

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



# **Corporate Performance Panel**

**RESCHEDULED FROM 25 FEBRUARY 2020**

## **Agenda**

**Monday, 2nd March, 2020  
at 6.00 pm**

in the

**Council Chamber  
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**

21 February 2020

Dear Member

**Corporate Performance Panel**

You are invited to attend a meeting of the above-mentioned Panel which will be held on **Monday, 2nd March, 2020 at 6.00 pm** in the **Council Chamber - Town Hall, Saturday Market Place, King's Lynn PE30 5DQ** to discuss the business shown below.

Yours sincerely

Chief Executive

**AGENDA**

**1. Apologies**

**2. Minutes (Pages 5 - 10)**

To approve the minutes from the Corporate Performance Panel held on 13 January 2020.

**3. Declarations of Interest**

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

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

**4. Urgent Business Under Standing Order 7**

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

**5. Members Present Pursuant to Standing Order 34**

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

**6. Chair's Correspondence (if any)**

**7. Presentation on Improving Attainment in West Norfolk (Pages 11 - 64)**

**8. Call-in (Pages 65 - 115)**

To consider the Call In on the King's Lynn Transport Study.

**9. Cabinet Forward Decision List (Pages 116 - 119)**

**10. Panel Work Programme (Pages 120 - 124)**

To note the Panel's Work Programme.

**11. Date of Next Meeting**

To note that the date of the next meeting of the Corporate Performance Panel will take place on 7 April 2020 at 6 pm in the Council Chamber, Town Hall, King's Lynn.

To:

**Corporate Performance Panel:** B Ayres, P Beal, J Collop, S Dark (Chair), A Dickinson, C Hudson, H Humphrey, C Manning, J Moriarty, C Rose and D Tyler

**Portfolio Holders:**

Councillor B Long, Leader

Councillor R Blunt, Development

**Appropriate Officers:** The following officers are invited to attend in respect of the Agenda item shown against their name:

Item 7: Becky Box, Assistant Director Central Services

Item 8: Alan Gomm, Planning Policy Manager

**BOROUGH COUNCIL OF KING'S LYNN & WEST NORFOLK**

**CORPORATE PERFORMANCE PANEL**

**Minutes from the Meeting of the Corporate Performance Panel held on Monday, 13th January, 2020 at 6.00 pm in the Council Chamber - Town Hall, Saturday Market Place, King's Lynn PE30 5DQ**

**PRESENT:** Councillor S Dark (Chair)  
Councillors B Ayres, P Beal, A Dickinson, C Hudson, H Humphrey, C Manning, J Moriarty (Vice-Chair), C Rose and D Tyler

**Portfolio Holders:**

Councillor I Devereux – Environment  
Councillor P Kunes – Commercial Services  
Councillor B Long – Leader

**Under Standing Order 34:**

Councillor C Morley for all items

**Officers:**

Becky Box – Assistant Director, Central Services  
Dale Gagen – Assistant Director, Companies and Housing Delivery  
Honor Howell – Assistant to the Chief Executive

CP70 **APOLOGIES**

There were no apologies for absence.

CP71 **MINUTES**

The minutes of the Corporate Performance Panel held on 26 November 2019 were agreed as a correct record and signed by the Chair, subject to the following amendment:

Page 9: Paragraph 6: Additional text to be added:

Councillor Bunt also advised that at the same meeting of Norfolk County Council on 25 November 2019, a new environmental policy had been approved.

CP72 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

CP73 **URGENT BUSINESS UNDER STANDING ORDER 7**

There was no urgent business.

CP74 **MEMBERS PRESENT PURSUANT TO STANDING ORDER 34**

Councillor C Morley was present under Standing Order 34 for all items.

CP75 **CHAIR'S CORRESPONDENCE**

There was no Chair's correspondence.

CP76 **CALL IN**

There were no call-ins.

CP77 **MAJOR HOUSING UPDATE**

The Panel received an update on the major housing projects from the Assistant Director, Companies and Housing Delivery.

The Assistant Director, Companies and Housing Delivery and the Leader responded to questions and comments in relation to:

- Provision of affordable housing.
- Housing needs survey undertaken by the Council's Housing Team.
- Different types of houses – 2, 3 and 4 bed properties.
- Mix of tenure – for sale, social housing, private rental.
- Role of housing associations.
- Role of housing and property companies set up by the Borough Council.
- Properties for private rental.
- Risk assessment undertaken prior to the purchase of land.
- Proposed Parkway Scheme.
- Borough Council's Homelessness Strategy and joint working undertaken by Borough Council Officers.
- Environmental friendly standards/green issues.
- Renewables which included brickwork and insulation, provision of electric car charges points, etc.
- Current and potential future demand for Borough Council developed housing units.

The Chair thanked the Assistant Director, Companies and Housing Delivery for an interesting and informative presentation.

CP78 **Q2 2019/2020 CORPORATE PERFORMANCE MONITORING REPORT**

The Assistant to the Chief Executive presented the corporate monitoring report which was in place to monitor progress against agreed performance indicators for the year. The report contained information on the corporate performance monitoring undertaken for Q2 2019/20.

The Panel was informed that the Q2 2019/20 monitoring report showed that 33% of targets had been met and performance had improved against target for 21 indicators. It was highlighted that all calculations and analysis in the report was based on 54 indicators.

It was highlighted that where indicators had not met agreed targets they were drawn out into an action report.

The Assistant to the Chief Executive responded to questions and comments from the Panel, a summary of which is set out below:

Councillor Humphrey referred to HS15 – Number of days to process change of circumstances and commented that the target was 11 days and the cumulative performance was 14 days and commented that if the target was 11 days, it had already been met which indicated a good performance and therefore questioned why it had been marked with a red flag and included in the action report. In response, the Assistant to the Chief Executive explained that the target was 11 days, but during July to September it had taken 14 days to process the change in circumstances and therefore the target had not been met and added that from September 2019 onwards performance had been improved, officers had indicated therefore that they were confident the 11 day target would be met. The Assistant to the Chief Executive undertook to discuss the comments made with the relevant service manager.

The Chair made reference to HS11 – Time taken (in weeks) from first contact to completion of work on Disabled Facilities Grants and commented that there had been an increase from 30 to 57 weeks and commented that reassurance was required by members when an update would be given at the Environment and Community Panel on 21 January 2020. The Assistant to the Chief Executive commented that an increase could occur if one or two cases were complex and took longer to action therefore this would then impact upon the overall performance to deliver within the required target.

