description of your scheme, outlining:

#### i) The key issues/problems it addresses

With origins dating back to the 12<sup>th</sup> century, King's Lynn is a bustling market town with three weekly markets and is the economic centre for a large area of West Norfolk. King's Lynn's historic past is well preserved with many churches, guildhalls and fine houses forming a considerable part of the town centre. Situated on the bank of the river Great Ouse, King's Lynn still maintains a thriving maritime scene with both fishing boats and much larger vessels frequenting the port. The Boal Quay area of King's Lynn is enjoying a renaissance, with regeneration and redevelopment bringing new life to this part of town.

A £250 million initiative to regenerate the King's Lynn area has been implemented and will include a South Lynn Millennium Community, a business park, regeneration of the waterfront area, improved community facilities, new commercial developments, new schools and a relocation of the College of West Anglia. A significant part of this is formed by the Nar Ouse Regeneration Area (NORA). NORA has been identified as a Millennium Community and is a partnership between King's Lynn and West Norfolk Borough Council, English Partnerships, East of England Development Agency, the Environment Agency, Norfolk County Council and developers Morston Assets.

The King's Lynn area has a requirement for growth totalling 7,000 new homes. The South Lynn area will incorporate a total of 2,250 homes with the LDF likely to identify further growth requirements in the immediate area. To date, NORA has created 450 homes out of a possible 900. The full potential of the development is currently restricted by transport issues, with a cap set at 450 homes due to capacity issues at several key junctions in the area. With key junctions at capacity, and town centre air quality issues, an integrated and sustainable package of transport schemes must be implemented in King's Lynn to create a transport infrastructure that will support and benefit the 7,000 homes planned for the area.

The masterplans for the Waterfront Regeneration Area and Nar Ouse Regeneration Area identify that 1,200 direct and indirect jobs will be facilitated as a result of the comprehensive redevelopment of the sites. The scheme identified will enable sustainable links to the residential and employment areas. The wider economic benefit of the scheme will facilitate the opening of additional employment land and redevelopment of vacant industrial sites which will provide approximately 1,500 FTEs.

King's Lynn town centre suffers from severe traffic congestion during the peak periods, particularly at the Southgates roundabout where traffic from the East (Hardwick Road), West (Wisbech Road) and South (Nar Ouse Way) directions meet with traffic travelling out of town on London Road. The town centre gyratory system often reaches gridlock and currently creates significant extra mileage for all bus services travelling to and from the bus station. This additional mileage for all vehicles in the town centre has created air quality issues and an Air Quality Management Area has been established. Transport links around King's Lynn are poor with the A47 intersections at capacity, creating difficulties for commuters and businesses. This is further compounded by summer tourist traffic travelling to the seaside resorts such as Hunstanton, Sandringham and the North Norfolk Area of Outstanding Natural Beauty.



The scheme that we are submitting will enable the removal of the cap on the NORA development and will allow the creation of a further 450 homes plus a further 1,350 homes in the surrounding areas. This will be achieved by significantly improving the public transport network to and from South Lynn and within the town centre itself. Improved facilities for walking and cycling will encourage modal shift and provide an opportunity for formalised schemes such as Safer Routes To School. The current Southgates roundabout will be redesigned to improve traffic flow and improve journey times.

- A new bus, cycle and pedestrian lane will be built through the NORA development providing a quicker, safer and more pleasant route from South Lynn to the town centre. This lane will link new homes to shopping, leisure and employment opportunities. It will also improve public transport journey times and reliability.
- Town centre bus priority lanes will be put in place on and around the gyratory system to allow buses quicker and easier access to the bus station. This will reduce the overall mileage covered by buses entering and exiting the bus station and will subsequently improve the town centre air quality.
- Cycling facilities will be improved with a total of 5 schemes. Pelican crossings will be upgraded to puffin, designated cycle lanes will be put in place and links to the National Cycle Network route will be generated.
- Southgates roundabout will become a signal controlled junction with a bypass lane for traffic travelling from Wisbech Road to Nar Ouse Way. Traffic flow throughout the King's Lynn area will benefit with a significant improvement in journey time variability for all traffic.
- Key signalled junctions will be upgraded to provide Selective Vehicle Detection (SVD) to allow buses to pass with a minimum wait. SVD improves bus journey times without creating significant disbenefits for other road users.

**ii) The main stages of the project's delivery plan:**

- 1) Implement town centre bus priority measures
- 2) Implement cycling schemes
- 3) Install SVD at key signalled junctions
- 4) Southgates Roundabout/Junction
- 5) NORA bus lane

**iii) Estimated start and delivery date for the project (with phasing dates where appropriate):**

Allowing for planning consent:  
Phase 1 works commence 03/09 for items 1, 2 and 3  
Phase 2 works commence 06/09 for items 4 and 5

Delivery for items 1, 2 and 3 by 05/10  
 Delivery for items 4 and 5 by 03/11

Please attach any maps or plans of the project with your Expression of Interest.

**Q1.2 Where relevant, is this scheme supported by the Local Delivery Vehicle or Growth Point Partnership?**

- i) Yes
- ii) No
- iii) N/A

✓

Please support your answer

The overall strategic ownership of the Growth Point Programme of Development is with the West Norfolk Partnership, which is the Local Strategic partnership for the Borough Council area.

The co ordination of the implementation of the Programme of Development is with the King's Lynn Urban Development Board, which includes representation from Borough Council of King's Lynn and West Norfolk, Norfolk County Council, East of England Development Agency, English Heritage, and Norfolk Chamber of Commerce along with invited voluntary and private sector representatives.

**Q1.3 Costing**

i) Please provide estimates of the scheme's outturn costs, £m

	2008/09	2009/10	2010/11
<b>Total Scheme Cost</b>	0.5	1.5	3.33
<b>Developer Contribution</b>	To be agreed as part of the planning process on the basis that Norfolk County Council operates a Standard Transport Charge which pools funds in this area for use in delivering the King's Lynn Area Transport Strategy. Norfolk County Council aim to introduce this by 2009/10.		
<b>Other Contributions – please identify</b>			
<b>CIF2 Funding required</b>	0.5	1.5	3.33

Total 5,330,000

ii) If revenue funding is needed, please outline the amount that is required and the source of the revenue funding (NB CIF2 funding is not available for revenue funding)

The County Council as part of its Local Transport Plan Smarter Travel Choices Strategy

implements behavioural change initiatives and marketing campaigns that further develop, support and sustain the Council's programme of Local Transport Plan schemes.

If this bid is successful then the project will be supported by behavioural change initiatives and marketing campaigns funded as part of the County Council's Smarter Travel Choice interventions.

**iii) What is the status of other funding streams needed for the project?**

- i) Secured
- ii) Identified but not secured
- iii) Not yet identified
- iv) N/A – not needed

✓

Growth Point Status  
Developer  
Contributions

**iv) Where relevant, please provide details of funding (total funding required, sources, status) for the post 2011 period**

Not required

**v) Please provide information about the base for the cost estimates (eg based on Q3 2007 prices), allowance for risk (QRA or contingency) and assumptions about inflation**

Cost estimates for all schemes are based on previous studies undertaken and further detailed studies would be required to confirm an exact cost per scheme. Cost are based on current rates.

## SECTION 2: STRATEGIC FIT

**Q2.1 Is this scheme included in and consistent with your Growth Area/Growth Point Programme of Development?** (NB For Eco-towns and successful New Growth Points we would expect any bids to support the Eco-town/Growth Point application and any emerging Programme of Development)

- i) Yes
- ii) No
- iii) N/A

✓

Please support your answer

The scheme forms an integral part of the three top priorities identified in the Programme of Development as submitted to DCLG September 2007.  
 Priority 1 – Nar Ouse Regeneration Area Housing – Traffic Mitigation  
 Priority 2 – Waterfront regeneration Scheme, Boal Quay  
 Priority 3 – Implementation of the proposals identified in the King’s Lynn Area Transportation and Land Use Strategy

## Q2.2 Supporting Development<sup>1</sup>

### i) How many homes does the project support?

The scheme directly supports 900 new homes but also will support the provision of some 1,350 extra homes on previously developed land in this part of King’s Lynn. With improvements at Southgates roundabout and in the town centre, the impact of the scheme will improve traffic flow throughout the King’s Lynn area as a whole, and will directly and indirectly benefit all 7,000 homes planned for the area.

ii) Are any of the homes stated in Qi) fully dependent upon part or all of the proposed scheme? (eg because of lack of access or because of planning constraints arising from an expectation that the transport network will be severely over capacity during morning and evening peak periods)

If so please complete the following box outlining the number and type of homes dependent on the schemes and briefly state the reasons why the development is dependent upon the proposed transport scheme.

Please provide as specific and accurate as numbers as possible.

Additional dwellings	1,800 (all on PDL)			
Previously Developed Land (PDL)	Total	Derelict	Currently in use	Vacant
Hectares developed	30ha	20ha	10ha	
Non PDL	Total	Urban Extension	Urban Infill	New Settlement
Hectares Developed				
Dwelling Size	3+ Bedrooms	2 Bedrooms	1 Bedroom	
Number of dwellings	Not known at this time	Not known at this time	Not known at this time	
Number of “affordable” dwellings (as recognised by the local planning body)	30% target			

<sup>1</sup> For guidance and definitions, please refer to National Land Use Database ([http://www.nlud.org.uk/draft\\_one/land\\_use\\_class/land\\_use\\_class\\_index.htm](http://www.nlud.org.uk/draft_one/land_use_class/land_use_class_index.htm)) and Planning Policy Statement 3 (<http://www.communities.gov.uk/publications/planningandbuilding/pps3housing>)



## Reason(s) for dependency

This bid will provide valuable funding to deliver a scheme that will release the cap set at 450 homes within NORA. This cap is linked to capacity at key junctions and releasing this requires traffic mitigation measures to be in place. This would allow an extra 450 homes on this brownfield site and will promote further regeneration throughout the South Lynn area. A further 1,350 homes are planned for development in the immediate locality and will benefit from the improved links created by the scheme.

The wider King's Lynn area will also benefit from the scheme, with town centre improvements providing cleaner air and quicker public transport journeys to town for all residents and visitors.

The Local Transport Plan includes a number of investments in transport and is subject to a Member approved programme of delivery until 2011. The capital cost of this scheme is such that it is not possible to fund it from the LTP integrated transport budget. Diverting resources from the LTP would prevent the implementation of other transport schemes that are pivotal in encouraging a shift to more sustainable modes. The CIF funding will allow more immediate action to take place without impacting on the overall plan and targets set for Norfolk. This impetus will also assist the attainment of housing targets and increasing employment opportunities in the area through a programme of regeneration.

**iii) Does the scheme support any other types of development (community, commercial etc)?**

i) Yes

✓

ii) No

**If so, please provide details of the developments and whether they are fully dependent upon part, or all, of the proposed scheme**

Directly Dependent

- New Campus for the College of West Anglia
- Anglia Ruskin University Campus
- King's Lynn Enterprise Centre and Live/work Units
- Waterfront Regeneration Scheme – Commercial Development and Marina

Partly Dependent

- Hardwick Industrial Estate Extension
- Redevelopment of the former Campbell's factory site
- King's Lynn Town Centre Retail Expansion
- Provision of community facilities, new primary school and health facilities associated with the Millennium Community

All the above developments are identified in the Growth Point Programme of Development

**iv) Please provide additional details of economic, social and environmental impacts of new development, residential or otherwise, that is fully dependent on the scheme (eg wider economic benefits, environmental costs).**

Improvements to the air quality in Air Quality Management Area covering Railway Road, Austin Street, Blackfriars, St James Road and London Road in King's Lynn.

College relocation offers an opportunity for travel planning and sustainable transport infrastructure to be built-in to the development and for an holistic approach to transport issues to be considered prior to construction.

### SECTION 3: TRIP DEMAND & JOURNEY RELIABILITY

Guidance: Please provide details of sources of evidence, including any modelling and economic appraisals (such as BCR), used to inform your responses.

*Questions 3.1 and 3.2 relate to the “do-minimum” scenario, that is to say existing and forecast conditions on the scheme’s location disregarding the effects of the proposed scheme. Note that these questions should be completed for all proposals.*

**Q3.1 Disregarding any effects of the proposed scheme, excluding any trips from developments which could not go ahead without the scheme, but including any trips from planned developments which could go ahead without the scheme, please detail:**

**i) Levels of flows on immediate links and/or junctions with queues and delays**

An up to date traffic model is currently being developed and further information for a detailed application will be available in the forthcoming months. Using data from the current model, traffic flows and counts at Southgates roundabout are shown below:

**Observed Link Counts approaching Southgate Island**

Description	Direction	AM (8.00-9.00)			PM (17.00-18.00)		
		Car	LGV	HGV	Car	LGV	HGV
A148 Out South Gates	IN	336	50	7	513	36	7
B1144 Vancouver Avenue	IN	433	104	48	1123	99	28
A149 Hardwick Road	IN	1115	138	83	736	89	18
A148	IN	336	46	23	257	64	23
A148 Wisbech Road	IN	425	47	21	296	56	16

**Travel Time (including queue time) to Southgate Island**

From	To	AM (8.00-9.00)	PM (17.00-18.00)
		hh:mm:ss	hh:mm:ss
A47 Saddlebow Interchange	Southgate Island	00:05:21	00:02:34
A148 London Rd/Milfleet	Southgate Island	00:01:10	00:04:23
Clenchwarton Rd/Wisbech Rd	Southgate	00:03:55	00:02:10

A148 Gaywood Rd/B1144 Tennyson Avenue	Island	00:05:19	00:04:05
A149 Hardwick Rd/Scania Way	Southgate Island	00:02:22	00:02:21
A148 London Rd/Milfleet	Southgate Island	00:01:21	00:02:15
A47 Saddlebow Interchange	Southgate Island	00:04:25	00:02:10
A148 London Rd/Milfleet	Southgate Island	00:01:18	00:02:25

Recent anecdotal evidence suggests that delays can be more significant than is suggested by this data. In the King's Lynn Area Transport Strategy public consultation almost 80% of respondents rated traffic congestion as a severe or very severe problem (full report attached).

**ii) Comparable data for any other main problem junctions or links which are relevant though not necessarily immediately adjacent to the proposal**

An up to date traffic model is currently being developed and further information for a detailed application will be available in the forthcoming months. Using data from the current model, traffic flows and counts at Hardwick roundabout are shown below:

**Observed Link Counts at Hardwick Roundabout**

Description	Direction	AM (8.00-9.00)			PM (17.00-18.00)		
		Car	LGV	HGV	Car	LGV	HGV
A149 Hardwick Road	IB	407	148	59	1577	143	37
A47	IB	944	114	66	641	83	44
Beveridge Way	IB	59	99	40	322	39	14
A10 West Winch Road	IB	847	126	112	679	130	69
Constitution Hill	IB	586	119	86	336	64	43
A149 Queen Elizabeth Way	IB	1084	153	91	779	96	49

Description	Direction	AM (8.00-9.00)			PM (17.00-18.00)		
		Car	LGV	HGV	Car	LGV	HGV
A149 Hardwick Road	OB	1737	202	73	756	97	37
A47	OB	150	64	77	327	55	50
Beveridge Way	OB	301	96	43	68	21	12
A10 West Winch Road	OB	496	174	111	1177	132	55
Constitution Hill	OB	510	96	81	957	97	56
A149 Queen Elizabeth Way	OB	733	128	69	1049	153	47

**iii) Likely growth and effect on delays over the next ten years**

This scheme forms the backbone of improved transport links from the South to King's Lynn town centre. The scheme links new housing and employment areas to the town centre via leisure and recreational facilities and tourist attractions.

There is a requirement for a growth of 7,000 houses over the next ten years. This would increase the size of the congested area and lead to an increase in journey time and a reduction in journey time reliability. The AQMA would grow considerably as some areas

are already approaching the tipping point.

This growth could not be delivered without the relevant mitigation measures. This scheme is a major contributor to the mitigation further development would require and targets the most congested and polluted areas whilst providing a platform for future public transport and other measures. The emphasis that the scheme places on public transport, walking and cycling will increase the number of journeys made by these modes, improving air quality, easing traffic flows and having an impact on related issues such as health and social inclusion.

### **Q3.2 Please outline the quality of public transport in the area, including current provision, quality of service and usage**

King's Lynn enjoys a high standard of public transport with two major operators of bus services; Norfolk Green and First Eastern Counties. The major corridors in and out of King's Lynn are well served with daytime frequencies creating 18 buses per hour on London Road and 38 buses per hour on Gaywood Road. Services to most destinations throughout West Norfolk operate a minimum hourly frequency, although evening and Sunday services are less frequent due to lack of demand.

Investment in vehicles has been high and the overall fleet profile is modern and comfortable. Services have been well marketed and information relating to timetables and fares is widely available throughout the West Norfolk area.

King's Lynn bus station is currently being redesigned with consultants due to submit an initial report due by June 2008. The Masterplan will take these proposals into account.

Bus usage is growing in King's Lynn. A report from Norfolk Green shows an increase in the number of journeys from 1,700 passengers a day in 2005 to 1,900 at present. Particular growth has been seen on 'out of town' journeys which has led to a 45% increase in departures during a typical daytime hour time slot.

However, the increasing traffic congestion is impacting on the efficiency of the bus services and increasing journey times and journey time variability.

The improved bus priority measures delivered as part of this scheme are likely to trigger greater investment by operators in to the standard of vehicles offered. This is likely to reduce the overall age profile of the bus fleet serving King's Lynn and increase the number of engines that offer a minimum of Euro III compatibility

*Question 3.3 relates to trips arising either from development that is planned but not fully dependent on the proposed transport scheme, or from dwellings that already exist. Note that this question should be completed for all proposals.*

### **Q3.3 Please give a brief description of the main expected consequences, over the next 10 years, of the proposed transport scheme in terms of type (distance, time of day, etc) and location of journey time savings and improvements in journey time reliability.**

The proposed scheme will significantly improve the reliability of public transport and increase the overall attractiveness of walking and cycling in King's Lynn.

Detailed studies of town centre bus priority measures will yield the following time benefits:



Inbound bus lane on Littleport Street, 13 seconds am peak and 23 seconds pm peak  
Contra flow bus lane on Railway Road, 35-40 seconds am peak and 27-59 seconds pm peak. These schemes may cause a slight disbenefit for other road users during the am peak estimated at between 1 and 5 seconds but a 1 to 6 second benefit in the pm peak.

Bus priority measures will benefit all local services, with services from the East of Lynn benefiting from the revised layout of the gyratory system. Connections to the rest of the UK will also benefit from the measures with National Express routes enjoying a less congested route into town.

Travel Plans in the area are targeting a 20% modal share for walking and cycling. The provision of safer and more pleasant environments for these activities may generate even further modal shift amongst these groups.

Detailed studies of other measures have yet to be completed but Southgates roundabout improvements will generate substantial improvements in journey time variability for all vehicles accessing King's Lynn from the South or West. It is envisaged that this will include significant time savings for freight and logistics services making deliveries to the town.

***Questions 3.4 and 3.5 relate to trips arising from development that is fully dependent upon the proposed scheme being implemented. If this does not apply to your scheme, please move on to section 4.***

**Q3.4 Please state the estimated level of new trips arising from the development, in terms of both private vehicles and public transport, providing detail concerning type of trips (distance, time of day, etc) where possible.**

#### NORA

The Transport Assessment prepared by Scott Wilson in 2005 for the Nar-Ouse Regeneration Area (NORA), which supported the current outline planning permission, using agreed trip rates, indicates the following peak hour vehicular trip generations, based on **874** dwellings and **85140** sq m of commercial development:

AM Peak – 922 trips  
PM Peak – 935 trips

Concerns were expressed by the Highways Agency and Norfolk County Council that this amount of traffic could not be accommodated on the local highway network, with particular problems being anticipated at the South Gates roundabout. Consequently, the amount of development on the NORA site was limited to **426** dwellings and **59190** sq m of commercial development; unless it can be shown, through monitoring, that the traffic generated by the development did not exceed the following cap figures:

AM Peak – 906 trips  
PM Peak – 800 trips

Even this amount of generation will exacerbate the existing congestion at South Gates roundabout, but these figures related to a previous consent on the site and were therefore deemed acceptable.

Since the 2005 TA was prepared, the planned development on NORA now includes a new and expanded College of West Anglia (COWA), in addition to the previously proposed 874 dwellings and significant commercial floorspace.

The proposed college site occupies land that was previously allocated for one area of commercial development, and is forecast to generate significantly larger traffic volumes than was anticipated for this part of the site in the 2005 TA. The total traffic generation of NORA, including the expanded COWA site, is forecast to be:

AM Peak – 1391 trips  
PM Peak – 1066 trips

The existing college site, which lies to the north of the South Gates roundabout is to be developed for housing and therefore there will be a net overall increase in traffic due to the relocation of COWA.

A comparison of these revised generations with the allowable traffic cap shows the following increase over the permitted level:

AM Peak – 485 trips  
PM Peak – 266 trips

This additional traffic will therefore cause further significant deterioration in conditions at South Gates and on the surrounding road network.

To date, analysis has focussed on vehicular trips and no forecasts have been prepared for trips by other modes. While there is considerable scope to achieve mode transfer to walk, cycle and public transport, with King's Lynn being a relatively compact and flat town, the existing level of congestion means that it is difficult to provide significant advantage to bus trips from NORA to the town centre; and the existing South Gates roundabout provides a poor and relatively unsafe environment for pedestrians and cyclists at this key point. Investment in the bus link and the South Gates highway improvement will therefore relieve congestion and also make the alternative modes more attractive.

#### Boal Quay

To be determined by ongoing modelling work

**Q3.5 Accounting for additional trips arising from the development, what will be the net effect of the new scheme on existing/projected journey times for existing users of the transport network, over the next ten years? Will the situation identified in Q3.1 be alleviated or get**

worse?

As in 3.3 the measures will benefit existing users of buses, walking and cycling facilities. Improvements at Southgates will provide a reliable hub for all car journeys from NORA to town and to the out of town shopping and employment areas at Hardwick. The improved traffic flow is likely to have a positive impact on air quality in the area.

## SECTION 4: SAFETY, SUSTAINABILITY AND ACCESSIBILITY<sup>2</sup>

**Q4.1 Does the scheme improve public access to key services (eg employment, education, leisure facilities, healthcare etc) and/or tackle severance?**

i) Yes

✓

ii) No

If yes, please support your answer

The scheme will create a new public transport, pedestrian and cycleway link between the South Lynn Millennium Community and the town centre with its employment, retail, leisure and community facilities.  
The scheme will enable improved and enhanced employment, education, healthcare and community facilities to be provided for not only the new housing areas but also for existing residents in the adjoining neighbourhoods, wider town and in the case of the further and higher educational facilities in the King's Lynn sub region.

**Q4.2 Will the scheme improve road safety (eg reduce road accidents, improve quality of pedestrian infrastructure)?**

i) Yes

✓

ii) No

If yes, please support your answer

The upgraded crossings and segregated bus, cycle and pedestrian routes will increase the safety for these journeys. Creating links to the national cycle route network will provide a joined-up cycle network for King's Lynn and beyond.  
Providing a signalled interchange at Southgates will increase the safety of car journeys.

**Q4.3 How will the scheme affect the quality of the built and/or natural environment (describe any significant benefits or impacts on the following factors: noise, local air quality, greenhouse gases, landscape, townscape, heritage of historical resources, biodiversity, water environment, physical fitness and journey ambience)?**

<sup>2</sup> These questions refer to criteria in the Appraisal Summary Table, for more information please refer to [http://www.webtag.org.uk/webdocuments/1\\_Overview/1\\_introduction\\_to\\_Transport\\_analysis/index.htm](http://www.webtag.org.uk/webdocuments/1_Overview/1_introduction_to_Transport_analysis/index.htm)

Improvements to the air quality in the Railway Road Air Quality Management Area covering Railway Road, Austin Street, Blackfriars, St James Road and London Road in King's Lynn.

Reduction in the amount of traffic in the Norfolk Street, St Margaret's and Friars Conservation Areas

Enhancement of the townscape in the Norfolk Street, St Margaret's and Friars Conservation Areas and the setting and protection of a number of Grade 1 2\* and 2 Listed Buildings and a Scheduled Ancient Monument.

Enhanced cycling and walking environment on a dedicated route away from traffic and poor air quality.

Opportunity to implement Safer Routes To Schools schemes.

Reduction of noise around sections of the gyratory system by improving bus access to and from the bus station.

Increasing modal shift towards public transport use will generate an increase in cycling and pedestrian traffic between the bus and railway station and offers an opportunity to improve the built area and economic prospects of businesses in this area.

#### **Q4.4 Have you undertaken any formal assessment of the potential environmental impact (positive or negative) of your proposal?**

i) Yes

✓

ii) No

**If yes, please give details**

Railway Road Air Quality Management Area which has identified levels of NO<sub>2</sub> to be exceeding the annual mean specified in the National Air Quality Strategy. The County Council and Borough Council are working jointly on an Action Plan. Nine local schools are participating in 'project atmosphere' which will see the monitoring of Nitrogen Dioxide levels in the school's immediate environment. Results of this will be used to feedback to parents and encourage modal shift to more sustainable transport.

Individual measures have been assessed but the combined impact is yet to be assessed but should give at least the sum benefit of the individual measures but a cumulative effect is likely so the benefit may be greater than this.

#### **Q4.5 Does the scheme enhance the provision of sustainable transport and/or reduce the need to travel?**

i) Yes

✓

ii) No

**If yes, please tick those reasons that apply and support your answer**



i) It improves public transport infrastructure (capacity improvements, priority measures, measures to improve reliability)

ii) It improves facilities for pedestrians and/or cyclists

iii) It improves modal interchange between methods of public transport and/or cycling and walking

iv) Other (please specify)

It will improve air quality in the town centre through the more direct access for buses to and from the bus station.  
The use of statutory Quality Partnership measures offers further scope to enhance the overall quality of bus services in the area.

**Q4.6 Have you had any early dialogue with the appropriate Statutory Environmental Consultees about the proposal and its potential impacts?**

i) Yes   
ii) No

**If yes, please give details of their views (both positive and negative)**

Borough Council Environmental Health and Housing Department which supports the proposals contained in the scheme as these will make a direct contribution to the improvement of the air quality in the Railway Road Air Quality Management Area.

The Environment Agency, Highways Agency, King's Lynn are partners in the Nar Ouse Regeneration Area/ Millennium Community project and are supportive of the Master plan which includes the provision of a public transport link and improved cycle and footpath network.

The Environment Agency have been fully involved in the discussions leading to the Master Plan for the Waterfront Regeneration Scheme, which again includes the provision of a public transport link and improved cycle and footpath network, and have not expressed any major concerns.

**SECTION 5: DELIVERABILITY**

**Q5.1 Does the project require planning consent or other powers?**

i) Yes   
ii) No

If yes, please:

i) Provide details of requirements (including a timetable for planning consent)

8 to 12 months for consent.

ii) Assess the *likelihood* of not securing these powers, and please support your choice

High (more than 50% likely)

Medium (25-50% likely)

Low (less than 25% likely)

✓

Land required for the scheme already has outline permission and is in the ownership of the Borough, the County Council or the NORA partners.

What would be your most likely response to failure to secure powers (eg de-scoping or revising the project, cancellation of the project etc)?

We would revise the project in accordance with stakeholder consultation

Q5.2 Are there any other risks to project funding or timely delivery that are known at this stage (eg land assembly, flood plain, need for public consultation, geometric engineering constraints etc)?

i) Yes

ii) No

✓

If yes, please

i) Provide details of each risk

Not applicable

ii) Assess the likelihood of the risk affecting the delivery of the project affecting the delivery of the project and please support your choice below

High (more than 50% likely)

Medium (25-50% likely)

Low (less than 25% likely)


Not applicable

iii) What would be your most likely response to each of the identified risks

materialising (either individually or in combination with other risks)?

Not applicable

## **ADDITIONAL INFORMATION**

The Scheme is consistent with the aspirations of the 'Vision for King's Lynn', which is enshrined in the West Norfolk Partnership's Sustainable Community Strategy.

It will contribute to King's Lynn fulfilling its role as a sub regional centre as identified in the East of England Development Agency's response to the consultation on its Regional Economic Strategy and as a Key Centre for Development and Change as identified in the Regional Spatial Strategy.

The King's Lynn Urban Development Strategy, which has been adopted by the Borough and County Councils and endorsed by EEDA, provides the policy basis for a programme of structured improvements to the urban area of King's Lynn which includes enhancements to the traffic infrastructure and provision.

The following items are attached to this bid document:

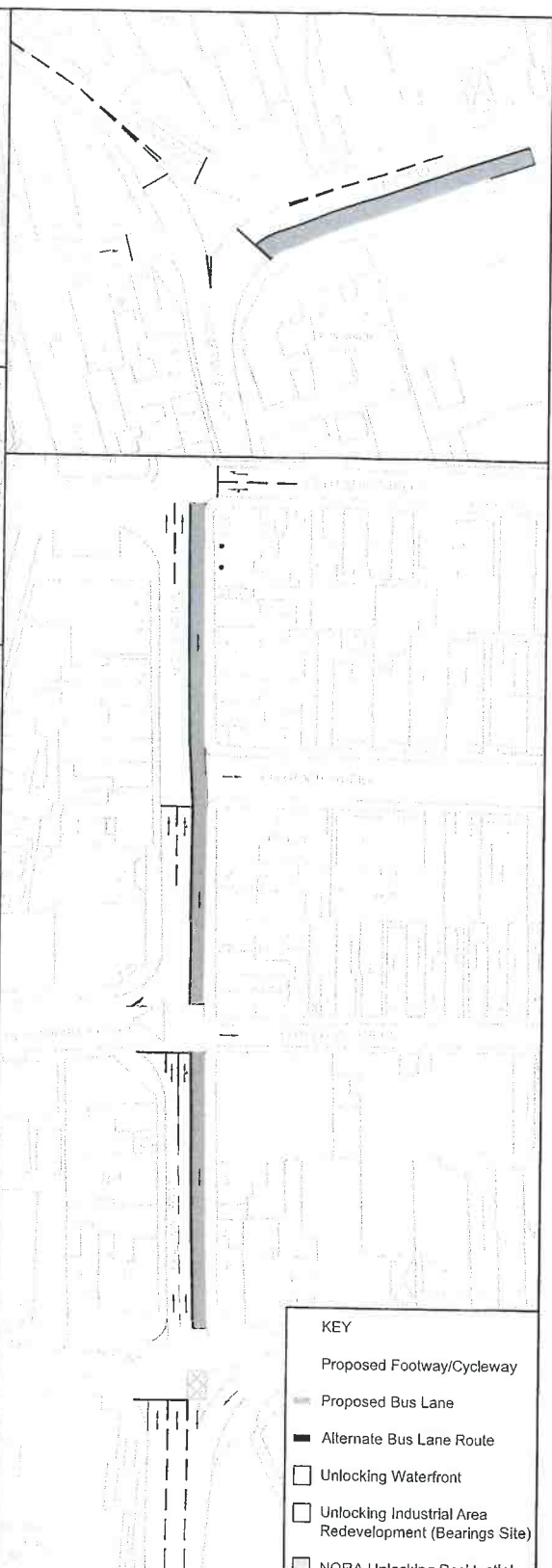
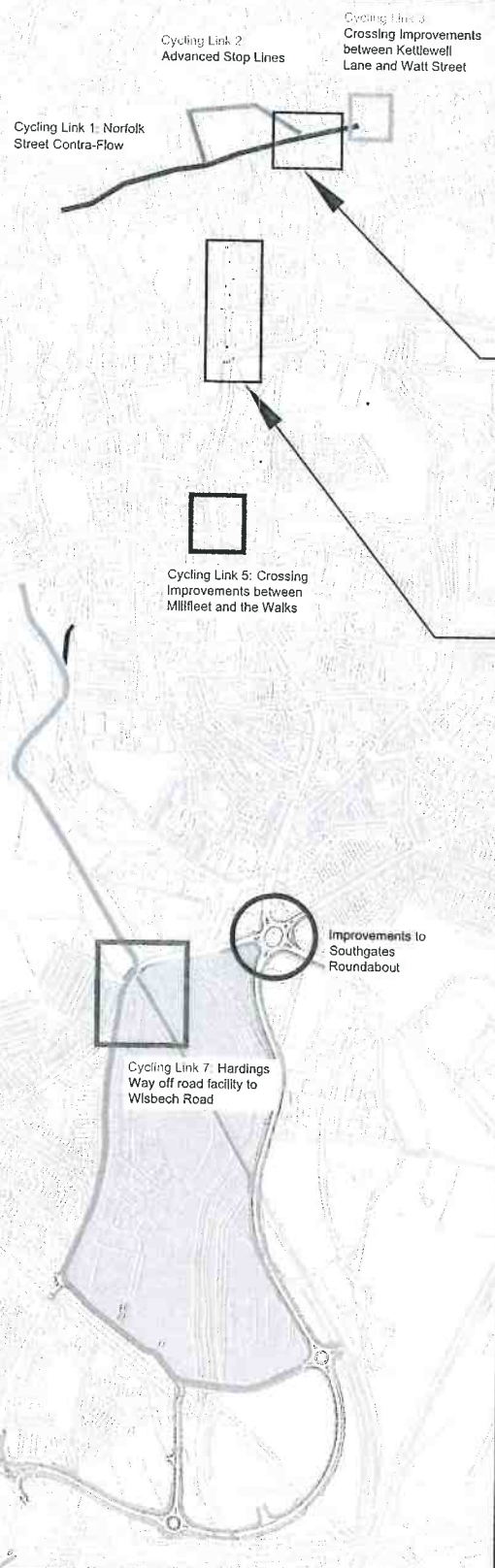
- King's Lynn Area Transport
- A map of the scheme



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**KEY**

- Proposed Footway/Cycleway
- Proposed Bus Lane
- Alternate Bus Lane Route
- Unlocking Waterfront
- Unlocking Industrial Area Redevelopment (Bearings Site)
- NORA Unlocking Residential

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Proposed Schemes

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REV.	DESCRIPTION	CHECKED	DATE

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## **COMMUNITY INFRASTRUCTURE FUND CIF 2**

### **KING'S LYNN SOUTH TRANSPORT MAJOR SCHEME**

#### **FULL BUSINESS CASE**

**NORFOLK COUNTY COUNCIL**

**OCTOBER 2008**

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## Project Summary Information

This summary has been structured to direct the reader to relevant sections of the main document.

## Overview

### Project Title

King's Lynn South Transport Major Scheme

### Location Map

The project location is King's Lynn town centre and South Lynn. Please see Figure 1.1 of this document for a location map.

## Summary Description

The scheme comprises the following elements:

- A dedicated bus and cycle route between Wisbech Road and Millfleet, providing a congestion free route linking the Nar Ouse Regeneration Area (NORA) with King's Lynn town centre for bus services operating into King's Lynn from the south;
- Measures to assist the movement of buses within King's Lynn town centre;
- Cycle links to the National Cycle Network; and
- Improvements to Southgates roundabout, a key junction on the southern approach to King's Lynn town centre.

## Scheme Objectives

The objectives of the scheme in both housing and transport terms are to:

- Release the transport cap on development land in NORA in conjunction with development of the College of West Anglia (COWA) and its associated transport mitigation measures at the A47 Saddlebow roundabout. These mitigation works do not form part of the bid for CIF funding;
- Release development land for 1456 houses on other sites;
- Reduce congestion by improving the operation of the overcapacity Southgates Roundabout;
- Reduce the number of car trips into the Air Quality Management Area by encouraging modal shift and improving the reliability, journey times and quality of the public transport service;
- Improve bus journey times and journey time reliability;
- Improve cycling facilities to reduce severance and encourage modal shift.

The complete scheme package will improve the operating environment for buses, significantly improve journey time reliability for all vehicular traffic trips, relieve the Air Quality Management Area within King's Lynn town centre and improve the accessibility of the town by cycling. Key outcomes will be the removal of the extant cap on development within certain areas of the town through the provision of additional capacity on the network, and an increase in the attractiveness of cycling and bus use for trips to, from and within the town, thus relieving congestion by encouraging a shift to sustainable transport modes.

## Total Bid for CIF Funding

The total bid for CIF funding including allowance for risk and inflation up to implementation, but excluding optimism bias, is £5.324 million. Please see Table 11.4 in the main document for details of the preferred profile of quarterly payments.



## Benefits of the scheme

This scheme will provide for a congestion free bus lane and improved bus journey time and journey time reliability in King's Lynn. This will contribute to improvements in air quality by reductions in congestion and the re-routing of buses. It will also contribute to modal shift by providing better cycling and pedestrian provision as well as the improved bus services. It will help facilitate the regeneration of King's Lynn by unlocking housing and employment land as well as high quality educational provision stimulating growth.

## Project Plan

### Programme

The planning and design phase of the project commenced in August 2008. Design work will continue following the submission of the Full Business Case to ensure that the scheme can be delivered as planned in the event that the bid is successful.

The construction phase of the project is programmed to commence in June 2009 and for completion in December 2010. Please see Figure 10.3 of this document for details of the programme for the construction phase.

### Project governance

The project is governed by a Project Board including senior representatives of Norfolk County Council and the Borough Council of King's Lynn and West Norfolk. Section 10.1 of this document provides full details of project governance arrangements.

### Planning process and other consents

Planning consent will be required for the construction of the NORA bus route. Preparation of a planning application is already underway, with submission planned for August 2008. This will allow for a consultation period, with consent scheduled for November 2009.

Detailed plans to support the Environment Agency consent for the development of the Nar Ouse outfall sluice will be submitted in late November 2008 with approval scheduled for February 2009, in accordance with the overall bus route programme.

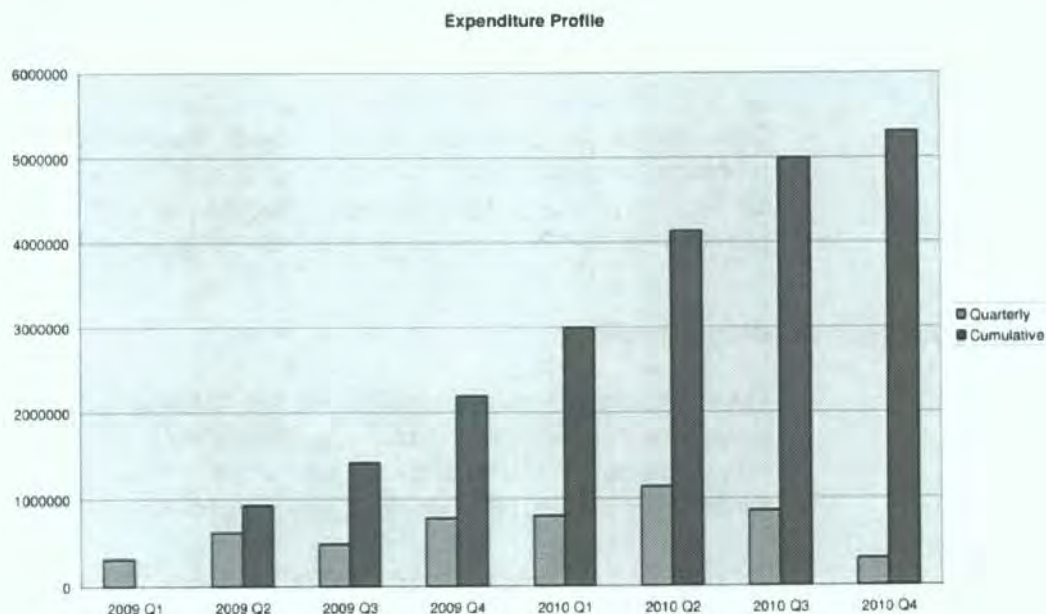
## Key milestones

Funding milestones have been identified for each aspect of the scheme. These are as follows:

- NORA bus route: Work commences January 2010 and completes August 2010, milestones May 2010 and September 2010.
- Southgates roundabout: Work commences June 2010 and completes December 2010, milestones September 2010 and December 2010.
- Cycle links and bus lanes: Work commences June 2009 and completes August 2010, milestones October 2009 and August 2010.
- Selective vehicle detection and Puny Loop: Work commences October 2009 and completes January 2010, milestones November 2009 and January 2010.

## Expenditure profile

The expected quarterly profile of expenditure and cumulative totals are shown in the chart below. Please see Chapter 11 of this document for further details.





## Promoter Information

### Legal structure for delivery

The scheme is promoted by Norfolk County Council.

The scheme will be delivered by Norfolk County Council's Planning and Transportation Strategic Partnership with Mott MacDonald and May Gurney under the existing contractual arrangements detailed in Chapter 12 of this document. There is thus no requirement to invite tenders for scheme delivery.

### Partners' involvement

Partner	Role and Responsibilities	Relationship with other partners
Norfolk County Council	Local transport authority. CIF2 project sponsor. Partner in Nar Ouse Regeneration Area project. Design lead role.	Partner with Borough Council in Local Strategic Partnership and Nar Ouse Regeneration Area project.  Contractual relationships with Mott MacDonald and May Gurney.
Borough Council of King's Lynn and West Norfolk	Local planning authority. Lead partner in Nar Ouse Regeneration Area project.	Partner with County Council in Local Strategic Partnership and Nar Ouse Regeneration Area project.
Mott MacDonald	Professional services strategic partner. Input to scheme appraisal, design and contract administration.	Contractual partnership relationship with Norfolk County Council
May Gurney	Works strategic partner. Input to design through ECI. Cost estimation, construction planning, construction of scheme.	Contractual partnership relationship with Norfolk County Council

### Breakdown of total funding

[Breakdown of total funding to be contributed by all bodies involved]

A budgeting exercise has been carried out to match the estimated cost of the scheme, together with the required works at the Saddlebow Interchange on the A47 Trunk Road (which is an integral part of the works required to lift the development cap although not to be funded through CIF) to the available budget should the bid be successful.

Item	Funding Source	Value (£)
Total bid for CIF funding	DfT/CLG	5,324,000
Bus priority measures 2009/10	NCC	64,000
Cycle links 2010/11	NCC	130,000
Puny Loop realignment	NCC	100,000
Timber bridge replacement (Cycleway 5) 2009/10	NCC	375,000
Developer contribution (Saddlebow)	COWA	500,000
Cycleway Timber Bridge to Wisbech Road	BCKLWN	30,000
Wisbech Road junction (south side)	BCKLWN	20,000
Advance design and bid preparation	NCC	250,000
Traffic signals upgrades already in NCC capital programme	NCC	130,000
Nar Ouse Way Toucan crossing 2009/10	NCC	40,000
Nar Ouse Way Toucan crossing 2009/10	BCKLWN	40,000
		7,003,000

#### Interests in major assets to be acquired or enhanced under the project

Environment Agency interest in Nar Ouse Outfall Sluice.

NORA land owning partners (Borough Council of King's Lynn and West Norfolk, English Partnerships, Morston Assets) interest in removal of NORA development cap.



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## Risks

The constraints to deliverability have been identified and a risk register drawn up to allow the risks to be monitored and to ensure that all necessary consents are in place to suit the programme.

Table 10.1 in the main document summarises the most significant risks identified, their probability and severity, and the control measures to be implemented to avoid or mitigate these risks.

The full risk register is included in Appendix C.

A risk allowance of 5% of the total works estimate has been included in the overall scheme budget.

## Scheme Evaluation

Proposals for evaluation of the scheme to ensure that the expected benefits do materialise are set out in Section 10.6 of this document. The evaluation will make full use of existing evaluation channels including the Norfolk BusNET bus tracking system and the Urban Traffic Control system.