Councillor Mrs Dickinson asked if any benchmarking was undertaken with other local authorities. In response, the Assistant to the Chief Executive explained that the collection and processing of council tax were regulated and benchmarked against other local authorities and comparisons could be included in future reports.

Following further questions from Councillor Mrs Dickinson on the level of staff sickness and turnover compared to other local authorities, the Assistant to the Chief Executive explained that the Borough Council published Annual Sickness Monitoring Report and Employment Monitoring Figures – Annual Report which provided comparisons with other local authorities. The Assistant Director, Central Services advised that the reports were also presented to the Council's Joint Welfare and Safety Committee and that the Corporate Performance Panel received the two annual reports on 21 October 2019 for information.

**RESOLVED:** The Panel:

- 1) Reviewed the performance monitoring report.
- 2) Agreed the actions outlined in the action report.

CP79 **Q2 2019/2020 CORPORATE BUSINESS PLAN MONITORING REPORT**

The Assistant to the Chief Executive presented the Corporate Business Plan monitoring report that had been developed to demonstrate progress against the Council's Corporate Business Plan. The report contained information on the progress made on the key actions up to end of Quarter 2 2019/2020.

The Panel was advised that there were currently 54 agreed actions being undertaken to progress the Council's Corporate Business Plan. The Q2 2019/20 monitoring report indicated that 48 of the actions were progressing well, 4 actions had been completed, and due to changes to proposals 2 actions will be removed from the monitoring report to be replaced with new key actions in the next update.

The Assistant to the Chief Executive responded to questions and comments from the Panel, a summary of which is set out below.

In response to a question from Councillor Humphrey in relation to Priority 1 – Progress towards £3.1m savings per annum required by 2019/20 identified in the Financial Plan for 2015-2020. Cumulative target savings of £337,196 for 2019/20, the Assistant to the Chief Executive explained that the £3.1m quoted in the Corporate Business Plan covered the period 2015 to 2020 and the quarter figures provided a snapshot not the full amount of the saving achieved.

Following a further question from Councillor Humphrey on Priority 3 – Reduce contamination of recycling to 15%, performance not improving and what steps could be taken to reduce the level of contamination, the Assistant to the Chief Executive explained that work was being undertaken and new initiatives had come forward and it was anticipated therefore that with the focus being placed on improved

recycling rates, the target of 15% could be achieved. The Portfolio Holder for Environment advised that there were incentives for performance in the new refuse and recycling contract and gave an example of a missed bin collection which would incur a significant financial penalty. The Portfolio Holder, Environment provided an overview of previous Government funding and how the Council had undertaken work on students knocking on residents' doors to encourage improved recycling rates.

Councillor Morley commented that it would be useful for new Members to receive a briefing on how the Corporate Business Plan was put together and actions required to meet the indicators. The Chair explained that the current business plan was coming to an end and it may therefore be opportune for Members to receive a briefing on the new Corporate Business Plan. The Leader commented that a Member training session would be scheduled at a date to be confirmed.

The Chief Executive reminded Members that the Senior Policy and Performance Officer had attended the three Policy and Development Panels, all of which had put forward ideas, which would be included in the new Corporate Business Plan.

Councillor Moriarty referred to the delivery of the Channel shift project and asked if the Council had considered using three words only to report a fly tipping incident. In response, the Assistant to the Chief Executive explained that the Council was looking at "three words" in response of digital work and discussions had been held with the ICT Manager.

Following further questions from Councillor Moriarty on improving recycling rates for trade waste, the Assistant to the Chief Executive advised that she did not have the information to hand. The Portfolio Holder for Environment explained that trade waste was collected by a commercial supplier. The Leader advised that the commercial waste cost was published in the Council's fees and charges, therefore a commercial company was able to undercut the Council's fee.

In response to questions and comments on how "green" businesses were, for example, energy production, the Leader explained that the Borough Council was undertaking work on the green environmental issues to ensure that business were aware.

**RESOLVED:** The Panel reviewed the Q2 2019/20 Corporate Business Plan.

CP80

**CABINET FORWARD DECISIONS LIST**

The Panel noted the Cabinet Forward Decisions List.

Councillor Hudson referred to the King's Lynn Transport Study and enquired if any feedback had been received from the public meeting. In response, the Chair explained that the King's Lynn Transport Study would be presented to the Regeneration and Development Panel on 28 January 2020.

CP81 **PANEL WORK PROGRAMME**

Councillor Humphrey commented that it would be useful for Members to receive feedback on the education and activities for young children in relation to recycling. The Portfolio Holder for Environment referred to the Climate Change Motion to Full Council and that it would be considered at the February Cabinet meeting. Members were advised that the Council was in the process of procuring the new refuse contract and once more detail was available, the Panel could scrutinise the process.

The Leader explained that the scrutinising of the refuse contract was a matter for the Chairs of the Committees to determine which Panel should scrutinise the refuse contract.

CP82 **DATE OF NEXT MEETING**

The next meeting of the Corporate Performance Panel will be held on 25 February 2020 at 6 pm in the Council Chamber, Town Hall, Saturday Market Place, King's Lynn.

**The meeting closed at 7.45 pm**

# Improving Attainment in West Norfolk

## Review of 2019

Becky Box, Assistant Director Central Services

Borough Council of  
King's Lynn &  
West Norfolk



# Overall Aim of Programme

To ensure that all young people in West Norfolk receive a good quality education through excellent teaching and learning, and go on to achieve the best level of qualification they can.

# Priorities

Since 2016 the key priorities have been:

- Actions to improve attainment in Maths and English
- Initiatives to support transition, particularly from Y6 to Y7
- Raising the aspirations of higher achieving students
- Improved engagement with schools – particularly primary schools
- Support to help schools respond to mental health issues



# Attainment in Maths and English

## PiXL Funding

- Originally for Secondary Schools
- Extended to Primary Schools in 2016
- 2018/19 year 17 Primary Schools accessed funding – this increased to 31 during 2019/20

# Attainment - Use of PiXL

“As a school we have benefitted hugely from PiXL since September 2018. Our staff have used a multitude of resources in order to aid their children’s learning. We have found the assessment system extremely beneficial – it is very helpful to see where our school ‘sits’ in comparison to other schools and their year groups. Furthermore, the Year 6 resources such as the maths and reading ‘3 in 3s’ have been great resources to prepare the pupils for their SATs. We would, without a shadow of a doubt, recommend PiXL to other schools in the future.”

Jonathon Parrish, Assistant Principal, Emneth Primary School

# Attainment - Use of PiXL

*Southery Primary Academy:*

- KS2 intervention resources: This has been our main source of intervention tools to support all KS2 children, not just year 6, with their Maths, Reading, and Writing. This has been used in class, small groups and also 1:1 sessions, Easter revision for year 6.
- Holiday challenges: Used with year 6 for half terms and Easter - this provided all the children with 15 minutes of Maths and Reading a day to keep their brains 'ticking over'.
- KS1 resources to support Reading and Maths - not just for preparation for SATs but used in recap work, ensuring understanding.
- KS1 and KS2 assessment - this includes past papers and PiXL style exam papers.
- Attendance at the main meetings - this includes tips, advice, and support as well as breakout sessions for sharing good practice.
- I have also met with a PiXL representative and he has been incredibly supportive, especially with my transition from secondary to primary.

Barney Rimmer, Head Teacher



# Attainment - Interventions to Support GCSEs

## Maths Booster Conference

### *Teachers said:*

- The format is good, I liked the building blocks, starting with how to break the sum down, this will really help the student's back at school
- Really good I will use some of these techniques in my teaching

### *Students said:*

- The top tips were good; especially 'check that you have read the question properly' it easy to speed read and get it wrong
- I learnt to show the 'workings out' as this helps to boost your points



# Attainment - Interventions to Support GCSEs

## Live Performances of Plays

- Macbeth – mix of Yr10 and Yr11 students – approximately 1,700 in past year
- Christmas Carol – approximately 1,500 students have attended

# Attainment - Reading and Writing at Primary Level

## Primary School Projects

- St Martha's –Bringing Shakespeare to Life for Primary Age children (Year 5)
- St Michael's – Introduction to bar modelling at KS2

# Attainment - Disadvantaged Pupils

- Shakespeare Plays
- Poetry Live
- Whitefriars – Sensory project

# Transition - Midsummer Night's Dream

- Working with Secondary and Primary Schools
- Aim - as many Year 6 students as possible to attend a performance of Midsummers Night Dream at a secondary school during July 2019
- 7 secondary schools participated
- Over 1,000 Yr 5 and Yr 6 students attended



# Transition Project - The Set



# The Cast

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# The Workshops



*Partnership promotes theatre*



## **Taste of the Bard for schoolchildren**

**Pupils from three West Norfolk primary schools have been enjoying a Shakespearean experience following a partnership between borough council leaders and education officials.**

**Youngsters from the Whitefriars, Eastgate and North Wootton primaries attended a professional performance of *A Midsummer Night's Dream* at the King Edward VII (KES) Academy.**

**That was followed by a number of workshops on acting, singing, dance, prop making, costumes and puppetry.**

**The performance was funded by West Norfolk Council as part of its partnership with schools through the West Norfolk Improving Attainment Steering Group.**

**KES is the first secondary to host a performance to feeder primary students, although officials say that other similar sessions are planned.**

**Kevin Blakey, KES director of secondary education, said: "We are delighted to collaborate with the borough council to enable this experience for students."**

**Principal Sarah Hartshorn added: "It was wonderful to see so many of our soon-to-be Year 7s on site enjoying the experience." Picture: SUBMITTED**



# Raising Aspirations - West Norfolk University Challenge Conference 20

- CWA University Centre
- 7 schools participated
- 120 students attended
- Mixed teams (total of 16 teams)
- Aimed at high achievers
- Inspirational speakers



# WNUCC20

12 yourlocalpaper Friday, Jan

## Top achievers compete in university challenge

More than a hundred top performing school pupils took part in an annual competition designed to boost exam results and inspire young people.

Year 11 students, aged 15 and 16, from seven secondary schools competed in a series of activities during the West Norfolk University Challenge on Friday.

It was hosted by the University Centre at the College of West Anglia and gave the students an opportunity to push each other in a range of subjects, helping to build their confidence and inspire them to achieve even better GCSE results.

The challenge was designed to stretch pupils in the top ten per cent of their schools while giving them a taste of higher education in a university setting.

Inspirational speakers including Tim Edwards, assistant chief fire officer at Norfolk Fire and Rescue Service, also gave insight into their lives and careers.

The pupils were put into mixed teams of six named after UK universities and West Norfolk schools taking part were King's Lynn Academy, Lynn's King Edward VII Academy and Springwood High School, Ieni Academy in Swaffham, Marshland High in West Walton, St. Clement's High in Terrington St Clement, and Smithdon High in Hunstanton.



West Norfolk Mayor and Mayoress Geoff and Rose Hipperson with the winning teams at the West Norfolk University Challenge. Picture: Paul Tibbs

# Raising Aspirations - Job/Career Opportunities

- Futures Go Live!
  - 4<sup>th</sup> April 2019, Lynnsport
  - For all secondary schools in West Norfolk
  - Next event 28<sup>th</sup> April 2020 at Lynnsport
- Attendance at various school specific events



# Engagement with Schools

- Continuation of Improving Attainment Steering Group and Primary Heads Network
- Support for ‘cultural capital’ for primary schools
  - ‘Pearls from the Grit’ play
  - King’s Lynn scroll play
- Museums of the future - Coding and Micro: bits



# Engagement with Schools

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# Mental Health Training

- June 2019 - Mental Health First Aid (Youth) course – 10 teachers trained
- March 2020 – course fully booked (15 delegates)
- Waiting list for next course!

# Mental Health Training



- Feedback:
  - “I just want to thank you for organising a really useful course. Probably the best Youth mental health course I have attended.”
  - “The course was fantastic and I truly believe that every school should have a designated person for Mental Health. It will give me more confidence when dealing with complex and every day cases of mental health, which seem to be on the increase.”

# Priorities for 20/21

- Review current priorities in light of new corporate Business Plan
  - **“4. Improving social mobility and inclusion**
    - Work with partners to improve education attainment levels and the skills of local people.”
- Increased focus on skills
- Key transition periods: into school; from primary to secondary; from secondary into work

Any Questions?