## Stakeholder Analysis

First Eastern Counties Buses is one of the two major bus operators serving King's Lynn and has expressed support for the scheme.

Norfolk Green is the other major bus operator serving King's Lynn and has expressed support for the public transport elements of the scheme. The company believes that the combined benefits of the measures included within the scheme to assist the movement of buses will be considerable and have the potential to free up existing resources currently required to maintain punctuality for use to further develop the network.

Norfolk Green have committed to reinvest any resources saved as a result of the implementation of the scheme to deliver further benefits directly back to public transport users in the town.

The Highways Agency have recognised the importance of the scheme in unlocking residential and employment land which cannot be developed unless transport impacts on the adjoining highway network are addressed.



They consider that the Transport measures included within the scope of the CIF scheme together with those linked to the consented College of West Anglia development will not only contribute to resolving current transport issues but also provide an essential first step in the delivery of the infrastructure required to facilitate growth and regeneration in King's Lynn.

The Borough Council of King's Lynn and West Norfolk, English Partnerships and Morston Assets are the land owning partners in the Nar Ouse Regeneration Area project. The Borough Council have confirmed on behalf of the partners that they are supportive of the overall proposals and that funding will be made available to meet any shortfall in funding for the required improvements to the A47 Saddlebow junction which are necessary to remove the cap on the development of the NORA site.

The Borough Council of King's Lynn and West Norfolk has also confirmed that it will make land in its ownership available for implementation of the proposals.

### NATA Appraisal Summary Table

Option	Description	Problems	Present Value of Costs to Public Accounts £m
King's Lynn South Transport Major Scheme	Dedicated bus and cycle route providing a congestion free route linking NORA with King's Lynn town centre. Inbound bus lane on Littleport Street. Selective detection of buses at four signal controlled junctions Southgates junction capacity improvements; Partial signalisation. Improved crossing facilities. Contra-flow cycle lane; advanced cycle stop lines; Pelican to Toucan crossing upgrades; footway/cycleway links.	<ul style="list-style-type: none"> <li>• Unpredictable congestion affecting public transport performance and journey time reliability for all modes</li> <li>• Existing Southgates junction overcapacity. Lack of network capacity to accommodate development</li> <li>• <b>Severance between residential/employment areas and town centre</b></li> <li>• Air Quality Management Area</li> </ul>	

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Noise will increase along the proposed bus corridor, as part of this route currently experiences no traffic movement. However, this may be balanced by the reduction in bus vehicle travel on other existing roads. There will be a negative noise impact arising from the new corridor being located adjacent to existing pedestrian/cyclist facilities and amenity area.	Not possible at this stage	Slight Adverse
	Local Air Quality	Buses operating on NORA bus route will be regularly using an area currently free of any traffic, so air quality will be slightly affected in this location. However, this may lead to slight improvements in air quality in other areas. Scheme will improve pedestrian and cycle access through existing junctions. Measures to assist movement of buses should result in fewer stop-start movements, thereby improving air quality in the built up area.	Not possible at this stage	Slight Beneficial
	Greenhouse Gases	Scheme will improve pedestrian and cycle access through existing junctions and reduce emissions from stopped public transport vehicles, thereby reducing greenhouse gases. Signal improvements to junctions may constrain existing traffic, but the resulting improvements in non-motorised user access may allow users to choose modes other than private vehicles.	Not possible at this stage	Slight Beneficial
	Landscape	NORA bus route seeks to utilise brownfield area that is currently returning to semi-natural habitats. As a mitigation package is not yet available it is currently considered that this scheme will have a minor adverse impact.	Not Applicable	Slight Adverse
	Townscape	The usage of existing streets at the northern end of the NORA bus route may have some impact on townscape, but it is too early to determine what this might be. Proposed Southgates roundabout design will require land-take in some locations. <b>Lost land will include open spaces associated with light industry and offices, so impact will be negligible.</b>	Not Applicable	Neutral



	<b>Heritage of Historic Resources</b>	Scheme will remove certain PT vehicles from the Conservation Area for the majority of the proposed route. Scheme may indirectly impact on the historic South Gate of King's Lynn. However, this impact is considered to be minimal, as a roundabout already exists at this location. The on-street improvements lie within the Conservation Area for King's Lynn. All design within the conservation area will be carried out using the NCC Conservation Area design guide pallet of materials.	Not Applicable	Slight Beneficial
	<b>Biodiversity</b>	Potential impact on reedbed and mudflat habitat associated with the River Nar recognised as a UK BAP habitat. Site Surveys have confirmed presence of Schedule 5 (Wildlife and Countryside Act) protected species	Not Applicable	Slight to Moderate Adverse
	<b>Water Environment</b>	Not possible to determine at this stage. Potential increase in non-permeable pavement. Drainage system design will need to be appropriate, recognising potential outfalls into the River Nar.	Not Applicable	Neutral at this stage
	<b>Physical Fitness</b>	Scheme will improve physical fitness by providing better pedestrian and cycle facilities within the scheme area. It is not envisaged that improvements will be more than 30 minutes per journey	No existing usage data available	Slight Beneficial
	<b>Journey Ambience</b>	Reduction in journey time for PT users will lead to improvement in journey ambience. Additional facilities for NMUs should reduce their journey times.	No existing usage data available	Slight Beneficial
<b>SAFETY</b>	<b>Accidents</b>	NORA bus route unlikely to have any significant impact on overall accident totals. Southgates roundabout is an accident cluster site. Improvement may be effective in reducing accidents due to lane changes. Overall impact of measures to assist pedestrians and cyclists in crossing major roads within the town centre expected to be a reduction in number of accidents involving vulnerable road users.	Not Applicable	Beneficial
	<b>Security</b>	Reductions in waiting time at bus stops linked to bus reliability improvements	Not Applicable	Slight Beneficial
<b>ECONOMY</b>	<b>Public Accounts</b>		£5.441 million	
	<b>Transport Economic Efficiency: Business Users &amp; Transport Providers</b>		Not Available	Beneficial
	<b>Transport Economic Efficiency: Consumers</b>		£59.405 million	
	<b>Reliability</b>	Improvements in bus journey time reliability	Not Available	Beneficial
	<b>Wider Economic Impacts</b>	Not assessed	Not Applicable	
<b>ACCESSIBILITY</b>	<b>Option values</b>	Additional bus services for NORA and South Lynn expected as direct result of the scheme. More than 2000 people will benefit from the increase in options.	Not Applicable	Strong Beneficial
	<b>Severance</b>	While change in level of severance at individual locations will generally be slight, it is expected that the total numbers of people who will benefit from these measures will be sufficient to ensure that their combined impact is strongly beneficial to ease of movement for pedestrians and cyclists.	Not Applicable	Strong Beneficial
	<b>Access to the Transport System</b>	Bus route will ensure residents of new housing in Waterfront Regeneration Area have excellent access to a frequent public transport service	Not Applicable	Beneficial
<b>INTEGRATION</b>	<b>Transport Interchange</b>	Positive impact on reliability of connection for public transport users	Not Applicable	Slight Beneficial
	<b>Land-Use Policy</b>	Beneficial impacts on land use policies at local and regional level	Not Applicable	Beneficial
	<b>Other Government Policies</b>	Other government policies concerning regeneration and economic development are facilitated by scheme	Not Applicable	Beneficial



## Integration & Scheme Dependent Housing

Additional housing that is fully dependent on transport scheme	<b>NORA = 900</b> <b>Waterfront (Boal Quay) = 900</b> <b>Coopers (Wisbech Road) = 200</b> <b>Hillington Square = 250</b> <b>South Quay Silos = 66</b> <b>Millfleet = 40</b> <b>Total = 2356</b>			
Previously Development Land (PDL)	<b>Total</b>	<b>Urban Extension</b>	<b>Infill</b>	<b>New Settlement</b>
Hectares developed	<b>30ha</b>		<b>30ha</b>	
Non-PDL1	<b>Total</b>	<b>Urban Extension</b>	<b>Infill</b>	<b>New Settlement</b>
Hectares Developed	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Dwelling Size	<b>3+ Bedrooms</b>	<b>2 Bedrooms</b>	<b>1 Bedroom</b>	
Number of dwellings	<b>1014</b>	<b>565</b>	<b>71</b>	
Number of 'affordable' dwellings	<b>541</b>	<b>141</b>	<b>24</b>	
Value of other subsidies supporting developments	<b>£0 m</b>			

### Qualitative Comments

The above figures show the housing numbers considered to be directly dependent on the scheme contained in this bid. For assessment purposes a conservative figure of 1,510 has been used as the number of properties that could be to be built by 2011 with the remainder of the 2,356 to be built soon after. The future year assessment is based on a figure of 6,450. This is the proportion of the total of 7,000 houses within King's Lynn expected to be built by 2021 with the remainder to be built by 2026. The total growth of 7,000 houses will impact on the AQMA and mitigation measures will need to be in place prior to the full delivery of this growth.



## 1 Introduction

### 1.1 Purpose of this document

Norfolk County Council presents this document to the Department for Transport (DfT) and Communities and Local Government (CLG) as the Full Business Case for funding from the second round of the Community Infrastructure Fund (CIF) to deliver the King's Lynn South Transport Major Scheme - a package of improvements to bus, cycling and highway infrastructure in South Lynn and King's Lynn town centre.

This document follows the Expression of Interest (EOI) submitted to the DfT and CLG in April 2008. The EOI submission was identified as one of the top priorities for the region by the East of England Regional Assembly and was given the top ranking of 'Gold' status. The scheme is one of 39 from over 160 EOIs that have progressed to the next stage, the preparation of the Full Business Case which is the subject of this report. The Full Business Case submission has been prepared by a team from the County Council's Planning and Transportation Strategic Partnership with Mott MacDonald and May Gurney, with input from all the partners.

*The Kings Lynn South Transport Major Scheme will support development and regeneration of Kings Lynn through sustainable growth*

The works submitted for CIF funding comprise improvements to the Southgates roundabout, a key junction on the southern approach to King's Lynn town centre, a dedicated bus route for bus services operating into King's Lynn from the south, the provision of cycleway links to the National Cycle Network, and the implementation of measures to assist the movement of buses within the town centre. The complete scheme package will improve the operating environment for buses, significantly improve journey time reliability for all vehicular traffic trips, relieve the Air Quality Management Area within King's Lynn town centre and improve the accessibility of the town by cycling. Key outcomes will be the removal of the extant cap on development within certain areas of the town through the provision of additional capacity on the network, and an increase in the attractiveness of cycling and bus use for trips to, from and within the town, thus relieving congestion by encouraging a shift to sustainable transport modes.

We trust that this scheme and each of its elements will be recognised as vital to bring forward not only committed development within the town, but also to intrinsically support the regeneration of King's Lynn and improve the sustainability of both population and economic growth in the town.



## 1.2 Brief Scheme Description

Briefly, the scheme comprises the following elements:

- A dedicated bus and cycle route between Wisbech Road and Millfleet;
- Measures to assist the movement of buses within King's Lynn town centre;
- Cycle links to the National Cycle Network; and
- Improvements to Southgates roundabout.

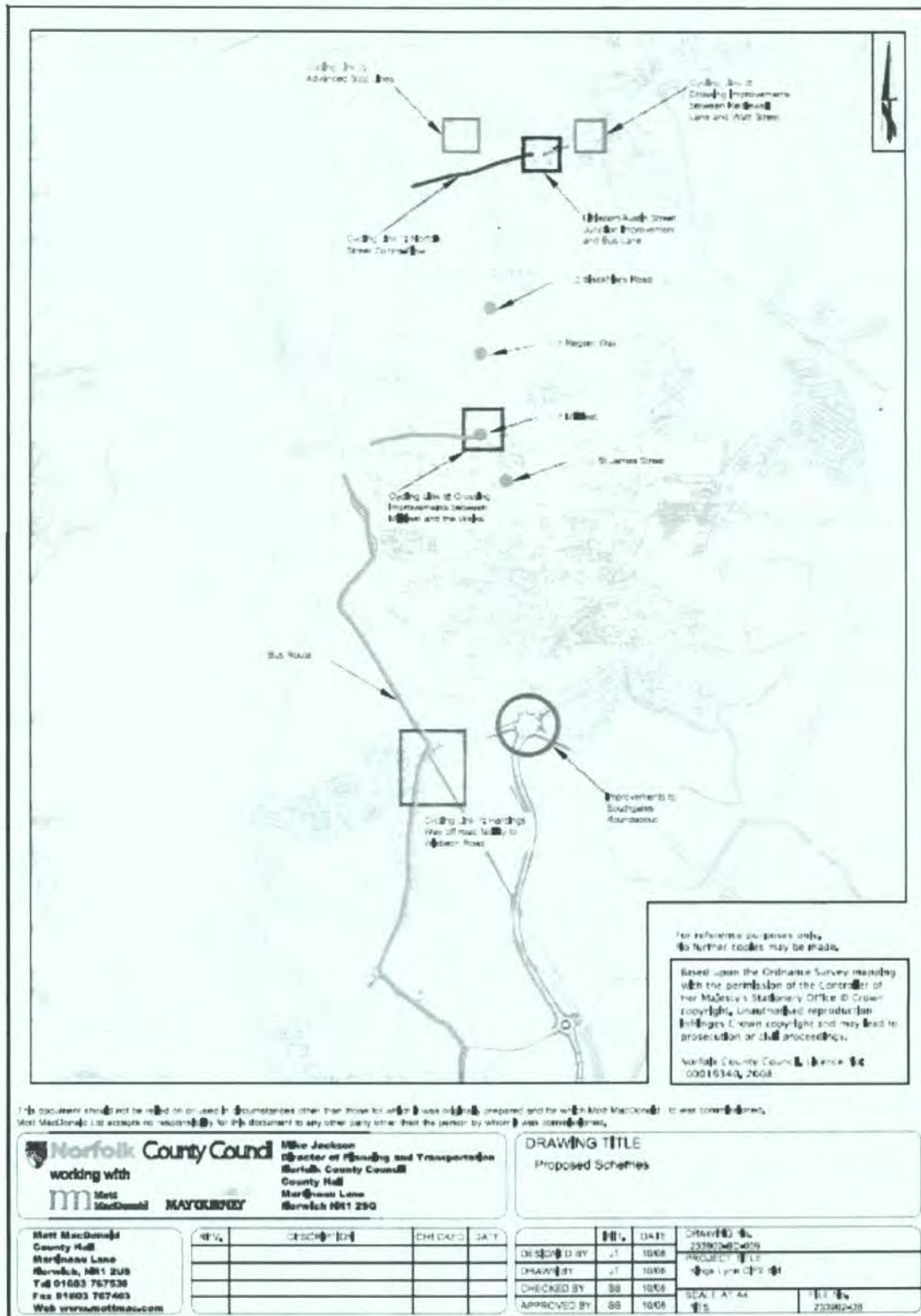
*As Kings Lynn grows the need to address congestion hotspots and improve air quality is a priority for regeneration*

The locations of these proposals are shown on the location plan at Figure 1.1 and further information on each is provided in later sections of the document.

King's Lynn is designated as a Priority Area for Regeneration in the East of England Plan, with a total of 7000 new homes required to be built in the town, and 5,000 new jobs (within the Borough as a whole) to be provided as part of that designation. The need to specifically address the current congestion hotspots within the town and to relieve the Air Quality Management Area is clearly critical to enabling the release of the initial phase of this future development.

The package of proposals has been designed to tackle congestion in the town at the Southgates area, which is currently a significant bottleneck for north-south movements into the town. They will also improve air quality in the town centre, improve journey time reliability for bus and private vehicle users and will improve accessibility in King's Lynn for cycling.

Figure 1.1: Scheme Location Plan





### 1.3 Report Structure

This document follows the structure of a DfT Major Scheme Business Case, but is provided in less detail in view of the constrained programme for CIF bid submission. The remainder of the report is therefore structured as follows:

Chapter 2 presents the strategic case for the scheme and provides the background and context for the proposals in terms of regional and local planning strategy and policy.

Chapter 3 describes the scheme and each element of the overall package in detail.

Chapters 4 to 9 present the NATA appraisal of the scheme.

Chapter 4 describes the environmental baseline for the scheme and covers scheme appraisal against the environment objective;

Chapter 5 presents the appraisal of the impact of the scheme on safety;

Chapter 6 considers the economic impacts of the scheme;

Chapter 7 covers the accessibility objective;

Chapter 8 discusses the integration aspects of the scheme;

Chapter 9 presents the Appraisal Summary Tables for each element of the scheme and for the scheme as a whole.

Chapter 10 outlines the delivery arrangements for the scheme using the resources of Norfolk County Council's Planning and Transportation Strategic Partnership.

Chapter 11 presents the budget cost estimates for the scheme and the overall spend profile.

Chapter 12 covers the commercial aspects of scheme delivery, including the proposed procurement route.

## 2 Strategic Case

### 2.1 Background

While the economy of the King's Lynn sub-region is characterised by low unemployment, there is a dependence on sectors that are showing little growth and this is reflected in low skills and low average earnings, with consequent low spending power. The town of King's Lynn has some wards with significant social deprivation.

*As a consequence of the region's economic problems King's Lynn has been identified as a Growth Point*

King's Lynn has been designated as a Growth Point and is identified in the Regional Spatial Strategy as a Key Centre for Development and Change with the following requirements:

- To make further provision for housing, employment and other growth to achieve urban renaissance and raise the town population to 50,000;
- To enhance the quality of the urban environment;
- To make effective use of previously developed land;
- To provide for an improved range of services in the town;
- To support the regeneration of communities;
- To provide improved transport choices both within the urban area and between the town and its hinterland.

It includes areas that are a priority for both regeneration and growth. The wider sub-region contains a number of historic market towns serving as local centres for their rural hinterland.

The transport strategy for the sub-region has been designed to help deliver the overall objectives of the East of England Plan and it has been developed as an integral element of the Borough Council's Urban Renaissance Strategy. This strategy is a family of documents which maps out the future for the town and surrounding area. Its main purpose is to provide a development strategy for the town for the next 20 years. It has been approved by Borough members and accepted by the County as the overarching strategy for King's Lynn that will inform the Local Development Framework.



*Without intervention  
the regions  
expected growth  
will create  
significant transport  
and environmental  
problems*

The growth requirement for the Borough is to accommodate 11,000 new homes between 2001 and 2021, with 7000 of these being in the town of King's Lynn itself. Overall, the town population of 40,000 is likely to grow by over one third in 15 years. Given this, and without intervention King's Lynn will experience deteriorating traffic and environmental conditions, which in turn will undermine the aims of the Urban Renaissance Strategy.

An analysis of National Census data shows that King's Lynn enjoys high, though declining, levels of cycling and walking and consistently low levels of public transport use, especially compared to similar towns.

This bid is consistent with the aspirations of the 'Vision for King's Lynn', which is enshrined in the West Norfolk Partnership's Sustainable Community Strategy.

*In facilitating this  
growth an  
opportunity arises  
for sustainable  
development*

In May 2008 King's Lynn was awarded Growth Point status. It is recognised that the key element of the Growth Delivery Programme is the ability of King's Lynn to deliver the housing growth envisaged in the Regional Spatial Strategy. King's Lynn has the capacity within the existing urban area to accommodate this growth primarily on brownfield land, much of which is in public ownership and which will be made available for development. This also means that new housing development will benefit from any flood defence works that are required for the existing town.

This concentration of growth within King's Lynn itself will help facilitate greater opportunities for providing and encouraging the use of more sustainable transport modes as well as reducing the need to travel at all given the relatively compact nature of the town.

### 2.1.1 Local Development Framework

The Core Strategy is programmed for adoption in 2010, with the Site Specific Allocations document following in 2011. Consultation on a revised issues and options stage for the Core Strategy took place in February/March 2008. Further consultation on the draft Core Strategy is programmed for February 2009. (The Local Development Scheme is to be revised to take account of the impact of recent new regulations). Clear links have been established to the Growth Point work and particularly the infrastructure and deliverability aspects and West Norfolk Partnership Sustainable Community Strategy.

Work has taken place to complete/revise the Core Strategy evidence base through:

- A Strategic Housing Land Availability Assessment (SHLAA) – this was completed in May 2008 and estimates that the Borough contains land capable of accommodating some 11,000 additional dwellings over the next 20 years, of which over 7,000 are in King's Lynn.;
- The King's Lynn Area Transport and Land Use Study – to develop transportation solutions to the growth issues;
- A Strategic Flood Risk Assessment (now complete) and a Water Cycle Study (recently offered for tender);
- A Strategic Housing Market Assessment (SHMA) was prepared in 2007 for the Rural East Anglia Partnership (REAP). This study covers the Housing Sub-Region, comprising the King's Lynn and West Norfolk, Breckland and North Norfolk district council areas. This has been followed by an Affordable Housing Viability Study;
- An Employment Land Review has been carried out in order to realise the strategic economic objectives for growth;
  - Reviewing the existing supply of employment land in order to identify those sites that should be retained and those which could be made available for other uses;
  - Identifying the future quantity location and type of land and sites required; and
  - Resolving deliverability and qualitative issues.

An Open Space study was carried out as part of the Urban Renaissance Strategy package of work, and further Green Infrastructure work is planned.



## 2.1.2 King's Lynn Nar Ouse Regeneration Area (NORA)

NORA is part of a £250 million initiative to regenerate the King's Lynn area. The project will spearhead the creation of up to 900 homes, a business park, associated community, residential and commercial developments and areas of landscaped open space across a 50 hectare site.

*Through substantial funding the Nar Ouse Regeneration Area project has encouraged significant development on brown field sites*

This development is being promoted and implemented through a partnership led by the Borough Council of King's Lynn and West Norfolk and includes the East of England Development Agency, English Partnerships, Norfolk County Council, and Morston Assets. The College of West Anglia (COWA) has received planning permission to develop a new flagship campus on part of the site to replace its existing facility. A total of around £40 million of public money has been invested to date.

The Nar Ouse Regeneration Area project has been the principal driver for regeneration plans for South Lynn, covering an area East of the River Great Ouse and around the River Nar.

The substantial public and private investment in the area over the last six years has seen the area transformed from an overgrown, abandoned industrial area to an open, emerging development.

A major part of this was constructed in 2004/05 when the area was cleared and largely remediated by removing ground contaminated by old tar works and fertiliser factory amongst others. A new spine road, Nar Ouse Way, was built linking the A47 Saddlebow interchange with Southgates roundabout at the entry to the town centre.

Since then the first phase of new housing has been built with plans for further housing, the new college, retail units and community facilities well advanced. The Punny Drain, a major land drainage channel running through the area, has been filled and piped to a diverted channel south of the town to increase the area available for development. To support fresh investment, new utility supplies to the site are to be installed over the next 18 months at a cost of £4 million to be met by the Borough Council.



### 2.1.3 Waterfront Regeneration Area

This Waterfront Regeneration Scheme is the flagship project for the Borough Council of King's Lynn and West Norfolk and forms a key part of the Nar Ouse Regeneration Area. It encompasses proposals for the generation of housing, retail, commercial and employment opportunities together with the creation of a high quality marina. The scheme will increase King's Lynn's day and evening economies and significantly add to the town's tourism offer.

*The Waterfront Regeneration Scheme will increase King's Lynn's economy, also significantly improving tourism*

The marina is a key part of the town's regeneration strategy. The long term aspiration to include a navigable link which would join the marina to the inland waterways network is also being examined in further detail.

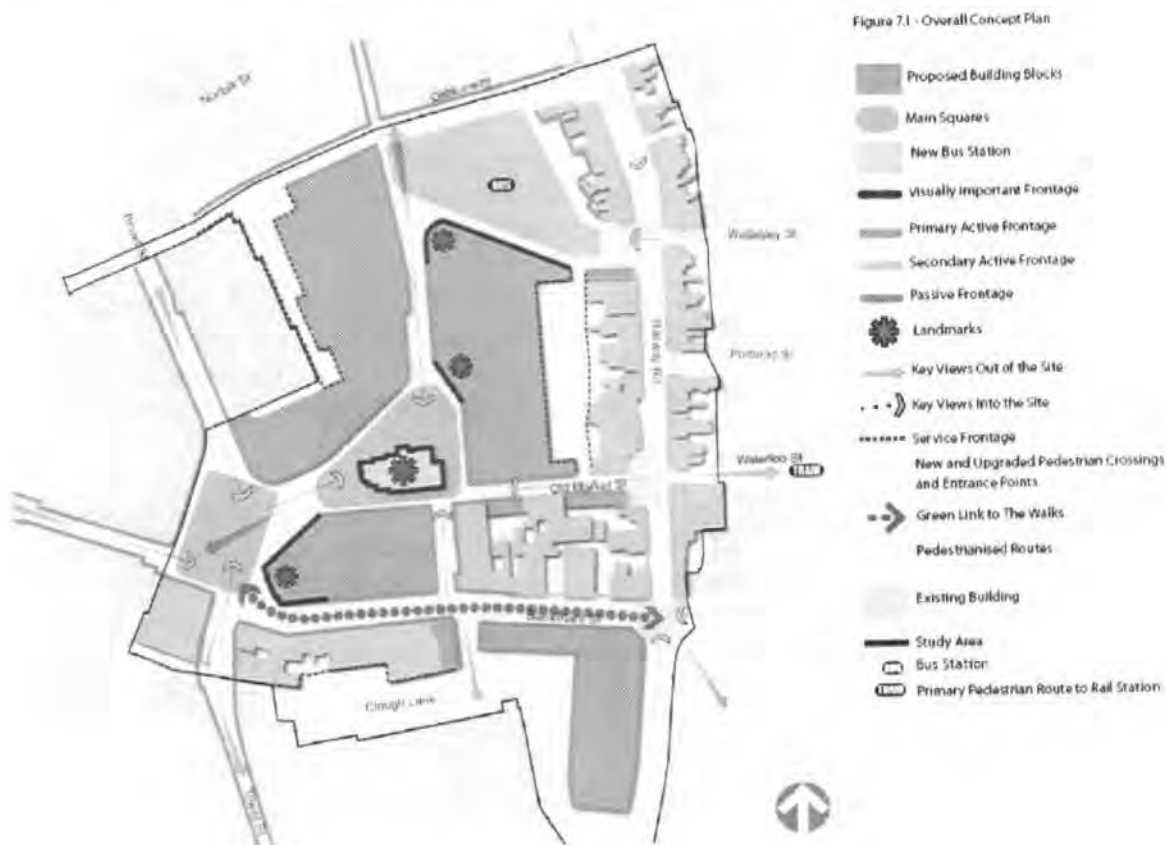
The master plan considers the possibilities for the regeneration of the Boal Quay / Friars Fleet area and includes proposals for up to 900 housing units, with a mixture of apartment blocks and town houses, cafes, bars, restaurants, shops and a hotel, plus a marina with access from / to the River Great Ouse via a sea lock. The area is designed for people rather than traffic and is based around a series of riverside footpaths and new public spaces. The master plan forms a critical starting point to the Waterfront Regeneration scheme and will be further developed, researched and fine tuned to create a high quality development which will be a major boon to the town.

### 2.1.4 King's Lynn Town Centre Extension

The site of King's Lynn Bus Station forms part of an adopted Masterplan for a retail extension to the town centre. The Masterplan proposes relocation of the bus station north of its current location and the provision of improved passenger facilities at the new site. An indicative layout has been produced but access arrangements have not been finalised. A new bus station will contribute to a higher quality public transport experience for users and encourage bus use.

The redevelopment of the bus station site is likely to take place within the next five to seven years. The Masterplan proposals will also affect Railway Road and Blackfriars Street and provide the opportunity for suitable bus priority measures to be designed and implemented in this area in conjunction with the access arrangements to the new bus station.

Figure 2.1: King's Lynn Town Centre Masterplan Map



## 2.2 Current Situation

### 2.2.1 Existing Travel Patterns

*Primary research concerning transport in King's Lynn has revealed problems associated with car use and the current infrastructure*

From September 2007 to February 2008 surveys of pedestrians, cyclists, bus passengers and car park users were undertaken to obtain origin, destination and purpose of trip information. In September 2007 vehicle data was also collected from roadside interviews, manual traffic counts, junction counts, videos of complex junctions and automatic traffic counts in accordance with WebTAG guidance.

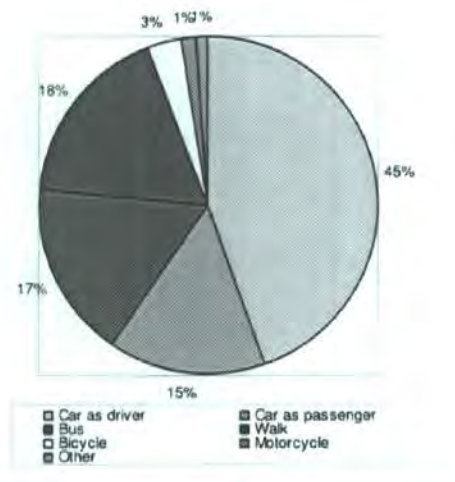
In November 2007 Norfolk County Council undertook a consultation exercise to identify the transportation issues important to the people of King's Lynn. An exhibition was held in the centre of the retail area and 800 people took part over a period of three days. A Members and business exhibition was held the following week and one to ones were undertaken with key stakeholders for example the local bus companies and the Queen Elizabeth Hospital. An innovative business game was also created and a second stage of business engagement was undertaken.

This work has produced an excellent baseline of data and provided many useful insights to the development of the King's Lynn Area Transport and Land Use Study (KLATS). The data collected has also been used to build the KLATS traffic and public transport models.

KLATS is being led by the County Council in collaboration with the Borough Council and the NORA partners and is a transport strategy to facilitate growth. The mix of qualitative and quantitative work allows for a degree of detail and interrogation of perceptions and factors affecting behaviour which can be upscaled to provide a clear picture of the attitudes towards transport of those who live in and visit the King's Lynn area.



Figure 2.2: How did you travel to King's Lynn today?



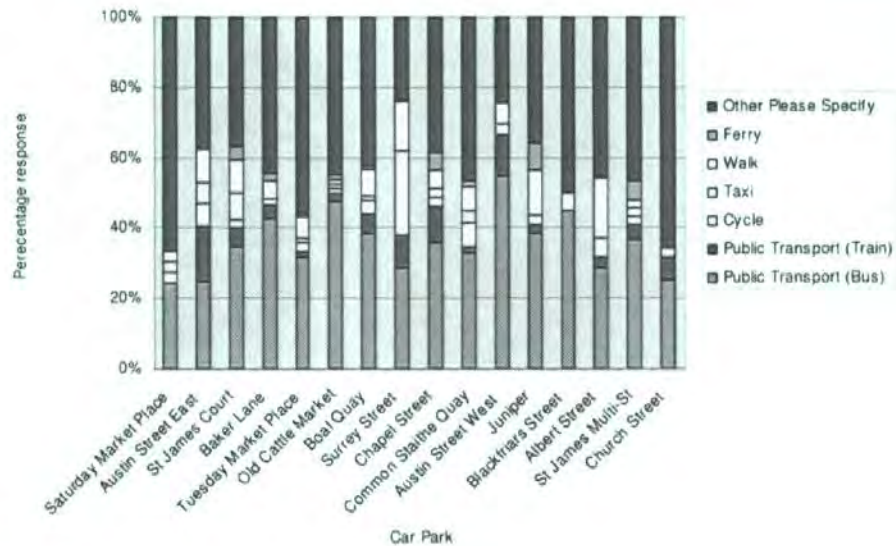
Public consultation has revealed that:

*59% use the car for most trips*

- 59% of respondents choose to use their car for most of their trips, which corresponds to information obtained from census data for King's Lynn
- 35% of respondents claimed that they did not have enough information about alternatives to the car
- Almost 80% of respondents perceived traffic congestion to be severe or very severe, rating it the highest amongst perceived transport problems in the area
- 67% of respondents felt that less cars should be allowed in the town centre but 31% felt that infrastructure to support cars and traffic flow was required to improve the traffic situation



Figure 2.3: If you hadn't used your car today to travel into town how else would you have made your journey?



The car park survey undertaken in November 2007 established that there was a very strong feeling amongst those who were interviewed that the car was really the only mode of transport available for their trip. The majority of those who answered "other" to this question (Figure 2.3) stated that the car was their only option.

The postcode data obtained from the car park survey shows that there is no pattern to where people choose to park. Respondents tended to travel across the town to the car park of their choice parking in the area of town closest to their origin. There were also a number of people travelling into town from very close to the centre where other more sustainable modes such as walking and cycling could feasibly have been used.

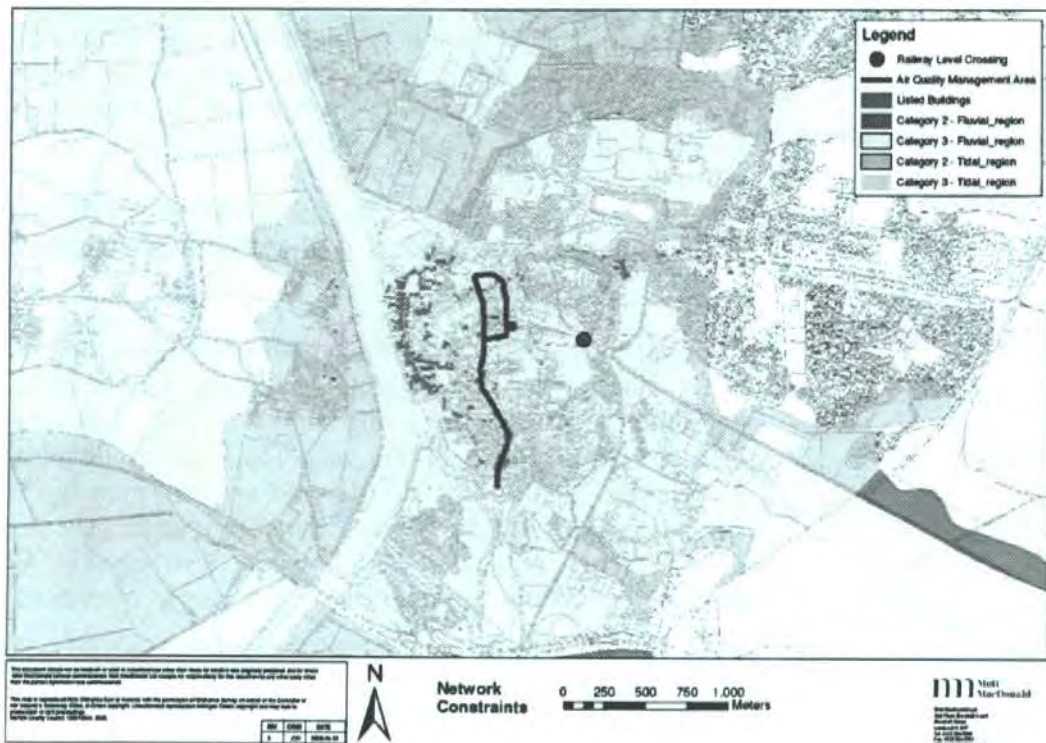


2.2.2 Existing Highway Network

King's Lynn is an historic town and the street pattern reflects this. There is little opportunity to create new highway links within the historic core but there is the possibility of new linkages at the periphery of the town. King's Lynn is also constrained on three sides by flood plain, the A47 trunk road to the South and the River Ouse to the West. The surrounding trunk road and 'A' road networks are heavily affected by tourist traffic travelling to the North Norfolk Coast throughout the summer months.

The town has an excellent cycling network which could be further improved through the addition of selected new links which have been identified as part of the KLATS work. Pedestrian journeys could also be increased by improving the environment associated with the arterial routes and gyratory system in the core of the town and linkages to the proposed town centre redevelopment.

Figure 2.4: Network Constraints within King's Lynn





### 2.2.3 Existing Public Transport Provision

*There is currently a good level of public transport service, however, bus services are not achieving their potential due to congestion*

King's Lynn enjoys a good level of public transport provision with two major operators of bus services; Norfolk Green and First Eastern Counties. The major corridors in and out of King's Lynn are well served with daytime frequencies of 13 buses per hour in each direction on London Road, 16 buses per hour on Gaywood Road and 30 buses per hour on the Blackfriars Street junction

In addition to the town service network, daytime services to most destinations throughout West Norfolk operate at least hourly, although evening and Sunday services are less frequent due to lack of demand.

Investment in vehicles has been high and the overall fleet profile is modern and comfortable. Services have been well marketed and information relating to timetables and fares is widely available throughout the West Norfolk area.

Bus usage is growing in King's Lynn. A report from Norfolk Green shows an increase in the number of passenger journeys on all their routes serving King's Lynn from 148,625 in 2007 to 175,386 in 2008, an 18% increase. A proportion of this increase can be attributed to the introduction of the English National Concessionary Travel Scheme in April 2008, but this is not the only factor.

However, the increasing traffic congestion is impacting on the efficiency of the bus services and increasing journey times and journey time variability.

The measures to assist the movement of buses to be delivered as part of this scheme are expected to trigger further investment by operators to improve vehicle and service quality. This would reduce the overall age profile of the bus fleet serving King's Lynn and increase the number of vehicles with engines meeting Euro III or higher emission standards, thus benefiting air quality in the town generally, and particularly within the town centre Air Quality Management Area where there are large numbers of bus movements.

Figure 2.5: King's Lynn Public Transport Network



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## 2.3 Problems and Issues

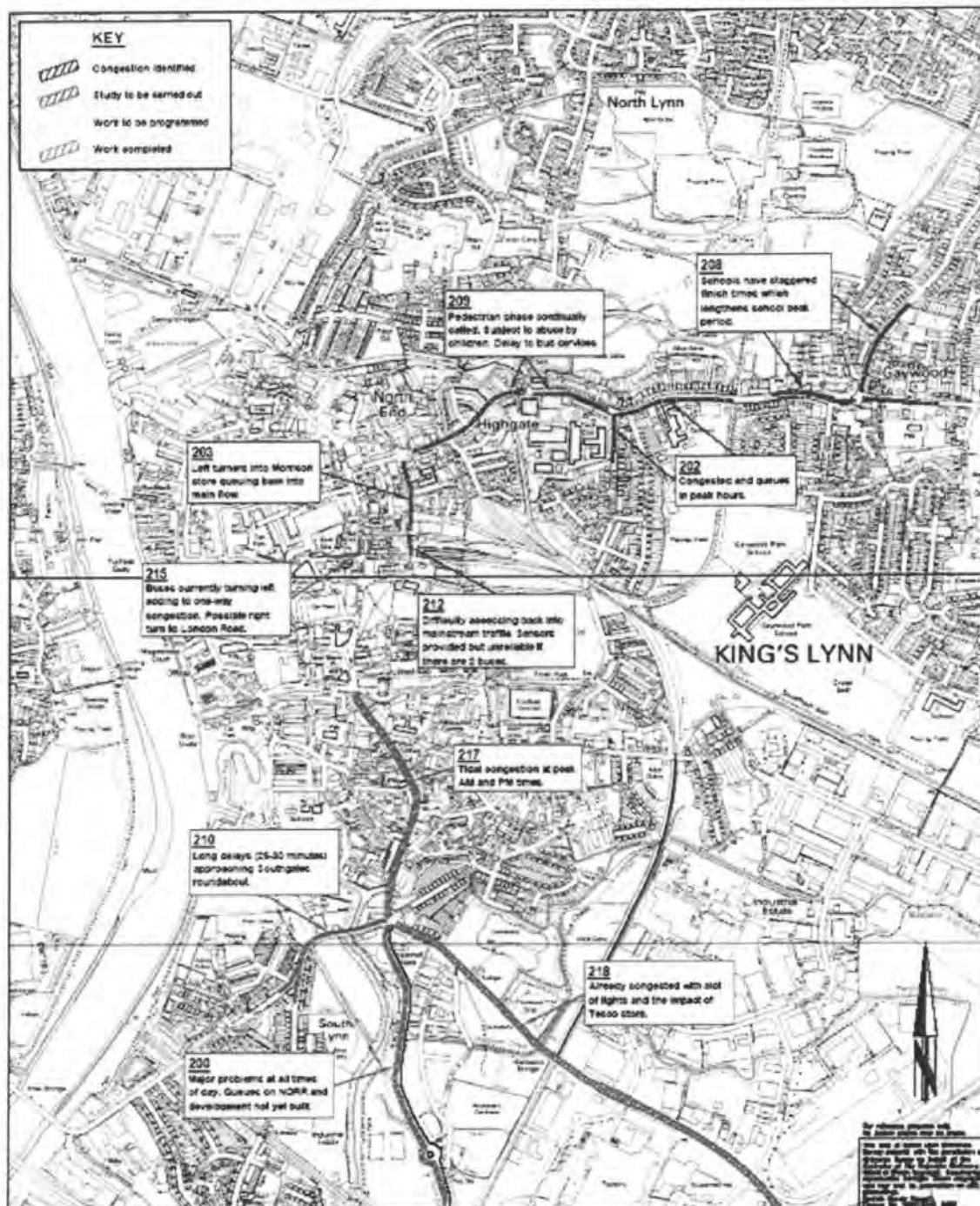
### 2.3.1 Congestion

*Specific junctions  
are the major cause  
of congestion*

King's Lynn's highway network is defined by the small number of roads forming its main highway corridor. Along this route specific junctions contribute strongly to this congestion. These are: the Southgates roundabout, junctions on London Road, junctions on the town centre gyratory system and the Gaywood Clock junction. Depending on the time of day the direction of the congestion varies as does the extent. These areas also define the AQMA. There is also severe seasonal congestion on the A149 eastern bypass and the A47 trunk road as this is the main corridor to the North Norfolk Area of Outstanding Natural Beauty.



Figure 2.6: Congestion in Kings Lynn





### 2.3.2 Network Capacity to Accommodate Development

The A47 Saddlebow roundabout, a principal access to NORA, has limited capacity to accommodate additional trips and the Highways Agency has expressed serious concern about the impact of NORA on the trunk road network. The Southgates roundabout is already overcapacity during both the AM and PM peaks. These network issues led to a development cap being placed on the NORA development by the Highways Agency. This restricts the number of properties, including commercial and industrial premises, which can be built without mitigation of the associated trip generation at these two locations.

*There is limited capacity for the A47 to accommodate the additional traffic flows. Without mitigation, this will restrict development in the region*

The scheme as described in this bid in association with the Saddlebow roundabout mitigation measures to be undertaken to fulfil a planning condition for the COWA development will remove the cap and deal with the levels of growth identified in this bid.

When the current constraints have been removed there will still be the issue of dealing with growth in trips resulting from 7,000 new dwellings and 3000-4000 new jobs that King's Lynn is expected to accommodate up to 2021, as well as general growth in trip making. The King's Lynn Area Transport and Land Use Study (KLATS) in conjunction with Growth Point will develop to deal with this issue. In addition to removing the constraints within King's Lynn, the improved A47 Saddlebow roundabout along with the Southgates roundabout improvements will encourage the use of Nar Ouse Way as an access to the town. This will reduce pressure on the A47 Hardwick interchange.

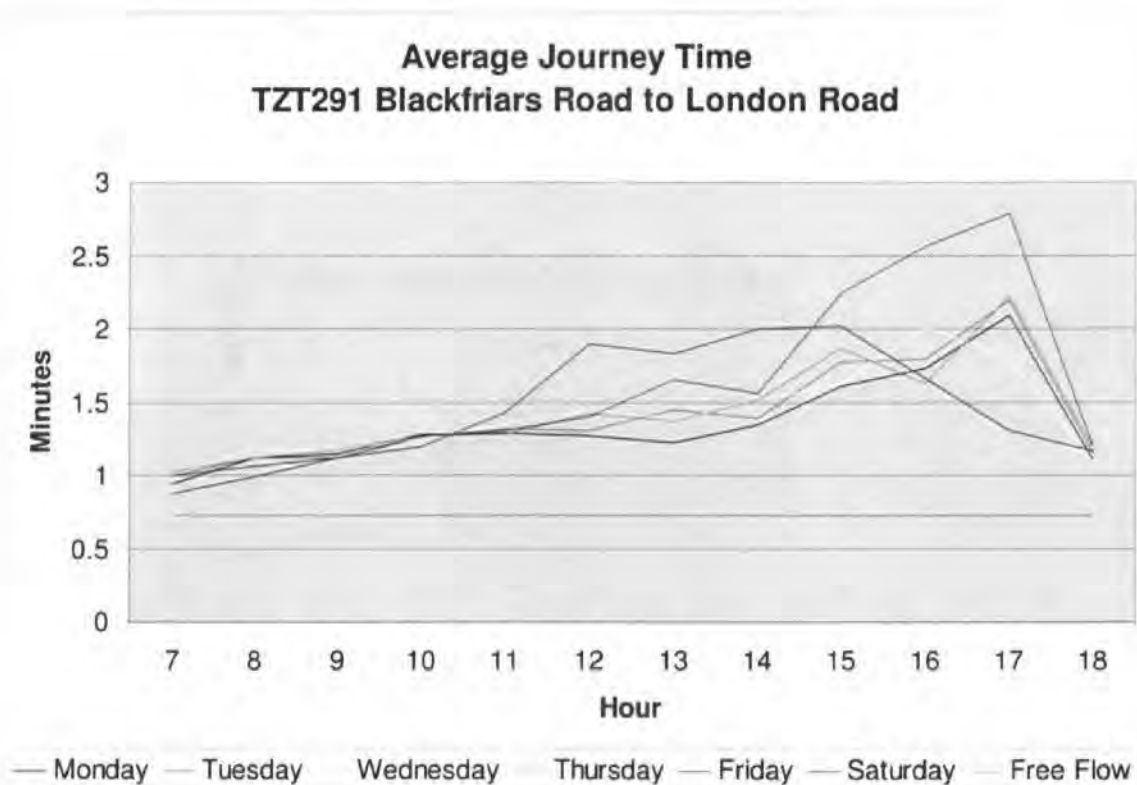
### 2.3.3 Public Transport Performance and Reliability

There has been significant recent growth in bus patronage in King's Lynn but this is from a low base of 5% of journeys to work in the 2001 Census against a national average of 8% for towns with a population of 25-50,000 people (2002-2004). Journey times and reliability are a problem for bus operators. For example 29 minutes is allowed for a round trip of 5 miles from the bus station to Fairstead and return. Actual journey times vary from day to day from about 27 minutes to 50 minutes. A Friday afternoon service to the hospital has been withdrawn as the journey time variability and delays are so great that it can no longer be scheduled. The provision of congestion free routes for buses is seen as essential to improving the quality of the service delivering further passenger growth.

*The provision of congestion free routes is essential, as journey times and reliability are key problems for bus operators*

An example of how congestion is affecting bus services is shown below. This information has been gathered from the BusNet system.

Figure 2.7: Example of Impact of Congestion on Bus Services



### 2.3.4 Air Quality

*Air quality is a serious problem for King's Lynn*

An Air Quality Management Area (AQMA) was declared in November 2003 along parts of Railway Road, King's Lynn after monitoring of the air quality revealed that the levels of Nitrogen Dioxide (NO<sub>2</sub>) exceeded the recommended levels in the National Air Quality Strategy. Monitoring of air quality levels along the whole of Railway Road, Austin Street, Blackfriars Road and London Road in King's Lynn subsequently showed that the levels of Nitrogen Dioxide also exceeded the annual mean specified in the National Air Quality Strategy. Therefore the existing AQMA along part of Railway Road was extended to cover the whole of Railway Road and also include Austin Street (East), Blackfriars Road and St James Road linking to London Road.

The area of the AQMA is the main trafficked route from the south of the town and is predominantly bounded by Georgian/Victorian terraced housing of 3 or more storeys with little or no front gardens. This creates a canyon effect which traps vehicle emissions. The Borough Council with the County Council are developing an Air Quality Action Plan. This plan will include transport measures to improve air quality and will reflect the measures included in this bid.

Figure 2.8: King's Lynn Air Quality Management Area



Updated monitoring data and air dispersion modelling results confirm that the extended AQMA in King's Lynn Town Centre is still valid and show the annual mean objective for Nitrogen Dioxide (NO<sub>2</sub>) is likely to be reached at the facades of residential properties.

Source apportionment work shows that cars contribute some 25%-30% of the total Nitrogen Oxide (NOx) levels, buses 20%-25% and heavy goods vehicles 15%-20%. Buses on some routes contribute more, but generally 20-30% of the total. Background concentration is 25%-30% of the total.

A reduction of  $6\mu\text{m}^3$  of Nitrogen Dioxide (12%) is required within the Town Centre AQMA to meet the National Air Quality annual mean objective of  $40\mu\text{m}^3$ .

Recent air quality monitoring results have identified a further problem of poor air quality on Gaywood Road and a new AQMA covering this area is soon to be declared. This will have an impact on development in the northern and eastern areas of King's Lynn.

Figure 2.9: Gaywood Air Quality Management Area



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Other work is being carried out with the objective of contributing to improvements in air quality. One example is Project Atmosphere run by Norfolk County Council and King's Lynn and West Norfolk Borough Council in partnership with nine schools in King's Lynn. This is a project involving school children to measure Nitrous Oxide levels at the schools and look at how travel patterns influence Nitrous Oxide levels. Levels are monitored on a monthly basis and emailed to the schools. The project is in its first year and more schools are currently looking to join the initiative.

### 2.3.5 Walking and Cycling Facilities

*King's Lynn has a higher than average cycling and walking to work rate*

King's Lynn has a higher than average number of cycle to work journeys at 10% against a national average of 6%. This has however fallen from a level of 14 in the 1991 census. The cycle network in King's Lynn is monitored by a set of automatic traffic counters and is the most comprehensive and well utilised in Norfolk, however its overall usefulness is restricted by a number of missing links. This causes severance between the town centre and the residential areas and the employment areas and needs to be addressed.

Norfolk County Council travel planners are working with businesses in King's Lynn, for example the Queen Elizabeth Hospital and the Borough Council, to develop travel plans to encourage cycling and walking and identify measures to assist this. They are also working with all schools in King's Lynn, both public and private, as Norfolk is the first County with 100% of schools having a travel plan.

### 2.3.6 Car Parking Strategy

The Borough Council and County Council are jointly working on a car parking strategy for King's Lynn. This strategy will look at the overall provision of car parking in the town as well as the type and price structure for parking. The Borough has an ambition to remove surface parking and redevelop three brownfield sites into combined multi-storey parking and housing development to improve what are currently car-dominated spaces in the centre of the town. These are all accessed from routes in the AQMA and lead to journeys within the AQMA. This strategy will also consider the provision of park and ride as part of the overall package.

### 2.3.7 The Challenge for King's Lynn

The challenge facing King's Lynn is to overcome infrastructure and brownfield development constraints in order to facilitate an increase in housing completions in excess of existing levels. It is confidently anticipated that this can be achieved through a combination of:



- CLG support;
- Building on the investor confidence and associated economic development which is presently being experienced in King's Lynn;
- Leverage of private investment;
- Improving King's Lynn as a place to live and work coupled with effective marketing;
- The public and political commitment and track record of delivery of public and private partners.

## 2.4 Scheme Objectives

In view of this analysis, the specific objectives of the King's Lynn South Transport Major Scheme are to:

- Release development land in the NORA development;
- Release development land for 1456 houses;
- Reduce congestion by improving the operation of the overcapacity Southgates roundabout;
- Reduce the number of car trips into the AQMA by encouraging modal shift and improving the reliability, journey times and quality of the public transport service;
- Improve bus journey times and journey time reliability;
- Improve walking and cycling facilities to reduce severance and encourage modal shift.

In relation to these objectives the scheme is likely to impact upon the following Local Transport Plan (LTP) targets and National Indicators:

- Resolution of declared Air Quality Management Areas;
- Road safety casualty reduction (NI 47 and 48);
- Congestion (NI 167);
- Public transport patronage (NI 177);
- Accessibility (NI 175);
- Bus services running on time (NI 178);

- Carbon reduction (NI 186);

#### 2.4.1 Scheme Development

King's Lynn is an important sub regional centre in the east of England serving a catchment population of some 200,000 which extends beyond west Norfolk into north Cambridgeshire and south Lincolnshire. It has been designated a Key Centre for Development and Change within the Regional Spatial Strategy and was designated a Growth Point in May 2008, designations which recognise the regional role and growth potential of the town.

An Integrated Programme of Development (IPD) has been prepared for King's Lynn which has been submitted to CLG for Growth Point funding. The IPD contains the strategic and policy case for supporting the growth of the town.

The IPD has been prepared in the wider context of an agreed Vision for King's Lynn, the King's Lynn Urban Development Strategy and the emerging core strategy of the Local development Framework. It draws together, in one document, the plans and ambitions for the growth of the town and is structured to provide the framework through which all sources of potential public funding and private investment will be sought.

The IPD supports the aims of:-

- Maximising the contribution that the King's Lynn sub region makes to the regional economy and the achievement of the Regional Spatial and Economic Strategies
- Growing the population of the urban area of the town to 50,000.
- Delivering a housing programme of 7,000 new dwellings (out of the 12,000 allocated to the Borough Council area in the RSS)
- Encouraging the economic development of the town to support the increased population and provide good quality employment opportunities. (3,000 of the additional 5,000 jobs required in the Borough)
- Providing the necessary public utilities to support the growth.
- Providing high quality green infrastructure.
- Delivering the range and quality of educational, medical, community and leisure facilities to support sustainable neighbourhoods and communities.



- Raising skill and education levels to meet employer demands, raise aspirations and increase average earnings.
- Improving social and environmental conditions in the more deprived neighbourhoods.
- Enhancing cultural, leisure and shopping facilities to serve the sub region.
- Maximising the potential of the town's heritage assets.
- Providing the necessary public services and facilities to serve the King's Lynn sub region.
- Strengthening the role of the town as a key sub regional centre.
- Measures to limit and reduce the carbon footprint of the town
- Putting in place transportation measures to improve links to the town and movement within it, in order to release key sites for housing and employment growth
- This Business Case for CIF funding directly relates to the achievement of the final two aims in the IPD listed above – ie putting in place transportation measures to release housing land and mitigating carbon impact. The proposals will also benefit the wider development of King's Lynn as a sub regional centre, will directly support the development of 2356 houses, and will benefit the provision of high class educational and training facilities through the development of a new campus by the College of West Anglia.
- The proposals fully recognise the difficult market conditions presently being faced nationally and internationally. However, we firmly believe that this provides a window of opportunity to put in place the necessary infrastructure to support development when the market recovers. The County and Borough Councils and our other partners are committed to maintaining the considerable momentum that has been achieved in King's Lynn in recent years and have demonstrated a track record of delivering partnership projects and a willingness to manage risks in a measured way which enables and encourages regeneration activity to continue.

Notwithstanding the investment and activity which King's Lynn has been experiencing since the turn of the Century, the economy of the Borough has been characterised by a relatively low wage, low skill economy with a focus on manufacturing and food related activity. The town of King's Lynn has some wards with significant social deprivation. Despite considerable changes in the last decade, manufacturing remains a key employer and contributor to the local economy accounting for 24% of the workforce with key manufactures and new inward investors continuing to invest. The Vision for King's Lynn suggests that new employment growth will come from value added advanced engineering and food related activity, tourism and the developing role of the town as a sub regional centre.

**Table 2.1: Projects Facilitated by CIF Scheme**

Priority and Project Description	2008/2009	2009/2010	2010/2011	Total
<b>Capital</b>				
Nar Ouse Regeneration Area – Traffic Mitigation and Utilities provision		5,000,000		5,000,000
Waterfront Regeneration Scheme – Remediation and Utilities Provision		1,000,000	4,000,000	5,000,000
King's Lynn Transportation and Land Use Strategy – Implementation		3,500,000	4,000,000	7,500,000
Provision of Green Infrastructure and Community Facilities		1,250,000		1,250,000
Hardwick Industrial Estate Extension		100,000	2,900,000	3,000,000
Strategic Housing sites - Utilities Provision			3,000,000	3,000,000
<b>Total Capital</b>		10,850,000	13,900,000	24,750,000
<b>Revenue</b>				
Programme Management	25,000	50,000	50,000	125,000
Water Cycle Study	35,000			35,000
Green Infrastructure Strategy and Management Plan	40,000			40,000
Flood Risk Mitigation Studies		100,000		100,000
Surface Water Management Plan		20,000		20,000
Utilities Assessment Study		50,000		50,000
Strategic Housing Sites Development Appraisals		250,000	250,000	500,000
<b>Total Revenue</b>	100,000	470,000	300,000	870,000
<b>Total Capital and Revenue</b>	100,000	11,320,000	14,200,000	25,620,000

The table shows the:

- Priority areas together with the Growth Point Status funding requested from DCLG for the period 2009-2011;
- Projects within the Vision for King's Lynn that are facilitated on the back of this investment.

Beyond 2011, longer term priorities directly related to housing provision will include:

- Demolition and infrastructure work to bring to the market additional publicly owned sites;
- Continuing investment into transportation improvements;
- Provision of additional green infrastructure;
- Implementation of flood risk mitigation measures;
- Utilities and drainage;
- Affordable housing;
- Community facilities;
- Public realm enhancements;
- Economic development initiatives;





## 2.4.2 Problem Mitigation

Table 2.1 below summarises how the scheme will mitigate the problems identified.

**Table 2.2: Mitigation of Problems by the Scheme**

<b>Problem</b>	<b>Mitigation</b>
Congestion	Southgates roundabout improvement
Network Capacity to Accommodate Development	Southgates roundabout improvement
Public Transport Performance and Reliability	Bus Priority Selective Vehicle Detection
Air Quality	NORA Bus Route Selective Vehicle Detection
Walking and Cycling Facilities	Contra-flow cycle lane Advanced stop lines Toucan crossing upgrades Cycleway footway links
Car Parking Strategy	Creation of infrastructure to facilitate the potential future development of Park and Ride

## 2.5 Strategic Fit

### 2.5.1 Alignment with Government, Regional and Local Objectives

The objectives and outcomes of implementing the King's Lynn South Transport Major scheme, as part of the emerging land use and transport strategy, which includes the accommodation of planned growth, have been considered for their alignment with Government, regional and local objectives. For each strategy or initiative the goals and objectives are shown down the side of a table and the Kings Lynn South Transport Major scheme objectives across the top. Where a strategic fit exists, text is provided to show the link. This has been carried out for the following strategies or initiatives and the results are shown in Strategic Fit Tables in Appendix B.

*The objectives and outcomes of the King's Lynn South Transport Major Scheme are aligned with Government regional and local objectives*

- Department for Transport - Towards a Sustainable Transport System (October 2007)
- Department for Transport - The Eddington Transport Study Report (December 2006)
- East of England Development Agency - Regional Economic Strategy for the East of England (Consultation Draft September 2007)
- Government Office for the East of England - East of England Plan - The Revision to the Regional Spatial Strategy for the East of England (May 2008)
- The emerging Kings Lynn Area Transportation Strategy
- Norfolk County Council Local Transport Plan 2006-11 (March 2006)
- Norfolk County Strategic Partnership – Norfolk Ambition - sustainable community strategy for Norfolk 2003-2023 (March 2008)

It is clear from these tables that strong demonstrable links exist for the Kings Lynn South Transport Major scheme to local, regional and national objectives.

The regional economic strategy has been developed to take into account these five principles.

- Living within environmental limits – responding to the effects of climate change and ensuring environmental protection of our region represent a profound challenge for the economic development of the East of England. As set out in the Stern Review<sup>18</sup> and the draft Climate Change Bill, the need to address this principle is embedded within the goals of the strategy, and summarised at the end of each goal chapter.
- Ensuring a strong, healthy and just society – the region benefits from having different communities and cultures within its population. However, barriers exist which prevent some communities accessing all the opportunities that are available to them. This principle recognises that the region can only achieve its full potential when the strengths of all communities are realised. This principle is an integral part of achieving the vision of the regional economic strategy and issues related to it are summarised at the end of each goal chapter.
- Achieving a sustainable economy – the regional economic strategy, by definition focuses on this principle, upon which the eight goals and sub-regional and sectoral sections are based.
- Promoting good governance – the regional economic strategy has been developed with close reference to other regional strategies and complements the continuing development of the integrated regional strategy and the draft East of England Plan. The accompanying draft delivery framework also reflects the increasingly established relationships between the key players within the region and with major external stakeholders. The regional economic strategy will provide a sound basis for subsequent detailed regional action planning to be delivered by key agencies across the region. Further detail on this principle is addressed in the delivery framework of this strategy.
- Using sound science responsibly – the principle of using a sound evidence base to inform policy and decision-making is clear throughout the strategy development process. The regional economic strategy is accompanied by a robust evidence base which assesses the viability of each of the priorities within the strategy.



A large part of the role of the EEDA is working with other regional bodies to ensure we develop clear priorities for improving regional economic performance. This enables regional challenges to be addressed and opportunities to be fully exploited. A shared understanding helps those responsible for economic decision-making to work together more effectively with common goals and accepted priorities for regional development.

To ensure that these priorities for improving regional economic performance are shared, EEDA works with a range of partners and stakeholders to produce the regional economic strategy (often referred to as the RES).

The regional economic strategy sets out the East of England's economic objectives and how it can achieve them. The current version was published in December 2004. During the last year, we have been reviewing progress and developing a new strategy for the East of England for 2008-31.

#### EERA Regional Spatial Strategy

The East of England Plan or 'RSS', which was published in May 2008, sets out the regional strategy for planning and development in the East of England to the year 2021. It covers economic development, housing, the environment, transport, waste management, culture, sport and recreation, mineral extraction and more.

*The RSS has a key role in the sustainable development of the region, and identifies King's Lynn as an area requiring significant investment*

The RSS has a key role in contributing to the sustainable development of the region. It sets out policies which address the needs of the region and key sub-regions. These policies provide a development framework for the next 15 to 20 years that will influence the quality of life, the character of places and how they function, and informs other strategies and plans. A major feature of RSS is that it identifies the significant investment that will be needed in social, environmental, economic and transport facilities ('infrastructure') if it is to achieve its desired results. That investment will come from a variety of sources, including central and local government funding and private developer funding.

#### 2.5.2 Stakeholder Support

Key stakeholders have been consulted from an early stage in the development of the scheme. Letters of support can be found in Appendix A.

### 3 Scheme Description

#### 3.1 Overview

The King's Lynn South Transport Major Scheme comprises a package of measures to unlock growth by mitigating the current congestion, improving public transport journey times and reliability, alleviating poor air quality and improving walking and cycling links.

*The scheme comprises of measures that improve journeys, air quantity, and sustainability*

- A dedicated bus and cycle route between Wisbech Road and Millfleet;
- Cycle links to the National Cycle Network;
- Improvements to the Southgates roundabout; and.
- Measures to assist the movement of buses within King's Lynn town centre.

With the large growth areas of NORA and the Waterfront Regeneration to the South of King's Lynn town centre, there is a focus on alleviating pressures on corridors providing access to the town from the South.

The scheme has been developed taking into account the mitigation measures that are to be undertaken at the A47 Saddlebow roundabout. These measures are required to lift the transport cap on the junction and enable the COWA development to proceed as well as helping to facilitate wider growth. However, these works do not form part of the bid for CIF funding.

Each element of the scheme is explained in detail in this chapter.



### 3.2 NORA Bus and Cycle Route

Approaching King's Lynn from the South and West, the bus route from Wisbech Road to Millfleet will improve journey time variability for bus journeys from outlying areas, including the key X1 regional service which links Peterborough, Norwich, Great Yarmouth and Lowestoft and also provides a crucial link between King's Lynn and the national rail network at Peterborough.

The proposed bus route will link the development sites of NORA and the Waterfront Regeneration Area to King's Lynn town centre. Buses travelling from the South to the town centre will be able to avoid congestion at Southgates Roundabout and on London Road by accessing the bus lane from Wisbech Road, through Boal Quay and joining St James Road at the Millfleet junction. An inbound bus lane will be provided on Millfleet as part of the route.

*Public transport reliability is a key issue that the bus route will address*

The lane will be six metres wide, allowing for one lane in each direction. For the most part, the lane will be bus only and the existing pedestrian and cycling route through the Waterfront Regeneration Area (Hardings Pits) will be unaffected. However the Nar Ouse outfall sluice forms a pinch-point on the route which will create a mixed use crossing for buses, cyclists and pedestrians.

The photograph below, taken facing Harding's Pits (looking south), shows the sluice and existing footway and cycleway beyond.

Figure 3.1: Nar Ouse Outfall Sluice and Existing Pedestrian/Cycleway



The sluice will provide a 2.5 metre wide crossing for pedestrians and cyclists and a minimum of 3 metre wide single lane bus crossing. Bus access over the sluice will be priority sign controlled.

The sluice is owned by the Environment Agency, who have consented to the development of the sluice as outlined. This has been confirmed in writing and their letter is appended. A hard standing area is included within the design to the South of the sluice to allow access for routine maintenance by the Environment Agency.

Access at each end of the bus route will be controlled through the use of bus-activated rising bollards. This will ensure that the lane can be accessed only by buses and emergency vehicles, and that it will be kept free of general traffic.

The bus route will greatly improve journey time variability and will provide a more rapid journey time to the town centre. As such, service reliability improves along with passenger confidence. The public consultation which forms part of the wider King's Lynn Area Transport Strategy has revealed that public transport reliability is a key factor affecting modal choice, with 93% of those questioned rating it as 'important' or 'very important'.

This scheme indirectly benefits the scheduled ancient monument and listed building of the South Gate by providing an alternative route for a high number of large vehicles which currently pass through the gate. Built in the 15<sup>th</sup> century, the South Gate formed part of the town's defence and enabled the collection of tolls and duties on goods carried along the river Nar. Due to its location on London Road, all traffic heading to the town centre from Hardwick and Saddlebow currently passes through the South Gate.

The routing of traffic through the South Gate is a particularly emotive issue in the King's Lynn area and regularly generates discussion in local newspapers and amongst community groups.

*Extract from public correspondence*

*"Lynn's South Gate would make an excellent small museum concentrating on the Civil War period and the town defences, with visitors entering on one side of the arch and exiting from the other side. That is not possible now because visitors would finish up in the middle of a major road."*



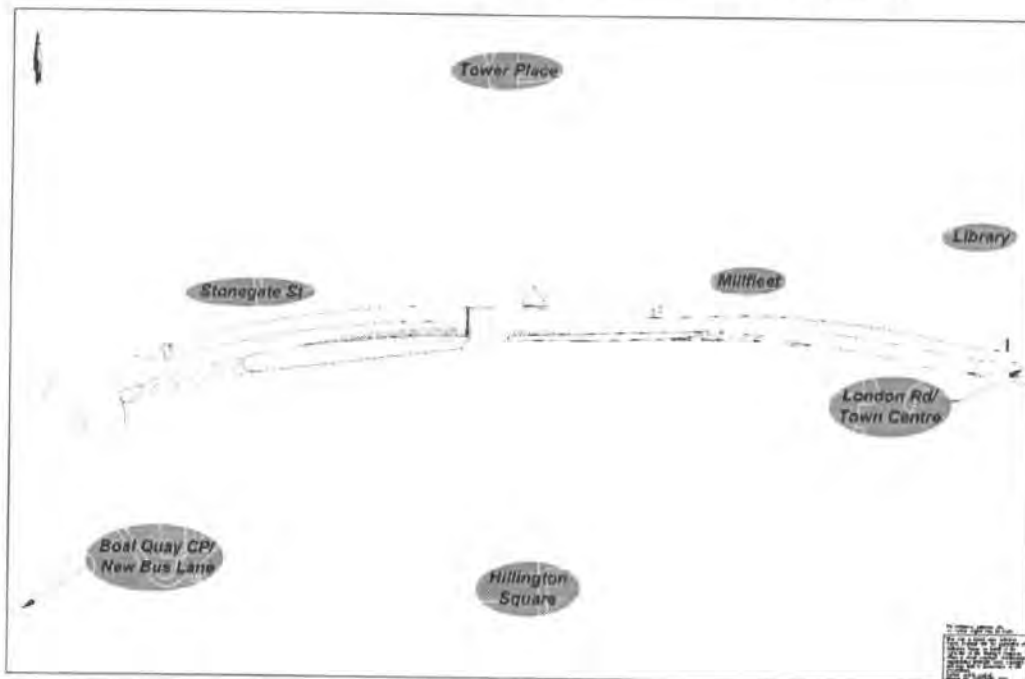
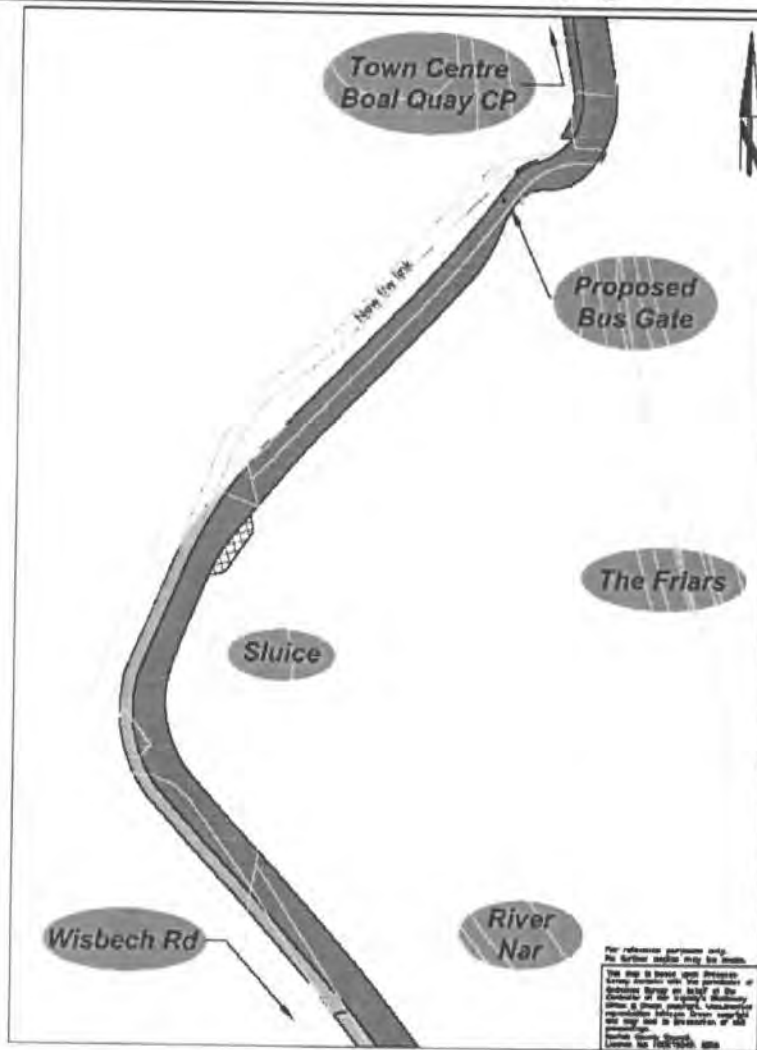
A height restriction of 13'6" is currently applied to the South Gate which can cause particular problems for larger HGV vehicles servicing the town. Norfolk County Council and King's Lynn and West Norfolk Borough Council are developing long-term plans to re-route all traffic around the South Gate, but at this time no formal designs or funding allocations have been identified. No measures included in this CIF bid will compromise any future highway scheme to bypass the South Gate.

Figure 3.2: The South Gate



The diagram below shows the location and alignment of the bus route. Structures of important historic or environmental interest are also shown.





*A Park and Ride site on the A47 has considerable public support, and will offer substantial journey time benefits.*

Discussions with public transport operators Norfolk Green and First Eastern Counties have established that current services approaching King's Lynn from Saddlebow or Hardwick would be diverted to use the new bus lane. This is expected to grow to 26 services per hour on weekdays over the next 12 months, and operators would be keen to divert services along the bus lane with immediate effect to reap the operational benefits it offers.

As part of the emerging King's Lynn Area Transport Strategy (KLATS) the provision of a Park and Ride system for King's Lynn will be investigated and tested using the KLATS 2008 traffic and public transport models. The development of a Park and Ride site at, or near to, the Saddlebow junction with the A47 has been widely discussed and has received considerable public support. Should this scheme be developed in the future, the bus route will offer substantial journey time benefits to the bus services operating from this site.

### 3.3 Southgates Roundabout Improvement

Improvements to Southgates Roundabout will benefit all traffic approaching and leaving the town via this route. The roundabout is a congestion hot-spot in the town, with peak hour journeys to and from King's Lynn affected.

*The Southgates Roundabout is a congestion hot spot with a crucial requirement to improve traffic flows.*

Improvements to Southgates roundabout are considered vital to improve the traffic flow in and around King's Lynn. Significant volumes of traffic can be seen at all times of day and congestion is particularly heavy during the peak. Hardwick Road hosts King's Lynn's largest out of town retail facility, including Tesco, B&Q, Homebase and a number of other medium to large retail outlets and industrial units.

The roundabout is frequently cited as a congestion hot-spot in the town and attracts significant public criticism. Findings from the KLATS public consultation show that congestion in town is rated as severe by 49% of respondents, as shown below.

2001 Census data reveals that in the King's Lynn and West Norfolk Borough Council area over 80% of households have access to at least one car or van. Whilst many trips into King's Lynn are from the rural hinterland, bus patronage is increasing and consultation shows a degree of favourability towards a reduction in the number of cars in town.

The improvements at Southgates Roundabout include:

- A four lane approach on Hardwick Road (currently two lanes)



- A three lane approach on Nar Ouse Way (currently two lanes)
- Partial signalisation
- Improved and formalised pedestrian and cycling crossing facilities
- Clearer signage and markings to improve lane discipline.

The diagrams below show the existing and proposed layout for Southgates roundabout. Places of interest are also shown.

Figure 3.4: Southgates Roundabout Improvement – Existing Location Plan

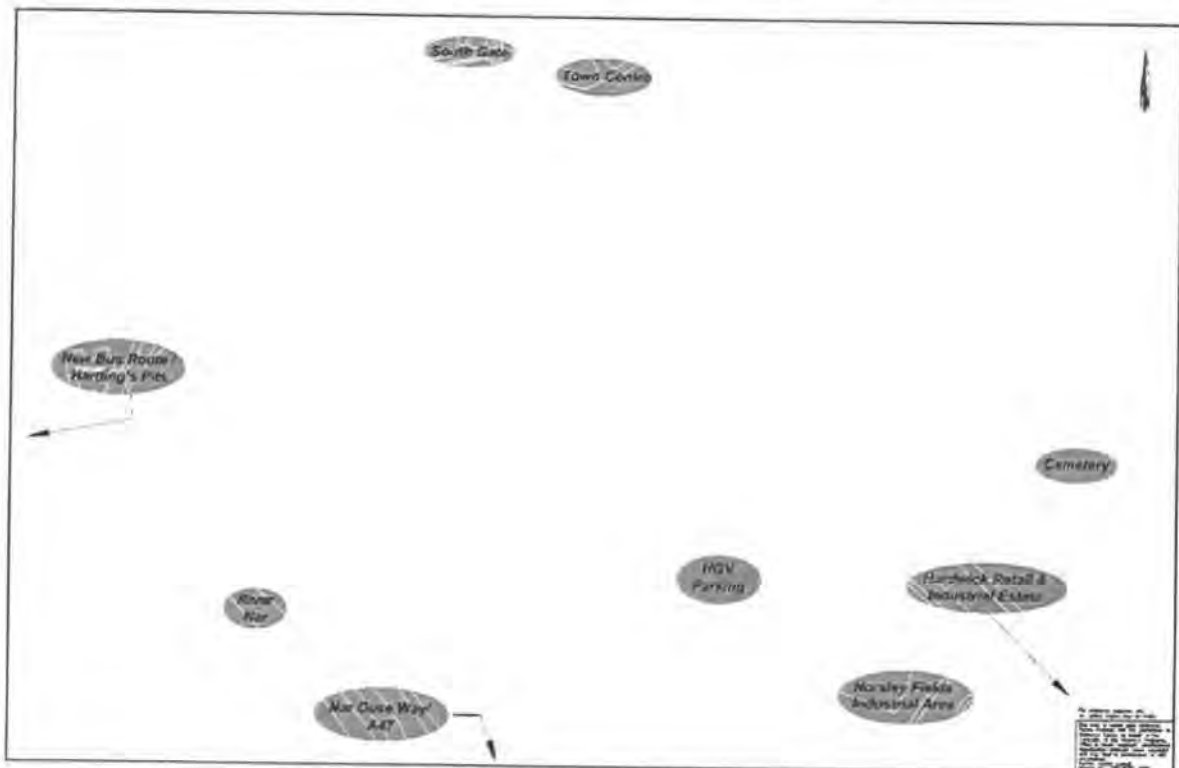
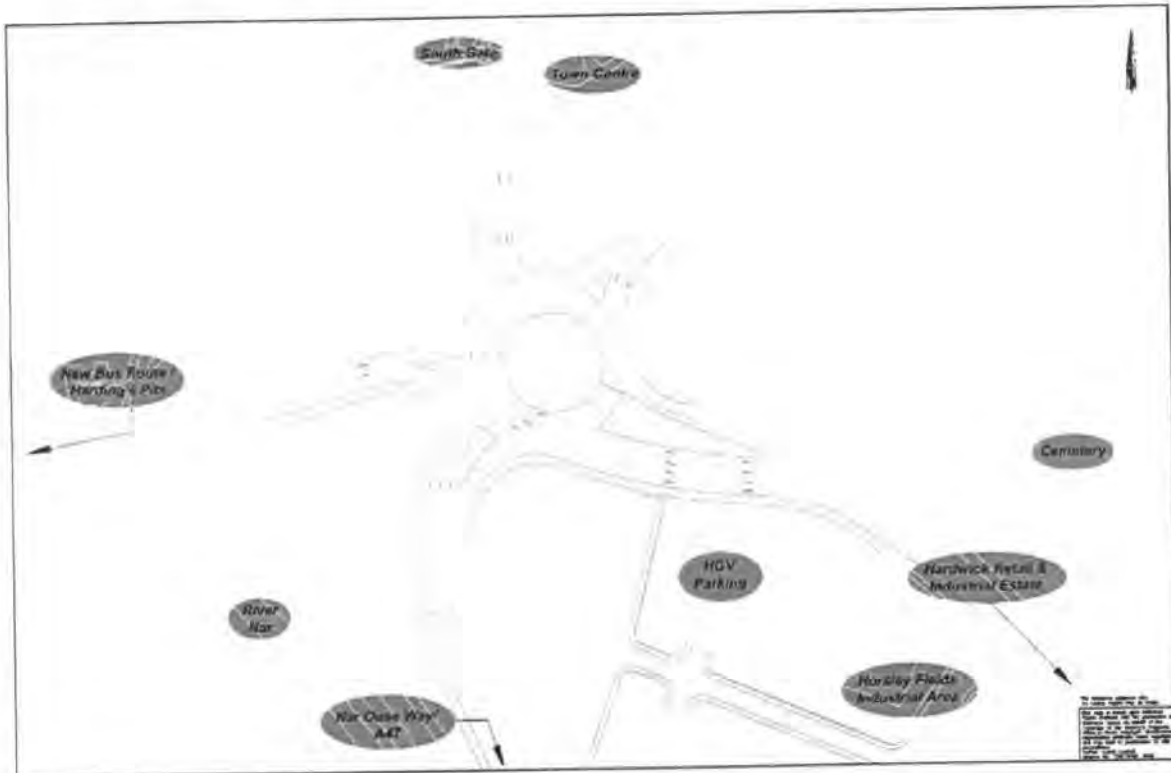


Figure 3.5: Southgates Roundabout Improvement – Proposed Location Plan



The proposals will require land-take between Wisbech Road and Nar Ouse Way, and on Hardwick Road. This land is already under the ownership of the Borough Council of King's Lynn and West Norfolk Borough Council who have agreed to release the land for this scheme, adding value to the CIF bid through partnership working.

### 3.4 King's Lynn Town Centre

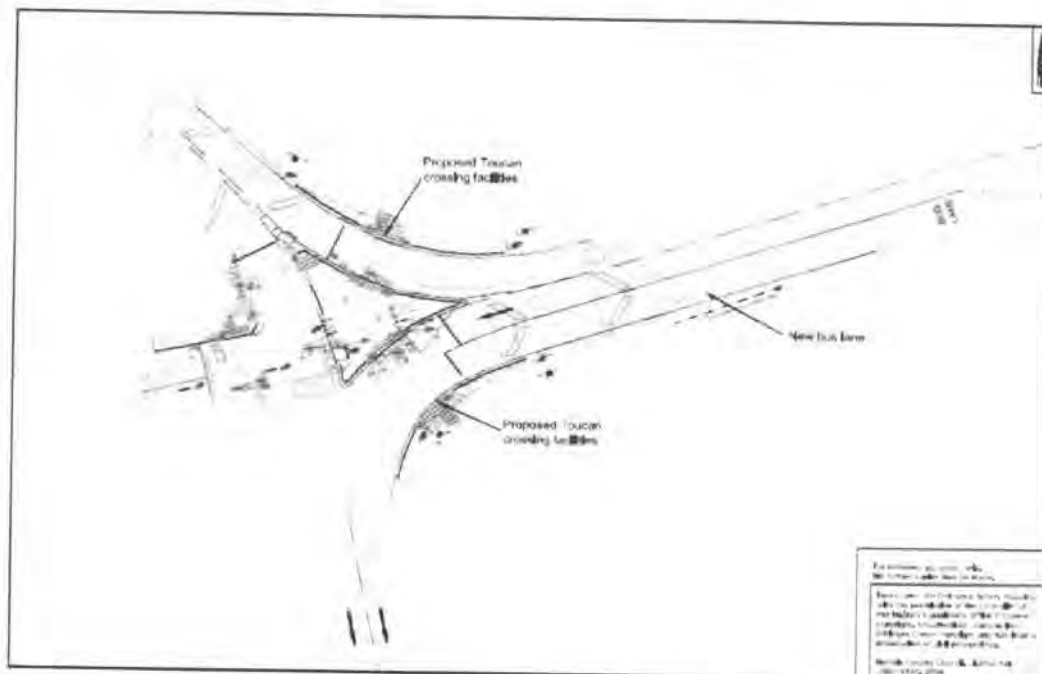
#### 3.4.1 Measures to Assist Bus Movement

King's Lynn's town centre gyratory system operates in a clockwise direction from Blackfriars Road to Railway Road and Austin Street. The volume of traffic using the gyratory often results in significant peak hour congestion and contributes to the poor air quality in the area. All traffic accessing the town centre is forced on to the gyratory at some point, including bus services.

*The Littleport Street bus lane will improve access to the town centre from the East*

A new section of bus lane is proposed on Littleport Street. This lane will be 60 metres in length and will facilitate access for buses to the gyratory on inbound journeys from Gaywood Road. At current frequency levels, this will benefit 14 vehicles per hour.

Figure 3.5: Littleport Street Bus Lane



The scheme will also create a number of cycling improvements in the area. These are explained in detail in section 2.4.2 below.

Selective Vehicle Detection (SVD) will be implemented at four junctions in the package area:

- Millfleet/London Road/St James' Road
- St James' Street/St James' Road
- Regent's Way/St James's Road
- Blackfriars Road/St James' Road

This system allows faster progress for buses at traffic signals by recognising their presence and managing the sequence of the lights accordingly. SVD reduces overall journey times, improves journey time variability and assists in the reliability of bus services as a whole.

Figure 3.6: Location of Junctions with Selective Vehicle Detection

SVD will be delivered through the enhancement of the existing BusNET system which continuously tracks bus movements and with which buses operating in the area are already equipped. Buses will feed their location data into the Common Data Management Facility and SCOOT traffic control system which regulates traffic flows in the town, monitoring and reacting to the situation accordingly. By configuring the system, priority will be given to buses approaching signals, applying or extending green light phases to allow speedier access to and from town.

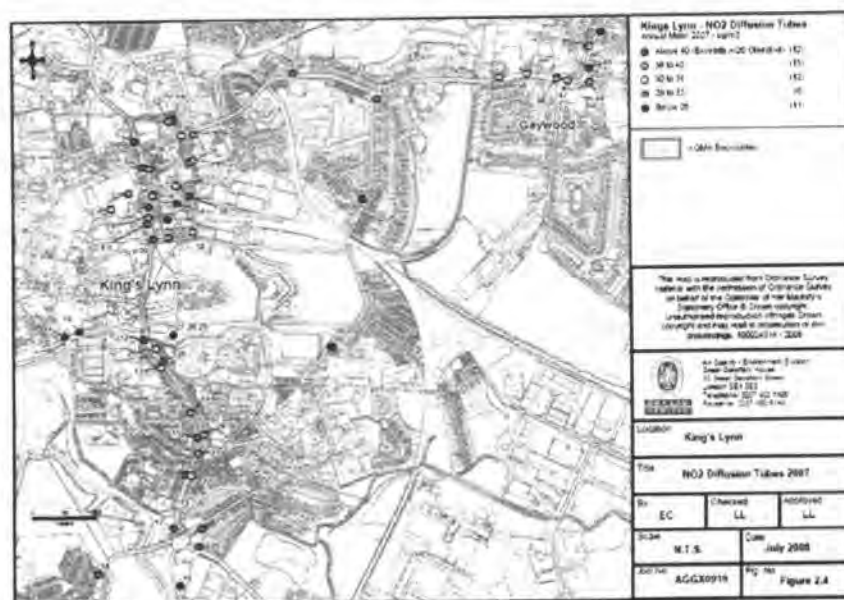
*The BusNET system will allow traffic control systems to improve bus access to and from town.*

There are several advantages to adopting this system for King's Lynn:

- BusNET equipment is already fitted to buses in the area, making the system quicker and cheaper to implement;
- Minimal additional street furniture or highway alterations are required;
- Specific programmes can be added to the system to increase or reduce the speed of traffic passing through each junction.

By expediting the flow of bus traffic from Gaywood Road to the gyratory there will be associated benefits to air quality around this junction. The scheme falls within the current Air Quality Management Area (AQMA) and large sections of Gaywood Road are scheduled for inclusion in the updated AQMA assessment.

Figure 3.7: 2007 Pollution Levels – NO<sub>2</sub> Diffusion Tube Results





Public perceptions regarding the severity of poor air quality in King's Lynn show that only 36% of respondents think this is a serious issue for the town. We would expect this figure to increase significantly as awareness of the issue grows.

Our Expression of Interest submission also included three sections of contraflow bus lane on the Railway Road section of the town centre gyratory system. Since the submission of the EoI redevelopment proposals for King's Lynn town centre have been released showing a new bus station site with improved access. As such the long-term benefits from the proposed bus lanes are impossible to define and implementing these contraflow bus lanes would be premature. Greater use of Selective Vehicle Detection (SVD) in the town as outlined above has been included in the scheme as an alternative measure to deliver more reliable bus journeys and air quality improvements.