# King's Lynn & West Norfolk Education Achievement 2019

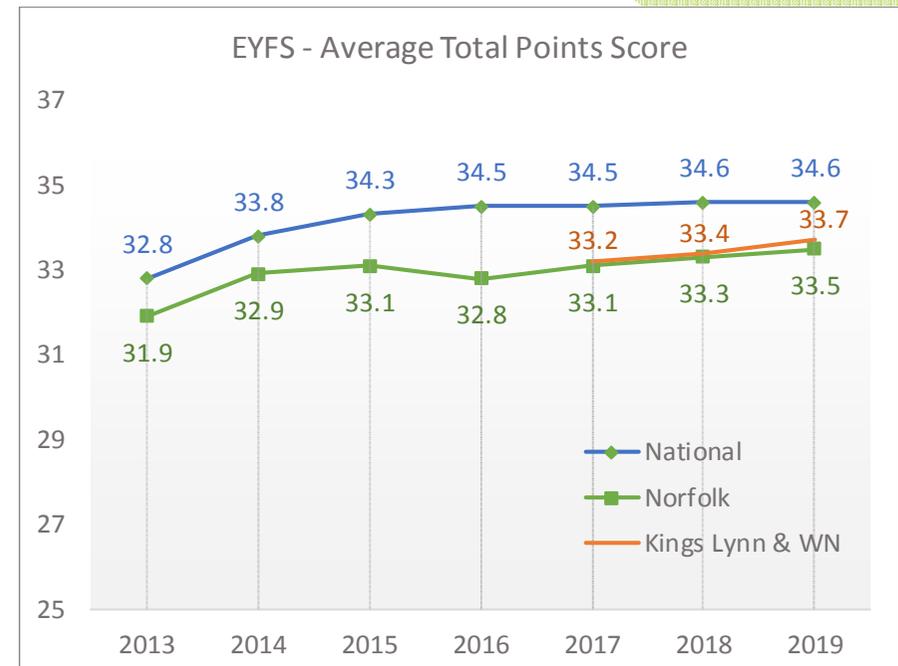
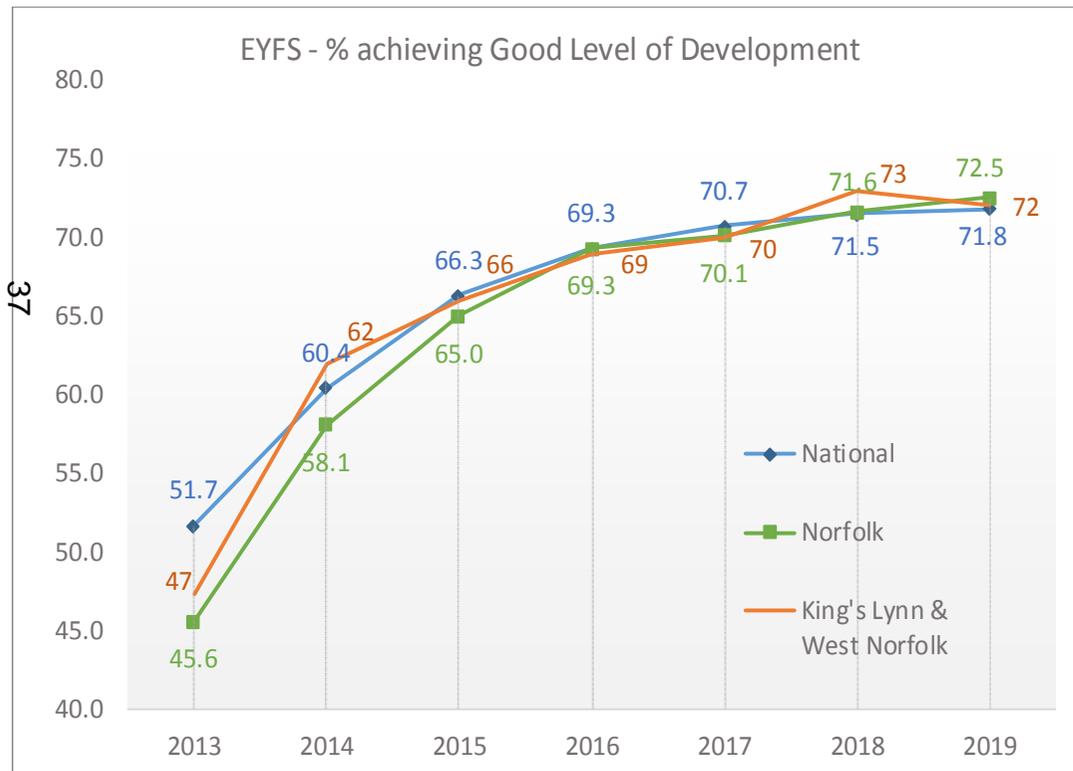
Neil Groves  
Education Achievement & Early Years Service

# Ofsted Inspection Outcomes

Achieving a Good or Outstanding rating means that Ofsted have judged that the quality of teaching, learning and assessment is at least good, that the school is well led and that safeguarding is effective. It is therefore essential that all children attend a good or outstanding school.

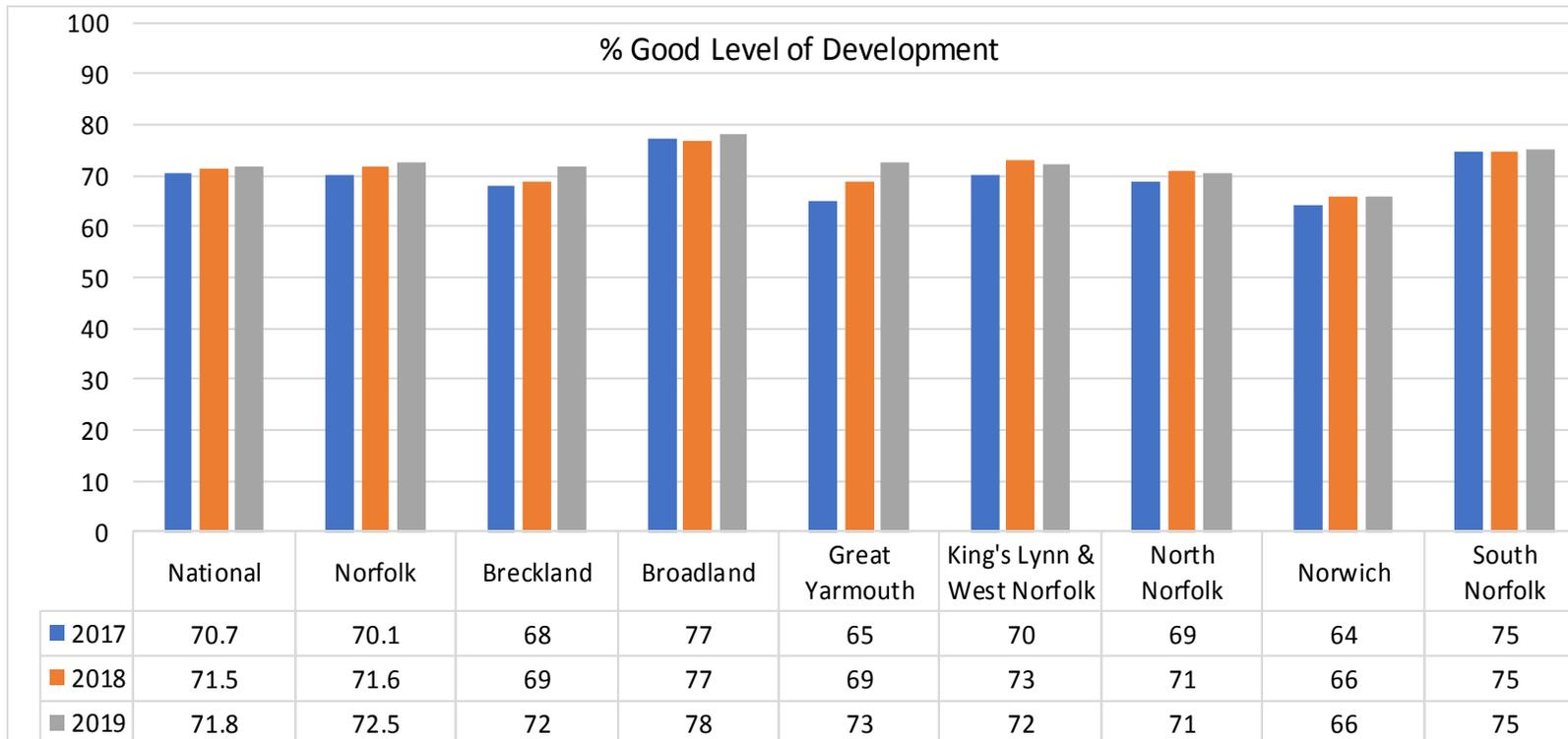
	Latest Norfolk	KL & West	Latest National
% Schools judged Good or Outstanding	84%	78%	86%
% Primary phase schools judged good or better	84%	82%	88%
% Secondary phase schools judged good or better	77%	50%	76%