### 3.4.2 Cycling Facilities

A number of improvements to cycling routes and facilities will be delivered through the scheme. These include the upgrading from pelican to toucan crossings at two junctions, advanced stop lines at one junction and a new section of cycle lane in Norfolk Street.

The package of measures proposed for this bid includes a total of five schemes which include new cycle lanes and upgraded toucan crossings. Census data from 2001 shows that 10.15% of the population of King's Lynn cycle to work with a further 13.35% walking, and only 4% travelling by bus. King's Lynn's cycling mode share is higher than the Norfolk average. Some comparative figures are shown below.

- Great Yarmouth - 6.3% cycling mode share
- Dereham - 7.1% cycling mode share
- Wymondham - 4.5% cycling mode share

Public consultation revealed that only 2% of respondents felt that roads around King's Lynn were very safe and 53% rated the lack of continuous cycle routes as severe.

A number of 'missing links' in King's Lynn's cycling network were identified in a study undertaken earlier this year. Five of these have been included for development as part of this CIF bid.

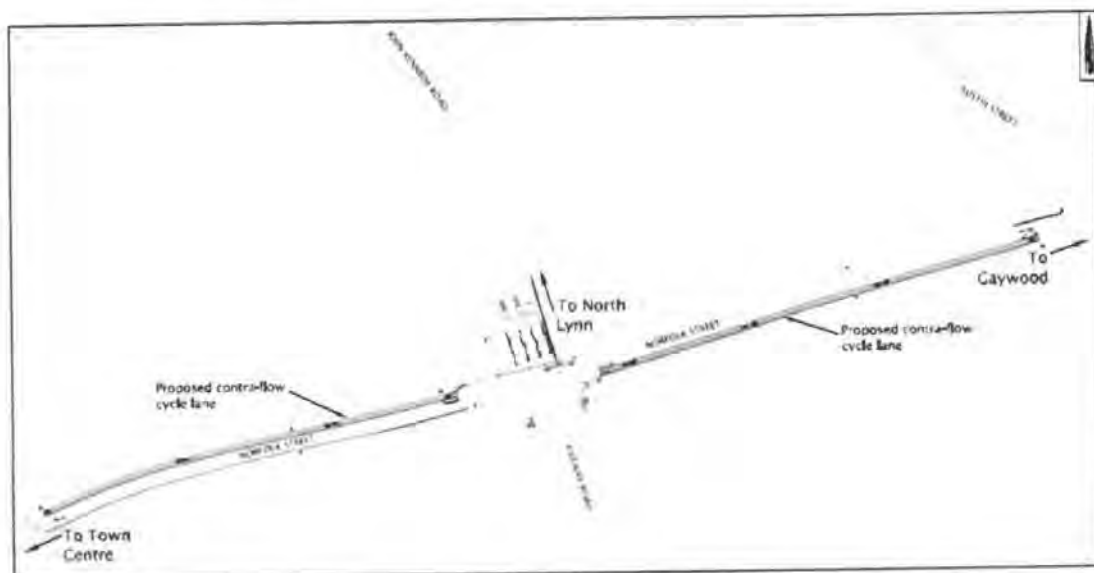
The cycling measures included in the scheme are:

- Norfolk Street contra-flow cycle lane and associated controlled crossing of Railway Road;
- Advanced stop lines and shared use footways at the junction between Austin Street, Littleport Street and Blackfriars Road;
- Toucan crossing upgrade at Kettlewell Lane/Littleport Street;
- Toucan crossing upgrade and bus lane at the junction of Millfleet and London Road.

(i) Norfolk Street Contraflow Cycle Lane

This scheme will create approximately 270 metres of contra-flow (part inbound/part outbound) cycle lane from Albert Street to Blackfriars Road. This provides a segregated link from the pedestrianised retail area to the Gaywood Road.

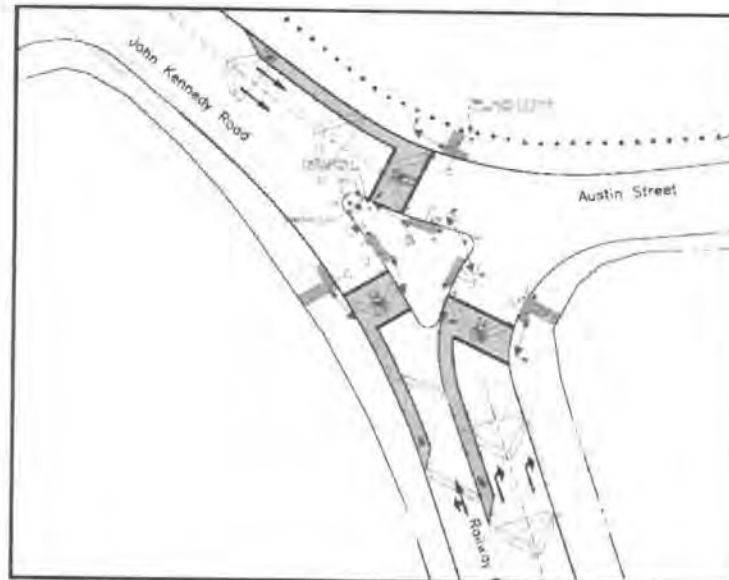
Figure 3.8: Norfolk Street Contraflow Cycle Lane



(ii) John Kennedy Road/Austin Street/Railway Road Advanced Stop Lines

Advanced stop lines on all three roads at this busy junction will provide a safer route for cyclists from the town centre to North Lynn. A short cycle lane on the approach to each arm of the junction will also create a degree of priority over traffic for cyclists.

Figure 3.9: John Kennedy Road/Austin Street/Railway Road Advanced Stop Lines

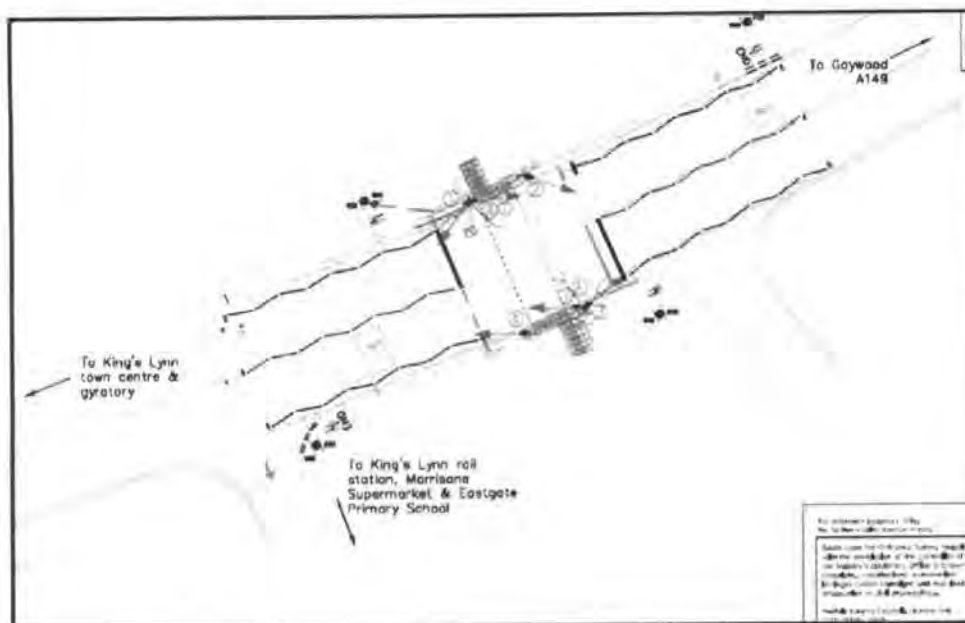


(iii) Littleport Street/Gaywood Road Toucan Crossing

Gaywood Road is the main access route for all traffic from the significant housing areas to the East of King's Lynn, and for a considerable volume of traffic heading to the A149 road to the North Norfolk coast.

This scheme will upgrade an existing pedestrian crossing to a 3.6 metre wide toucan. Shared use footways will also be included to allow access to the crossing. The crossing provides a link between the North Lynn housing estate and Morrison's supermarket and Eastgate Primary School.

Figure 3.10: Littleport Street/Gaywood Road Toucan Crossing



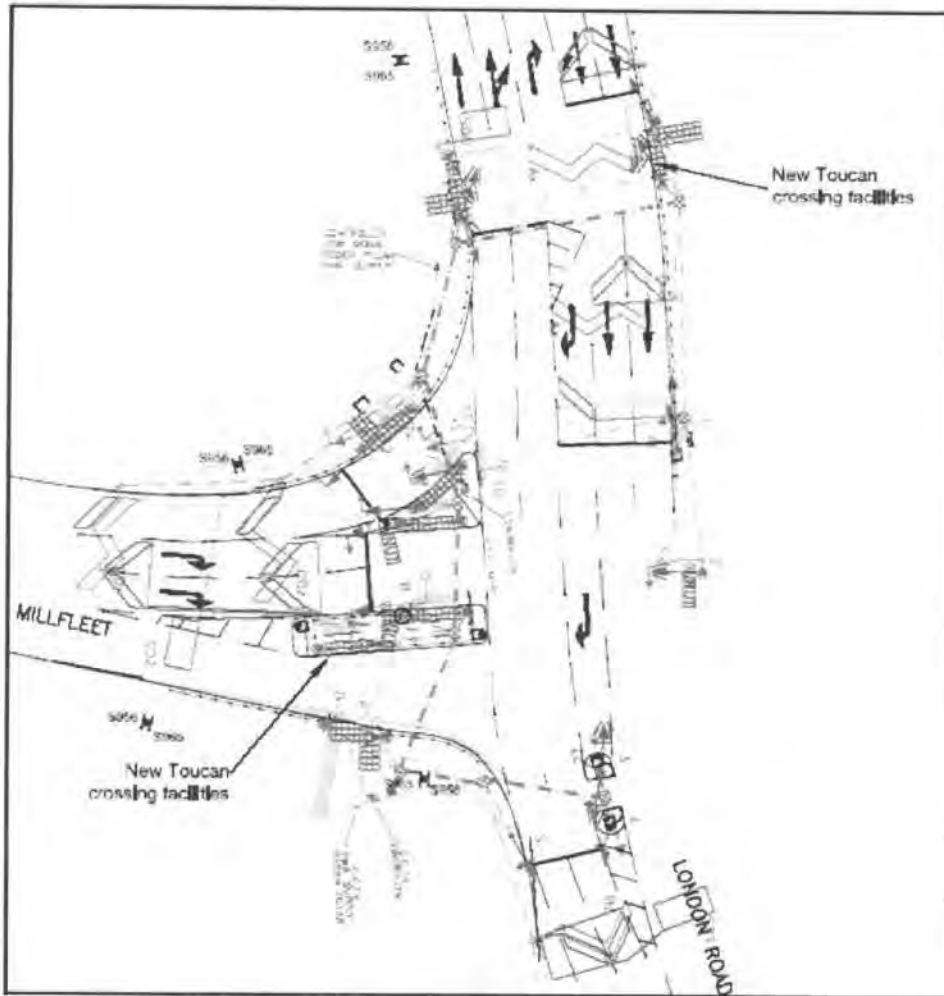
#### (iv) Millfleet/London Road/St James' Road Toucan Crossing

This scheme will upgrade existing pedestrian crossings to Toucan standard and allow for the incorporation of the crossing to National Cycle Route 1. It also creates a safe crossing to the library and The Walks; park and recreation ground that provides open space for a wide area of the town's population.

London Road/St James' Road is the main access route for all traffic from the South. It is the main arterial route to the town, with two inbound and two outbound lanes of traffic passing this junction.



Figure 3.11: Millfleet/London Road/St James' Road Toucan Crossing



## 4 Environment

As far as possible the environmental assessment of each key element of the scheme has been undertaken generally in accordance with the guidance provided by WebTAG Unit 3.3.1 *The Environmental Objective*. Where the WebTAG methodology has not been appropriate a suitable alternative methodology has been developed and applied.

Details of any alternative methodology used are given in the following sections covering each of the environmental sub-objectives. Where quantitative data has not been available a qualitative assessment has been made based on expert judgement.

### 4.1 Sources of Information

The following sources and documents have been drawn upon in undertaking the environmental assessment:

- Transport Analysis Guidance The Environment Objective TAG Unit 3.3.1
- UK Biodiversity Action Plan (BAP)

*An environmental assessment has been undertaken in accordance with The Environmental Objective (WebTAG)*

To inform the environmental assessment an ecological appraisal of the area of land between Wisbech Road and Boal Street through which the NORA Bus and Cycle Route will run was commissioned from The County Council's consultant partner Mott MacDonald. This has provided an up-to-date assessment of the ecological features on the site and has met the following objectives:

- To identify the designated sites and habitats on, near and adjacent to the site and assess their ecological importance;
- To undertake protected species surveys, where appropriate, on the site;
- To identify the presence of any invasive plant species in or adjacent to the site;
- To provide generic recommendations on mitigation and compensation measures.

## 4.2 Environmental Baseline

### 4.2.1 NORA Bus and Cycle Route

The surrounding area is influenced strongly by urbanisation, being on the southern fringe of King's Lynn. Other dominant habitats in the area include grassland fields. The site is adjacent to two rivers, the River Great Ouse, and the River Nar.

#### (i) Designated Sites

*There are a number of designated sites within 1.2km of the site, however, it is unlikely that they will be affected.*

The River Nar SSSI lies approximately 0.70 km to the south and upstream of the site. A stretch of the Nar runs through the site, although this section is not designated. From the engineering drawings available at this stage it is deemed unlikely that there will be any impacts on this SSSI.

Several County Wildlife Sites are within 2 km of the site, although none are closer than approximately 1 km from the site and are highly unlikely to be affected by the proposed works. Details of designated sites are included in Table 4.1 below.

Table 4.1: Summary of Designated Sites and Areas

Site Name	Designation	Distance from site to designation (km)	Level of importance
River Nar Grid Reference: TF 621183	SSSI	0.70 km to south	National
South of Gaywood Park Grid Reference: TF 630197	County Wildlife Site	1.20 km to east	Regional
Saddlebow Reedbeds Grid Reference: TF 615181	County Wildlife Site	1.0 km to south, south of A 47	Regional
Adj. River Nar Grid Reference: TF 621177	County Wildlife Site	1.20 km to south	Regional

#### (ii) Habitats and Flora

Important habitats on or adjacent to the site include the following:

- Areas of marsh dominated by common reed on the site which represent the reed bed UK BAP;
- Mudflats (UK BAP) which are present adjacent to the site at the mouth of the River Nar and along the River Great Ouse.

Local BAP habitat data records within 500 m of the site are not available.

A total of 87 plant species were found in a range of habitats across the site. Although some of the habitats had reasonable plant diversity none of the plant species are protected in their own right. However, many of the habitats are suitable for protected species. No species rich hedgerows are present on the site.

### (iii) Protected Species

Protected species surveys conducted in September 2008 revealed the following:

- Three common lizards were found on two separate days during the reptile surveys. These reptiles were found at either end of the site.
- A total of 38 bird species were recorded during the survey including five Red List bird species of conservation concern and 15 Amber List. Seven are UK BAP and three Norfolk BAP species. The site is suitable for a further 20 protected bird species.
- Although habitats on the site such as the areas of scrub are suitable for badgers, the badger survey did not find any signs of badgers on the site and badgers are not thought to be present.
- The semi-derelict building near the north-west corner of the proposed route has low potential for bat roosts. No bats were recorded during the single emergence survey.
- A pond with "good" habitat suitability for great crested newts is approximately 220 m from the site and further surveys are recommended if the proposed development progresses.



#### 4.2.2 Highway Infrastructure

The main environmental baseline issue associated with the range of on-street improvements within the urban area of King's Lynn relates to the historic resources of the existing Conservation Area and the many Listed Buildings, representing 1% of all the Listed Buildings in England.

The King's Lynn Conservation Area is divided into five sub-areas, each of which is distinctive in character. The scheme affects three of these namely The Friars, The Walks and Norfolk Street.

Figure 4.12: King's Lynn Conservation Area



## 4.3 Noise

### 4.3.1 NORA Bus and Cycle Route

*Noise is unlikely to pose a significant problem*

As part of the proposed route currently is traffic free, noise levels will inevitably rise along this corridor. However, this may be balanced over the area as a whole by the reduction in bus vehicle traffic on other existing roads. There will be a negative noise impact arising from the new corridor being located adjacent to existing pedestrian and cycling facilities and amenity area.

Overall assessment: Slight Adverse

### 4.3.2 Southgates Roundabout

Although the volume of traffic using the roundabout will increase as a result of the development unlocked by the scheme, changes in noise are unlikely to result from this proposal.

Overall assessment: Neutral

### 4.3.3 King's Lynn Town Centre

The measures within the town centre will improve pedestrian and cycle access through existing junctions. There will be little change in the vehicular usage of the junctions and therefore little to no change in existing noise levels.

Overall assessment: Neutral

## 4.4 Local Air Quality

### 4.4.1 NORA Bus and Cycle Route

*Air quality is likely to slightly improve due as a result of improved traffic flows, and sustainability*

Buses will regularly be using an area which is currently free of any traffic so air quality will be slightly affected in this location. However, this measure will relieve existing bus routes so it is likely that improvements in air quality elsewhere will occur.

Overall assessment: Neutral

### 4.4.2 Southgates Roundabout

There may be marginal air quality improvements as a result of the reduction in congestion.

Overall assessment: Neutral

#### 4.4.3 King's Lynn Town Centre

Through improvements to pedestrian and cycling access through existing junctions, and the measures to assist the movement of buses that should result in fewer stop-start movements, there will be an overall improvement in air quality in the urban area as a result of this scheme.

Overall assessment: Slight Beneficial

#### 4.5 Greenhouse Gases

##### 4.5.1 NORA Bus and Cycle Route

*Emissions are likely to slightly reduce due as a result of sustainable transport and improved traffic flows*

The scheme seeks to reduce overall journey time for bus vehicles as well as to provide a new service into the proposed development area. The reduction in journey time could potentially have a small impact on emissions, whilst the new service will encourage sustainable travel options in the new development.

Overall assessment: Neutral

##### 4.5.2 Southgates Roundabout

The reduction in congestion at this roundabout should lead to a reduction in greenhouse gases from stopped vehicles.

Overall assessment: Neutral

##### 4.5.3 King's Lynn Town Centre

The overall levels of greenhouse gases in the urban area will reduce through the increased pedestrian and cycling access through existing junctions, as well as through the reduction in greenhouse gases from stopped public transport vehicles. The signal improvements to the existing junctions may constrain existing traffic but the resulting improvements in non-motorised user access may allow and encourage users to choose modes other than private vehicles.

Overall assessment: Slight Beneficial

## 4.6 Landscape

### 4.6.1 NORA Bus and Cycle Route

The scheme seeks to utilise brownfield areas that are currently returning to semi-natural habitats. As a mitigation measure is not yet available, it is possible that given the current situation the proposal will have a minor adverse impact.

Overall assessment: Slight Adverse

### 4.6.2 Southgates Roundabout

This scheme lies within the existing urban area and there is therefore no impact resultant from the proposal.

Overall assessment: Neutral

### 4.6.3 King's Lynn Town Centre

These proposals also lie within the existing urban area and therefore there is no impact resultant on landscape.

Overall assessment: Neutral

## 4.7 Townscape

### 4.7.1 NORA Bus and Cycle Route

The majority of the scheme will have a negligible impact on the existing townscape due to the proposed location of the scheme. The use of existing streets at the northern extents of the scheme may have some impact on townscape but it is too early in the development of the proposals to specify what this impact may be.

Overall assessment: Neutral

### 4.7.2 Southgates Roundabout

The proposed design will increase the size of the existing roundabout, therefore requiring land take in some locations. Lost land will include open spaces associated with light industry and offices therefore the impact will be negligible.

Overall assessment: Neutral



#### 4.7.3 King's Lynn Town Centre

The on-street improvements lie within the existing built up area of King's Lynn. Although the additional street furniture may increase the sense of clutter in the area, the potential reduction in car usage by offering improvements to other modes may alleviate the existing sense of congestion.

Overall assessment: Neutral

#### 4.8 Heritage of Historic Resources

##### 4.8.1 NORA Bus and Cycle Route

It is considered that there will be a beneficial impact on the Conservation Area as a result of this proposal as it will remove bus vehicles from this area.

Overall assessment: Slight Beneficial

##### 4.8.2 Southgates Roundabout

*Developments are likely to have a slightly beneficial influence on conservation areas*

There are no features of heritage within the scheme footprint although the scheme may indirectly impact on the historic South Gate of King's Lynn which is located in proximity to this location. However, as a roundabout already exists at this location, it is considered that any impact may be minimal.

Overall assessment: Neutral

##### 4.8.3 King's Lynn Town Centre

The on-street improvements are within the existing urban area of King's Lynn. All the design within the conservation area will be carried out using Norfolk County Council's Conservation Area design guide pallet of materials.

Overall assessment: Neutral

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## 4.9 Biodiversity

### 4.9.1 NORA Bus and Cycle Route

The reedbed and mudflat habitat associated with the River Nar is recognised as a UK BAP habitat and site surveys have confirmed the presence of Schedule 5 (Wildlife and Countryside Act) protected species.

Overall assessment: Slight to Moderate Adverse (potential to mitigate to Slight Adverse)

### 4.9.2 Southgates Roundabout

There are no perceived impacts on biodiversity as a result of this scheme as all the improvements are within areas of negligible ecological impact.

Overall assessment: Neutral

### 4.9.3 King's Lynn Town Centre

Given that all the proposed improvements are within existing highway corridors, there is no perceived impact on biodiversity as a result.

Overall assessment: Neutral

## 4.10 Water Environment

### 4.10.1 NORA Bus and Cycle Route

Given the early stage of the development of the proposals, it is not possible to accurately determine the impact on the water environment. It is possible that there may be an increase in permeable paving as well as potential outfalls to the River Nar.

Overall assessment: Neutral at this stage

### 4.10.2 Southgates Roundabout

It is envisaged that there will be a negligible increase in non-permeable surface as a result of these improvements and no changes are likely to the existing drainage systems.

Overall assessment: Neutral

#### 4.10.3 King's Lynn Town Centre

There is no perceived impact on the water environment as there is no perceived increase in non-permeable surface, and there are no changes envisaged to the existing drainage systems.

Overall assessment: Neutral

#### 4.11 Physical Fitness

##### 4.11.1 NORA Bus and Cycle Route

There is no perceived increase or decrease in physical fitness as a result of this scheme.

Overall assessment: Neutral

##### 4.11.2 Southgates Roundabout

*Overall  
improvements in  
physical are likely*

The design for the improved roundabout includes the provision of new pedestrian crossings on three arms. However, although this improves the general level of pedestrian crossing facility at the junction, they are unlikely in themselves to increase current pedestrian usage.

Overall assessment: Neutral

##### 4.11.3 King's Lynn Town Centre

This scheme will improve physical fitness through the provision of improved pedestrian and cycle facilities within the scheme area. It is not envisaged that improvements will be more than 30 minutes per journey.

Overall assessment: Slight Beneficial

#### 4.12 Journey Ambience

##### 4.12.1 NORA Bus and Cycle Route

*Journey ambience is  
likely to improve  
across all schemes*

The reduction in congestion for public transport users will result in some improvements to journey ambience for those individuals.

Overall assessment: Slight Beneficial

#### 4.12.2 Southgates Roundabout

The reduction in congestion at this junction for vehicular users will lead to some improvements overall in journey ambience.

Overall assessment: Slight Beneficial

#### 4.12.3 King's Lynn Town Centre

It is likely that the reduction in journey time for public transport users will lead to an improvement also in journey ambience. In addition, facilities for non-motorised users will reduce their journey times whilst increasing the level of safety for them also.

Overall assessment: Slight Beneficial

#### 4.13 Summary of Environmental Assessment

*Environmental improvements are expected from the proposed development, with few negative impacts*

The following table provides a summary which illustrates the cumulative environmental impacts of the package of measures forming the complete scheme. It reveals that there are few adverse impacts, with those that there are being slight or moderate in nature. It also demonstrates that no one environmental sub-objective is anticipated to be disproportionately affected. However, improvements are expected in noise, air quality, greenhouse gases, heritage of historic resources and in journey ambience.

Further, as the Do Nothing scenario has not been assessed, it is possible that without this package of measures, many of the indicators could steadily worsen over the coming years.



Table 4.2: Environmental Assessment Summary

Assessment Criteria	Noise	Local Air Quality	Greenhouse Gases	Landscape	Townscape	Heritage	Biodiversity	Water Environment	Physical Fitness	Journey Ambience
NORA Bus and Cycle Route										
Southgates Roundabout										
King's Lynn Town Centre										

**Key**

Beneficial	
Moderately / Slightly Beneficial	
Neutral	
Moderately / Slightly Adverse	
Adverse	

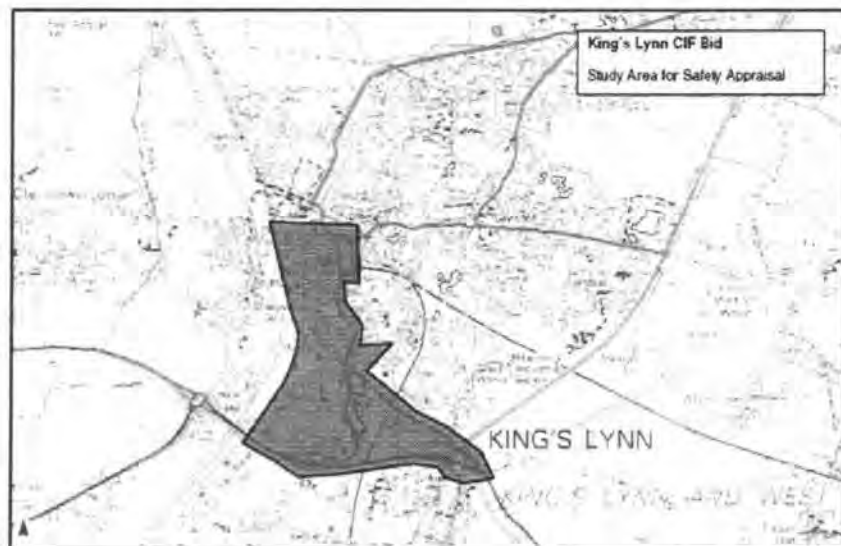
## 5 Safety

The safety objective consists of two sub-objectives: accidents and security. The first of these is designed to assess the impact of the scheme on road user accidents and the second to assess the impact on the personal security of road users.

All of the measures making up the scheme package have been assessed with regard to their impact on the safety of the surrounding highway network as defined by the study area shown in Figure 5.1.

Figure 5.1: Study Area for Safety Appraisal

*Accidents and security are major considerations for King's Lynn South Transport Major Scheme*



### 5.1 Accidents

#### 5.1.1 Personal Injury Accident Record

The methodology used to analyse historic accident and casualty data for the King's Lynn South Transport Major Scheme study area is as described in Department for Transport – Road Safety Good Practice Guide. Comparative data referred to throughout is taken from Transport Research Laboratory research data.

A search of accident and casualty records for the five year period 1 August 2003 to 31 July 2008 for study area revealed a total of 329 accidents and 474 casualties. This represents approximately 46% of the overall total of accidents and 35% of casualties recorded for King's Lynn during the same time period.

It was found that the accident trend within the study area fluctuated contrary to the overall trend in Norfolk which recorded a steady decline. Nevertheless, the number of casualties within the study area did fall within this period (see Figures 5.2 and 5.3).

*A significant proportion of accidents involve pedestrians and cyclist*

A comparison of vulnerable road user casualties against the national average for urban areas revealed that casualties in all user classes exceeded the national average (see Figure 5.4 and Table 5.1). Pedestrians in particular figured highly for fatal injuries. The majority of these accidents occurred on A or B class roads, with their occurrence becoming more frequent as these roads converge towards the town centre. Significantly, 58% occurred on the A148 (see Figures 5.5 and 5.6) where the greatest incidence of accidents coincides with a series of traffic signal installations whose purpose is to manage heavy traffic flows and influence overall vehicle speeds. Some 49% and 45% of accidents on the A148 involved pedestrians and cyclists respectively.

Figure 5.2: Three Year Moving Average - Accidents

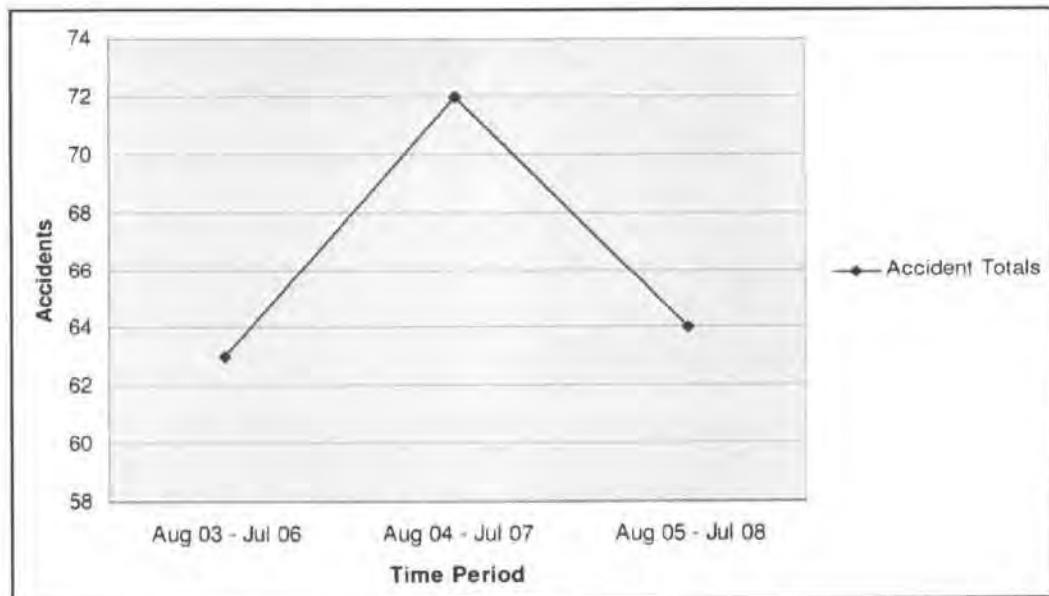


Figure 5.3: Three Year Moving Average - Casualties

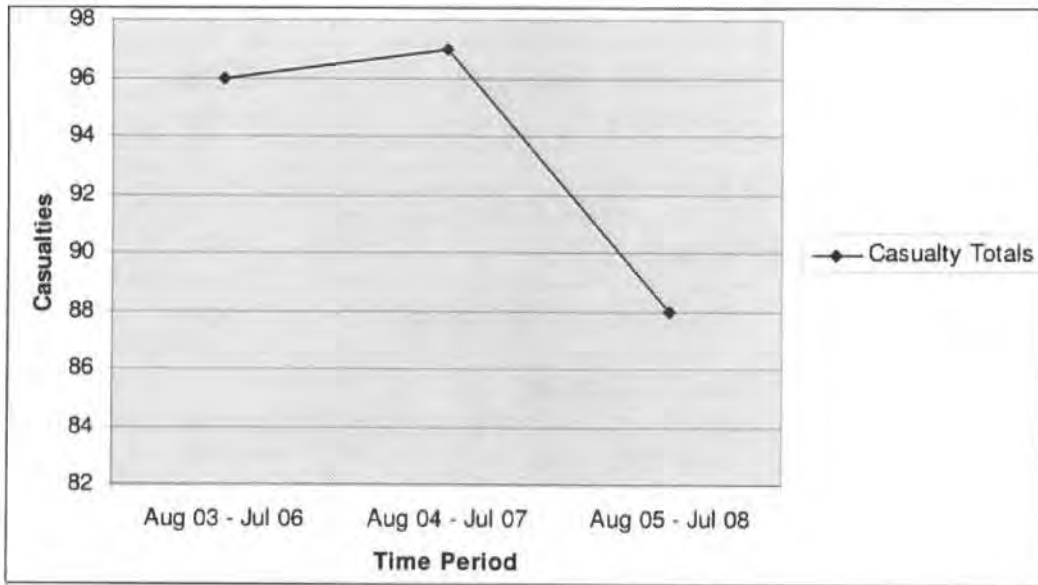


Figure 5.4: Casualty Type

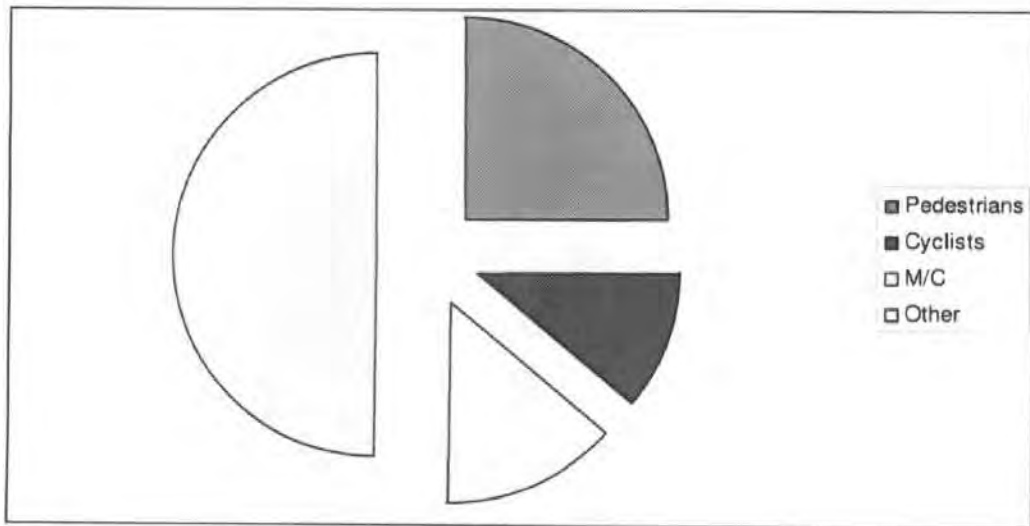


Table 5.1: Vulnerable Road User Casualties

Vulnerable Road user Casualties	National Average	Study Area Average
Pedestrians	19%	25%
Cyclists	10%	11%
Two-wheeled motor vehicles	9%	14%
<b>Fatal Casualties</b>		
Pedestrians	47%	50%
Cyclists	7%	0%
Two-wheeled motor vehicles	15%	0%

Figure 5.5: Accidents by Road Class

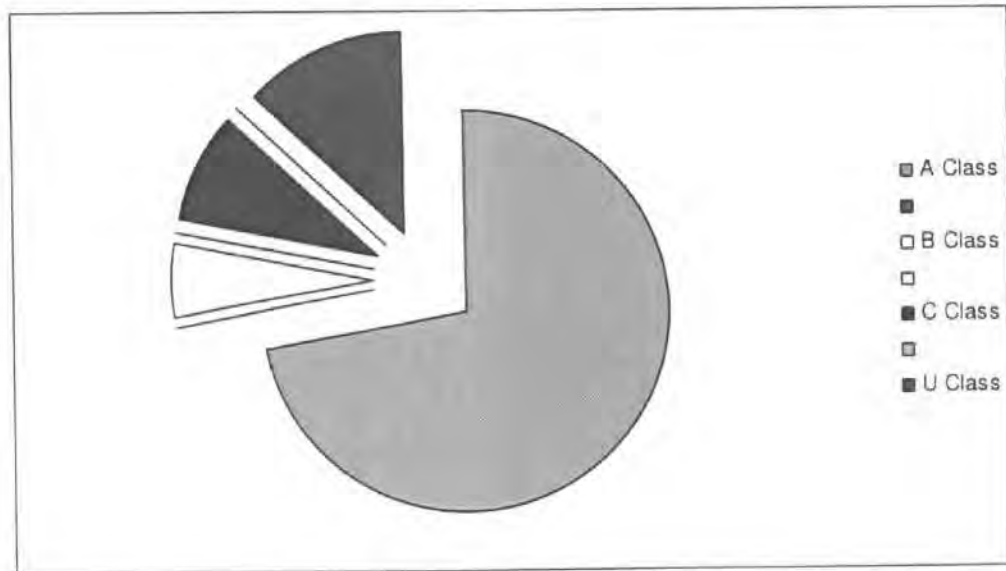
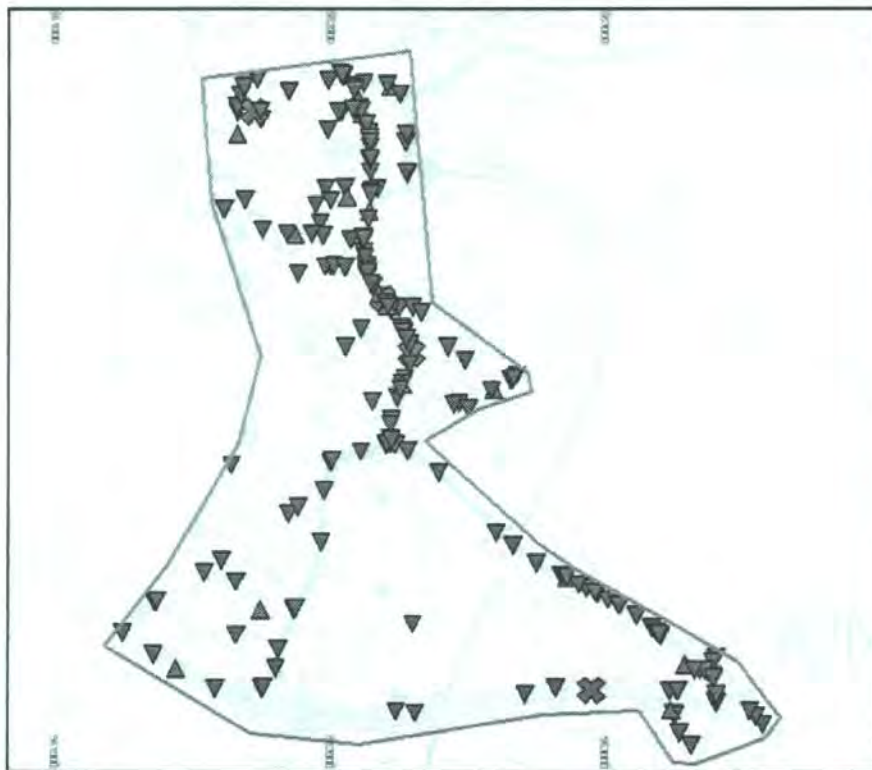




Figure 5.6: Accident Locations



A search for accidents involving buses within the study area revealed six had occurred over the five year period examined. These all involved pedestrians and in all cases the bus driver was identified by the Police as being blameworthy. This represents approximately 2% of all accidents in the study area and is below the expected national average of 4.4% for urban areas.

#### 5.1.2 Accident Cluster Sites

Four accident cluster sites associated with the proposed bus route were identified. These are at the following major junctions (see Figure 5.7 and Table 5.2):

- Millfleet / London Road
- Southgates roundabout
- Hardwick Road / Scania Way
- Hardwick Road / Hansa Way

Figure 5.7: Accident Cluster Locations

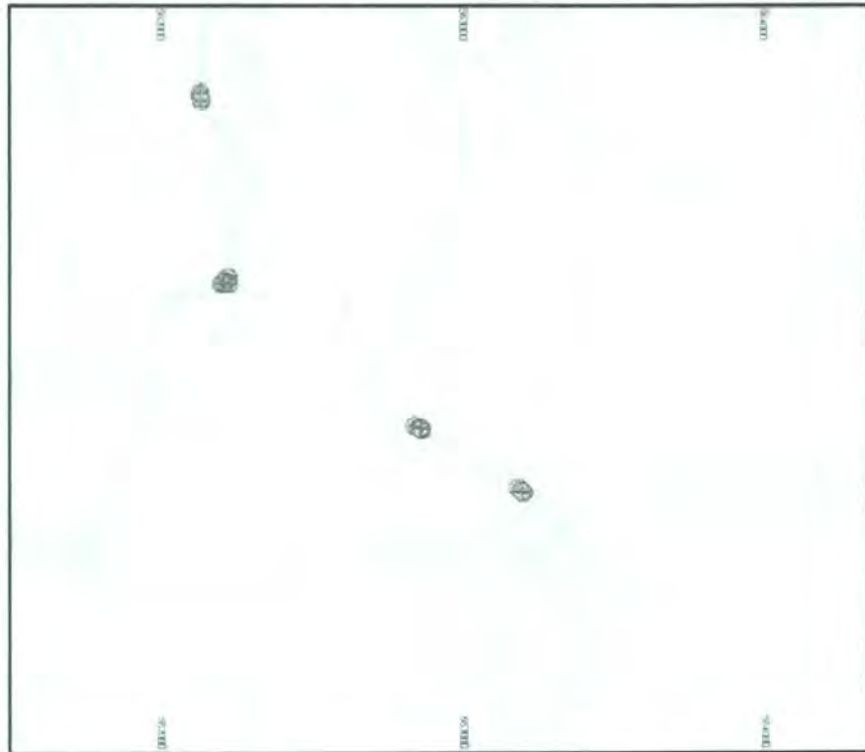


Table 5.2: Accident Data for Cluster Sites

Route No.	Location	No. of Accidents		Comments
		Latest Time Period	Change v. Previous Period	
A148	Junction with Millfleet	8	+1	3 peds, 2 shunts
A148	Southgates roundabout	7	-2	1 fail to give way, 3 lane change, 2 shunts
A149	Junction with Scania Way	8	No change	2 R turn, 3 fail to comply, 2 shunts
A149	Junction with Hansa Way	5	No change	3 fail to comply



(i) Millfleet / London Road (A148)

Much of the accident problem at this location centres on the existing traffic signal installation. This is one of a series of traffic signals along the A148 where the greatest concentrations of accidents are found. Although it has been highlighted as a cluster site, it does not have a discernible accident problem. However it is symptomatic of the overall problems along this part of the A148.

(ii) Southgates Roundabout (A148)

This is a recurring accident cluster site. The roundabout at this junction has been re-designed on a number of occasions without total success in addressing this problem.

(iii) Hardwick Road / Scania Way

This traffic signal controlled junction was upgraded approximately two years ago and the scheme included pedestrian and cycling improvements. Unfortunately the majority of recorded accidents at this location occurred following this work. The dominant cause of these appears to be failure to give way at the uncontrolled slip road which joins Queen Elizabeth Way and allows drivers to avoid the Hardwick roundabout.

(iv) Hardwick Road / Hansa Road

This traffic signal controlled junction was upgraded approximately two years ago at the same time as the Hardwick Road / Scania Way junction and received similar treatment. Similarly the majority of recorded accidents have occurred following this work. However, the underlying cause of these appears to be non-compliance with a red traffic signal.

### 5.1.3 Accidents on Busways

Part of the proposed NORA Bus Route is projected to run on a road yet to be built and so there is minimal historic accident data to analyse. The new build section will be a busway, excluding all other road users except cyclists and pedestrians. This will be unique in Norfolk and therefore cannot be compared against a control site.

Requests were made to other Local Authorities who had implemented busway or guided bus schemes for information from their monitoring process but unfortunately those who were contacted (Kent, Suffolk and Cambridgeshire County Councils) either did not respond or were unable to help.



A review of the information available on the website for the Kent Thameside 'Fastrack' busway system indicates that there may be accident benefits linked to the level of modal shift achieved by the system and the resultant congestion reduction. However, the Kent Thameside busway infrastructure is on a different scale to that proposed for King's Lynn.

*Fewer accidents occur on short roads with low traffic flow*

Research work undertaken by Walmsley and Summersgill in 1998 proved a correlation between traffic flows and road length. They showed accidents increase relatively to road length and high flows. Thus fewer accidents occur on short road lengths with low vehicle flows travelling on them.

Nevertheless supplementary work undertaken by TRL has shown that exposure to accidents is an important variable too. This is particularly relevant for vulnerable road users such as pedestrians and cyclists. Therefore a busway may still have pedestrian accidents occurring on it even though it has low vehicle flows.

Although it is difficult to forecast accurately the likely outcome of implementing the NORA Bus Route in accident terms there are a number of indicators available to inform a view.

A segregated bus route is described by Department for Transport in their Road Safety Good Practice Guide as the best of solutions. It should ensure that bus facilities are kept clear of obstruction and reduce to a minimum the likelihood of motorised vehicle conflict.

The primary purpose of the proposed bus route is to provide a public transport corridor to support the adjacent housing development. Its location and extent are such that alone it is unlikely to significantly reduce overall accident totals. The bus route is more likely to have a beneficial impact on accident numbers in conjunction with complementary measures which when combined with the bus route would have greater potential to deliver modal shift, an example being the potential for use of the bus route by a future Park and Ride service.

Accident forecasting based on the correlation of short lengths of road against low traffic flows would suggest that accidents should be low on the proposed busway. However, pedestrian exposure to the risk of accident may be high particularly if a low flow represents an infrequent service. While a regular flow of vehicles reinforces the message that the road is a bus route, an infrequent service reduces pedestrian attention to safety. The expected two-way bus flow in the opening year is 26 buses per hour or one bus every 2 to 3 minutes.



It is likely that pedestrian accidents may occur within the first six months of the installation of the busway because users of the existing designated pedestrian and cycle route which currently runs through a totally traffic free area may have to become conditioned to the new busway running adjacent to the existing footway/cycleway.

The main safety concern with bus lanes and segregated busways is that bus drivers may be tempted to travel too fast for the local conditions in order to make up time. This is particularly hazardous to pedestrians crossing the road or busway away from designated crossing points. Designing out inappropriate speeds can be expected to achieve 5% accident reduction per mile per hour. The pinch-point on the bus route at the Nar Ouse outfall sluice will provide a speed reducing feature which should be effective in controlling the speed of vehicles using the busway section of the route.

## 5.2 Assessment

### 5.2.1 NORA Bus and Cycle Route

For the reasons outlined above, the busway alone is unlikely to have any significant impact on overall accident totals, either beneficial or adverse.

Any longer term beneficial impacts are likely to be related to the extent to which the bus and cycle route in conjunction with other complementary measures is successful in delivering modal shift to public transport and cycling.

Overall assessment: Neutral

### 5.2.2 Southgates Roundabout

The Southgates roundabout improvement has been designed with the primary aim of relieving congestion and increasing junction capacity, rather than as an accident remedial scheme.

The provision of additional dedicated lanes for the main traffic movements on the roundabout approaches and lane markings on the circulatory carriageway of the roundabout may be effective in reducing accidents attributed to lane changes.

However, given that this junction is a recurring accident cluster site, and that previous schemes to redesign the roundabout have achieved limited success in addressing this problem, it is not possible to be confident that the roundabout improvement will have a beneficial impact on accidents.



Overall assessment: Neutral

### 5.2.3 King's Lynn Town Centre

Given the high proportion of accidents on the A148 approach to the town centre involving vulnerable road users and the significant package of measures proposed to assist pedestrians and cyclists in crossing major roads within the town centre, it is probable that the overall impact of these measures on accident numbers will be beneficial.

In particular, the improvements to pedestrian and cycle crossing facilities at the Millfleet/London Road junction, where there have been 3 accidents involving pedestrians in the last five years, have potential to be an effective remedial measure.

Overall assessment: Beneficial

## 5.3 Security

As detailed in WebTAG, schemes may affect the level of security for road users, public transport passengers and freight. The aim of this sub-objective is to reflect both changes in security and the likely numbers of users affected. It is worth noting that there is a potential for overlap between the Security and Interchange sub-objectives. To avoid this, some indicators which reflect both security and interchange quality have been included only in the Interchange assessment.

*Transport schemes may affect the security of road users in a range of ways*

In the roads context, security includes the perception or risk of personal injury, damage to or theft of vehicles and theft of property from individuals or vehicles. According to WebTAG guidance there are three locations in which security issues may arise when using roads:

- On the road itself, e.g. being attacked whilst broken down;
- In service areas, car parks etc., e.g. vehicle damage while parked at a service station, being attacked whilst walking to a parked vehicle; and
- At signals or junctions, e.g. a 'smash and grab' incident whilst waiting at traffic lights.

The combined impact of the proposed package of measures is seen as offering some benefits in terms of personal security, mainly through reduced queuing at Southgates roundabout and reductions in waiting time at bus stops linked to improvements in bus service reliability.

Overall assessment: Slight Beneficial



## 6 Economy

This section discusses the journey time and other economic benefits associated with each of the measures that make up the overall scheme package. The measures are discussed as follows:

- The NORA bus and cycle route;
- The Southgates roundabout; and
- King's Lynn town centre

### 6.1 Transport Economic Efficiency

A SATURN area traffic model and a VISUM public transport model are being developed for the KLATS project. The models have been built and calibration, validation and testing is nearing completion, but they were not available for use to assess the economic benefits of the scheme within the timescale dictated by the 31 October deadline for the submission of CIF bids for schemes costing in excess of £5 million.

The projected economic benefits of each of the key elements of the scheme as identified below have therefore been based on junction assessment modelling and quantified spreadsheet analysis using WebTAG values of time and an approach consistent with TUBA principles. The key assumptions made in the economic appraisal of each element of the scheme are set out below.

Given the limitations of this methodology, a conservative approach has been adopted to the estimation of benefits. It is possible that a multi-modal modelling approach would identify additional economic benefits over and above the projected benefits reported below.

Further economic appraisal work will be undertaken on the scheme once the KLATS models are available and the results of this work made available in a supplementary report. This approach is in accordance with discussions between the promoter's consultants and DfT during the preparation of the Full Business Case submission.



### 6.1.1 NORA Bus and Cycle Route

The NORA bus route will significantly reduce bus journey times by providing a congestion free route for buses between South Lynn, NORA and King's Lynn town centre. All buses approaching King's Lynn via the A47 Saddlebow Interchange and Wisbech Road will be able to use the new bus route to avoid Southgates roundabout and London Road.

On the basis of consultation with bus operators it has also been assumed that buses approaching King's Lynn via Hardwick Road will use the new bus route.

A review of bus operators' current timetables shows that scheduled journey times during peak periods are significantly greater than during the interpeak period. In the case of Norfolk Green, scheduled journey times at peak periods are extended by up to 40% compared with the interpeak period.

In addition to extended scheduled journey times at peak periods, extended layover times between journeys are planned throughout the day to provide a robust schedule that enables services to recover from unpredictable operational delays. Norfolk Green allow approximately 8 minutes of excess dwell time in each hour within their schedules for this purpose and more than this at peak times.

The economic appraisal of the NORA bus route has been based on the following assumptions:

- The bus route will initially be used by 13 buses per hour in each direction throughout the day, rising to 15 per hour from 2016 and 17 per hour from 2021.
- The provision of the bus route will reduce bus journey times on with-flow peak journeys to match current scheduled interpeak journey times. This equates to a time saving of 4 minutes for AM peak inbound journeys and 3 minutes for PM peak outbound journeys.
- No journey time savings have been assumed for contra-flow peak journeys or for the interpeak period in line with the conservative approach outlined above.
- The average occupancy of with-flow peak bus journeys is 24.4 passengers. This is twice the default average bus occupancy value in WebTAG Unit 3.5.6, but reflects both the higher occupancy expected on with-flow peak journeys and the location of the bus route after the point at which most passengers travelling to the town centre have boarded but prior to the main alighting town centre point at the bus station.

- The appraisal uses the values of time for PSV drivers and passengers from WebTAG Unit 3.5.6, with the bus driver's time treated as working time, and the appropriate split of passengers' time between working time, non-working time (commuting) and non-working time (other). Future year values of time are uplifted in line with the growth rates in Table 3 of WebTAG Unit 3.5.6.

Benefits have been estimated for a one hour AM peak period and a one hour PM peak period on Mondays to Fridays only (255 days per annum).

Quantified spreadsheet analysis based on these assumptions indicates annual journey time benefits to bus users of £66,000 at 2002 prices in 2011 (the first full year following implementation), rising to £101,000 in 2021. Discounting of these annual benefits over a 60 year appraisal period to 2002 gives the following results:

Present Value of Costs	Present Value of Benefits	Benefit/Cost Ratio
£1.051 Million	£2.184 Million	2.08

### 6.1.2 Southgates Roundabout

The economic benefits of the Southgates roundabout have been estimated using an ARCADY model of the existing roundabout and a TRANSYT model of the proposed partially signalised roundabout.

Benefits have been estimated for a one hour AM peak period and a one hour PM peak period on Mondays to Fridays only (255 days per annum).

Quantified spreadsheet analysis based on these assumptions indicates annual journey time benefits to bus users of £66,000 at 2002 prices in 2011 (the first full year following implementation), rising to £101,000 in 2021. Discounting of these annual benefits over a 60 year appraisal period to 2002 gives the following results:

Present Value of Costs	Present Value of Benefits	Benefit/Cost Ratio
£1.258 Million	£56.771 Million	45.15

### 6.1.3 King's Lynn Town Centre

#### (i) Selective Vehicle Detection

The implementation of Selective Vehicle Detection will reduce bus journey times by reducing red light delays at four key junctions within King's Lynn town centre used by large numbers of buses.

The economic appraisal of this measure has been based on the following assumptions:

- The Millfleet/London Road and Railway Road/RegentWay junctions will initially be used by 13 buses per hour in each direction throughout the day, rising to 15 per hour from 2016 and 17 per hour from 2021.
- The St James Road/Blackfriars Street/Railway Road/St Johns Terrace and Railway Road/Albion Street junctions will initially be used by 30 buses per hour in each direction throughout the day, rising to 32 per hour from 2016 and 34 per hour from 2021.
- Selective Vehicle Detection will deliver an average journey time saving of 4 seconds for each peak bus movement through the junction. This projected time saving is based on the results of the implementation of SVD in London as reported by Transport for London (Bus priority at traffic signals keeps London's buses moving – Selective Vehicle Detection, January 2006).
- No journey time savings have been assumed for the interpeak period in line with the conservative approach outlined above.
- Average bus occupancy of 24.4 passengers on with-flow peak journeys and 12.2 passengers on contra-flow peak journeys.
- The appraisal uses the values of time for PSV drivers and passengers from WebTAG Unit 3.5.6, with the bus driver's time treated as working time, and the appropriate split of passengers' time between working time, non-working time (commuting) and non-working time (other). Future year values of time are uplifted in line with the growth rates in Table 3 of WebTAG Unit 3.5.6.

Benefits have been estimated for a one hour AM peak period and a one hour PM peak period on Mondays to Fridays only (255 days per annum).

Present Value of Costs	Present Value of Benefits	Benefit/Cost Ratio
£0.196 Million	£0.338 Million	1.72

(ii) Littleport Street Inbound Bus Lane

This measure was the subject of a previous feasibility study (Potential Public Transport Schemes for the King's Lynn Area, Mott MacDonald, February 2007) which included junction assessment modelling using TRANSYT. The projected journey time savings for this measure from the previous study are 13 seconds for AM peak inbound journeys and 23 seconds for PM peak inbound journeys.

The previous study reported projected slight disbenefits to general traffic of 5 seconds in the AM peak, but a benefit of 6 seconds in the PM peak. The design of this measure has subsequently been developed further to provide a longer length of bus lane than under the original proposal, but with the end of the bus lane set back from the junction with Austin Street and Littleport Street sufficiently to maintain junction capacity for general traffic. It has been assumed that this revision to the original design will eliminate any disbenefit to general traffic.

The economic appraisal of the Littleport Street bus lane has been based on the following assumptions:

- The bus lane will be used by 14 inbound buses per hour throughout the day.
- The provision of the bus lane will reduce inbound bus journey times by 13 seconds in the AM peak and 23 seconds in the PM peak.
- No journey time savings have been assumed for the interpeak period in line with the conservative approach outlined above.
- Average bus occupancy of 24.4 passengers in the AM peak and 12.2 passengers in the PM peak, when inbound buses using the bus lane will be operating against the peak flow.
- The appraisal uses the values of time for PSV drivers and passengers from WebTAG Unit 3.5.6, with the bus driver's time treated as working time, and the appropriate split of passengers' time between working time, non-working time (commuting) and non-working time (other). Future year values of time are uplifted in line with the growth rates in Table 3 of WebTAG Unit 3.5.6.

Benefits have been estimated for a one hour AM peak period and a one hour PM peak period on Mondays to Fridays only (255 days per annum).

Present Value of Costs	Present Value of Benefits	Benefit/Cost Ratio
£0.088 Million	£0.111 Million	1.26



## 6.2 Reliability

The NORA bus route and other measures to assist the movement of buses will have a beneficial impact on bus journey time reliability. The Southgates roundabout improvement will improve journey time reliability for all traffic using this junction.

Overall assessment: Beneficial

## 6.3 Wider Economic Impacts

No formal WebTAG assessment of the Wider Economic Benefits of the scheme has been undertaken, but Chapter 2 of this document explains how the scheme will facilitate the economic development of the King's Lynn area.

## 7 Accessibility

### 7.1 Option Values

Option values are associated with availability to the resident population of alternative transport facilities arising as part of the overall scheme. The assessment of option values is based on the change in the number of people who have increased or reduced transport options available to them.

*Strategies will increase bus use, cycling and walking.*

It is expected that as the package of measures impacts on service reliability and quality for all modes of transport in the town, it will encourage an increase in use of bus services, cycling and walking in King's Lynn. Specifically there are expected to be additional bus services for NORA and South Lynn as a direct result of the scheme. In addition to the residential areas in the vicinity of the site locations, there is a wide range of commercial units on offer, leading to in excess of 2000 people benefiting from the increase in options. Given this number of people affected, WebTAG chapter 3.6.1 indicates that this results in a strongly beneficial assessment.

Overall assessment: Strong Beneficial

### 7.2 Severance

This sub-objective is concerned with the impact of the scheme on those using non-motorised modes of transport, especially pedestrians.

At present it is considered that there is a moderate level of severance at a number of the selected locations considered in the assessment.

#### 7.2.1 NORA Bus and Cycle Route

The proposals for the NORA bus and cycle route retain the existing pedestrian facilities adjacent to the alignment of the new busway. The number of bus movements on this route is not considered sufficient to substantially hinder the movement of pedestrians crossing the busway North of the Nar Ouse outfall sluice in order to travel to or from the town centre.

Overall assessment: Neutral

## 7.2.2 Southgates Roundabout

The Southgates roundabout has been classified with a severance level of moderate as children and older people are likely to be dissuaded from making journeys involving crossing the roundabout owing to a lack of controlled pedestrian crossing facilities, the high traffic volumes and carriageway widths.

The Southgates roundabout improvements include the provision of new controlled pedestrian crossing facilities on the Hardwick Road and Nar Ouse Way approaches. The impact of these facilities will reduce the severance level at this location to slight.

Overall assessment: Slight Beneficial

## 7.2.3 King's Lynn Town Centre

The scheme includes a significant package of measures to assist pedestrians and cyclists in crossing major roads within the town centre.

While the resulting change in the level of severance at individual locations will generally be slight, it is expected that the total numbers of people who will benefit from these measures will be sufficient to ensure that their combined impact is strongly beneficial to ease of movement for pedestrians and cyclists.

Overall assessment: Strong Beneficial

## 8 Integration

The integration objective relates to a wider spectrum of issues and more with the process by which options are developed. It is concerned with the integration of proposals for road investment, with those for land use and for other transport modes. It also relates to the interaction between transport and wider issues of Government policy such as environmental sustainability and health.

In the specific context of the Community Infrastructure Fund this objective relates not simply to the extent to which the scheme facilitates or hinders general land use policies, but to the dependency of additional housing on the delivery of the scheme.

### 8.1 Transport Interchange

As highlighted in the WebTAG guidance, the aim of the passenger interchange assessment is to identify in broad terms the extent to which particular indicators would change following implementation of a scheme, together with the number of passengers affected. Interchange quality depends on the following:

- Waiting environment;
- Level of facilities;
- Level of information;
- Visible staff presence;
- Physical linkage for the next stage of the journey; and
- Reliability of connection.

*The schemes will directly influence the reliability of connections by targeting improved journey time reliability*

The proposed package of measures will have a limited impact on the level of transport interchange in King's Lynn as there will be no effect on the first five of the above factors. However, the scheme will impact positively on the final factor of reliability of connection as all of the proposals aim to directly assist journey time reliability for road users, and particularly public transport passengers.

Overall assessment: Slight Beneficial



## 8.2 Land Use Policy

TAG Unit 3.7.2 identifies how assessments should be made of the extent to which proposals are integrated with land use proposals and policies and also transport policies. It provides a structured approach to provide an audit trail of the policies considered and judgements made. In reaching the overall assessment, the analysis for this sub-objective must weigh up land use policies and proposals that are facilitated by a scheme against those that are hindered. The policies should be divided into local, regional and national and a judgement made as to the extent to which the proposal is integrated with land use and with transport proposals and policies. The assessment is based on a three-point textual scale – Neutral, Beneficial or Adverse and each level of policies should be assessed on the following basis:

- The assessments should take account of the balance between policies and proposals which are facilitated, those hindered and those which are unaffected;
- The impact of the plan or strategy should be assessed as beneficial if more policies are facilitated than hindered, adverse if more are hindered than facilitated, or neutral where the balance lies between the two; however
- The assessments should not be mechanical; marginal differences should be ignored, and key policies should be given greater weight, as should those which are more geographically specific.

*Land use policies are a serious consideration in the assessment of strategies*

The land use planning assessment is a desk-based exercise using existing project information collated by the project team. The following policy groups are considered to be relevant for the assessment of this proposal:

### *Local*

- The King's Lynn and West Norfolk Local Plan adopted in November 1998
- Norfolk Local Transport Plan
- Nar Ouse Regeneration Area Master Plan prepared by BDP

### *Regional*

- East of England Plan (May 2008)
- Norfolk Structure Plan 1999

*National*

- Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (October 2007)
- The Future of Transport – White Paper (July 2004)
- PPG Green Belts
- PPG4 Industrial, Commercial Development and Small Firms
- PPG 9 Biodiversity and Geological Considerations
- PPG13 Transport
- PPG15 Planning and the Historic Environment
- PPG16 Archaeology and Planning
- PPG17 Planning for Open Space, Sport and Recreation
- PPG24 Planning and Noise
- PPS1 Delivering Sustainable Development
- PPS Planning and Climate Change (Addendum to PPS1)
- PPS3 Housing
- PPS6 Planning for Town Centres
- PPS9 Biodiversity and Geological Considerations
- PPS23 Planning and Pollution Control

## 8.2.1 Local

*On the local level, schemes will be beneficial. Especially in the area of suitability*

On inspection of all of the local documents it is apparent that a broad range of policies are relevant to this project. Sustainable development covers many different threads including social, economic and environmental. There is no doubt that there needs to be a balance between the three threads, but provision of sustainable transport infrastructure is considered to be a vital component of delivering the intent of local planning policies such as creation of quality built environment, better quality of life and enabling growth for the local economy by enabling the construction of new houses to contribute to housing shortages as well as creating an environment that is conducive to new retail and office development etc. A suitably conceived scheme should also help reduce traffic congestion and pollution in the town. However, care should be taken to ensure that no negative adverse effects are offloaded onto other parts of the town.

Poor siting and design of each element of the scheme could have a negative impact on the setting of the existing/proposed built environment such as streetscape and Listed Buildings. Careful consideration will therefore need to be given to creating a public realm that not only respects the existing built environment but also adds value to the new vision for the area.

In conclusion, such a scheme is considered to have a beneficial impact on policies at the local level.

## 8.2.2 Regional

The regional development documents cover broad development issues that affect the whole of the East of England covering matters such as economic development, retail, tourism, housing, environmental issues and transport strategy. It is therefore important that the project should be sympathetic to those matters.

Kings Lynn is one of the major centres that serves western rural East Anglia, so its continued expansion in terms of housing provision and employment can have a major role to play in improving the vitality of this rural part of East Anglia by both improving the quality of life for residents but also attracting inward investment.

Overall the project is considered to have a beneficial effect on the region, as it is considered to be in general accordance with the intent of regional land use policies.



8.2.3 National

*On a national level  
 the economy will  
 receive the most  
 significant benefit*

King's Lynn is currently subject to much congestion which in turn leads to poor air quality and excessive noise emissions for certain parts of the town. Whilst the project is considered to have a positive effect in reducing these existing problems, appropriate studies will need to be implemented to ensure that no excessive emissions are offloaded to other parts of King's Lynn or indeed the newly regenerated area.

Provision of alternative forms of transport is also considered to have important benefits in terms of reduction of car usage and creating healthier environments for users and residents in the area.

The greater benefits will be as a result of the project enabling further development in the area, improving the economy and national economy as a whole as a result of **more jobs in housing and commercial development**. Overall, the project is considered to have a neutral effect at a national level.

Table 8.1: Summary of Land Use Policy Impacts

Policy Level	Impact of Scheme
Local	Beneficial
Regional	Beneficial
National	Neutral
Overall Assessment	Beneficial

The project is considered to have a **beneficial overall impact on land use policies at the local, regional and national levels**.

8.3 Other Government Policies

Other government policies concerning regeneration and economic development are also relevant to this development, these include the Office of the Deputy Prime Minister (ODPM) (now under CLG) Sustainable Communities Plan, the National Strategy for Neighbourhood Renewal and Urban and Rural White Papers. As there are more key policies benefited than hindered by the scheme and all schemes contribute to and are consistent with Government policy, the assessment is therefore considered to be beneficial for all schemes.

Overall assessment: Beneficial

## 9 Appraisal Summary and Value for Money Case

Individual Appraisal Summary Tables for each of the main elements of the scheme are presented below, followed by the Appraisal Summary Table for the complete scheme package.



9.1 Appraisal Summary Table for NORA Bus and Cycle Route

<b>Option</b> NORA Bus and Cycle Route	<b>Description</b> Dedicated bus and cycle route providing a congestion free route linking NORA with King's Lynn town centre	<b>Problems</b> <ul style="list-style-type: none"> <li>• Unpredictable congestion affecting public transport performance and reliability</li> <li>• Severance between residential/employment areas and town centre</li> <li>• Air Quality Management Area</li> </ul>	<b>Present Value of Costs to Public Accounts</b> £1.051m
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OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Noise will increase along the proposed bus corridor, as part of this route currently experiences no traffic movement. However, this may be balanced by the reduction in bus vehicle travel on other existing roads. There will be a negative noise impact arising from the new corridor being located adjacent to existing pedestrian/cyclist facilities and amenity area.	Not possible at this stage	Slight Adverse
	Local Air Quality	Buses will be regularly using an area currently free of any traffic, so air quality will slightly affect in this location. However, this may lead to slight improvements in air quality in other areas.	Not possible at this stage	Neutral
	Greenhouse Gases	Scheme seeks to reduce journey time for PT vehicles and provide new service into proposed development area.	Not possible at this stage	Neutral
	Landscape	Scheme seeks to utilise brownfield area that is currently returning to semi-natural habitats. As a mitigation package is not yet available it is currently considered that this scheme will have a minor adverse impact.	Not Applicable	Slight Adverse
	Townscape	The majority of the scheme will have negligible impact on existing townscape due to the proposed location of the scheme. The usage of existing streets at the northern end of the scheme may have some impact on townscape, but it is too early to determine what this might be.	Not Applicable	Neutral
	Heritage of Historic Resources	The scheme will remove certain PT vehicles from the Conservation Area for the majority of the proposed route.	Not Applicable	Slight Beneficial
	Biodiversity	Potential impact on reedbed and mudflat habitat associated with the River Nar recognised as a UK BAP habitat. Site Surveys have confirmed presence of Schedule 5 (Wildlife and Countryside Act) protected species	Not Applicable	Slight to Moderate Adverse
	Water Environment	Not possible to determine at this stage. Potential increase in non-permeable pavement. Drainage system design will need to be appropriate, recognising potential outfalls into the River Nar.	Not Applicable	Neutral at this stage
	Physical Fitness	No perceived increase or decrease in physical fitness	No existing usage data available	Neutral
	Journey Ambience	Reduction in congestion for PT users will lead to some improvements in journey ambience.	No existing usage data available	Slight Beneficial
SAFETY	Accidents	The busway alone is unlikely to have any significant impact on overall accident totals	Not Applicable	Neutral

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ECONOMY	Security	Reductions in waiting time at bus stops linked to bus reliability improvements	Not Applicable	Slight Beneficial
	Public Accounts		£1.051 million	
	Transport Economic Efficiency: Business Users & Transport Providers		Not Available	Beneficial
	Transport Economic Efficiency: Consumers	Journey time benefits for bus users	£2.184 million	
	Reliability	Improvements in bus journey time reliability	Not Available	Beneficial
ACCESSIBILITY	Wider Economic Impacts	Not assessed	Not Applicable	
	Option values	Additional bus services for NORA and South Lynn expected as direct result of the scheme. More than 2000 people will benefit from the increase in options.	Not Applicable	Strong Beneficial
	Severance	Number of bus movements on route not considered sufficient to substantially hinder the movement of pedestrians	Not Applicable	Neutral
	Access to the Transport System	Bus route will ensure residents of new housing in Waterfront Regeneration Area have excellent access to a frequent public transport service	Not Applicable	Beneficial
INTEGRATION	Transport Interchange	Positive impact positively on reliability of connection for public transport users	Not Applicable	Slight Beneficial
	Land-Use Policy	Beneficial impacts on land use policies at local and regional level	Not Applicable	Beneficial
	Other Government Policies	Other government policies concerning regeneration and economic development are facilitated by scheme	Not Applicable	Beneficial



9.2 Appraisal Summary Table for Southgates Roundabout

<b>Option</b> Southgates Roundabout improvement	<b>Description</b> Junction capacity improvements: four lane approach on Hardwick Road (currently two lanes); three lane approach on Nar Ouse Way (currently two lanes); Partial signalisation. Improved and formalised pedestrian and cycle crossing facilities.	<b>Problems</b> <ul style="list-style-type: none"> <li>Existing junction overcapacity. Lack of network capacity to accommodate development</li> <li>Unpredictable congestion affecting journey time reliability</li> </ul>	<b>Present Value of Costs to Public Accounts</b> £1.258m
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OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Scheme is unlikely to increase or decrease traffic volumes, so changes in noise are unlikely.	Not possible at this stage	Neutral
	Local Air Quality	Scheme is unlikely to increase or decrease traffic volumes, although congestion should be reduced, which may give rise to marginal air quality improvements.	Not possible at this stage	Neutral
	Greenhouse Gases	Reduction in congestion at the roundabout should lead to a reduction in greenhouse gases produced by waiting vehicles.	Not possible at this stage	Neutral
	Landscape	Scheme lies within existing urban area.	Not Applicable	Neutral
	Townscape	Proposed design will increase size of existing roundabout, therefore requiring land-take in some locations. Lost land will include open spaces associated with light industry and offices, so impact will be negligible.	Not Applicable	Neutral
	Heritage of Historic Resources	There are no features of heritage within the scheme footprint, the scheme may indirectly impact on the historic South Gate of King's Lynn. However, this impact is considered to be minimal, as a roundabout already exists at this location.	Not Applicable	Neutral
	Biodiversity	No perceived impacts as all improvements are within areas of negligible ecological value.	Not Applicable	Neutral
	Water Environment	Negligible increase in non-permeable surface envisaged. No changes envisaged to existing drainage systems.	Not Applicable	Neutral
	Physical Fitness	Design includes new pedestrian islands on three arms, although these are unlikely to significantly alter current pedestrian usage.	No existing usage data available	Neutral
	Journey Ambience	Reduction in congestion for vehicular users will lead to some improvements in journey ambience.	No existing usage data available	Slight Beneficial
SAFETY	Accidents	Existing accident cluster site. Improvement may be effective in reducing accidents due to lane changes, but overall impact on accidents uncertain.	Not Applicable	Neutral
	Security	Reductions in waiting time at bus stops linked to bus reliability improvements	Not Applicable	Slight Beneficial
ECONOMY	Public Accounts		£1.258 million	
	Transport Economic Efficiency: Business Users & Transport Providers		Not Available	Beneficial

			£56.771 million	
<b>ACCESSIBILITY</b>	<b>Transport Economic Efficiency: Consumers Reliability</b>	Improvements in bus journey time reliability	Not Available	Beneficial
	<b>Wider Economic Impacts</b>	Not assessed	Not Applicable	Strong Beneficial
	<b>Option values</b>	Additional bus services for NORA and South Lynn expected as direct result of the scheme. More than 2000 people will benefit from the increase in options.	Not Applicable	
	<b>Severance</b>	Provision of new controlled pedestrian crossing facilities on the Hardwick Road and Nar Ouse Way approaches will reduce severance level at junction	Not Applicable	Slight Beneficial
<b>INTEGRATION</b>	<b>Access to the Transport System</b>	No direct impact on access to public transport services	Not Applicable	Neutral
	<b>Transport Interchange</b>	Positive impact on reliability of connection for public transport users	Not Applicable	Slight Beneficial
	<b>Land-Use Policy</b>	Beneficial impacts on land use policies at local and regional level	Not Applicable	Beneficial
	<b>Other Government Policies</b>	Other government policies concerning regeneration and economic development are facilitated by scheme	Not Applicable	Beneficial

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9.3 Appraisal Summary Table for King's Lynn Town Centre

<b>Option</b> Measures to assist bus movement; new cycling facilities	<b>Description</b> Inbound bus lane on Littleport Street. Selective detection of buses at four signal controlled junctions. Contra-flow cycle lane; advanced cycle stop lines; Pelican to Toucan crossing upgrades; footway/cycleway links.	<b>Problems</b> <ul style="list-style-type: none"> <li>• Unpredictable congestion affecting public transport performance and reliability</li> <li>• Severance between residential/employment areas and town centre</li> <li>• Air Quality Management Area</li> </ul>	<b>Present Value of Costs to Public Accounts</b> £1.153m
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OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Scheme will improve pedestrian and cycle access through existing junctions. It should see little change in vehicular usage of the junctions, and therefore little to no change in existing noise levels.	Not possible at this stage	Neutral
	Local Air Quality	Scheme will improve pedestrian and cycle access through existing junctions. Measures to assist movement of buses should result in fewer stop-start movements, thereby improving air quality in the built up area.	Not possible at this stage	Slight Beneficial
	Greenhouse Gases	Scheme will improve pedestrian and cycle access through existing junctions and reduce emissions from stopped public transport vehicles, thereby reducing greenhouse gases. Signal improvements to junctions may constrain existing traffic, but the resulting improvements in non-motorised user access may allow users to choose modes other than private vehicles	Not possible at this stage	Slight Beneficial
	Landscape Townscape	Not really applicable to existing urban area	Not Applicable	Neutral
	Heritage of Historic Resources	On-street improvements are within existing urban area of King's Lynn. Additional street furniture may increase sense of clutter, but the potential reduction in car usage by offering improvements to other modes may alleviate the existing sense of congestion.	Not Applicable	Neutral
	Biodiversity	The on-street improvements lie within the Conservation area for King's Lynn. All design within the conservation area will be carried out using the NCC Conservation Area design guide pallet of materials	Not Applicable	Neutral
	Water Environment	There is no perceived impact on biodiversity as all improvements are within existing Highway corridors.	Not Applicable	Neutral
	Physical Fitness	No increase envisaged in non-permeable surface. No changes envisaged to existing drainage systems	Not Applicable	Neutral
	Journey Ambience	Scheme will improve physical fitness by providing better pedestrian and cycle facilities within the scheme area. It is not envisaged that improvements will be more than 30 minutes per journey	No existing usage data available	Slight Beneficial
	Journey Ambience	Reduction in journey time for PT users will lead to improvement in journey ambience. Additional facilities for NMUs should reduce their journey times, with increases in safety	No existing usage data available	Slight Beneficial
SAFETY	Accidents	Overall impact of package of measures to assist pedestrians and cyclists in crossing major roads within the town centre expected to be a reduction in number of accidents involving vulnerable road users.	Not Applicable	Beneficial

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<b>ECONOMY</b>	<b>Security</b>	Reductions in waiting time at bus stops linked to bus reliability improvements	Not Applicable	Slight Beneficial
	<b>Public Accounts</b>		£1.153 million	
<b>ACCESSIBILITY</b>	<b>Transport Economic Efficiency: Business Users &amp; Transport Providers</b>		Not Available	Beneficial
	<b>Transport Economic Efficiency: Consumers</b>		£0.449 million	PVB £m
	<b>Reliability</b>	Improvements in bus journey time reliability	Not Available	Beneficial
	<b>Wider Economic Impacts</b>	Not assessed	Not Applicable	Strong Beneficial
<b>INTEGRATION</b>	<b>Option values</b>	Additional bus services for NORA and South Lynn expected as direct result of the scheme. More than 2000 people will benefit from the increase in options.	Not Applicable	Strong Beneficial
	<b>Severance</b>	While change in level of severance at individual locations will generally be slight, it is expected that the total numbers of people who will benefit from these measures will be sufficient to ensure that their combined impact is strongly beneficial to ease of movement for pedestrians and cyclists.	Not Applicable	Strong Beneficial
	<b>Access to the Transport System</b>	No direct impact on access to public transport services	Not Applicable	Neutral
<b>INTEGRATION</b>	<b>Transport Interchange</b>	Positive impact on reliability of connection for public transport users	Not Applicable	Slight Beneficial
	<b>Land-Use Policy</b>	Beneficial impacts on land use policies at local and regional level	Not Applicable	Beneficial
	<b>Other Government Policies</b>	Other government policies concerning regeneration and economic development are facilitated by scheme	Not Applicable	Beneficial

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9.4 Appraisal Summary Table for Complete Scheme

Option	Description	Problems	Present Value of Costs to Public Accounts £m
King's Lynn South Transport Major Scheme	Dedicated bus and cycle route providing a congestion free route linking NORA with King's Lynn town centre. Inbound bus lane on Littleport Street. Selective detection of buses at four signal controlled junctions Southgates junction capacity improvements; Partial signalisation. Improved crossing facilities. Contra-flow cycle lane; advanced cycle stop lines; Pelican to Toucan crossing upgrades; footway/cycleway links.	<ul style="list-style-type: none"> <li>• Unpredictable congestion affecting public transport performance and journey time reliability for all modes</li> <li>• Existing Southgates junction overcapacity. Lack of network capacity to accommodate development</li> <li>• Severance between residential/employment areas and town centre</li> <li>• Air Quality Management Area</li> </ul>	

OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Noise will increase along the proposed bus corridor, as part of this route currently experiences no traffic movement. However, this may be balanced by the reduction in bus vehicle travel on other existing roads. There will be a negative noise impact arising from the new corridor being located adjacent to existing pedestrian/cyclist facilities and amenity area.	Not possible at this stage	Slight Adverse
	Local Air Quality	Buses operating on NORA bus route will be regularly using an area currently free of any traffic, so air quality will be slightly affected in this location. However, this may lead to slight improvements in air quality in other areas. Scheme will improve pedestrian and cycle access through existing junctions. Measures to assist movement of buses should result in fewer stop-start movements, thereby improving air quality in the built up area.	Not possible at this stage	Slight Beneficial
	Greenhouse Gases	Scheme will improve pedestrian and cycle access through existing junctions and reduce emissions from stopped public transport vehicles, thereby reducing greenhouse gases. Signal improvements to junctions may constrain existing traffic, but the resulting improvements in non-motorised user access may allow users to choose modes other than private vehicles.	Not possible at this stage	Slight Beneficial
	Landscape	NORA bus route seeks to utilise brownfield area that is currently returning to semi-natural habitats. As a mitigation package is not yet available it is currently considered that this scheme will have a minor adverse impact.	Not Applicable	Slight Adverse
	Townscape	The usage of existing streets at the northern end of the NORA bus route may have some impact on townscape, but it is too early to determine what this might be. Proposed Southgates roundabout design will require land-take in some locations. Lost land will include open spaces associated with light industry and offices, so impact will be negligible.	Not Applicable	Neutral

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	<b>Heritage of Historic Resources</b>	Scheme will remove certain PT vehicles from the Conservation Area for the majority of the proposed route. Scheme may indirectly impact on the historic South Gate of King's Lynn. However, this impact is considered to be minimal, as a roundabout already exists at this location. The on-street improvements lie within the Conservation Area for King's Lynn. All design within the conservation area will be carried out using the NCC Conservation Area design guide pallet of materials.	Not Applicable	Slight Beneficial
	<b>Biodiversity</b>	Potential impact on reedbed and mudflat habitat associated with the River Nar recognised as a UK BAP habitat. Site Surveys have confirmed presence of Schedule 5 (Wildlife and Countryside Act) protected species	Not Applicable	Slight to Moderate Adverse
	<b>Water Environment</b>	Not possible to determine at this stage. Potential increase in non-permeable pavement. Drainage system design will need to be appropriate, recognising potential outfalls into the River Nar.	Not Applicable	Neutral at this stage
	<b>Physical Fitness</b>	Scheme will improve physical fitness by providing better pedestrian and cycle facilities within the scheme area. It is not envisaged that improvements will be more than 30 minutes per journey	No existing usage data available	Slight Beneficial
<b>SAFETY</b>	<b>Journey Ambience</b>	Reduction in journey time for PT users will lead to improvement in journey ambience. Additional facilities for NMUs should reduce their journey times.	No existing usage data available	Slight Beneficial
	<b>Accidents</b>	NORA bus route unlikely to have any significant impact on overall accident totals. Southgates roundabout is an accident cluster site. Improvement may be effective in reducing accidents due to lane changes. Overall impact of measures to assist pedestrians and cyclists in crossing major roads within the town centre expected to be a reduction in number of accidents involving vulnerable road users.	Not Applicable	Beneficial
	<b>Security</b>	Reductions in waiting time at bus stops linked to bus reliability improvements	Not Applicable	Slight Beneficial
<b>ECONOMY</b>	<b>Public Accounts</b>		£5.441 million	Beneficial
	<b>Transport Economic Efficiency: Business Users &amp; Transport Providers</b>		Not Available	
	<b>Transport Economic Efficiency: Consumers</b>		£59.405 million	
<b>ACCESSIBILITY</b>	<b>Reliability</b>	Improvements in bus journey time reliability	Not Available	Beneficial
	<b>Wider Economic Impacts</b>	Not assessed	Not Applicable	
	<b>Option values</b>	Additional bus services for NORA and South Lynn expected as direct result of the scheme. More than 2000 people will benefit from the increase in options.	Not Applicable	Strong Beneficial
	<b>Severance</b>	While change in level of severance at individual locations will generally be slight, it is expected that the total numbers of people who will benefit from these measures will be sufficient to ensure that their combined impact is strongly beneficial to ease of movement for pedestrians and cyclists.	Not Applicable	Strong Beneficial
<b>INTEGRATION</b>	<b>Access to the Transport System</b>	Bus route will ensure residents of new housing in Waterfront Regeneration Area have excellent access to a frequent public transport service	Not Applicable	Beneficial
	<b>Transport Interchange</b>	Positive impact on reliability of connection for public transport users	Not Applicable	Slight Beneficial
	<b>Land-Use Policy</b>	Beneficial impacts on land use policies at local and regional level	Not Applicable	Beneficial
	<b>Other Government Policies</b>	Other government policies concerning regeneration and economic development are facilitated by scheme	Not Applicable	Beneficial





## 10 Delivery

*The 'constructors' partnership has been beneficial to this project, and will aid delivery.*

If Norfolk County Council is successful with its bid for Community Infrastructure Funding for the Kings Lynn South Transport Major Scheme the work will be procured and delivered through Norfolk's Planning and Transportation Strategic Partnership with May Gurney and Mott MacDonald. Details of the Partnership and procurement arrangements are set out in Chapter 12. The scheme consists of several different elements and these have all been designed to a stage sufficient to enable robust estimates to be drawn up and allow a realistic programme to be established. The Norfolk Strategic Partnership is already working with Kings Lynn Borough Council to deliver utility infrastructure and foul drainage to the Nar Ouse Regeneration Area and this work valued at around £6m [check] is programmed to start in May 2009. It is therefore essential to ensure that the programming of the two schemes is coordinated to allow delivery within the bounds set by the Street Works Coordinators. To this end a senior member of the Network Manager's staff has also sat on the Delivery Team.

The Partnership has allowed the 'constructors' to be involved throughout the scheme development process to date. There has been Early Contractor Involvement from the outset and May Gurney personnel have provided the estimates and advised designers on 'buildability' issues. A further advantage of this is that the early elements of the scheme can start as soon as funding is awarded as a tendering process will not be required.

To summarise, the County Council is well placed to take these works forward should our bid be successful, and we believe we are in a position to deliver the scheme with the budget we have requested and to the timescales laid down.

### 10.1 Governance

The formal governance structure as outlined below was put in place at the inception of the Full Business Case stage of the project.

Norfolk County Council is the Senior Responsible Owner for the project. The Project Sponsor is Ann Carruthers, the County Council's Strategy and Policy Manager.

A Project Board including senior officers of Norfolk County Council's, Strategy and Performance and Programme Management groups, Mott MacDonald and the Borough Council of King's Lynn and West Norfolk provides strategic governance and feeds into the two Councils' decision making processes. The Board has met at regular intervals to oversee the work of the Project and Delivery Teams. A progress report on the scheme was presented to Norfolk County Council's Cabinet at their meeting on 13 October 2008. The Board met fortnightly during the development of the bid and is to meet monthly from November 2008 onwards for the duration of the bid.

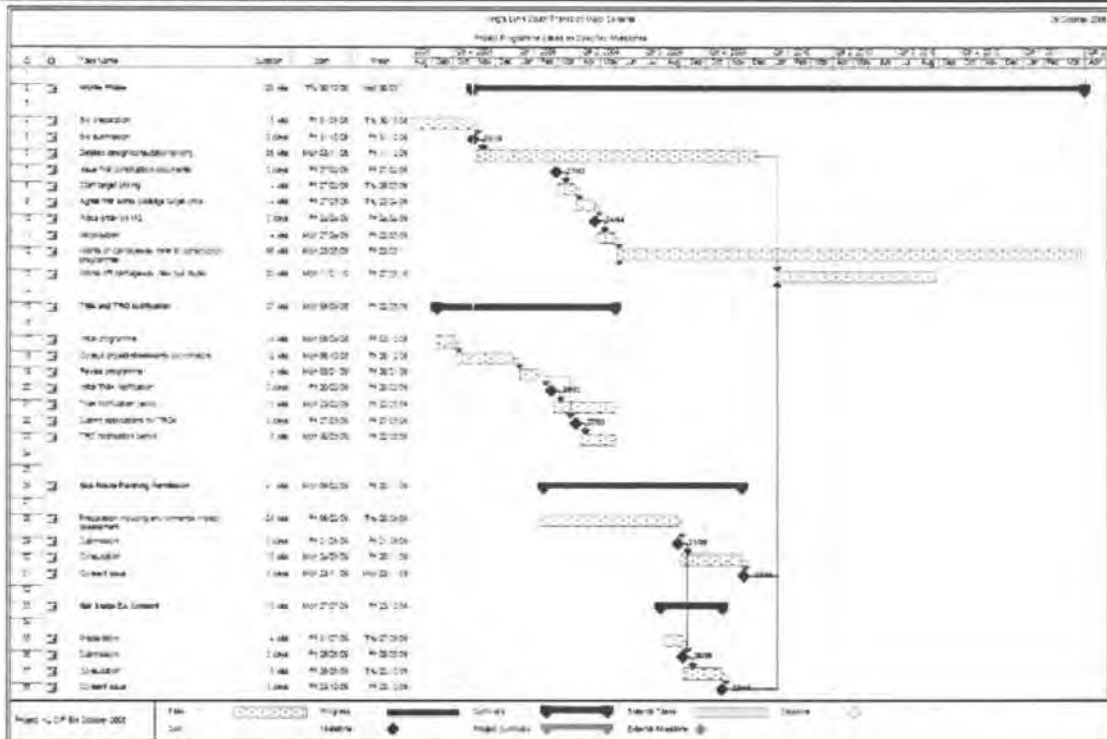
#### Figure 10.1: Project Governance Arrangements

An integrated Project Team including staff from Norfolk County Council, Mott MacDonald and May Gurney was established to prepare the Full Business Case submission. This team has met at weekly intervals since the inception of work on the Full Business Case and reports to the Project Board.