# 2019 Outcomes: EYFS Profile

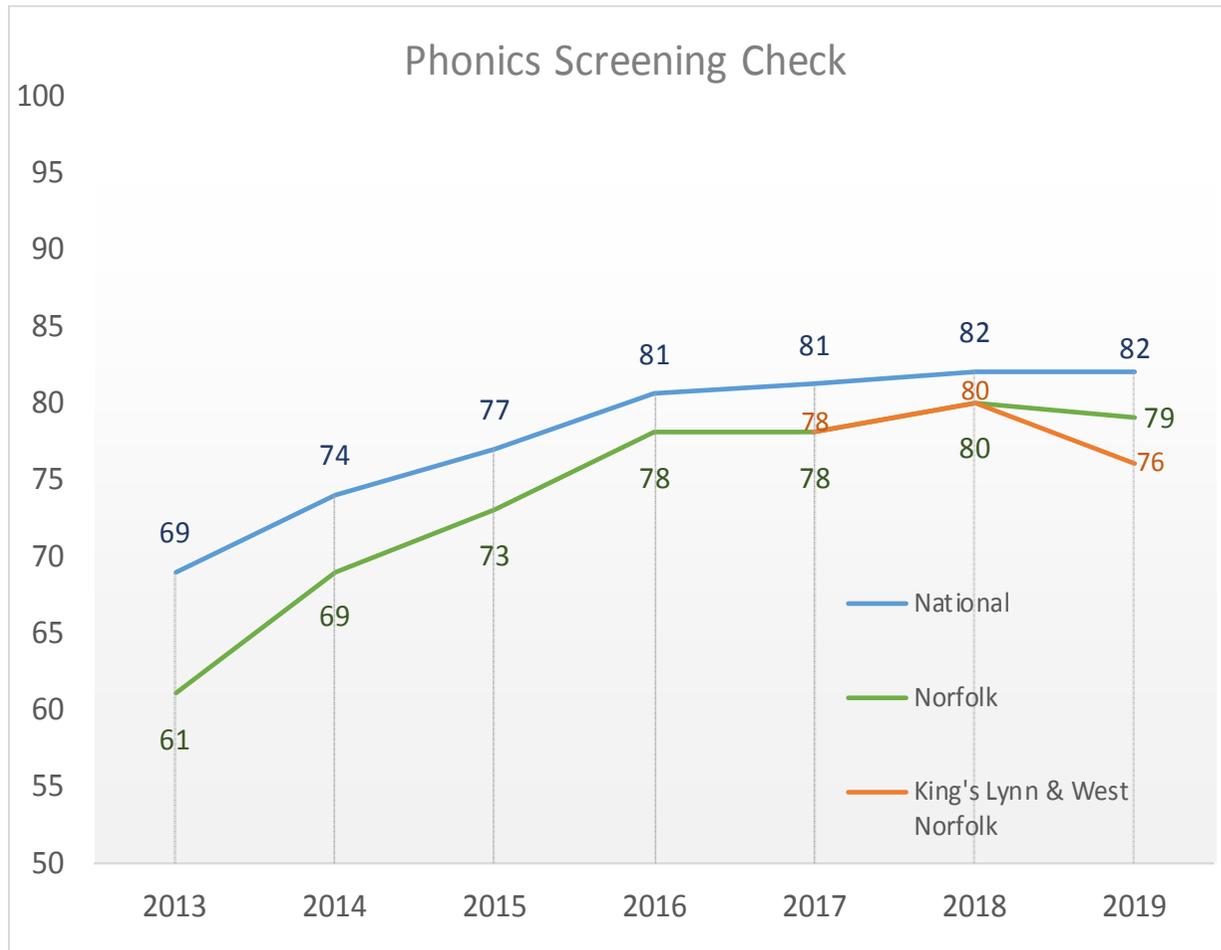


# 2019 Outcomes: EYFS Profile

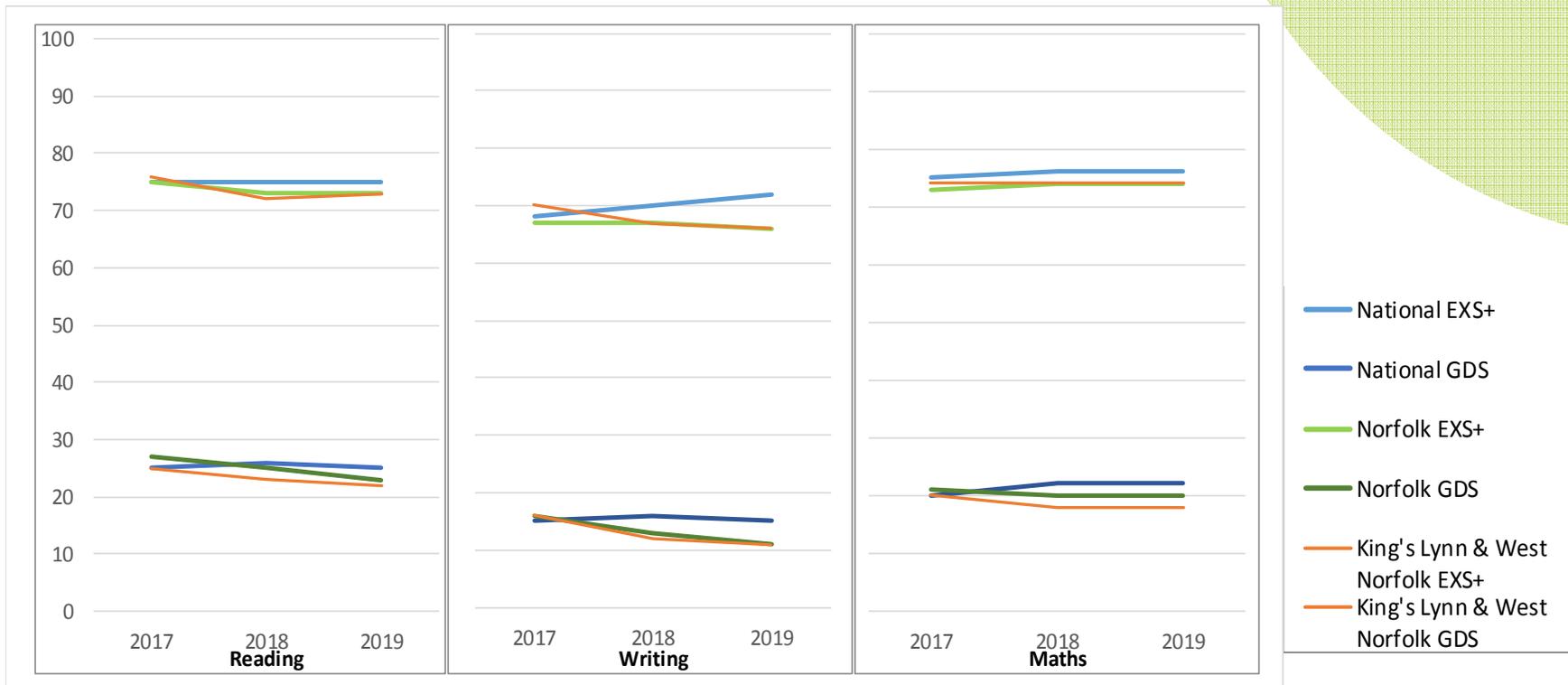
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# 2019 Outcomes: Y1 Phonics



# 2019 Outcomes: KS1 TA



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	Reading			Writing			Maths		
	2017	2018	2019	2017	2018	2019	2017	2018	2019
National EXS+	75	75	75	68	70	72	75	76	76
National GDS	25	26	25	15	16	15	20	22	22
Norfolk EXS+	75	73	73	67	67	66	73	74	74
Norfolk GDS	27	25	23	16	13	11	21	20	20
King's Lynn & West Norfolk EXS+	76	72	73	70	67	66	74	74	74
King's Lynn & West Norfolk GDS	25	23	22	16	12	11	20	18	18

**Slide 6**

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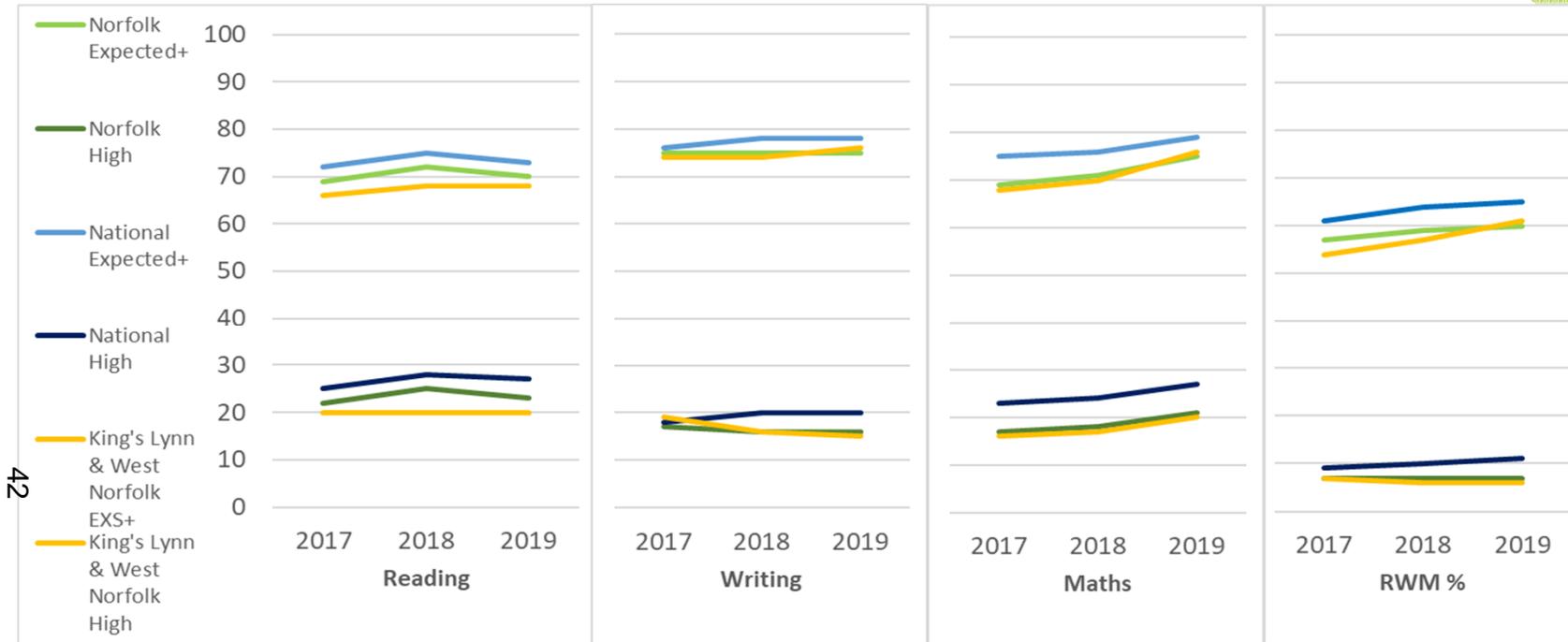
**GN1**