A Delivery Team has also been set up consisting of staff from Norfolk County Council, King's Lynn and West Norfolk Borough Council, Mott MacDonald and May Gurney. This team has met every other week since the scheme was short-listed to monitor progress of design and to ensure that the works can be delivered on the ground to meet the available budget and imposed time scales. This group is supported by a Contract Administration Team which meets to the same timescales. A delivery team structure is shown in Appendix \*\* and shows the make up of these teams and the linkage to the Project Board and NORA partners.

## 10.2 Project Plan

The scheme consists of several different elements and these have all been designed to a stage enabling robust estimates to be drawn up and allow a realistic programme to be established. Figure 10.3 shows the programme for the construction phase of the scheme.



### 10.3 Risk Management

The constraints to deliverability have been identified and a risk register drawn up to allow the risks to be monitored and to ensure that all necessary consents are in place to suit the programme. The full risk register is included in Appendix C.

Table 10.1 summarises the most significant risks identified, their probability and severity, and the control measures to be implemented to avoid or mitigate these risks.



Figure 10.2: Construction Programme

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Table 10.1: Summary of Main Risks and Control Measures

No.	Item	Consequence	Likelihood (1-5)	Impact (1-5)	Risk Score (L x I)	Risk Class	Project Control Measures
A5	Inadequacy of funding	General	4	5	20	Very High	Early identification of budget requirements and monitoring of spend against capped budget including contingency arrangements to design within available funding.
A6	Unable to spend funding	General	3	5	15	High	Early programming and identification of key delivery milestones
A12	Network management issues - possible local affects of progressing more than one scheme at the same time eg NORA Utilities	General	5	3	15	High	Early discussions with Streetworks Co-ordinators and Highways Agency network management
A14	Inflation allowance	General	5	4	20	Very High	Allow in budget for realistic inflation allowances. Ensure that Full Business Case submission includes allowance for inflation.
A15	Campaigners / objections	General	4	4	16	Very High	Early consultation and resolution of potential objections

B1	Environment constraints to construction	Cost	5	2	10	High	Undertake ecological surveys prior to bid submission. Early planning and liaison with environmental stakeholders.
B5	Trunk road junction - unresolved issue - housing cap	Delay	3	5	15	High	Clarify the Highways Agency's position regarding action required to remove the cap
B8	Environment Agency consent – Nar Ouse sluice etc	Delay	2	5	10	High	Speak to Environment Agency early/informally
B10	Traffic Regulation Orders	Delay	2	5	10	High	Early liaison with streetworks coordinator
B12	Risk of failure of bid	Cost	3	5	15	High	Ensure bid presents compelling case for scheme and is compliant with guidance
B15	Utilities - charted and uncharted	Cost/ Delay	4	3	12	High	Trial holes
B18	Failure of Southgates scheme to improve traffic flows	Poor perception	2	5	10	High	Traffic modelling

## 10.4 Stakeholder and Community Consultation

Extensive public consultation has been carried out in connection with the development and delivery of Norfolk's Local Transport Plan and more recently to inform the development of the emerging King's Lynn Area Transportation Strategy (KLATS).

For the KLATS consultation various methods of engagement were used including workshops with key stakeholders, questionnaire surveys and a public exhibition held in a vacant retail unit in King's Lynn's Vancouver Quarter shopping centre.

The Kings Lynn South Transport Major Scheme has been influenced both by the results of the previous consultations referred to above and the consultation with key stakeholders that took place prior to the submission of the Expression of Interest for the scheme to the DfT and CLG in April 2008. The stakeholders involved at this stage in the development of the scheme included:

*Consultation with the local community is essential.*

- Highways Agency
- First Eastern Counties (bus operator)
- First Capital Connect (train operator)
- Network Rail
- Norfolk Green (bus operator)

Given the nature of the scheme and its proximity to several of King's Lynn's historic and environmental assets, early consultation with local community groups with interests in these assets was considered essential. Following the short-listing of the scheme consultation meetings have taken place with the following community groups.

- Bridge Street Residents Association
- Friars Community Group
- Hardings Pits Community Association
- King's Lynn Civic Society.
- Keepers of the South Gates

The existing impacts of traffic on the South Gate led to broad support for the improvements to Southgates roundabout, and the rerouting of buses away from London Road to the new NORA bus route.



Safeguarding Harding's Pits as a doorstep green for the people of King's Lynn was considered to be very important, and the volume of pedestrian and cycling traffic in this area was noted. Whilst traffic through Harding's Pits will undoubtedly change the area, the restriction of general traffic, and the separation of the bus route from the existing footpath and cycleway was considered to be the most acceptable option.

The improvements to pedestrian and cycling facilities at Southgates and Millfleet were considered to be very useful and likely to ease the problems currently faced by those attempting to cross London Road.

## 10.5 Statutory Consultation

### 10.5.1 English Heritage

English Heritage have been consulted and are satisfied that the proposals would not adversely affect the Conservation Areas. They have given general support to the scheme in principle, but this is subject to being satisfied on details of the NORA bus route near Whitefriars Gate, and with the expectation that these details will enhance the setting of this scheduled ancient monument, and also that the monument will be made intelligible and enjoyable for the public, in line with relevant Borough Council strategies.

They have suggested that an assessment should be made of the impact of the bus route on potentially important buried archaeological remains. Areas within the medieval friary precinct could be affected, and the proposed alignment would cut across the line of the medieval town wall in two places. A mitigation scheme, in line with PPG16 will need to be drawn up.

They have requested further consultation on details of the proposed design and finishes for the bus route.

### 10.5.2 Environment Agency

The Environment Agency are partners in the Nar Ouse Regeneration Area project and are supportive of the NORA masterplan which includes the provision of a dedicated public transport link and improvements to the walking and cycling networks.

The Environment Agency have also been fully involved in the discussions leading to the development of the masterplan for the Waterfront Regeneration Area, which again includes the provision of a dedicated public transport link and improvements to the walking and cycling networks and have not expressed any major concerns.



Specific discussions have taken place with the Environment Agency regarding the proposal to create a mixed use crossing of the Nar Ouse outfall sluice, owned by the Agency, for buses, cyclists and pedestrians as part of the scheme. The Agency have consented to the development of the sluice as proposed and a copy of their letter confirming this is included in Appendix A .

### 10.5.3 Natural England

Natural England have been contacted regarding the scheme and their response is awaited. Further discussions with Natural England will be informed by the findings of the ecological appraisal of the area of land between Wisbech Road and Boal Street through which the NORA bus and cycle route will run.

## 10.6 Scheme Evaluation

Each element of the proposed scheme will be evaluated in an appropriate manner. Where possible this will be delivered through the use of existing evaluation channels.

### 10.6.1 NORA Bus and Cycle Route

The impact of the new bus route will be evaluated using the existing Norfolk BusNET bus tracking system. Journey time, journey time variability and punctuality are all recorded by the system and can be compared pre and post implementation to quantify the time savings and reliability benefits delivered by the new route.

New local bus service registrations for the King's Lynn area and variations to existing services will be reviewed to monitor the number of bus services using the new route.

Patronage data will be sought from bus operators in order to measure the impacts of the scheme on public transport patronage and modal shift resulting from shorter journey times and reliability improvements delivered by the new route.

### 10.6.2 Southgates Roundabout

Traffic flows at the roundabout will be monitored through the existing Urban Traffic Control system. Any future traffic counts undertaken will also provide data against which modelling outputs can be compared.

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### 10.6.3 Selective Vehicle Detection

Data from the Norfolk BusNET will also be utilised to evaluate the benefits to bus services of implementing Selective Vehicle Detection at key town centre junctions.

The Urban Traffic Control system monitors traffic flows in the town, and can provide specific information relating to congestion at key junctions.

The ongoing Air Quality Monitoring programme in King's Lynn tests air quality at a number of monitoring locations. Improvements in traffic flows generated by SVD should be reflected in lower emission levels, particularly on London Road/St James' Road.

### 10.6.4 Toucan Crossings and Cycle Lanes

User perceptions of improvements to pedestrian and cycling routes throughout King's Lynn will be measured through consultation with cycling and community groups.

Data from future modal split surveys undertaken as part of the King's Lynn Area Transport Strategy can be compared against the baseline data from October 2007 to measure any changes in mode share for walking and cycling.

The number of Safer Routes to Schools in place post-implementation can be measured against the 2008/09 baseline.

## 11 Financial

A thorough budgeting exercise has been carried out to match the estimated cost of the scheme, together with the required works at the Saddlebow Interchange on the A47 Trunk Road (which is an integral part of the works required to lift the NORA development cap although not funded through CIF) to the available budget should the bid be successful.

The outcome of this exercise is shown on the overall budget spreadsheet included as Appendix D. This demonstrates that with other funding already secured the works are 'affordable'. The gap in funding for the Saddlebow works will be underwritten by the NORA land owning partners. A letter from the Borough Council of King's Lynn and West Norfolk confirming this is included in Appendix A.

### 11.1 Financial Summary

The total projected outturn cost of scheme and overall spend profile are shown in Table 11.4 below.

Table 11.1: Overall Spend Profile

2008/09	2009/10	2010/11	Total
£265,668	£1,925,158	£3,133,174	£5,324,000

### 11.2 Ongoing Revenue Costs

There will be some modest additional ongoing revenue costs for the operation and maintenance of the ICT equipment required to implement Selective Vehicle Detection at four key junctions in King's Lynn town centre. Norfolk County Council will fund any ongoing maintenance of the ICT equipment from the Planning and Transportation revenue budget.

## 12 Commercial

### 12.1 Background

As part of Norfolk County Council's Best Value Review a project was initiated to investigate how best to deliver the services provided by the Department of Planning and Transportation which includes roads and bridges, transport planning, passenger transport, waste, environment and planning. A thorough study of a wide range of procurement models was undertaken and various possibilities were analysed using the Mixed Economy Procurement Toolkit, an in house toolkit developed by the County Council.

Following extensive consultation with all stakeholders the study made a case for a combined organisation with the County Council working in partnership with external providers, fully adopting the Rethinking Construction Principles developed following the Latham and Egan reports.

Following a full competitive procurement process a Planning and Transportation Strategic Partnership was formed in 1999 with a defined purpose to deliver on behalf of Norfolk County Council excellent planning, transport, waste and environmental services ensuring value for money at all times.

The Partnership was renewed in 2004 following a further procurement process by the letting of two new contracts, Lot 1 for professional services to Mott MacDonald and Lot 2 for works to May Gurney. These contracts run for ten years with break points at 5 and 8 years when either party to each contract can give 6 months notice not to continue. There is no guarantee of the value of work to be awarded through the contracts and no limit to the total value or any individual order.



## 12.2 Procurement Route

The scheme will be delivered through Norfolk County Council employing its existing Strategic Partners May Gurney and Mott MacDonald. This will provide the following tangible benefits:

- Avoidance of the substantial costs associated with prequalification, tender preparation and award process, with the resultant savings available to fund ECI involvement during the design phase thus securing maximum overall cost benefit.
- The employment of the partners under NEC/ECC contract terms and conditions is proven to engender a partnering approach to scheme development and delivery, with all parties working together to avoid duplicated effort, identify value engineering solutions, provide robust programming and mitigate problems. The proposed use of an Option C Target Cost contract for the Works provides additional incentivisation to deliver in a cost effective manner.
- Early warning and compensation event procedures under NEC/ECC contract provide the basis for close ongoing monitoring/control of expenditure together with regular forecasting of outturn costs aimed at minimising unexpected changes in budget requirements and programme. Established financial risk management and cost control procedures are in place on other schemes of comparable size and will be adopted for this scheme.
- The ability to identify and target "up front" investigations/testing aimed at reducing unforeseen risk and avoiding disruptive design changes during the works, which could otherwise cause significant programme and cost implications.
- The ability to readily cost alternative proposals/materials to be used in decision making process. Access to the established Partnership supply chain to help provide accurate cost information.
- Access to Norfolk County Council laboratory resources to support investigations/testing, plus direct liaison with Streetworks Co-ordinators to plan traffic management and minimise disruption.
- The employment of a well proven and successful delivery and contract administration team approach, utilising personnel who are currently working together on other schemes, to bring the benefits of established effective working relationships and processes.

*Delivering the scheme in partnership with May Gurney and Mott MacDonald will present significant benefits*

- The ability to develop and implement service diversion/protection requirements in close consultation with statutory utilities to provide cost effective overall solutions within programme constraints.
- A commitment to minimise defects at completion aimed at avoiding unnecessary future traffic disruption.

To summarise the proposed procurement route should provide assurance in terms of buildability, risk, programme and cost effectiveness.

### 12.3 Contract Type

Both the professional services and works contracts are based on the New Engineering Contract suite of contracts. The New Engineering Contract was written to embrace the principles of Rethinking Construction and is designed to encourage team working and remove conflict and confrontation. In fact the first words in the document are that the Employer and Contractor are to act in a spirit of trust and mutual co-operation

#### 12.3.1 Professional Services

Mott MacDonald's contract is let under the NEC Professional Services Contract and their work is paid for on a time re-charge basis. The contract is incentivised with savings generated by initiatives and value engineering shared between the three partners with Norfolk County Council taking 50% and the Partners sharing the other 50%. There is a further incentive available in the contract with the option of ordering work on a target cost basis but this will only be used for large and clearly defined projects.

Mott MacDonald provide approximately one third of the design resource for highway work and also carry out a great deal of consultancy work on all aspects of the Planning and Transportation service. The turnover through the contract is currently around £3.5 million per annum.

## 12.3.2 Works

May Gurney's contract is let under the NEC Engineering and Construction Contract and their work is paid for in different ways depending on the type of work. Routine tasks such as grass cutting, gully emptying, weed control and patching are paid on a schedule of rates submitted with the tender. Surfacing schemes, surface dressing and improvement schemes with a value less than £100k are paid on a target cost basis with the target cost built up from a schedule of tendered rates and schemes over £100k are paid on a target cost basis with the target cost built up for the individual scheme from first principles.

Early Contractor Involvement is a significant part of the Rethinking Construction Principles and May Gurney are involved in the design and estimating for the schemes they construct. For the schemes that are target costed from first principles the build up of the target cost is part of the ECI process and although May Gurney estimators lead the process the designer is involved and the target is agreed by both parties before an instruction to proceed is given. For target costed schemes the out-turn cost is compared to the target and pain or gain is shared between May Gurney and the County Council.

The turnover through the contract is currently around £38 million per annum.

## 12.4 Contract Monitoring

Performance standards on all work carried out by the Partnership is measured in a variety of ways including Key Performance Indicators, independent audits on quality, finance and health and safety, benchmarking of costs and customer satisfaction. On large schemes designed and constructed by the Partnership, particularly those with external stakeholders the performance of the partnership as a whole is measured by all involved and this has provided a very useful guide with very encouraging results.

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## Appendix A Stakeholder Letters of Support

Our ref:  
Your ref: HA 72/17/22

Alan Kirkdale  
Network Operations - East

Mike Jackson  
Director of Planning and Transportation  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich NR1 2SG

Woodlands  
Manton Lane  
Bedford MK41 7LW

Direct Line: 01234 796095  
Fax: 01234 796013

24 October 2008

Dear Mike

**KINGS LYNN SOUTH TRANSPORT MAJOR  
COMMUNITY INFRASTRUCTURE BID (CIF2)**

I am writing to confirm that the Highways Agency is pleased to be working closely with Norfolk County Council on delivery of the above scheme within the Community Infrastructure Funding (CIF2) timetable.

We recognise the importance of the scheme in unlocking residential and employment land which cannot be developed unless transport impacts on the adjoining highway network are addressed.

Following planning consent granted for the development of a College of East Anglia (COWA) to be located within the Nar Ouse Regeneration Area (NORA) and the agreed highway mitigation measures, I can confirm that the Highways Agency is in a position to be able to advise the local planning authority that the planning condition relating to the NORA planning consent restricting the number of dwellings and amount of employment area can be removed. I understand Norfolk County Council will be using the new King's Lynn traffic model to confirm the satisfactory operation of the network.

The Highways Agency considers that the transport measures to be implemented on the trunk and local highway network to enable the COWA development together those measures identified through the CIF application will not only contribute to resolve current transport issues but also provide an essential first step in infrastructure required to facilitate growth and regeneration in King's Lynn.

The Highways Agency looks forward to working closely with Norfolk County Council on developing future sustainable solutions to delivering growth in King's Lynn.

Yours sincerely



Alan Kirkdale  
Regional Manager



creating a better place



Environment Agency

Norfolk County Council: Planning &  
Transportation Department  
County Hall Martineau Lane  
Norwich  
Norfolk  
NR1 2SG

Our ref: AC/2008/107319/02-L01  
Your ref: KW/MN

Date: 24 October 2008

DEPT. OF PLANNING  
AND TRANSPORTATION  
FAC  
27 OCT 2008  
ONTO  
ACTION  
FILE  
Post Log ref:

Site  
KW

29/10

F.A.O. Kevin Ward

Dear Sir

**CONSTRUCTION OF A NEW BUS ROUTE, OUTFALL SLUICE RIVER NAR,  
KING'S LYNN**

In response to the meeting held at our offices in Kings Lynn on 14 October 2008 between you and Andrew Leadbetter and Phil Kerridge of the Agency, and the question raised regarding whether vehicles can pass over the main river Nar outfall sluice. We have no objection in principle for vehicles to pass over the sluice as long as a full inspection is carried out prior to any vehicles passing over the structure to ascertain the loading the sluice can take and that it is in good state of repair.

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Agency is required for any proposed works or structures in, under or within 9 metres of the top of the bank of the main river (Nar). Please contact Phil Kerridge Tel.01480 483670 for further information in obtaining a consent.

Yours faithfully

**MR MIKE DEWSBURY**  
Planning Liaison Officer

Direct dial 01480 483924

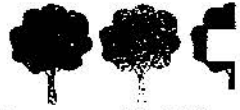
Direct fax 01480 435193

Direct e-mail [Planning\\_Liaison.Anglian\\_Central@environment-agency.gov.uk](mailto:Planning_Liaison.Anglian_Central@environment-agency.gov.uk)

Environment Agency  
Bromholme Lane, Brompton, Huntingdon, Cambridgeshire, PE28 4NE.  
Customer services line: 08708 506 506  
Email: [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk)  
[www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

End

## Norfolk Green



Hamlin Way, Kings Lynn, Norfolk PE30 4NG  
Telephone: 01553 776980 Facsimile: 01553 770891  
Website: www.norfolkgreen.co.uk

Our Ref: BC/SA

24<sup>th</sup> October 2008

Mr K Ward  
Dept of Planning & Transportation  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich  
Norfolk  
NR1 2DH

Dear Mr Ward

### King's Lynn – CIF 2 bid

I refer to the series of meetings that you have involved me in, concerning the King's Lynn CIF bid for central Government funding for works associated with the forward development of the town.

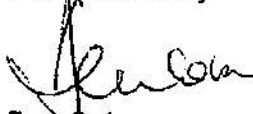
I am writing to offer my support for the passenger transport elements of the bid. Although a relatively small town, King's Lynn, it suffers quite chronic traffic congestion at times of day, and these are not only at conventional peak periods. As a bus operator committed to running the most punctual service that we can, and at the same time building the frequency and attractiveness of our route network based on the town, we are increasingly constrained by the time we have to add to schedules for operational delays; this approximates to 8 minutes (about 13%) in each hour of excess dwell time, more at peaks, and that is despite making a greater time allowance in our schedules at peak times of up to about 40%. Even so, this frequently does not prove sufficient extra resource. We therefore use the BusNet GPS tracking system routinely as an operational management tool, and deploy standby buses and drivers into the network at various locations and times of the day as soon as we see problems beginning to occur.

All of this adds cost to our operation only to promote punctuality; if this could be more assured by virtue of the road network then we could divert that additional resource into building frequencies or new routes. We have a track record of doing this yet congestion is now really constraining our ability to do so. Our track record is underpinned this year by being selected for the short-list for the UK Bus Awards "Winning new passengers" award which is sponsored by the Department of Transport – they only small operator, and only one of two South Eastern operators to be so honoured.

I believe that the benefits of the proposed bus priority developments are considerable especially taken together as a single entity. They will help make bus journey times more consistent which in turn can lead to reduced excess dwell time, thereby freeing up resources to further develop the network. But, more than that, they signal to bus users and motorists that this is the chosen future mode of travel as the town develops, which is important even in times of the economic downturn, as King's Lynn's town centre footfall, as measured by digital recording, continues to rise fast against the national trend (September 2008 up by 14% compared to a national decline of 10%), and with 31% of all people entering the town's retail heart doing so from the bus station.

This company is therefore committed to reinvesting any resources saved by virtue of the package of measures, once implemented, into enhancing the benefits directly back to the users of passenger transport in the town.

Yours sincerely



**Ben Colson**  
**Managing Director**

cc: Emma Taylor

Direct Telephone: 01553 815215  
Direct Fax: 01553 815467  
Direct Email: ggillespie@col-westanglia.ac.uk

GG/AB

28 October 2008

Mr J Norton  
Head of Regeneration  
Borough Council of King's Lynn and West Norfolk  
Chapel Street  
Kings Lynn  
Norfolk

Dear John

**CIF 2 - Kings Lynn South Transport**

The College of West Anglia is fully supportive of the proposals contained in the CIF 2 detailed business case for transport improvements in southern King's Lynn. We believe the proposed strategy for the South Gates improvement will greatly assist road users.

It is to all of our advantages to improve the congestion at the south of the town and as part of the a Section 106 agreement which will accompany the detailed planning permission for the construction of a new college campus within the Nar Ouse Regeneration Area, the College confirms that it is making £500,000 available for transportation improvements in the area.

Yours sincerely



Gordon Gillespie  
Director of Capital and Educational Developments



Your ref:  
Our ref: JN/mro/CIF2  
Please ask for: John Norton  
Direct dial: (01553) 616765  
Direct fax: (01553) 775726  
E-mail: john.norton@west-norfolk.gov.uk

Borough Council of  
**King's Lynn &  
West Norfolk**



Head of Regeneration  
**John Norton**

**Regeneration**

Ann Carruthers  
Strategy and Policy Manager  
Planning and Transportation  
Norfolk County Council  
Martineau Lane  
Norwich NR1 2DH

29 October 2008

Dear Ann

**CIF 2 – KING'S LYNN SOUTH TRANSPORT BID**

On behalf of the land owning partners of the Nar Ouse Regeneration Area (NORA), which comprise the Borough Council, English Partnerships and Morston Assets, I confirm that partners are supportive of the overall proposals and that funding will be made available to meet any shortfall in funding for the required improvements to the Saddlebow junction with the A47 which are necessary to remove the cap on the development of the NORA site.

Yours sincerely

**John Norton**  
Head of Regeneration



INVESTOR IN PEOPLE

King's Court, Chapel Street, King's Lynn, Norfolk PE30 1EX  
Tel: (01553) 616200; fax: (01553) 691663  
DX 57825 KING'S LYNN

Chief Executive - Ray Harding Deputy Chief Executive - David Thomason

Your ref:  
Our ref: RH/JN/EE  
Please ask for: Ray Harding  
Direct dial: (01553) 616245  
Direct fax: (01553) 616736  
E-mail: ray.harding@west-norfolk.gov.uk

Borough Council of  
**King's Lynn &  
West Norfolk**



Chief Executive  
Ray Harding

Ann Carruthers  
Strategy and Policy Manager  
Planning and Transportation  
Norfolk County Council  
County Hall  
Martineau Lane  
Norwich  
NR1 2DH

27 October 2008

Dear Ann

CIF 2 – KING'S LYNN SOUTH TRANSPORT

I confirm that the Borough Council of King's Lynn and West Norfolk, as a partner with Norfolk County Council in the preparation of the CIF 2 King's Lynn South Transport detailed business case, is fully supportive of the proposals submitted, subject to obtaining any necessary planning consents. I confirm that the Borough Council will make land available in its ownership for the implementation of the proposals.

Yours sincerely

Ray Harding  
Chief Executive



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Chief Executive - Ray Harding Deputy Chief Executive - David Thomason

[www.west-norfolk.gov.uk](http://www.west-norfolk.gov.uk)

## Appendix B Strategic Fit Tables

### **2.1.1 Alignment with Government, Regional and Local objectives**

The objectives and outcomes of implementing the King's Lynn South Transport Major Scheme, as part of the emerging land use and transport strategy, which includes the accommodation of planned growth, have been considered for their alignment with Government, regional and local objectives. For each strategy or initiative the goals and objectives are shown down the side of the tables below and the King's Lynn South Transport Major Scheme objectives across the top. Where a strategic fit exists, text is provided to show the link. This assessment has been carried out for the following strategies or initiatives.

- Department for Transport - Towards a Sustainable Transport System (October 2007)
- Department for Transport - The Eddington Transport Study Report (December 2006)
- East of England Development Agency - Regional Economic Strategy for the East of England 2008-2031
- Government Office for the East of England - East of England Plan - The Revision to the Regional Spatial Strategy for the East of England (May 2008)
- The emerging King's Lynn Area Transportation Strategy
- Norfolk County Council Local Transport Plan 2006-11 (March 2006)
- Norfolk County Strategic Partnership – Norfolk Ambition - sustainable community strategy for Norfolk 2003-2023 (March 2008)

It is clear from these tables that strong demonstrable links exist for the King's Lynn South Transport Major Scheme to local, regional and national objectives. Strong correlation consistently emerges when considering the economic, environmental and social objectives of the various strategies considered.

**Towards a Sustainable Transport System**

King's Lynn South Transport Major objectives	Improve operation of the overcapacity Southgates Roundabout	Release development land in the NORA development	Release development land for 2356 houses	Reduce number of car trips into AQMA by encouraging modal shift	To improve bus journey time and journey time reliability	To improve cycling facilities to encourage modal shift
<b>Competitiveness and productivity</b>		Will enable economic development that will benefit local and national economy				
<b>Climate Change</b>			At least 900 houses will be located adjacent to new jobs potentially reducing the need to travel	Reduced number of journeys will result in lower overall CO2 emissions	Improvements will encourage modal shift and reduce dependency on the car as well as having benefits for fuel efficiency	Could remove some vehicle mileage from the network
<b>Safety, security and health</b>	Reduced congestion will mean less stress for motorists and may improve air quality. Improved safety for junction users.		Potential health benefits for people who walk or cycle to work from the new homes	Cleaner air health benefits from addressing the AQMA issue		Health benefits of cycling and improved safety through additional facilities for cyclists
<b>Quality of life</b>	More pleasant journeys for all modes and for those living in the area	Increased employment opportunities will contribute to a better quality of life	New housing including affordable housing opportunities will potentially contribute to better quality of life	Improved air quality for residents, pedestrians and cyclists in the area	Will reduce bus journey times	Health benefits of cycling
<b>Social equity</b>	Reduced congestion will benefit car and public transport journeys and improved crossings will be provided for pedestrians as part of the scheme		30% of the new homes provided will be affordable		Will improve access to local employment opportunities and essential services for those without a car	Will improve access to local employment opportunities and services for those without a car

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**Eddington Report**

King's Lynn South Transport Major objectives	Improve operation of the overcapacity Southgates Roundabout	Release development land in the NORA development	Release development land for 2356 houses	Reduce number of car trips into AQMA by encouraging modal shift	To improve bus journey time and journey time reliability	To improve cycling facilities to encourage modal shift
Improving the performance of existing transport networks	Will improve the efficiency of the existing junction			Modal shift will help improve the performance of the existing network	More attractive public transport will encourage modal shift improving performance	Modal shift will help improve the performance of the existing network
Congested and growing city catchments; key interurban corridors and key international gateways	Helps reduce congestion on key corridor into King's Lynn	Enables planned employment growth and tackles congestion	King's Lynn needs to accommodate unprecedented levels of housing growth			
Meet economic and environmental goals. Congestion and environmental pricing. High returns, including smaller schemes tackling pinch points	Scheme is collection of small scale elements that include tackling a pinch point at Southgates roundabout.	Employment growth should improve the King's Lynn local economy	Co-locating housing with employment opportunities will contribute to environmental goals	Modal shift addresses congestion and environmental goals	Modal shift addresses congestion and environmental goals	Modal shift addresses congestion and environmental goals
Policy process needs to be rigorous and systematic ie define the problem, consider range of options and ensure spending is focused on best policies.	The overall scheme developed as part of the "Growth Point" process and within that seeks to target resources to address congestion	Seeks to target resources to facilitate growth	Seeks to target resources to facilitate growth			
Government to ensure the delivery system ready to meet challenges						

**Regional Economic Strategy for the East of England 2008-2031**

King's Lynn South Transport Major objectives	Improve operation of the overcapacity Southgates Roundabout	Release development land in the NORA development	Release development land for 2356 houses	Reduce number of car trips into AQMA by encouraging modal shift	To improve bus journey time and journey time reliability	To improve cycling facilities to encourage modal shift
<b>The ideas economy</b> <ul style="list-style-type: none"> <li>• Enterprise</li> <li>• Innovation</li> <li>• Digital economy</li> <li>• Resource efficiency</li> </ul>	Improves the operation and efficiency of a key junction in King's Lynn	Facilitates investment to strengthen local economy		Modal shift will help improve the efficiency of the existing network	Will improve the transport network by making public transport more attractive and encouraging modal shift	Modal shift will help improve the efficiency of the existing network
<b>An adaptive economy</b> <ul style="list-style-type: none"> <li>• Skills</li> <li>• Inclusion</li> <li>• Transport</li> <li>• Places</li> </ul>	Contributes to the effectiveness and efficiency of the transport network	Encourages improved skills through provision of more employment opportunities	Facilitates housing growth, including affordable housing which is essential to support economic growth		Will help overcome the barrier to economic participation by giving certain groups better access to employment opportunities	Will help overcome the barrier to economic participation by giving certain groups better access to employment opportunities
<b>The specialised economy</b> <ul style="list-style-type: none"> <li>• Spatial focus</li> <li>• Sectoral focus</li> </ul>		New high quality NORA development could attract new industries and enhance the sectoral offer of the local economy				
<b>The open economy</b> <ul style="list-style-type: none"> <li>• International presence</li> <li>• Regional presence</li> </ul>		Will help boost the regional economic standing of King's Lynn				

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**The East of England Plan - Regional Spatial Strategy /Regional Transport Strategy (RSS/RTS)**

King's Lynn South Transport Major objectives	Improve operation of the overcapacity Southgates Roundabout	Release development land in the NORA development	Release development land for 2356 houses	Reduce number of car trips into AQMA by encouraging modal shift	To improve bus journey time and journey time reliability	To improve cycling facilities to encourage modal shift
To reduce the region's impact on, and exposure to, the effects of climate change		Co-locating employment and housing potentially reduces the need to travel therefore reducing impact on climate change	Co-locating housing and employment potentially reduces the need to travel therefore reducing impact on climate change	Fewer car trips in the urban centre will reduce CO2 emissions from transport sources	Could encourage a reduced demand for commuting trips by car	Fewer car trips in the urban centre will reduce CO2 emissions from transport sources
To address housing shortages in the region			Provides 2356 new houses			
To realise the economic potential of the region and its people		New high quality NORA development could attract new industries and enhance the sectoral offer of the local economy			Better access to jobs means that people can realise or improve their economic potential	Better access to jobs means that people can realise or improve their economic potential
To improve the quality of life for the people of the region	Improved efficiency potentially gives rise to time savings for those using the junction	Increased employment opportunities will contribute to better quality of life	New housing including affordable housing opportunities will potentially contribute to better quality of life	Improves the quality of life for residents and visitors through environmental improvements	Provides greater choices in access modes to King's Lynn town centre	Provides greater choices in access modes to King's Lynn town centre
To improve and conserve the region's environment				Reduced emissions in AQMA will contribute to improved environment	Will encourage sustainable forms of travel contributing to improved environment	Will encourage sustainable forms of travel contributing to improved environment



### King's Lynn Area Transportation Strategy (KLATS)

King's Lynn South Transport Major objectives	Improve operation of the overcapacity Southgates Roundabout	Release development land in the NORA development	Release development land for 2356 houses	Reduce number of car trips into AQMA by encouraging modal shift	To improve bus journey time and journey time reliability	To improve cycling facilities to encourage modal shift
<b>Accessibility</b>		Locating employment opportunities close to housing will offer improved accessibility	Many of these houses will be co-located with NORA development land enabling good accessibility to new jobs		Improved accessibility through faster more reliable buses	Improved accessibility by increasing travel options
<b>Congestion</b>	Minimises congestion/ delays for all modes by improving efficiency of junction	Locating employment close to housing has potential to reduce congestion	Locating housing close to employment has potential to reduce congestion	Fewer car trips will mean less congestion in the town	Modal shift should reduce congestion	Modal shift should reduce congestion
<b>Environment and pollution</b>	Potential benefits through less congestion	Potential reduction in emissions by co-locating jobs/ housing	Potential reduction in emissions by co-locating jobs/housing	Improved air quality in King's Lynn town centre	Potentially removes vehicle mileage from network	Potentially removes vehicle mileage from network
<b>Safety</b>	Maximises safety and security. Minimises number/ severity of accidents.					
<b>Economic vitality</b>		High quality NORA development could attract new industries enhancing sectoral offer of local economy				
<b>Liveability and community</b>			30% of the new homes provided will be affordable	Improved air quality in King's Lynn town centre	Promotes social inclusion and equal access to jobs, goods and services	Promotes social inclusion and equal access to jobs, goods and services

Norfolk Local Transport Plan (LTP)

King's Lynn South Transport Major objectives	Improve operation of the overcapacity Southgates Roundabout	Release development land in the NORA development	Release development land for 2356 houses	Reduce number of car trips into AQMA by encouraging modal shift	To improve bus journey time and journey time reliability	To improve cycling facilities to encourage modal shift
<b>Deliver sustainable growth</b>		Scheme releases land for sustainably located essential jobs growth	Scheme releases land for sustainably located essential housing growth			
<b>Improve accessibility</b>		Housing and jobs are co-located providing greater accessibility	Housing and jobs are co-located providing greater accessibility		Improves access to key services, facilities and opportunities by improving modal choice	Improves access to key services, facilities and opportunities by improving modal choice
<b>Reduce congestion</b>	Reduces the number and severity of congestion incidents. Improves journey time reliability	Potentially reduces the need to travel therefore contributing to congestion reduction	Potentially reduces the need to travel therefore contributing to congestion reduction	Fewer car trips will mean less congestion in the town	Encouraging modal shift potentially reduces congestion	Encouraging modal shift potentially reduces congestion
<b>Protect and enhance the environment</b>				Fewer car trips will create a lesser impact on the town centre historic environment	Encouraging a modal shift potentially benefits the environment	Encourages a modal shift potentially benefits the environment
<b>Improve road safety</b>	Should minimise the number and severity of road accidents					



**Norfolk Ambition – The Community Strategy for Norfolk 2003- 2023**

King's Lynn South Transport Major objectives	Improve operation of the overcapacity Southgates Roundabout	Release development land in the NORA development	Release development land for 2356 houses	Reduce number of car trips into AQMA by encouraging modal shift	To improve bus journey time and journey time reliability	To improve cycling facilities to encourage modal shift
<b>1 Inclusive and diverse</b>			Provision of affordable housing will contribute to improved inclusion		Improves options, particularly for non car owners	Improves access options to jobs and services
<b>2 Healthy and well</b>		Proximity of jobs and housing potentially encourages more walking and cycling	Proximity of jobs and housing potentially encourages more walking and cycling	Potential reduction in emissions could contribute to improved health		Provides healthier lifestyle options by providing sustainable transport alternatives
<b>3 Safe</b>	Minimises number/severity of accidents.					
<b>4 Knowledgeable and skilled</b>		Proposes wide range of employment uses				
<b>5 Active and engaged</b>		Provides accessible jobs particularly for those in new housing				
<b>6 Environmentally responsible</b>				Improves local environment where traffic is removed	Encourages use of more sustainable transport mode	Improves sustainable transport choices
<b>7 Creative</b>						
<b>8 Economically thriving</b>		Facilitates investment by removing barriers to economic development				
<b>9 Accessible and well-housed</b>			30% affordable homes to be provided		Better access to jobs, goods and services	Better access to jobs, goods and services

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## Appendix C Risk Register

**PROJECT RISK REGISTER**

Project Name: King's Lynn GP  
 Prepared by: J Taylor, D Brogden  
 Date Prepared: 21 August 2009  
 Version No: 02 Updated 28 October 2009

Risk Number	Risk Area	Risk Source (Link to Future's...)	Risk Consequences (Link to Future's...)	Likelihood	Impact	Risk Score (LxI)	Risk Class	Project Control Measures	Risk Owner
A	General - Common								
A1	General - Common	Change in Client Party - Members support		3	4	8	LOW	Close and regular monitoring in political temperature	NEC/BOL/WN
A2	General - Common	Just Case Strategy interaction impact on traffic modelling and reconstruction of sustainability measures		2	4	8	MEDIUM	Ensure close links at project board level and early identification of potential conflicts	NEC/BOL/WN
A3	General - Common	Availability of resources for delivery - technical / legal / specialists (Semiars etc)		2	2	4	LOW	Early development and agreement of fully resourced programme - Early involvement of specialist - subcontractors via EC process	MG
A4	General - Common	Provision of other services including additional resources but at 10% modelling assessment (10%)		3	4	12	HIGH	Early identification of potential resource requirements - Strategic and Performance to set up a model programme for all traffic assessment work required for NEC - Ask client to set up a resource programme to produce budget estimates to all project team members - all are being progressed	NEC/MD
A5	General - Common	Provision of 10% funding		3	3	9	HIGH	Early identification of budget requirements and monitoring of spend against budget - budget including contingency arrangements to design within available funding	NEC/BOL/WN
A6	General - Common	Cracks in client funding		3	3	9	HIGH	Early programming and communication of key delivery milestones	NEC/BOL/WN
A7	General - Common	Potential effect of delivery outside processes		4	2	8	MEDIUM	Close and regular monitoring in political temperature	NEC/BOL/WN
A8	General - Common	Potential effect of delivery outside resources		4	3	12	HIGH	Close and regular monitoring of political temperature - continuity of resource	NEC/BOL/WN
A9	General - Common	Changes in local politics - NEC/BOL/WN resources also considered		1	4	4	LOW	Close and regular monitoring in political temperature	NEC/BOL/WN
A10	General - Common	Failure to fully programme - leads to funding issues		3	3	9	HIGH	Same as A6	NEC/BOL/WN
A11	General - Common	Loss of clarity of STATs forward work plans		4	2	8	MEDIUM	Work to establish STATs infrastructure requirements at an early stage - set up liaison arrangements	NEC/BOL/WN
A12	General - Common	Technical management issues - possible local effects of progressing from the current scheme to the next stage eg NCRM (10%)		3	3	9	HIGH	Early discussions with stakeholders - contractors and HA network management	NEC/MD
A13	General - Common	Effect of works on residents and community		4	2	8	LOW	Early planning and liaison with community stakeholders e.g. Friends	NEC/BOL/WN
A14	General - Common	Inflation allowances		3	3	9	HIGH	Allowance has been made in budget to reduce inflation allowances	NEC/BOL/WN
A15	General - Common	Contingency - allowances		3	4	12	VERY HIGH	Early consultation and resolution of potential objections	NEC/BOL/WN
A16	General - Common	Future flexibility available to spend		1	3	3	LOW	Ensure projects given high priority and prepare contingency for any unanticipated changes	NEC/BOL/WN
A17	General - Common	Measurement of success - identification of methodology (PFI)		4	1	4	LOW	Early establishment of evaluation measures for future monitoring - project board involvement	NEC/BOL/WN
A18	General - Common	Accounting		2	2	4	LOW	Early consultation with and involvement of HA	NEC/BOL/WN
A19	General - Common	Link to the programme		3	1	3	LOW	Establish effective project control and management arrangements	NEC/BOL/WN
A20	General - Common								
A21	General - Common								
A22	General - Common								
A23	General - Common								
A24	General - Common								
A25	General - Common								
B	Subscheme Specific								
B1	King's Lynn GP	Permitted constraints to construction	Cost	3	2	6	LOW	Early planning and liaison with environmental stakeholders e.g. Norfolk Wildlife	NEC/BOL/WN
B2	King's Lynn GP	BOL/WN resource issues - impact on eg Harbridge PFI	Delay	3	2	6	MEDIUM	Early consultation - already underway - Review working surveys	NEC/BOL/WN
B3	King's Lynn GP	Working and access	Cost/Issue	2	3	6	MEDIUM	Early liaison with Borough for path of work needed and measurement of need to provide level 100 reduced PFI	NEC/BOL/WN
B4	King's Lynn GP	Interaction between other routes - main approaches	Delay	2	2	4	LOW	Liaison with network management and early planning	NEC/BOL/WN
B5	King's Lynn GP	Three road junction - crosswalks - impact on other	Delay	2	3	6	HIGH	Need to clarify what the current risk position is - before it starts to increase	NEC/BOL/WN
B6	King's Lynn GP	Road speed reduction	Delay	2	3	6	MEDIUM	Early liaison with streetlights contractor - ongoing	NEC/MD
B7	King's Lynn GP	Post ground conditions	Cost	3	2	6	MEDIUM	Ground investigation - ensure joint of working level	NEC/BOL/WN
B8	King's Lynn GP	EA consent - delays etc	Delay	2	3	6	HIGH	Speak to EA early/continually	NEC/BOL/WN
B9	King's Lynn GP	Contaminated ground	Cost	4	2	8	MEDIUM	Refer to CLM	NEC/BOL/WN
B10	King's Lynn GP	Traffic	Delay	2	3	6	HIGH	Early liaison with streetlights contractor - ongoing	NEC/BOL/WN
B11	King's Lynn GP	Temporary lighting - for project office and community centre	Cost and cost perception	3	3	9	MEDIUM	Alternative need consideration	NEC/BOL/WN
B12	King's Lynn GP	Risk of failure of bid	Cost	2	3	6	HIGH	Make sure being put into bid to ensure best chance of success	NEC/BOL/WN
B13	King's Lynn GP	Impact on services on other schemes	Delay	3	2	6	MEDIUM	Liaison with network management and early planning	NEC/BOL/WN
B14	King's Lynn GP	Coordination with other projects eg Harbridge and Cambridge Avenue	Delay	4	2	8	MEDIUM	Coordination	NEC/BOL/WN
B15	King's Lynn GP	Asbestos - character and unbalanced	Contingency	4	2	8	MEDIUM	Test soils and ground penetrating radar surveys underway	NEC/BOL/WN
B16	King's Lynn GP	Asbestos - difficulty and volume of sampling in building PFI	Contingency	3	3	9	MEDIUM	Contingency	NEC/BOL/WN
B17	King's Lynn GP	Realising the work - traffic and bus revenue	Cost	3	2	6	MEDIUM	Liaison	NEC/BOL/WN
B18	King's Lynn GP	Value of buildings - reference to previous traffic flows	Cost perception	2	3	6	HIGH	Traffic modelling	NEC/BOL/WN
B19	King's Lynn GP	Need to allow for other development options	Cost perception	2	3	6	MEDIUM	Traffic modelling	NEC/BOL/WN
B20	King's Lynn GP	Liaison with other projects eg NCRM (10%) delays - impact etc	Contingency	2	4	8	LOW	Liaison	NEC/BOL/WN
B21	King's Lynn GP	Structure maintenance	Cost	3	3	9	MEDIUM	See other options	NEC/BOL/WN
B22	King's Lynn GP	Impact on other public expectations	Cost perception	2	4	8	MEDIUM	Clarify PFI	NEC/BOL/WN
B23	King's Lynn GP								
C	Other								
C1	Other						LOW		
C2	Other						LOW		
C3	Other						LOW		
C4	Other						LOW		
C5	Other						LOW		