Unbale to link these three charts. Amend data in: \\norfolk.gov.uk\nccdfs1\SHARED-CSPDC\Dashboard\Achievement Team\2018-19\Data Team\Presentations\Primary Norfolk and National Charts for Master Slides.xlsx

Groves, Neil, 30/01/19

# 2019 Outcomes: KS2

## Key Stage 2 Attainment

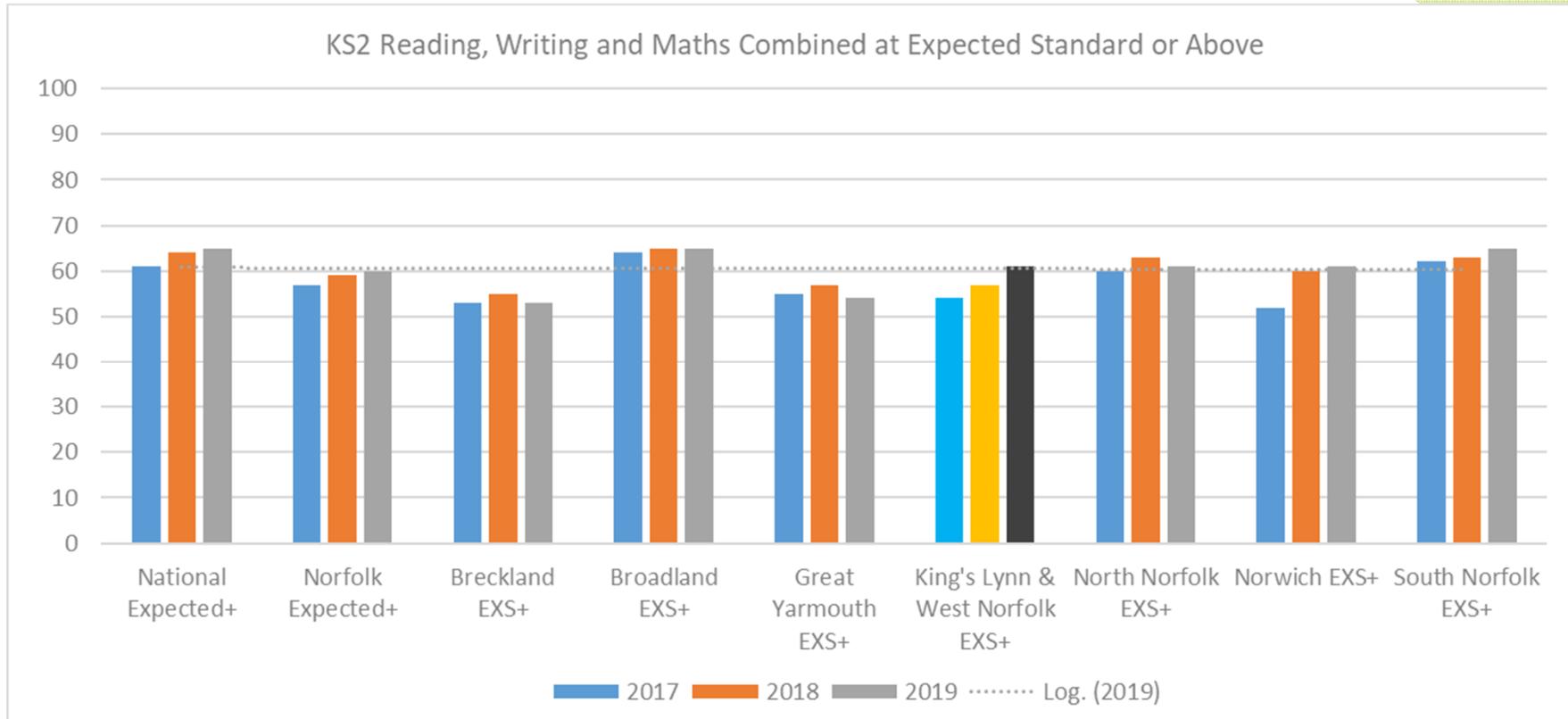


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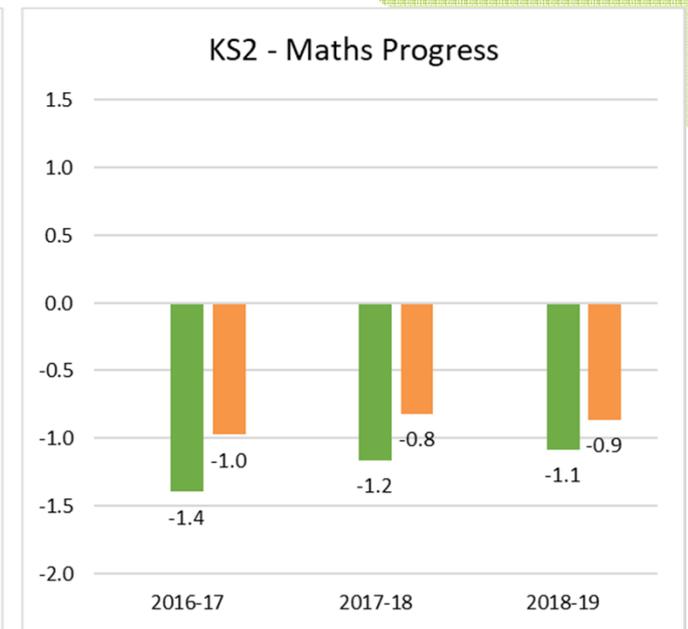
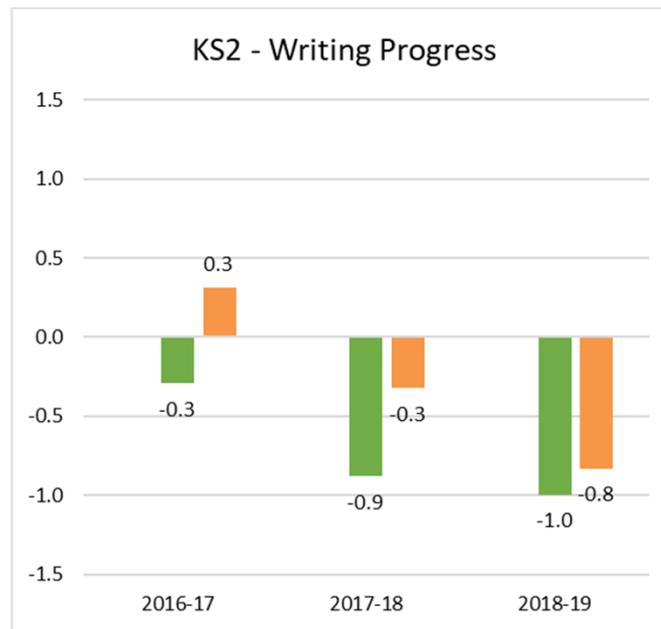
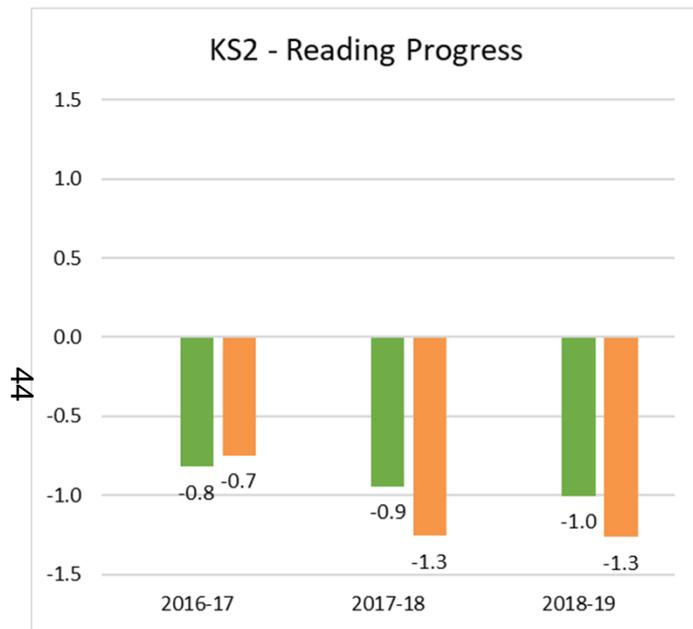
	Reading			Writing			Maths			RWM		
	2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
<b>National Expected+</b>	72	75	73	76	78	78	75	76	79	61	64	65
<b>National High</b>	25	28	27	18	20	20	23	24	27	9	10	11
<b>Norfolk Expected+</b>	<b>69</b>	<b>72</b>	<b>70</b>	<b>75</b>	<b>75</b>	<b>75</b>	<b>69</b>	<b>71</b>	<b>75</b>	<b>57</b>	<b>59</b>	<b>60</b>
<b>Norfolk High</b>	22	25	23	17	16	16	17	18	21	7	7	7
King's Lynn & West Norfolk EXS+	66	68	68	74	74	76	68	70	76	54	57	61
King's Lynn & West Norfolk High	20	20	20	19	16	15	16	17	20	7	6	6

# 2019 Outcomes: KS2

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# 2019 Progress



School Name	Headteacher	Current MAT	NOR 2018-19	Judgement	EYFS GLD% 3 Years	Yr1 Phonics 3 Years	KS1 RWM EXS+ 3 Years	KS2 RWM EXS+ 3 Years	Overall Absence 2 Term All Pupils	Persistent Absence 2 Term All Pupils	Permanent Exclusions
All Saints Academy	Mrs Katherine Howe	DEMAT	103	RI							
Anthony Curton CE Primary School	Miss Dawn Liddle	DEMAT	199	G							
Ashwicken CE Primary School	Ms Sophie Dickson	LA	137	G							
Brancaster CE VA Primary School	Mr Gavin King	LA	34	G							
Burnham Market Primary School	Mrs Rachel Stroulger	Wensum Trust	105	AC							
Castle Acre Church of England Primary	Mrs Kim Stabler	DNEAT	73	G							
Cherry Tree Academy Marham Infant	Mrs Michaela Webb	Cherry Tree	164	G							
Cherry Tree Academy Marham Junior	Mrs Michaela Webb	Cherry Tree	170	G							
Clenchwarton Primary School	Ms Joanne Borley	WNAT	198	G							