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## Appendix D Full Budget Spreadsheet

22-Oct-08

## Activity Schedule


Forecast Target				Forecast Costs			
Description (Bold figures are those not priced by JM)	Initial Agreed Budget / Target £	Estimated Change in Target £	Current Forecast Target £	Description	Current Costs (inc fee) £	Future Costs £	Forecast Final Costs £
Preliminaries - included in rates below at nominal 15%	£0.00		£0.00				£5,780,347.73
<b>Site establishment and security</b>	<b>£100,000.00</b>		<b>£100,000.00</b>				£0.00
Littleport Street/Kettlewell Lane/Wyatt Street	£87,069.61		£87,069.61				£0.00
Railway Rd/John Kennedy Rd Junction	£73,377.57		£73,377.57				£0.00
Littleport Street/Austin Street Junction	£247,535.28		£247,535.28				
Norfolk Street	£139,591.34		£139,591.34				
Bus Route (including Puny loop realignment £100,000)	<b>£945,273.93</b>		<b>£945,273.93</b>				
Bus Route - Millieet	£126,050.81		£126,050.81				
Cycle Link 5 (including timber bridge replacement £350,000)	<b>£387,443.74</b>		<b>£387,443.74</b>				
Southgates Roundabout (including ped crossing imps at Sth Everard St, £25,000)	<b>£1,282,436.56</b>		<b>£1,282,436.56</b>				
Traffic Signal Upgrade - Regent Street/St James Road	£100,000.00		£100,000.00				
Traffic Signal Upgrade - Hospital walk/London Road	£100,000.00		£100,000.00				
Traffic Signal Upgrade - Blackfriars Street/St James Road	£125,000.00		£125,000.00				
Traffic Signal Upgrade - Valingers Road/London Road	£70,000.00		£70,000.00				
Selective vehicle detection (SVD) - estimate	£200,000.00		£200,000.00				
Saddlebow Junction (including strengthening east parapet beam, £100,000)	£427,593.16		£427,593.16				
Nar Quae Way widening (including drainage ditch realignment, £50,000)	£493,809.89		£493,809.89				
			£0.00				
Disposal of contaminated materials	£150,000.00		£150,000.00				
			£0.00				
			£0.00				
			£0.00				
Risk @ 5% total works estimate	£252,759.09		£252,759.09				
			£0.00				
NEC Fee Percentage @ 8.9% (head office overhead, insurance etc)	£472,406.75		£472,406.75				
<b>Total Works</b>	<b>£5,780,347.73</b>		<b>£5,780,347.73</b>				
Current CE register total (including fee)		£0.00	£0.00				
<b>Total Works + Compensation Events</b>	<b>£5,780,347.73</b>		<b>£5,780,347.73</b>				<b>£5,780,347.73</b>
						Profit/Gain share	£0.00
						Forecast Final Price	<b>£5,780,347.73</b>

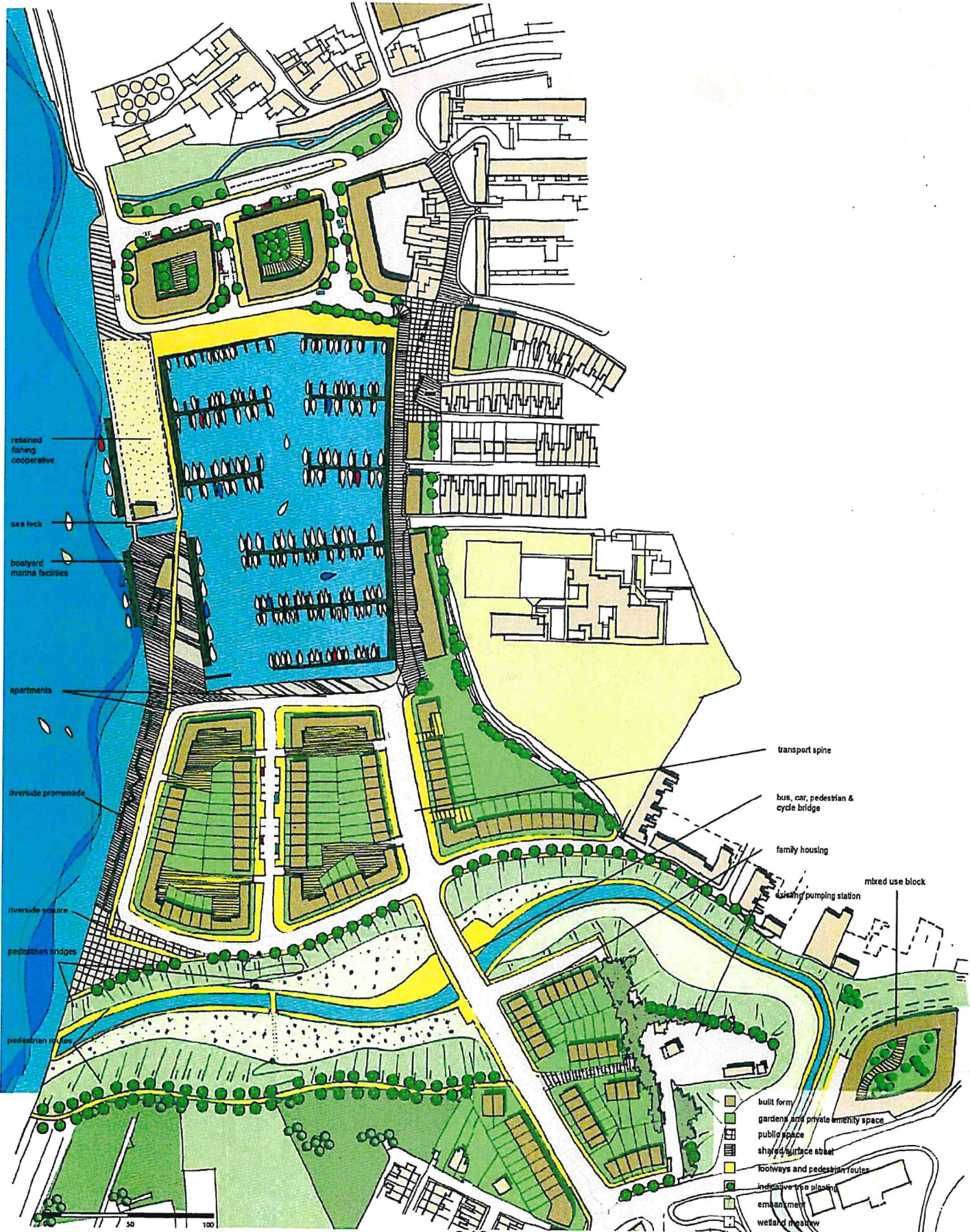
Initial Budget Target **£5,780,347.73** Forecast Target **£5,780,347.73**Forecast Final Price **£5,780,347.73**







<b>Project Title</b> King's Lynn Marina - Nar Diversion	<b>Client</b> White Young Green		<b>Rev C</b>
<b>Drawing Title</b> Revised Masterplan	<b>Project No</b> 21328	<b>Scale</b> 1:1000@A1	
	<b>Drawing No</b> 01	<b>Date</b> 01 December 2008	



## **Proposed changes to Harding's Way, King's Lynn, Norfolk**

# **Draft equality assessment - early findings and recommendations**

**4 May 2018**

This assessment helps you to consider the impact of service changes on people with protected characteristics. You can update this assessment at any time so that it informs ongoing service planning and commissioning.

For more information please contact Jo Richardson, Equality & Diversity Manager, email [jo.richardson@norfolk.gov.uk](mailto:jo.richardson@norfolk.gov.uk), Tel: 01603 223816



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2.	The legal context	3
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## The purpose of an equality assessment

1. The purpose of an equality impact assessment is to enable elected members to consider the potential impact of decisions on different people and communities prior to decisions being taken. Mitigating actions can be developed if detrimental impact is identified.
2. It is not always possible to adopt the course of action that will best promote the needs of people with protected characteristics. However, assessments enable informed decisions to be made, that take into account every opportunity to minimise disadvantage.

## The Legal context

3. Public authorities have a duty under the Equality Act 2010 to consider the implications of proposals on people with protected characteristics. The Act states that public bodies must pay due regard to the need to:
  - Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act<sup>1</sup>;
  - Advance equality of opportunity between people who share a relevant protected characteristic<sup>2</sup> and people who do not share it<sup>3</sup>;
  - Foster good relations between people who share a relevant protected characteristic and people who do not share it<sup>4</sup>.
4. The full Act is available [here](#).

## The assessment process

5. This assessment comprises three phases:
  - **Phase 1** – evidence is gathered on the proposal, to examine who might be affected and how. This includes reviewing the findings of contextual information about local populations and other relevant data. Public consultation takes place.
  - **Phase 2** – the results are analysed, making sure that any potential impacts are assessed. If the evidence indicates that the proposal may have a detrimental impact on people with protected characteristics, mitigating actions are considered.
  - **Phase 3** – the findings are reported to Environment, Development & Transport Committee on Friday 6th July 2018, to enable any impacts to be taken into account before a decision is made by elected members.



## The proposal

### Overview

1. This proposal seeks to make changes to Harding's Way in King's Lynn, through a Traffic Regulation Order (TRO).
2. The TRO was triggered by a decision by King's Lynn and West Norfolk Borough Council on 6 September 2017 to grant planning permission for the construction of three new access roads off the southern end of Harding's Way (planning reference 17/01008/F). The TRO was one of eleven conditions required by the Borough Council to enable the scheme to go ahead.

### Summary of the proposal

3. The technical detail of the proposal is set out later in this assessment. However, in summary, Harding's Way is not currently a residential area of King's Lynn but it can be used by pedestrians and cyclists as a shared path/cycleway to access King's Lynn town centre (as an alternative to London Road) and Harding's Pits, a 'doorstep green'.
4. Harding's Way can be used by buses. Other vehicles are prohibited.

### What will happen if the proposal goes ahead?

5. If the proposal goes ahead, three new access roads will be created off the southern end of Harding's Way, to create access to a new development (not yet built). At this stage, initial designs by King's Lynn Borough Council indicate that the development will be primarily residential, with provision for around 90 parking spaces.
6. This would mean that:
  - Instead of pedestrians being able to get from the southern end of Harding's Way to the northern end via the path/cycleway, with only one crossing point to navigate<sup>1</sup>, pedestrians will have to navigate an additional new crossing point at the southern end of Harding's Way, via a non-signalled crossing.
  - It is difficult to estimate how much traffic would cross this new crossing point, as this information is not yet available. However, initial designs by King's Lynn Borough Council indicate that the proposed development will be primarily residential, with provision for around 90 parking spaces.
  - Bus drivers and cyclists currently using Harding's Way will have to observe revised road markings when using the amended route.

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<sup>1</sup> This current crossing point is situated towards the northern end of Harding's Way, near the bridge. All pedestrians are required to cross Harding's Way at this point because the path/cycle way on the western side of the carriageway ends, so pedestrians must cross the road to re-join it on the eastern side.

## Information about Harding's Way

7. Harding's Way is currently restricted to all traffic for the majority of its length, bar 64 metres south of the Boal Street junction (just south of Boal Street Car Park).
8. Access is only authorised for:
  - Public service vehicles (bus) being used as part of a service under section 22 Transport Act 2000, or
  - A private service vehicle (bus) being used as part of an excursion or tour for the transport of children from the school adjacent to Harding's Way (Whitefriars Church of England Primary Academy), or
  - Bicycles.
9. The following organisations / vehicles are also allowed to access Harding's Way for specific purposes:
  - Fire Brigade, Police or Ambulance emergency purposes
  - In the service of a local authority or water authority in pursuance of statutory powers or duties
  - In connection with the maintenance, improvement or reconstruction of that length of road or the laying, erection, alteration or repair in or adjacent to that length of road of any sewer, water, flood defence, sluice control, or gas or electricity apparatus or of any telecommunications apparatus as defined in the Telecommunications Act 1984
  - In connection with the provision of a universal postal service as defined in the Postal Services Act 2000
  - Harding's Pits Community Association Ltd and/or its nominated contractors for grounds maintenance.
10. The south end of Harding's Way is bordered either side by land owned by King's Lynn and West Norfolk Borough Council and also a small group of industrial units.
11. There are currently no residential property frontages along the length of Harding's Way.
12. The north end of Harding's Way is bordered by Harding's Pits to the west which is a five and a half acre site of green space open to the public, managed by Harding's Pits Community Association Ltd (HPCA Ltd), a not-for-profit limited company. Harding's Pits is one of the largest 'doorstep' greens in the country. The Community Association estimates that Harding's Pits serves a local population of 6,000.
13. To the east runs the River Nar.
14. A length of shared cycle/pedestrian pathway currently runs along the west of the carriageway along Harding's Way, past the Bus Gate (a series of rising bollards that only allow access to the vehicles stated elsewhere in this document). At the bridge over the River Nar, pedestrian/cyclists must cross the road to the other side to re-join the path/cycleway. The path/cycleway then continues on the east side of the carriageway along Harding's Way.

## Technical detail about the Traffic Regulation Order

15. The TRO will change the current vehicular access for the southern end of Harding's Way only (access from Wisbech Road).
16. This is to allow access to land to the west and east of Harding's Way which will be gained via three new access roads, two of which will lead to primarily residential developments (not yet built) and the third into existing commercial property (Overton's site).
17. This will mean that the first part of the road from the southern entrance to Harding's Way (before the Bus Gate) will become accessible to all traffic.
18. The access roads will have a speed restriction of 20 mph. Traffic on Harding's Way is restricted to 30mph.
19. The existing bus gate at the southern entrance to Harding's Way will be moved 15 metres north from its existing position. This is to allow HGV access to the new entrance to the Overton's site as well as access for waste collection / delivery vehicles.
20. This will mean that the remainder of Harding's Way (northern end) will remain restricted to traffic specified elsewhere in this document.
21. The junction crossing at the southern end of Harding's Way (along Wisbech Road) will remain signal controlled for pedestrians and cyclists.
22. Following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. A reduction in movements at the existing location will benefit users of the shared use facility on Wisbech Road as there will be reduced conflict.
23. To the east side of Harding's Way there is a level grass verge with re-enforcement. Pedestrians are able to walk on the surface away from traffic but the section 'dead-ends'.
24. A shared cycle / pedestrian pathway will be built in place of this grass verge to provide pedestrian / cycle access to the Overton's site and the site to the east of Harding's Way.
25. Each of the three access roads joining Harding's Way will require vehicular access / egress over the shared use (pedestrian / cycle) pathway.
26. These crossing points will consist of dropped kerbing either side of the access road to allow easy access/egress for pedestrians / cyclists on to the access road and then back on to the shared use pathway.
27. Give Way road markings will be utilised at each of the new accesses proposed on Harding's Way. However, unlike a normal layout where the Give Way markings would be implemented at the edge of the new access adjacent to Harding's Way, they will be set back into the access behind the crossing point. Setting back the

markings will further reinforce that traffic accessing/egressing these new areas should be giving priority to those utilising the shared use facility.

28. These crossing points will not be signal controlled and material either side of the crossing will be the same material as that used in the rest of the pathway (i.e. not tactile paving).

### **Accessibility and safety considerations to be incorporated into the TRO**

29. A number of measures are proposed to facilitate accessibility and safety for pedestrians:
- In order to prioritise the shared path/cycle way, each of the three access roads joining Harding's Way will include the following control measures for vehicular access/egress:
    - As mentioned earlier, Give Way road markings will be utilised at each of the new accesses proposed on Harding's Way. However, unlike a normal layout where the Give Way markings would be implemented at the edge of the new access adjacent to Harding's Way, they will be set back into the access behind the crossing point. Setting back the markings will reinforce that traffic accessing/egressing these new areas should be giving priority to those utilising the shared use facility.
    - Dropped kerbing either side of the access road to clearly define where the shared pathway and access road cross and to allow easy access/egress for pedestrians / cyclists moving from the shared pathway on to the access road and then back again.
    - Limitation of vehicular speed to 20mph for the three access roads.
  - The crossing which links both sides of Harding's Way across Wisbech Road will remain signal controlled, providing pedestrians and cyclists with an alternative other than crossing the carriageway to gain access from one side of Harding's Way to the other before any of the access roads.
  - Following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. A reduction in movements at the existing location will benefit users of the shared use facility on Wisbech Road as there will be reduced conflict.
  - Existing street lighting will remain unchanged.
  - Parked vehicles along Harding's Way will not be allowed to obstruct the shared path/cycle way, as double yellow lines will remain in place.

### **Who is affected by the proposal?**

30. This proposal affects all current users of Harding's Way - particularly pedestrians, cyclists, public transport users and bus drivers. This includes users with protected characteristics, e.g. disabled and older users, younger people and parents.



31. There is no formal data on the numbers or characteristics of the pedestrians, cyclists or public transport users currently using Harding's Way. However, local intelligence suggests that Harding's Way is well used by people as a pedestrian route to access King's Lynn town centre and Harding's Pits.
32. The population of King's Lynn and West Norfolk is approximately 147,451 (2011 census).
33. The health of people in King's Lynn and West Norfolk is varied compared with the England average. Life expectancy for both men and women is similar to the England average, although life expectancy is 5.8 years lower for men and 2.5 years lower for women in the most deprived areas of King's Lynn and West Norfolk than in the least deprived areas. Levels of moderate and severe physical disability are higher in King's Lynn and West Norfolk compared to the Norfolk and England average.
34. According to the 2011 Census, King's Lynn & West Norfolk has a similar proportion of people belonging to ethnic minorities as in the county. Some 7.4% of the population belong to an ethnic group other than White British or White Irish, as against around 15 per cent in England and 7 per cent in Norfolk as a whole.

[Note: this section on the profile of King's Lynn is being developed and the final equality assessment to be presented to Environment, Development & Transport Committee on 6 July 2018 will set out full details of the local area.]

## Potential impact

35. This proposal will affect all users of Harding's Way (e.g. those identified in paragraph 30 above). However, it is only likely to have a *detrimental* impact on disabled pedestrians – particularly blind and visually impaired pedestrians, and pedestrians with multi-sensory impairments (e.g. people who are blind and deaf).
36. At this stage there is no evidence that the proposal would have a significant detrimental impact on people from other groups – e.g. parents with prams, younger children or older people without disabilities.
37. The section below explains the reasons for this.

### Impact on people with visual/multi-sensory impairments

38. The potential detrimental impact on people who have visual or multi-sensory impairments arises because people from these groups find non-signalled crossings challenging (or impossible) to navigate. This is because they cannot use the cues utilised by sighted people - they cannot use sight to judge speed, distance or the intention of the driver, or hear whether a vehicle is approaching. Visually/multi-sensory impaired people argue that it is unreasonable to ask them to 'trust' that drivers will always comply with speed limits or road markings and stop if they see someone waiting to cross the road, because it is impossible to guarantee that they will not be exposed to a level of risk when they step out into the road.
39. The introduction of silent electric vehicles is an additional factor to be taken into account, because sound (where someone does not have a hearing impairment) cannot be used to alert a person that a vehicle is approaching.

40. In addition, the use of tactile material to indicate the presence of a crossing is an important factor in the ability of visually/multi-sensory impaired person to navigate it. As noted above, the material at either side of the proposed crossing point will be the same material as that used in the rest of the pathway (i.e. not tactile paving).
41. The decision not to use tactile paving and to maintain the same materials along the route has been made in order to reinforce the understanding that the shared use facility has priority across the new accesses. Implementation of tactile paving would suggest that the path should be giving way to vehicles turning in and out of the side road, which is contrary to what is trying to be achieved.
42. It should also be noted that tactile materials sometimes cause significant problems for people in wheelchairs, due to the friction and vibration they trigger when the wheelchair passes over them, which can be very painful. At a national level, this issue is being debated to find a solution that meets the needs of all.

#### **Impact on disabled people with restricted mobility, long term health conditions, learning disabilities or other issues**

43. People with restricted mobility or who have conditions that mean they walk slowly or need longer than usual to make decisions can also find non-signalled crossings challenging. This is because they may be concerned that they will not be able to cross fast enough or they may not be able to judge distance or time effectively.
44. However, these users should still be able to cross the road, albeit with more care, planning and some greater difficulty than people who are not disabled.

#### **Potential impact on parents with prams, or young people with no adult present**

45. Parents with prams or younger people without an adult or carer present may be anxious about navigating a crossing point in the event of a high volume of traffic.
46. However, these users should still be able to cross the road, albeit with more care, planning and some greater difficulty than others.

#### **An important factor to take into account when considering the impact on pedestrians**

47. Whilst it is important to recognise that all non-signalled crossings are challenging (or impossible in some cases) for disabled people to navigate, it must be noted that all pedestrians of Harding's Way already have to navigate at least two non-signalled crossings when using Harding's Way to access the town centre:
  - Pedestrians must cross Harding's Way from the west side to the east side near the bridge on Harding's Way, when the path/cycle way ends and requires pedestrians and cyclists to cross to the other side to re-join a new path/cycle way. This crossing is marked by tactile paving.
  - Pedestrians must navigate at least one other non-signalled crossing after exiting Harding's Way at the northern end to access the town centre (e.g. crossings located at The Friar's, Bridge Street, Boal Street etc). None of these crossings have the enhanced level of safety/accessibility proposed for Harding's Way (e.g. a Give Way line set back from the crossing point; fully dropped kerbs).

48. Whilst these factors do not diminish the disadvantage that crossings place on disabled people (or others), it does mean that pedestrians who use Harding's Way as a route to the town centre are already required to navigate at least one challenging crossing. Based on the evidence currently available, the crossing points proposed as part of the TRO will not be as challenging as the crossing points at the northern end of Harding's Way.

#### **Impact on cyclists**

49. Cyclists will be affected due to increased traffic movements at the southern end of Harding's Way. This will be a mixture of existing buses, HGV's entering Harding's Way in order to gain entry to the Overton's site and vehicles accessing the two sites, both during construction phase and afterwards. This impact will be restricted to the first part of Harding's Way after which the route will remain closed to all traffic except that mentioned elsewhere in this document.
50. Additional provision for cyclists not wishing to use the carriageway will be provided through an additional shared cycle/pedestrian pathway to the east of Harding's Way.
51. The provision of a shared cycle/pathway on both sides of Harding's Way does have the potential to create conflict between some pedestrians (disabled users, including those with sensory impairments, children, elderly people) however the continuation of an alternative route for cyclists along the carriageway will mitigate some of this.

#### **Impact on bus passengers**

52. The scheme should have a minimal impact on existing bus users as it does not include any suggested changes to the existing service and no additional bus stops are planned within the scheme.

#### **Initial conclusions**

53. There is no legal impediment to installing the crossing point. It would be implemented in full accordance with planning and highway design national guidance and policy, and as part of this, measures will be adopted (detailed above) to facilitate access and safety for pedestrians. Similar crossings are replicated across the UK.
54. However, at this stage of the process, it is possible to conclude that the proposal may have a detrimental impact on some disabled pedestrians (particularly people with visual/multi-sensory impairments) for the reasons sets out in this assessment – namely that disabled pedestrians will have three instead of two crossings to navigate when using Harding's Way as a route to access the town centre.

It is important to note that this is an early equality impact assessment and that public consultation on the TRO may highlight unforeseen issues or impacts on disabled people or other users that are not currently apparent.

Where this is the case, this equality assessment will be updated to ensure that it is accurate and fully captures all relevant issues so that Environment, Development & Transport Committee is apprised of these before elected members make a decision on 6 July 2018.

## Recommended actions

	Action	Date
1.	Public consultation on the proposal to take place from 18th May to 12th June 2018. As part of the consultation, the views of people with protected characteristics who may be affected (disabled people; older people; parents of children and with prams etc) will be analysed, to enable any impacts to be explored further in this equality impact assessment.	By 12 June 2018
2.	Following the end of public consultation, designers and planners to consider the findings and whether any additional measures could be taken to mitigate or remove any disadvantage.	By 22 June 2018
3.	A final equality impact assessment to be published setting out the findings, conclusions and any recommended mitigating actions that could be taken, and reported to Environment, Development and Transport Committee on 6 July 2018.	By 29 June 2018

## Evidence used to inform this assessment

- Equality Act 2010
- Public Sector Equality Duty
- Relevant business intelligence
  - Harding's Pits Community Association Ltd website
  - 2017 Public Health profile for King's Lynn and West Norfolk, 4 July 2017
  - King's Lynn Riverfront Development Plan – consultation document March 2017
  - Overcoming barriers and identifying opportunities for everyday walking for disabled people – Living Street May 2016
  - Manual for streets (2007)
  - The Women and Equalities Select Committee Report, 'Building for Equality – Disability and the Urban Environment' (April 2017) / Government response (March 2018)
  - Creating better streets: Inclusive and accessible places – CIHT (2018)
- Data and information about Norfolk's population

## Further information



If you need this document in large print, audio, Braille, alternative format or in a different language please contact Beverley Herron on 0344 800 8020.



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## 1 Prohibited conduct:

Direct discrimination occurs when someone is treated less favourably than another person because of a protected characteristic they have or are thought to have, or because they associate with someone who has a protected characteristic.

Indirect discrimination occurs when a condition, rule, policy or practice in your organisation that applies to everyone disadvantages people who share a protected characteristic.

Harassment is “unwanted conduct related to a relevant protected characteristic, which has the purpose or effect of violating an individual’s dignity or creating an intimidating, hostile, degrading, humiliating or offensive environment for that individual”.

Victimisation occurs when an employee is treated badly because they have made or supported a complaint or raised a grievance under the Equality Act; or because they are suspected of doing so. An employee is not protected from victimisation if they have maliciously made or supported an untrue complaint.

2 The protected characteristics are:

**Age** – e.g. a person belonging to a particular age or a range of ages (for example 18 to 30 year olds).

**Disability** - a person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

**Gender reassignment** - the process of transitioning from one gender to another.

**Marriage and civil partnership**

**Pregnancy and maternity**

**Race** - refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.

**Religion and belief** - has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (such as Atheism).

**Sex** – e.g. a man or a woman.

**Sexual orientation** - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

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3 The Act specifies that having due regard to the need to advance equality of opportunity might mean:

- Removing or minimizing disadvantages suffered by people who share a relevant protected characteristic that are connected to that characteristic;
- Taking steps to meet the needs of people who share a relevant protected characteristic that are different from the needs of others;
- Encouraging people who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such people is disproportionately low.

4 Having due regard to the need to foster good relations between people and communities involves having due regard, in particular, to the need to (a) tackle prejudice, and (b) promote understanding.

**Pre-Screening Equality Impact Assessment**

Borough Council of  
**King's Lynn & West Norfolk**



Name of policy/service/function	Notice of Motion 4/19				
Is this a new or existing policy/service/function?	Existing				
<p>Brief summary/description of the main aims of the policy/service/function being screened.</p> <p>Please state if this policy/service is rigidly constrained by statutory obligations</p>	<p>Regeneration initiatives in King's Lynn.</p> <p>Note – this is a Notice of Motion for the borough council to cease some of its development proposals in King's Lynn. An EIA has been undertaken by Norfolk County Council in respect of the Traffic Regulation Orders included within the proposals which identified detrimental impacts on some people with disabilities and people with young children.</p>				
<b>Question</b>	<b>Answer</b>				
<p><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 according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</b></p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		Positive	Negative	Neutral	Unsure
	Age		√		
	Disability		√		
	Gender			√	
	Gender Re-assignment			√	
	Marriage/civil partnership			√	
	Pregnancy & maternity			√	
	Race			√	
	Religion or belief			√	
	Sexual orientation			√	
	Other (e.g. low income)			√	

Question	Answer	Comments
<p>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?</p>	No	
<p>3. Could this policy/service be perceived as impacting on communities differently?</p>	No	
<p>4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?</p>	No	
<p>5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions?</p> <p>If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>		<p><b>Actions:</b> The EIA undertaken by NCC concluded that the proposal may have a significant detrimental impact on some disabled people, and also a detrimental impact on some children. The NCC EIA recommended that, as mitigation, people concerned about their ability to use the proposed new crossing point should be given the opportunity to discuss their concerns with NCC's Road Safety Team, to obtain advice and support on using the crossing point. This recommendation should be actioned from the date of construction and the Borough Council should ensure that this action is progressed as part of its monitoring process. However, it should be noted that the final decision relating to the Road Traffic Order is the responsibility of NCC, not BCKLWN.</p> <p>NCC's EIA can be viewed in full at:  <a href="https://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1405/Committee/18/Default.aspx">https://norfolkcc.cmis.uk.com/norfolkcc/Meetings/tabid/128/ctl/ViewMeetingPublic/mid/496/Meeting/1405/Committee/18/Default.aspx</a></p> <p><b>Actions agreed by EWG member:</b>  Becky Box.....</p>
<p><b>If 'yes' to questions 2 - 4 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary: Not Applicable</b></p> <p><b>Decision agreed by EWG member: .....</b></p>		
<p><b>Assessment completed by:</b></p> <p><b>Name</b></p>	<p><b>Matthew Henry MRICS</b></p>	
<p><b>Job title</b></p>	<p><b>Assistant Director Property &amp; Projects</b></p>	
<p><b>Date</b></p>	<p><b>28<sup>th</sup> January 2020</b></p>	





**REPORT TO CABINET**

<b>Open/Exempt</b>		Would any decisions proposed :			
<b>Any especially affected Wards All King's Lynn</b>	Mandatory/	Be entirely within Cabinet's powers to decide		YES/NO	
	Discretionary /	Need to be recommendations to Council		YES/NO	
	Operational	Is it a Key Decision		YES/NO	
Lead Member: Cllr Richard Blunt E-mail: cllr.richard.blunt@west-norfolk.gov.uk		Other Cabinet Members consulted: Cllr Ian Devereux			
		Other Members consulted: None			
Lead Officers: Dave Robson/ Alan Gomm E-mail: dave.robson@west-norfolk.gov.uk Direct Dial: 01553 616302		Other Officers consulted: Peter Jermany, Evalyn Drake, Mark Fuller, Ian Parkes			
Financial Implications YES/NO	Policy/ Personnel Implications YES/NO	Statutory Implications YES/NO	Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment	Risk Management Implications YES/NO	Environmental Considerations YES/NO

Date of meeting: 4<sup>th</sup> February 2020

**MOTION TO COUNCIL 6/19 – CLLR F BONE – HARDINGS WAY**

**Summary**

Motion 6/19 seeks to review the use of Harding's Way for general traffic which has been put forward as one of two options for Harding's Way as part of the King's Lynn Transport Strategy.

**Recommendation**

That Cabinet note Motion 6/19 but that the detailed work requested as part of the Motion would be completed as part of the future detail design phase and as part of any planning application should that option be taken forward as part of the King's Lynn Transport Strategy (KLTS).

**Reason for Decision**

To consider Motion 6/19

## **1 Background**

1.1 Motion to Council 6/19 was submitted to Full Council in October 2019 by Councillor F Bone. The matter was referred to Cabinet for consideration and then report back to Full Council in due course. Cabinet have requested a report to consider the Motion and its potential impacts.

## **2 Options Considered**

2.1 The Motion calls for Cabinet to bring forward a report detailing all aspects of Harding's Way to include, but not exclusively, implications of a nature that cover: -

- Legal
- Financial
- Social
- Environmental
- Highways Safety
- Highways Impact Assessment

2.2 Currently Norfolk County Council and the Borough Council are working on developing and adopting the KLTS. This work is ongoing and will go through a separate process of being reviewed and then adopted by both Norfolk County Council and the Borough Council. The current timetable for adoption is:

- KLWN Regeneration and Development Committee on 28 January 2020
- NCC Infrastructure and Development Select Committee on 29 January 2020
- NCC Cabinet on 3 February 2020
- KLWN Cabinet on 4 February 2020

2.3 The KLTS has identified 33 options for King's Lynn, two of which relate to Harding's Way.

2.4 The Motion calls on detailed work to be completed to review the impacts but also states it "will not fund any and all work carried out in association with Harding's Way until this Council has considered the report from Cabinet". To enable Cabinet to report on the matters detailed in the Motion, Cabinet must first commission the work with NCC to complete the detailed work necessary to review its impacts. The wording of the Motion is contradictory.

2.5 This Motion is premature; no final decision on Harding's Way has been taken to date. Two options have been highlighted in the KLTS but further work on both options needs to be completed before any final decision can be taken. Once a decision has been taken, then the work suggested as part of the Motion will need to be completed as part of a Planning Application.

### 3 Policy Implications

3.1 The Motion is clearly seeking to review the specific proposal MHN5 contained in the KLTS regarding the use of Harding’s Way for general traffic.

3.2 The KLTS has put forward measure MHN5 for Harding’s Way to investigate options to allow additional traffic. This proposal would carry out further work so that the potential benefits and negative impacts of that measure can be considered in full. This work would be carried out if the KLTS is adopted by both NCC and Borough Council and funding is identified. The Motion seeks to duplicate or bring forward this work.

3.3 The Harding’s Way measure MHN5 should not be considered in isolation as specified by the Motion, but it must be considered in line with other measures contained in the KLTS and the overall impact on the highway network in King’s Lynn.

### 4 Financial Implications

4.1 No funding has currently been allocated to implement any of the Harding’s Way measures contained within KLTS. Once KLTS has been adopted, then funding will need to be secured so that the measures contained in the Implementation Plan can be progressed.

4.2 The measures described within the Motion have not been carried out to date. Additional funding will need to be secured to complete the work described within the Motion.

### 5 Personnel Implications

5.1 None identified

### 6 Environmental Considerations

6.1 The potential environmental impacts of implementing KLTS MHN5 have yet to be considered in detail as there is no final design for this proposal. Once a final design has been agreed then the impact on air quality can be assessed. It should be noted that it is not just the impact along Harding’s Way but also the traffic flow along the adjacent highway network that will need to be considered.

6.2 Air quality monitoring is currently being carried out using Diffusion Tubes at three sites adjacent to Harding Ways.

**Table 1: Nitrogen Dioxide Annual Mean Levels in ug/m<sup>3</sup>**

Site ID	2015	2016	2017	2018	Annual Mean Objective
89 - The Friars	13.3	13.0	13.2	13.2	40ug/m <sup>3</sup>
69 – Friars Street	12.8	12.7	12.5	13.7	40ug/m <sup>3</sup>
70 – The Friars	12.4	12.3	12.7	12.7	40ug/m <sup>3</sup>

6.3 The figures in Table 1 overleaf should be compared against the National Air Quality Strategy annual mean objective for Nitrogen Dioxide of 40ug/m<sup>3</sup>.

## **7 Statutory Considerations**

7.1 None identified.

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

8.1 A pre-screening EIA has been completed and is attached. No adverse issues have been identified. Further design work will be required for each of the potential 2 schemes for Harding's Way. As part of the further detailed work, any potential impacts on each protected equality group will be considered and mitigated where required.

## **9 Risk Management Implications**

9.1 No risk management implications have been identified as the final decision on MHN5 has yet to be determined.

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

None

## **11 Background Papers**

KLTS Stage 3 Report here [https://www.west-norfolk.gov.uk/info/20010/regeneration/696/kings\\_lynn\\_transport\\_study](https://www.west-norfolk.gov.uk/info/20010/regeneration/696/kings_lynn_transport_study)



## **Motion 6/19 Submitted by Councillor F Bone**

This Council notes:-

Harding's Way in South Lynn was built as part of a £5.3 million Government funded scheme to allow the NORA development to proceed and to help reduce pollution on London Road

When planning permission was granted, in 2009, it was for public transport, and not general traffic. Prohibition Orders were put in place to prohibit traffic entering Harding's Way from Wisbech Road.

A senior highways engineer of Norfolk Highways Authority who advised the Norfolk Casualty Reduction Partnership Board on highways safety issues wrote to state that Harding's Way was only for pedestrians, cyclists and public transport and was not safe for any other use.

Therefore, this Council calls on the Cabinet to bring a report to this Council detailing all aspects of Harding's Way to include, but not exclusively, implications of a nature that cover:

- Legal
- Financial
- Social
- Environmental
- Highways Safety
- Highways Impact Assessment

This Council instructs the Chief Executive to write informing Norfolk County Council that this Council will not fund any and all work carried out in association with Harding's Way until this Council has considered the report from Cabinet.

**Pre-Screening Equality Impact Assessment**

Borough Council of  
**King's Lynn & West Norfolk**



Name of policy/service/function	Motion 6/19 Review				
Is this a new or existing policy/service/function?	New / Existing (delete as appropriate)				
<p>Brief summary/description of the main aims of the policy/service/function being screened.</p> <p>Please state if this policy/service is rigidly constrained by statutory obligations</p>	<p>The Motion seeks to pre-empt the decision on the use of Harding's Way for general traffic. KLTS has yet to determine if this option should be taken forward.</p> <p>KLTS will be adopted by both BCKLWN &amp; NCC. A planning application with EIA will be required.</p> <p>As more detailed design work is completed on the options, an assessment will be made on the equalities impacts.</p>				
<b>Question</b>	<b>Answer</b>				
<p><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 according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</b></p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		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	

Question	Answer	Comments
<p><b>2.</b> 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?</p>	Yes / No	
<p><b>3.</b> Could this policy/service be perceived as impacting on communities differently?</p>	Yes / No	
<p><b>4.</b> Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?</p>	Yes / No	
<p><b>5.</b> Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions?</p> <p>If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>	Yes / No	<p><b>Actions:</b></p>
		<p><b>Actions agreed by EWG member:</b> <b>Alison Delmonty</b></p>
<p><b>If 'yes' to questions 2 - 4 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary:</b></p> <p><b>N/A</b></p> <p><b>Decision agreed by EWG member: Alison Delmonty</b></p>		
<p><b>Assessment completed by:</b></p> <p><b>Name</b></p>	<p><b>Dave Robson</b></p>	
<p><b>Job title</b></p>	<p><b>Environmental Health Manager - Environment</b></p>	
<p><b>Date</b></p>	<p><b>17.1.2020</b></p>	

**REPORT TO CABINET**

<b>Open/Exempt</b>		Would any decisions proposed :			
<b>Any especially affected Wards All King's Lynn</b>	Mandatory/	Be entirely within Cabinet's powers to decide		YES/NO	
	Discretionary /	Need to be recommendations to Council		YES/NO	
	Operational	Is it a Key Decision		YES/NO	
Lead Member: Cllr Richard Blunt E-mail: cllr.richard.blunt@west-norfolk.gov.uk		Other Cabinet Members consulted: Cllr Ian Devereux			
		Other Members consulted:			
Lead Officers: Dave Robson/Alan Gomm E-mail: dave.robson@west-norfolk.gov.uk Direct Dial: 01553 616302		Other Officers consulted: Peter Jermany, Mark Fuller, Evalyn Drake, Humphrey Jamieson, Ian Parkes			
Financial Implications YES/NO	Policy/ Personnel Implications YES/NO	Statutory Implications YES/NO	Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment	Risk Management Implications YES/NO	Environmental Considerations YES/NO

Date of meeting: 4<sup>th</sup> February 2020

**KING'S LYNN TRANSPORT STRATEGY**

**Summary**

A transport strategy for King's Lynn has been drawn up after reviewing over 100 transport proposals for King's Lynn. This work has produced a balanced package of measures which allow for growth up to 2036.

**Recommendations**

- 1 That Cabinet note the consultation responses received as part of the consultation process and note that these are recognised in the proposal
- 2 That Cabinet adopt the King's Lynn Transport Strategy (KLTS) Implementation Plan attached as Appendix A

**Reason for Decision**

To allow the Implementation Plan to be implemented



## **1 Background**

1.1 The King's Lynn Transport Strategy (KLTS) work started in 2018. A project group of officers from Norfolk County Council, Borough Council of King's Lynn & West Norfolk and consultant WSP was formed to oversee this project.

1.2 The Stage 1 "Evidence Gathering and Analysis of Current and Future Transport Problems and Opportunities" report was completed in June 2018 and went out for Stakeholder consultation in September 2018.

1.3 The project vision statement is "To support sustainable economic growth in King's Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improve air quality; safety; and protection of the built and historic environment".

1.4 The agreed objectives of the project are:

- Provide a safe environment for travel by all modes;
- Encourage town centre accessibility by all modes whilst conserving and enhancing King's Lynn's rich historic environment;
- Support sustainable housing and economic growth;
- Reduce the need to travel by car through development planning;
- Manage traffic congestion in King's Lynn;
- Increase active travel mode share for short journeys;
- Promote and encourage the use of public transport;
- Reduce harmful emissions and air quality impacts.

1.5 The stage 2 Option Appraisal report was completed in June 2019.

1.6 The stage 3 report was completed in August 2019. It has gone through another round of stakeholder consultation in September 2019. The report has also been reviewed by the King's Lynn Area Consultative Committee in November 2019.

1.7 . The stage 3 KLTS report has now been completed and has formed the basis of the Implementation Plan which is attached as Appendix A.

## **2 Options Considered**

2.1 As part of the preparation of the strategy traffic counts were conducted along the major roads. 114 different conceptual options have been considered as part of the review. WSP have used two different traffic models to help determined the shortlist of 33 options contained in the strategy. The long list of options went through an option appraisal process assessment tool based on the Department for Transport's Early Assessment and Sifting Tool (EAST) which compares the Strategic, Economic, Managerial, Financial and Commercial case for each transport option.

2.2 The 33 options have been split in to Short, Medium and Long terms:-

- Short-term options are planned for delivery by 2022;
- Medium-term options are planned to be delivered between 2023 and 2030;
- Long-term options are planned for delivery beyond 2030

2.3 The Transport Strategy includes a balanced range of strategic and local highway capacity improvement schemes alongside improvement schemes that could address issues with reliability on the existing bus network. These sit alongside the potential to make further improvements to the existing cycling and walking network to further support the already high mode share for journey to work for these active modes of travel.

2.4 A single mode or option cannot address the transport issues in King's Lynn. As such, a package of measures is required including strategic and local car and non-car based options that enhance:

- Local Highway Network capacity;
- Strategic Highway Network capacity
- The bus provision;
- Rail services and King's Lynn Railway Station;
- Walking and Cycling infrastructure;
- Parking provisions and management; and
- Smarter Choices (e.g. Travel Plans)

2.5 The adopted strategy will be overseen by a Senior Member/ Senior Officer West Norfolk Transport and Infrastructure Group.

2.6 The current joint NCC/ BCKLWN Officer Project Group will continue to implement the agreed implementation plan which will provide a pipeline of possible transport schemes and measures, agreed between the Borough and County Councils that can be developed to respond to funding opportunities as they arise.

2.7 Further work is ongoing to develop some measures in the plan and further scheme development work is proposed in 2020 subject to identifying additional revenue funding.

### **3 Policy Implications**

3.1 No conflicts with existing planning policy or air quality management plan (AQMP) are noted. The AQMP will be revised and updated to reflect the proposals set out in the KLTS Implementation Plan.

### **4 Financial Implications**

4.1 This work has been funded from the Norfolk Business Rates Pool fund, by £150k, with £75k match funding provided by both the Borough and County Councils to make a total of £300k.

4.2 A separate bid to the Norfolk Business Rates Pool fund has already been made to fund feasibility work into the Southgates roundabout and London Road improvement options. This work has just been completed and the outcomes are being fed into the Future High Street Fund bid.

4.3 The Future High Streets Fund bid will include transport themes projects that will include highway alterations around the South Gates and at the John Kennedy Road/ Dock entrance junction.

4.4 Funding to carry out any of the remaining 33 options will need to be allocated.

## **5 Personnel Implications**

5.1 None identified at this stage.

## **6 Environmental Considerations**

6.1 The potential changes to the transport infrastructures will consider the environmental impacts to provide overall improvements in air quality where feasible. Research suggests that transportation is a significant emitter of pollutants harmful to health, habitats, ecologies, the local built and natural environment as well as having links to climate issues. Combustion-engine powered transportation produce destructive pollutants such as Carbon Dioxide (CO<sub>2</sub>), Nitrogen Oxides (NO<sub>x</sub>) and Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) which are likened to concerns such as rising climate temperatures, respiratory issues and acid rain.

6.2 Overall, the transport options highlighted in tables 6-1 to 6-10 aim to provide an improvement in traffic flow with potential positive impacts on environmental conditions, particularly in terms of air quality. For example, schemes may incorporate the optimisation of traffic flows which reduces idling vehicles and can lead to improved journey times which is in accordance with good practice and promoting sustainable transport systems.

6.3 Further work on understanding and quantifying the air quality impacts will be undertaken from the traffic modelling exercise with the traffic flows from the option traffic models being used to inform this.

6.4 There are two air quality management areas (AQMA) in King's Lynn due to the exceedance of the annual mean objective of 40ug/m<sup>3</sup> of Nitrogen Dioxide. Changes to the overall highway network will also consider the impact to both AQMA's and if there are any impacts that may lead to any new AQMA's being declared.

## **7 Statutory Considerations**

7.1 Some options will require planning permission and other options will require traffic regulation order changes.

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

8.1 An EIA screening assessment has been completed and no issues were identified. Further design work will be required for each of the potential 33 schemes. As part of the further detailed work, any potential impacts on each protected equality group will be considered and mitigated where required.

## **9 Risk Management Implications**

9.1 None identified at this time, though as each scheme is worked on more detail issues may arise and these will then be mitigated or highlighted as required.

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

10.1 None identified

## **11 Background Papers**

Stage 3 KLTS report

KLTS stakeholder consultation comments September 2019

Documents can be found here [https://www.west-norfolk.gov.uk/info/20010/regeneration/696/kings\\_lynn\\_transport\\_study](https://www.west-norfolk.gov.uk/info/20010/regeneration/696/kings_lynn_transport_study)

KLACC comments November 2019 can be found here

<https://democracy.west-norfolk.gov.uk/ieListDocuments.aspx?CIId=162&MIId=4289&Ver=4>



**Pre-Screening Equality Impact Assessment**

Borough Council of  
**King's Lynn & West Norfolk**



Name of policy/service/function	King's Lynn Transport Strategy				
Is this a new or existing policy/service/function?	New / Existing (delete as appropriate)				
<p>Brief summary/description of the main aims of the policy/service/function being screened.</p> <p>Please state if this policy/service is rigidly constrained by statutory obligations</p>	<p>A transport strategy for King's Lynn has been drawn up after reviewing over 100 transport proposals for King's Lynn. This work has produced a balanced package of 33 measures which allow for growth up to 2036.</p> <p>As more detailed design work is completed on the options, an assessment will be made on the equalities impacts.</p>				
<b>Question</b>	<b>Answer</b>				
<p><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 according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</b></p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		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	

Question	Answer	Comments
<p><b>2.</b> 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?</p>	Yes / No	
<p><b>3.</b> Could this policy/service be perceived as impacting on communities differently?</p>	Yes / No	
<p><b>4.</b> Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?</p>	Yes / No	
<p><b>5.</b> Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions?</p> <p>If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>	Yes / No	<p><b>Actions:</b></p>
		<p><b>Actions agreed by EWG member:</b> <b>Alison Demonty</b></p>
<p><b>If 'yes' to questions 2 - 4 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary:</b></p> <p><b>N/A</b></p> <p><b>Decision agreed by EWG member: Alison Demonty</b></p>		
<p><b>Assessment completed by:</b></p> <p><b>Name</b></p>	<p><b>Dave Robson</b></p>	
<p><b>Job title</b></p>	<p><b>Environmental Health Manager - Environment</b></p>	
<p><b>Date</b></p>	<p><b>17.01.2019</b></p>	

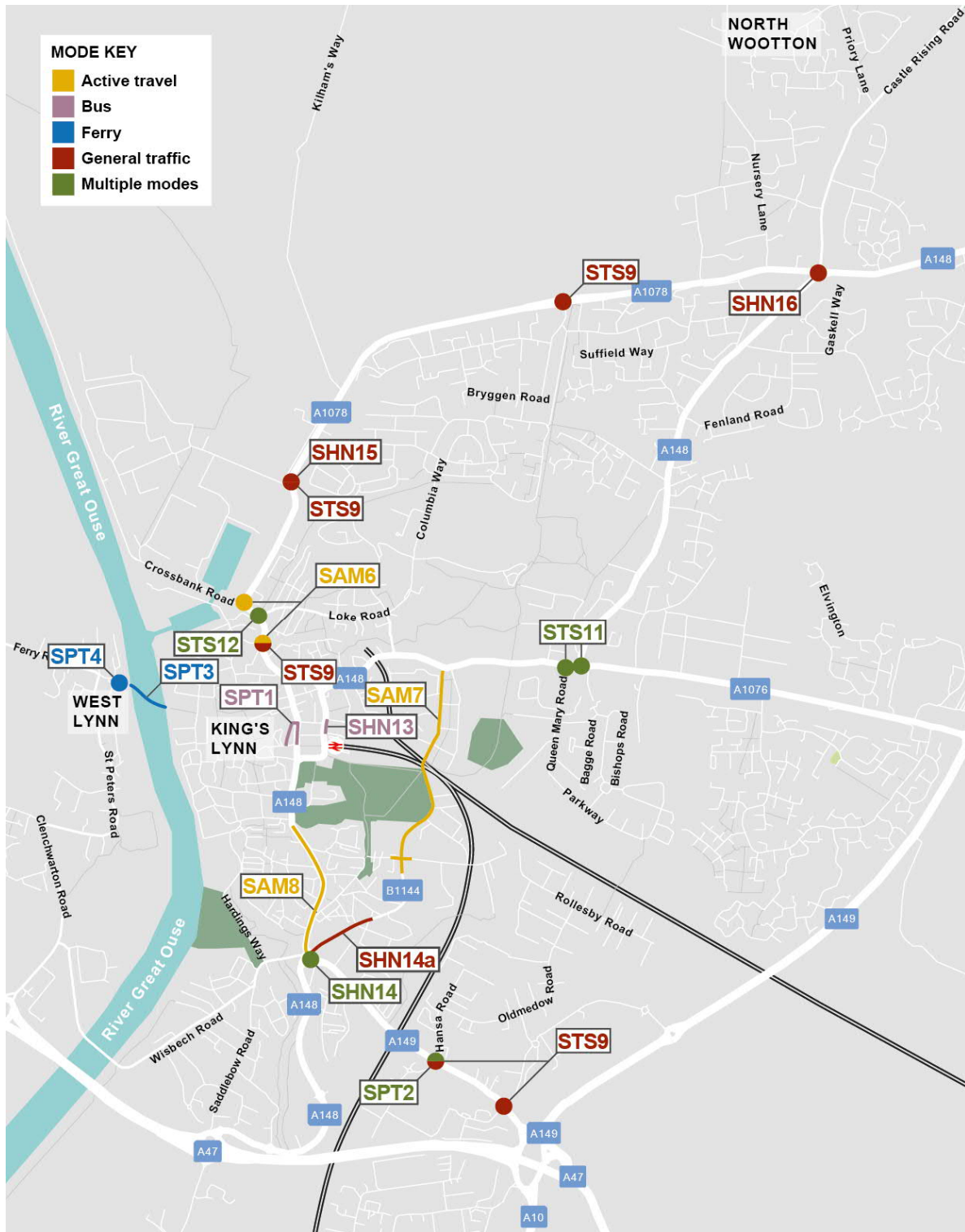
## Appendix A

### KLTS Implementation Plan

# 1. SHORT TERM (OPTIONS EXPECTED TO BE DELIVERED BY 2022)

The location of the short-term options is included in the figure below, detailed in tables 1 to 5.

Figure 1 - Transport Strategy Short Term Options





**Table 1 – Options to encourage journeys by public transport (Short-term Public Transport – SPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SPT1 (1.10)	Access for buses to bus station via Albion Street; Improved Albion Road exit for buses	Bus lane on Railway Road and bus station access via Albion Street to reduce delay and journey times for buses. Improve the road layout design to provide an improved left turn onto Railway Road from Albion Street which is a tight turn. Current traffic light timings only allow 2 buses through (usually cars + buses to exit). More green time needed / change quicker when there are a number of vehicles waiting to exit	Benefits for bus access, egress and routing to the bus station, providing more reliable journeys and reducing journey time on some routes. Potential for switch from car to improved bus services. Local air quality benefits.	Provision of a bus lane may reduce capacity for other vehicular traffic	Prepare highway design options and test in tracking and the micro-simulation model. Adjust/optimize signal timings for exit from Albion Road	Norfolk County Council Bus Operators
SPT2 (1.19)	Reduction in outbound delays at Hansa Road, Hardwick Road junction outbound for public transport; Hansa Road yellow box improvements for traffic exiting retail park	Address traffic signal delays at the junction in the outbound direction which cause queues back to Southgate and beyond and impact on bus journey times as well as Southgates roundabout and London Road; Review yellow box usage and improvements at B&Q / Next to allow people to exit the retail park more easily	Benefits for all main road traffic in terms of journey times and queues.	Potential for additional delays for exiting retail park traffic and/or pedestrian movements	Prepare alternative highway design layouts to address the problem. Adjust/optimize the traffic signal timings for the main road outbound traffic flow / rationalisation of the pedestrian movements	Norfolk County Council
SPT3 (2.1)	Enhanced signage and publicity for King's Lynn ferry	Provide improved information and signage for the Ferry around the town and through information technology to further promote and encourage its use	Benefits for travel in King's Lynn and for the retention of this facility within the community	None	Design and provide locations for additional signing and information through web and social media	BCKL&WN and current Ferry Operator
SPT4 (2.2)	Additional car parking at West Lynn for the Ferry and secure storage for cycles	Provide improved and additional car parking at West Lynn alongside provision for secure cycle storage	Benefits for travel in King's Lynn and for the retention of this facility within the community	None	Develop a scheme for the improved parking provision and identify location for the cycle storage	BCKL&WN and NCC

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**Table 2 – Options to encourage journeys by actives modes (Short-term Active Modes – SAM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SAM5 (4.2)	Cycle lane continuity through the town (including improved provision for cyclists including new routes / infrastructure / signage)	A number of areas where cycle provision and infrastructure could be improved have already been identified and it is proposed that these could be taken forward through further development of schemes to further optimise and promote their use. Areas where it would be beneficial to expand the cycle network around King's Lynn will also be included  Historic Quayside route, town centre access and alternatives, major road crossing and safety provision	Improved uptake of cycling for all to provide greater social inclusion and a level of infrastructure provision that matches the already high level of people who use cycling as their main mode of travel for their work journey.	Disbenefits of improved cycle provision on other modes would be managed to ensure minimal impact	Develop designs for the identified locations where improvements are required and consult with local cycling group on specific schemes and measures for implementation.	BCKL&WN Norfolk County Council Cycle Action Group
SAM6 (4.10)	Port of King's Lynn highway design access improvements including pedestrians and cyclists at North Street and Cross Bank Road	In the vicinity of the Port of King's Lynn (North Street and Cross Bank Road) improve operations to reduce risks to vulnerable road users through better provision for industrial vehicles, incorporating appropriate pedestrian crossings and cycle lanes.	Improved safety and permeability for pedestrians and cyclists. Safer vehicular access arrangements.	Additional delay to main road traffic where signalised intervention is provided.	Prepare highway design options.	Norfolk County Council Port of King's Lynn
SAM7 (4.13)	Tennyson Avenue Pedestrian & Cycle improvements: King George V Avenue pedestrian improvements; Tennyson Road, The Walks, Tennyson Avenue pedestrian improvements; Tennyson Avenue, Gaywood Road pedestrian improvements; Review of pedestrian crossing facilities on Extons Road and Tennyson Avenue	King George V Ave: cluster of pedestrian/cycle accidents, provide improved crossing facilities to accommodate pedestrian movements. At access point to The Walks pedestrians and cyclists are not provided with crossings over B1144 except dropped kerbs and footway marking-provide improved crossing provision. Gaywood Road: cluster of pedestrian/cycle accidents, provide improved crossing facilities to accommodate pedestrian movements. Identify locations for more pedestrian crossings including signalised ones on Extons Road and Tennyson Avenue to improve road safety for pedestrians in this area.	Improved safety for pedestrians and cyclists and continuity of routes provision for these modes in this area of King's Lynn.	Additional delay to main road traffic where signalised intervention is provided.	Prepare highway design options at the specified locations in this area and consult with user groups. Undertake feasibility study through Capital Improvement Budget for the improvements at Tennyson Avenue/Gaywood Road junctions (already underway)	Norfolk County Council Network Rail Office of Road and Rail (ORR) Cycle Action Group

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<p>SAM8 (4.14 4.18)</p>	<p>Review pedestrian crossing provision on London Road.  South Lynn to Hardwick pedestrian crossing review.</p>	<p>Cluster of pedestrian/cycle accidents identified a lack of provision for access from residential areas to the west across London Road. Review crossing locations and facilities on London Road</p>	<p>Safety improvement for pedestrians, cyclists and other vulnerable road users. Improve vehicular traffic flow if these can be rationalised. Improvements in local air quality if traffic flow is improved</p>	<p>Potential for improved traffic flow</p>	<p>Undertake optioneering and initial design feasibility including desire line assessment in conjunction with the wider feasibility study for highway capacity improvements at Southgates roundabout junction</p>	<p>Norfolk County Council BCKL&amp;WN</p>
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**Table 3 – Options to reduce delay and congestion on the local highway network (Short-term Traffic Signals – STS)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STS9 (5.1 5.5)	Review traffic signal timings at various locations to optimise traffic movements, including reviewing junctions where priority for buses is feasible	Review signal timings (too much signal green time) for North Street approach / retail park traffic at Hardwick / at Estuary Road approach / at Hamburg Way. Right turn into Millfleet. A 6-month trial that fitted the buses in King's Lynn with detector equipment for the traffic signals to address reliability and journey time issues leading ultimately to reductions in costs and improvements to the attractiveness and reliability of bus services in King's Lynn	Improve traffic flow and local air quality benefits. Reduced journey times for all main road vehicular traffic. Improve reliability of bus services and relieve congestion on primary routes through King's Lynn. Potential for switch from car to improved bus services. Local air quality benefits	May lead to increased delay from side roads. May encourage more vehicular travel	Undertake a detailed review of traffic signal timings at the identified locations. Feasibility study into improvements and /or upgrade to traffic signal operations Initiate discussions to re-instate the bus detection at the signals and undertake a trial including collection of traffic data to understand the benefits/disbenefits to enable informed decision-making	Norfolk County Council
STS10 (5.2)	Linked and co-ordinated traffic signals	Co-ordinated traffic signals would help with bus scheduling and reliability as currently the traffic signals are out of sync with each other so there is a perception that it is very stop/start and slow journeys particularly for buses	Improve traffic flow and local air quality benefits. Reduced journey times for all main road vehicular traffic. Improved bus service reliability	May lead to increased delay from side roads. May encourage more vehicular travel.	Undertake a detailed review of traffic signal timings from Hardwick to Gayton Road. Feasibility study into improvements and /or upgrade to traffic signal operations	Norfolk County Council
STS11 (5.4)	Gaywood Clock / Queen Mary Road traffic light improvements and junction redesign	Consider improvements to the traffic light phasing at Gaywood Clock/Queen Mary Road and junction re-design	Improved traffic flow and reduced delays. Should also aim to improve cycle/pedestrian accessibility. Initial modelling results show some benefit to journey times and delay in this area if junction is re-designed	Scheme should not dis-benefit cyclist/pedestrian movements	Initial scheme design without signals has been prepared and tested in the traffic modelling (with the location below) to provide initial understanding of traffic impacts. Further feasibility required including impacts on other road users. Study the potential for traffic signal improvement	Norfolk County Council

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Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STS12 (5.4)	Loke Road John Kennedy Road traffic signal optimisation or junction redesign	Phasing issue between lights needs to be addressed to link the phasing together / check phasing to let traffic out for a shorter period. Options also to be developed to provide an alternative junction arrangement to assist with traffic flow at this location	Improved traffic flow and reduced delays. Should also aim to improve cycle/pedestrian accessibility. Initial modelling results show some benefit to journey times and delay in this area if junction is re-designed	Scheme should not dis-benefit cyclist/pedestrian movements	Initial scheme design without signals has been prepared and tested in the traffic modelling (with the locations above) to provide initial understanding of traffic impacts. Further feasibility required including impacts on other road users. Study the potential for traffic signal improvement	Norfolk County Council



**Table 4 – Options to reduce delay and congestion on the local highway network (Short-term Highway Network – SHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SHN13 (6.1)	Railway station bus layby re-design	Consider re-design for the layby outside the rail station to prevent cars stopping in the layby and also address issues with getting the bus on the loop in the road to activate the traffic lights to change to let them out	Improvement to bus journey times and access to the rail station bus stops	None	Develop alternative layby design for preventing car use and to ensure bus the bus can effectively egress from the bus stop	Norfolk County Council Network Rail Govia Thameslink Railway (GTR) Bus Operators
SHN14 (6.5)	Southgates roundabout highway capacity improvement scheme - small-medium scale	Undertake a review of lane marking and usage at Southgates roundabout to provide improvements in traffic flow, including 2-lanes southbound. Also undertake a review of the traffic signal operation to optimise the traffic flow at this key junction that provides access to King's Lynn. Enhance crossing provision for cyclists and pedestrians at the South Gate alongside highway improvement measures to improve traffic flow also considering access for buses from Hardwick Road to Hardings Way	Initial traffic modelling shows benefits in PM peak to have 2-lanes continuous southbound	May lead to increased severance with additional traffic lanes. Potential removal of car parking on London Road	Initial design sketch for 2-lanes southbound considered within traffic modelling. Further feasibility review of signal operation, lane usage and potential for upgrade within existing highway boundary including access to Hardings Way for buses. Funding already in place to undertake further design and feasibility work at this location during next 12 months	Norfolk County Council BCKL&WN Bus Operators
SHN14a (6.7)	Vancouver Avenue - improved lane management	Vancouver Avenue - investigate improved lane management - left lane = straight and left / right lane = right - to ease traffic congestion, also provide a longer left filter lane / increase length of the left turn lane to ease traffic congestion on this approach. Also consider provision of a left filter lane with give-way onto Hardwick Road to ease the traffic using the roundabout and provide potential for improvement to traffic signal operation.	to be considered in conjunction with the above. Improve traffic flow.	See above	See above	See above

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Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SHN15 (6.14)	Estuary Road / Edward Benefer Way junction improvements	New junction arrangements submitted to planning - phasing of traffic lights with alternative priorities / take out private access and make two-lanes over the traffic lights / remove left turn from traffic lights	Improved journey times for all traffic. Maintain cycle and pedestrian crossing arrangements	Adverse impacts on journey times from side roads	NCC review of junction arrangement proposals, being progressed through development planning	Norfolk County Council
SHN16 (6.17)	Low Road Castle Rising Rd Wootton Rd Grimston Rd junction improvements	New junction arrangements have been submitted to planning - phasing of traffic lights with alternative priorities / take out private access and make two-lanes over the traffic lights / remove left turn from traffic lights	Improved journey times for all traffic. Maintain cycle and pedestrian crossing arrangements	Adverse impacts on journey times from side roads	NCC review of junction arrangement proposals, being progressed through development planning	Norfolk County Council

**Table 5 – Options to manage travel behaviour (Short-term Travel Management – STM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STM17 (7.2)	Provide a comprehensive Car Parking Strategy for King's Lynn	Develop a Car Parking Strategy for King's Lynn including an assessment of opportunities for Park & Ride	Town-wide approach to car parking management in conjunction with delivering Transport Strategy improvements	Potential changes may not be well-received if alternatives aren't in place. Perception of impacts on town centre business	BCKL&WN to commission development of Strategy for car parking during next 6 months	BCKL&WN
STM18 (4.7)	Work with schools and education in King's Lynn to provide safe alternatives to private car for school children	Develop a campaign for King's Lynn to encourage parents not to drive children to school. Work with the schools to develop safer routes to school, walking buses, safe cycle routes, provision for secure cycle storage at the schools and provide the schools with the tools they need to improve localised parking issues around schools and the impacts on the town. Address air quality impacts on Wisbech Road at the schools.	Health, safety and wellbeing benefits for children. Opportunities to influence mode choice of future generations	n/a	NCC to work with schools to develop and deliver improved access for children through safety measures and information campaigns. Led by NCC, with potential funding through LTP4?	Norfolk County Council

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## 2. MEDIUM TERM (OPTIONS TO BE DELIVERED BY 2030)

The locations of the Medium-term options are provided in the figure 2, detailed in tables 6 to 8.

Figure 2 - Transport Strategy Medium Term Options



**Table 6 – Options to encourage the use of public transport (Medium-term Public Transport – MPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MPT1* (see also MHN5) (1.3)	Increased use of Harding's Way for buses - address issues at Millfleet and Wisbech Road to Hardwick Road to make more advantageous for buses	Harding's Way as a bus only route to accommodate an increase in buses and bus usage with buses also continuing to serve London Road. A combination of routes is required. Retain Hardings Way as traffic-free except buses. Encourage more buses to make use of the route and the potential reliability/journey time benefits. Retain high level of provision for pedestrians / cyclists and especially vulnerable road users and mobility scooters.	Enhanced bus reliability and journey time experience in peak hours. Retains benefits of this route for active modes of travel.	Impact on vehicular traffic on London Road at Millfleet and Wisbech Road between Southgate and Hardings Way.	Develop initial scheme designs for Wisbech Road and Millfleet junctions. Short-term amendments to the traffic signal timings to be investigated. Considered alongside Southgate roundabout improvements.	Norfolk County Council Bus Operators
MPT2 (1.12)	Town centre gyratory re-design. Various Options - Bus Lanes - Railway Rd, London Rd, Blackfriars Rd	Redesign of traffic movements around gyratory to assist with AQMA, congestion, connectivity and road safety objectives. Various schemes developed through workshop and tested in the transport model. Investigate potential for providing bus-only lanes through Railway Road, London Road, Blackfriars Road to take out areas that generate air pollution and improve air quality with modal shift.	Potential for improved air quality and road safety. Potential for improvements to buses for access to bus station.	Initial modelling suggests that there may be additional congestion at some locations around the gyratory and benefits to vehicular traffic are limited.	Air quality benefits need further assessment. Bus lane / access/ egress alternative schemes need initial design and assessment.	Norfolk County Council BCKL&WN
MPT3 (2.3)	Provide enhanced access to the Ferry throughout the day / year to provide a more usable service for all.	Look further at the previously developed options for the ferry service to enable access for a wider range of people and provide improvements / alternatives to access during low tides.	Benefits for travel in King's Lynn and for the retention of this facility within the community. Promote social inclusion.	May have an impact on Ferry journey times if alternative preferred location.	Re-appraise the alternative locations and/or means of providing safe access to the ferry service for all.	BCKL&WN Ferry Operator

\*following further modelling and design assessment work the most appropriate use of Hardings Way, either for buses or additional traffic will be determined. Both cannot be pursued together but are included for further evaluation purposes.



**Table 7 – Options to encourage journeys by active modes (Medium-term Active Modes – MAM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MAM4 (4.11 6.12)	Queen Mary Road, Fairstead, Hardwick improvements in linkages for pedestrians and cyclists	Investigate how best to provide access across the railway line and around the town for modes other than private car to relieve some of the congestion pressure in Gaywood area. Enhancements to pedestrian link from Parkway to Rollesby Road to provide year-round use.	Enhanced high quality pedestrian route to access employment	Possible impacts on open parkland	Develop a scheme to improve the route including lighting, surfacing and signing to facilitate improved accessibility	Norfolk County Council BCKL&WN Network Rail User Groups

**Table 8 – Options to reduce delay and congestion on the local highway network (Medium-term Highway Network – MHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MHN5 (see also MPT1*) (6.2)	Hardings Way opened for additional traffic	Investigate options to allow additional traffic to use Hardings Way to alleviate the congestion on London Road and assist with air quality management. This could include specific additional vehicle types being permitted to use the route; open only at specified times of the day; as an emergency measure to assist with incident management; directional to provide alternative routes for inbound traffic in the AM peak and outbound traffic in the PM peak; or to provide access to specific parts of the town centre only. Mitigation measures would be needed to ensure there are no impacts on the historic core.	Improved journey times/reduced congestion/improved air quality on London Road	Increased traffic in historic core	Initial modelling shows some congestion relief on London Road, introduction of restriction to access for historic core provides lower benefit for London Road traffic. Further design work to understand outcomes and combine with enhancements for higher bus use	Norfolk County Council BCKL&WN
MHN6 (6.6)	South Gate highway capacity enhancements - providing two lanes in both directions / large scale redesign	Make South Gate traffic-free by providing two lanes northbound and two lanes southbound using the park to provide the extra lanes (based on previous proposal for CIF). Opportunity to also provide improved access for buses to/from Hardings Way	Improve traffic flow in King's Lynn. Opportunity to also provide improved access for buses to Hardings Way. Improved public realm/heritage	Taking land from the park / development viability. Potential severance impacts by providing 4-lane carriageway for pedestrians and cyclists	Further feasibility design and viability checks. Option testing in modelling work alongside bus priority/access improvement options	Norfolk County Council BCKL&WN Developers
MHN7 (6.12)	Queen Mary Road link to Fairstead	Link to development land at Parkway with potential link to Fairstead - traffic to go through Fairsted / route coming out of Fairstead and along Sand line / bridge over Sand line / road alongside railway line / park and ride	Vehicular link between the two estates could provide relief for Gayton Road and Gaywood with benefits to journey times and air quality	May lead to rat-running (highway design layout could address this)	Undertake initial highway design layout for link road scheme. Potential funding source is via developers	Norfolk County Council Network Rail Developers
MHN8 (6.13)	Winston Churchill Drive QEH access widening	Investigate a scheme to provide widening of the access to allow improved movement onto roundabout / improved traffic flow. Also look at widening of Winston Churchill Drive closest to Corbyn Shaw Road where on-street parking is prevalent	Improved journey times	n/a	Consider design improvements at Winston Churchill Drive junction with A1046	Norfolk County Council BCKL&WN QEH

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MHN9 (6.20)	QEH roundabout capacity improvements	The slip road onto A149 northbound needs improvement and the roundabout needs to be able to accommodate forecast traffic levels	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN
MHN10 (6.21)	A149 Dualling up to Knights Hill; Knights Hill junction capacity improvements	Dualling of the A149 / crawler lane up to Knights Hill / two lanes up to Knights Hill / mark lanes from bottom of hill / increase width / lanes at roundabout which are too narrow at the junctions onto / off the roundabout (QE to King's Lynn) - suitable for emergency services; Consider a redesign of this junction to improve traffic capacity and traffic flow to accommodate forecast traffic levels associated with development	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN Highways England
MHN11 (6.19)	A149 Jubilee Roundabout capacity improvements	Jubilee Roundabout capacity improvements to improve traffic flow and accommodate planned growth	Management of traffic through town centre / reduced journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN Highways England
MHN12 (6.22)	West Winch Housing Access Road	Highway improvement access road to enable the housing growth at West Winch and to provide some relief to the A10	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN Highways England Developer

### 3. LONG TERM (OPTIONS TO BE DELIVERED AFTER 2030)

The locations of the Long-term options are shown in the figure below, detailed in tables 9 to 10.

**Figure 3 - Transport Strategy Long Term Options**



**Table 9 - Options to reduce delay and congestion on the local highway network (Long-term Highway Network - LHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
LHN1 (6.4)	Hospital to A149 direct access link	Provide an additional exit onto A149 for exiting traffic from the hospital to ease local congestion issues around the hospital	Local congestion relief and air quality management	Environmental	Provide initial feasibility design with HE. Model to test the level of benefits that could be achievable	Norfolk County Council BCKL&WN QEH
LHN2 (6.8)	Wisbech Road to Nar Ouse Way link Road	Investigate the potential for providing a highway link between Wisbech Road and Nar Ouse Way to assist in alleviating Southgates roundabout	Local congestion relief at Southgates	Land and environmental	Investigate alongside options for Southgates roundabout	Norfolk County Council BCKL&WN Developer

**Table 10 - Options to encourage the use of public transport (Long-term Public Transport - LPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
LPT3 (3.1)	Train frequency improvements	Implementation of Ely Area Enhancement Scheme to deliver doubling of train frequency to half-hourly (2025-2030). Improve rail links to Cambridge and London. Improve connecting services - connections to Norwich from Ely. King's Lynn 8 Car Project will increase train capacity from 4 Car trains between King's Lynn, Cambridge and London by December 2020.	Improved service level for passengers and reduction in car mode share for outbound and inbound trips to/from King's Lynn	Potential increase in vehicular traffic to the rail station. Additional traffic delay at level crossing	Ely Area - Funding in place for current phase of work (GRIP 2). Further development stages to be funded separately under the new RNEP processes.	Network Rail Govia Thameslink Railway (GTR) NCC BCKL&WN

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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/NO	
	Discretionary /	Need to be recommendations to Council	YES/NO	
	Operational	Is it a Key Decision	YES/NO	
Lead Member: Cllr I Devereux E-mail: cllr.ian.devereux@west-norfolk.gov.uk		Other Cabinet Members consulted: Cllr B Long		
Lead Officer: Dave Robson E-mail: dave.robson@west-norfolk.gov.uk Direct Dial: 01553 616302		Other Members consulted:		
Lead Officer: Dave Robson E-mail: dave.robson@west-norfolk.gov.uk Direct Dial: 01553 616302		Other Officers consulted: Management Team, Peter Jermany, Jade Kite		
Financial Implications YES/NO	Policy/Personnel Implications YES/NO	Statutory Implications YES/NO	Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment	Risk Management Implications YES/NO

Date of meeting: 4<sup>th</sup> February 2020

**HUNSTANTON COASTAL MANAGEMENT PLAN**

**Summary**

The Hunstanton Coastal Management Plan (HCMP) is an operational plan that covers both Hunstanton cliffs and sea defences

**Recommendation**

That Hunstanton Coastal Management Plan be adopted and the financial contributions be approved.

**Reason for Decision**

To enable the Council to plan, prepare and carry out coastal works to meet its obligations under the Shoreline Management Plan 4 (SMP 4) & Wash East Coastal Management Strategy (WECMS)

**1 Background**

- 1.1 The Hunstanton Coastal Management Plan (HCMP) is an operational plan which will determine what works are required to the Hunstanton sea defences and cliffs over the next 100 years.
- 1.2 The HCMP follows the general policies laid down in the Shoreline Management Plan 4 (SMP 4) which covers the coastline between Gibraltar Point and Old Hunstanton, and the joint Environment Agency / BCKLWN Wash East Coastal Management Strategy (WECMS).

1.3 The SMP 4 policy options are: -

<b>Policy Zone</b>	<b>Short Term Up to 2025</b>	<b>Medium Term 2025 to 2055</b>	<b>Long Term 2055 to 2105</b>
Hunstanton Cliffs (Unit A)	No Active Intervention	No Active Intervention	No Active Intervention /Hold the Line
Hunstanton Town (Unit B)	Hold the line	Hold the line	Hold the Line

1.4 The Environment and Community Panel on 21 January received a presentation on this matter and recommended to Cabinet that it be approved.

## **2 Options Considered**

2.1 The HCMP covers two areas; Unit A Hunstanton Cliffs and Unit B Hunstanton Town (Promenade to the power boat ramp).

### **2.2 Unit A - Cliffs**

15 options were initially considered from Do Nothing to various forms of new defences being installed. These 15 options were then reviewed and a short-list of 5 options was produced. After further review and Stakeholder consultation, rock armour was selected as the preferred option.

2.3 No residential properties are at risk over the next 100 years. Two commercial properties may be at risk between 2030 and 2060 and a further two commercial properties may be at risk between 2060 and 2117 assuming a 10m property buffer.

2.4 Following the SMP 4 policies of no active intervention until after 2055, it is not expected that any form of defence will be needed in the short or medium term.

2.5 The possibility of installing a pilot in the short/ medium term was considered. However, as rock armour is a well-established coastal defence measure, the need to install as a pilot is not considered necessary.

2.6 The Borough Council will need to establish a trigger point on when to install the preferred option along the whole length of the cliffs. Coastal erosion is in the form of periodic block falls along the cliff frontage predominantly due to erosion of the bottom carstone strata by wave action leading to block falls of chalk. The “average” erosion rate is small at about 10-30cm per year. However, in practice 1-2m sections of cliff are lost every 5-10 years. The erosion rate is not linear or uniform across the whole cliff frontage.

- 2.7 To help establish more data on the nature of block falls and erosion rates along the whole length of the cliff frontage it is proposed that a cliff monitoring programme be implemented. This will be an annual ground based Light Detection and Ranging (LiDAR) survey along the whole cliff frontage to help build a cliff regression model. This will then help determine the extent of coastal erosion and determine when the rock armour should be installed. It is also anticipated that another LiDAR survey be completed after any large storm event (such as 2013) to determine the impact of the event. It is also proposed to complete an annual drone survey which will provide a detailed visual record of the cliff condition. This work will help guide when the trigger point is required.
- 2.8 **Unit B-Hunstanton Town Defences**  
19 options have been considered. Some general enhanced measures were considered but the preferred option is to maintain the existing layout of the defences. The Hunstanton Town Regeneration Project also considered a couple of options along the sea front but these measures will not be taken forward and therefore will not make any changes to the flood defences. The Hunstanton flood defences will be maintained at the 1 in 200 year's defence level.
- 2.9 The asset condition survey shows that the northern stretch of the promenade (section G), from the Green northwards, has around a 15 year's residual life left. The southern part of the defences from the Green to the power boat ramp has around 15/ 35 year's residual life. The timber and concrete groyne are in need of urgent repair / replacement over the next 4 years. The groyne has an estimated residual life of between 5 to 15 years.
- 2.10 The preferred option is to repair the existing flood defences to maintain the current 1 in 200 year defence level in the short term and to sustain this level in the medium / long term by raising the height of the defences to mitigate against sea level rise. The rear wave flood wall, using current predictions, will need to be raised from the existing 6.68mMOD to 7.5mMOD over the next 90 years.
- 2.11 An option to resurface the prom surface with asphalt was considered but rejected as it would need to be replaced every ten years and could be adversely impacted by wave action.

2.12 The projected works are as follows: -

<b>Asset</b>	<b>Residual Life</b>	<b>Works</b>	<b>Notes</b>
Northern Prom (Section G from Green northwards)	15 years (2034)	Reface with concrete	Reface again after 30 years in 2064 & 2094
Southern Prom Sea Wall, Prom surface and Wave Wall (Section A,B&C)	35 years (2054)	Reface with concrete & raise wave wall	Reface again after 30 years in 2084
Southern Prom Sea Wall, Prom surface and Wave Wall (Section D,E&F)	15 years (2034)	Reface with concrete & raise wave wall	Reface again after 30 years in 2064 & 2094

2.13 The process to review and adopt the works required as part of the HCMP has been through two public consultations events based in Hunstanton. The Wash East Coast Management Strategy Stakeholder Forum, which is made up from local Town and Parish Councils, regulatory bodies and other interested groups, has also been consulted, most recently in October 2019.

### **3 Policy Implications**

3.1 The preferred options selected for Units A & B both follow the SMP 4 policies and timelines as detailed above in para 1.3. Therefore the preferred options do not conflict with SMP 4 or WECMS.

### **4 Financial Implications**

4.1 Management Team considered the HCMP over the summer and agreed to a selection of work based on external match funding. They requested that the prom resurface works were brought forward and that extra funding for public realm be included. This would tie in to the regeneration work planned for Hunstanton.

4.2 Three bids for funding from the Regional Flood & Coastal Committee (RFCC) were made during summer 2019. The bids were as follows:

Work	Timeline	BCKLWN Costs	RFCC Local Levy Application	Total Costs
Groynes	yr1 to yr4	£50,000 p.a.	£50,000 p.a. match funding	Annual Cost £100,000 p.a. Total Cost £400,000
Cliff Monitoring	yr1 to yr4	£6,000 p.a.	£6,000 p.a. match funding	Annual cost £12,000 p.a. Total £48,000
Prom Resurface 300m Sections D,E & F	yr1 to yr2	£215,000	£215,000 match funding	BCKLWN + LL = £430,000 Arts Council Grant £100,00 (public realm) Total £530,00
				<b>Overall Total: £954,000</b>

4.3 The bids to the RFCC have been successful and agreed in principle but will need to be confirmed and agreed by the Environment Agency National Appraisal Body before any funds will be released.

4.4 The proposed timeline is as follows:

- Baseline cliff regression report December 2019
- Implement tender/design work from December 2019
- Adopt HCMP Feb 2020
- Tenders issued March to May 2020
- Annual Cliff Survey March 2020
- Select Contractor June 2020 tbc
- EA National Appraisal Body June/ July 2020 tbc
- Groyne work start Autumn 2020 tbc
- Prom works start Autumn 2020 tbc

4.5 The costing for the bids has included a 60% optimism bias as per treasury rules. The realised costs may differ and these will not be known until the written tenders have been submitted. Once these have been received and the preferred contractor selected, only then will the actual costs and final Local Levy contributions be known. Council is invited to approve the funding for the contributions.



## **5 Personnel Implications**

- 5.1 Members of the Flood & Water Management Team will lead the project with input from colleagues in Resort Services, Property Services, Procurement and Regeneration / Coastal Community Teams.

## **6 Statutory Considerations**

- 6.1 The Council is a Coastal Protection Authority as defined under the Coastal Protection Act 1949.
- 6.2 The coastal management and flood risk role is further defined in the WECMS where the Borough Council, as Coastal Protection Authority, leads on Unit A- Hunstanton Cliffs and Unit B the Hunstanton Town Sea Defences. Unit C from South Hunstanton to Wolferton Creek shoreline is the responsibility of the Environment Agency.
- 6.3 Hunstanton Cliffs are designated as a Geological SSSI, Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar Site (to the seaward edge of the Promenade). They are also part of the Wash SSSI and Hunstanton Conservation Area (cliff top green as far as the former Coastguard Lookout/cottages only).
- 6.4 The seaward frontage of Unit B is a designated Ramsar Site, SPA and SAC. It is also part of the Wash SSSI and Hunstanton Conservation Area (northern Promenade in front of Esplanade Gardens and the Green only).

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

- 7.1 A pre-screening EIA has been completed and is attached. No negative impacts were noted to any group.

## **8 Risk Management Implications**

- 8.1 If the Hunstanton sea defences failed or were overtopped then 655 residential properties and 2612 mobile homes/ static caravans would be at the risk of flooding. These properties are directly behind the Hunstanton Sea defences and south toward Heacham.
- 8.2 The above figures only relate to a breach failure along the Hunstanton sea defences. A breach along the other sections coastal defences would impact a wider area.
- 8.3 Adopting the HCMP will ensure that capital/ maintenance works are carried out to the flood defences and a failure of the flood defences remains a low risk. Sustaining the level of defence by raising the rear

wave flood wall in line with HCMP will keep the 1 in 200 year defence level over the next 100 years.

- 8.4 The works associated with the Hunstanton Coastal Management Plan have been submitted as part of the Local Levy application process. This entails a three stage peer review process from Environment Agency staff, other Flood & Water Risk Management Authorities and finally by the Regional Flood & Coastal Committee.
- 8.5 The timeline for works will need to take in to account peak holiday season, food vendors leases along the prom, the autumn/ winter storm season and working in a maritime environment.

**9 Declarations of Interest / Dispensations Granted**  
None

**10 Background Papers**  
Shoreline Management Plan 4 Non-Technical Summary  
Wash East Coastal Management Strategy  
AECOM Hunstanton Coastal Management Plan

**Pre-Screening Equality Impact Assessment**

Borough Council of  
**King's Lynn & West Norfolk**



Name of policy/service/function	Hunstanton Coastal Management Plan				
Is this a new or existing policy/service/function?	New / Existing (delete as appropriate)				
<p>Brief summary/description of the main aims of the policy/service/function being screened.</p> <p>Please state if this policy/service is rigidly constrained by statutory obligations</p>	<p>Works to Hunstanton coastal area to replace or repair existing sea defences to maintain current SMP policy of Hold the Line.</p> <p>Annual monitoring of Cliffs will follow SMP of No Active Intervention but will provide data on where trigger point is and when preferred option should be implemented.</p>				
<b>Question</b>	<b>Answer</b>				
<p><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 according to their different protected characteristic, for example, because they have particular needs, experiences, issues or priorities or in terms of ability to access the service?</b></p> <p>Please tick the relevant box for each group.</p> <p>NB. Equality neutral means no negative impact on any group.</p>		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	

Question	Answer	Comments
<p><b>2.</b> 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?</p>	<p>Yes/ No</p>	
<p><b>3.</b> Could this policy/service be perceived as impacting on communities differently?</p>	<p>Yes/ No</p>	
<p><b>4.</b> Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?</p>	<p>Yes/ No</p>	
<p><b>5.</b> Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions?</p> <p>If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>	<p>Yes / No</p>	<p><b>Actions:</b> None</p>
		<p><b>Actions agreed by EWG member:</b>  <b>Claire Dorgan</b></p>
<p><b>If ‘yes’ to questions 2 - 4 a full impact assessment will be required unless comments are provided to explain why this is not felt necessary:</b></p> <p><b>Decision agreed by EWG member: Claire Dorgan</b></p>		
<p><b>Assessment completed by:</b>  <b>Name</b></p>	<p><b>Dave Robson</b></p>	
<p><b>Job title</b></p>	<p><b>Environmental Health Manager- Environment</b></p>	
<p><b>Date</b></p>	<p><b>16.12.2019</b></p>	

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