Denver CE VC Primary School	Mrs Louise Jones	LA	109	G							
Dersingham VA Primary & Nursery School	Mrs Gayle Platt (Acting)	LA	287	G							
Docking CE Primary School & Nursery	Mr Gavin King	LA	101	G							
Duchy Of Lancaster Methwold CE Primary	Mr Owen Rhodes	DEMAT	109	G							
Eastgate Academy	Mrs Linda Hothersall	EMAT	268	G							
Edmund De Moundeford VC Primary School	Mrs Julie Lillycrop	LA	193	G							
Emmeth Academy	Mr Michael Taylor	EMAT	208	AC							
Fairstead Community Primary & Nursery School	Mr Daniel Farthing	LA	442	G							
Fitcham Church Of England Primary	Mrs Jane Gardener	DNEAT	67	G							
Gayton Church Of England Primary	Mrs Rachael Greenhalgh	DNEAT	146	G							
Gaywood Primary School	Mr Neil Mindham	WNAT	412	G							
Great Massingham CE Primary School	Mrs Ann Beardall	LA	50	G							
Greyfriars Academy	Ms Beverley Barrett	KWEST	282	G							
Harpley CE VC Primary School	Mrs Ann Beardall	LA	52	G							
Heacham Infant & Nursery School	Ms Louise Jackson	WNAT	113	GM							
Heacham Junior School	Ms Louise Jackson	WNAT	165	G							
Highgate Infant School	Mrs Cheryl Kirby	KWEST	82	G							
Hilgay Riverside Academy	Mrs Sarah Turner	DEMAT	67	RI							
Hillcrest Primary School	Mr Matthew Try	LA	499	G							
Holly Meadows School	Mrs Jennie Wildsmith-Gordon	LA	143	G							

School Name	Headteacher	Current MAT	NOR 2018-19	Judgement	EYFS GLD% 3 Years	Yr1 Phonics 3 Years	KS1 RWM EXS+ 3 Years	KS2 RWM EXS+ 3 Years	Overall Absence 2 Term All Pupils	Persistent Absence 2 Term All Pupils	Permanent Exclusions
Howard Junior School	Mr Gregory Hill	Apollo	215	G							
Hunstanton Primary School	Mrs Di Mapplebeck	LA	183	G							
Iceni Academy	Mr Stephen Plume	ATT	91	G							
Ingoldisthorpe CE VA Primary School	Mr Sean Wright	LA	142	O							
King's Oak Academy	Mrs Ann De'Alh	KWEST	196	G							
Magdalen Academy	Mrs Louise Arowsmith	KWEST	54	G							
Marshland St James Primary and Nursery	Mrs Sarah Durrant	DEMAT	105	RI							
Middleton Church of England Primary	Mrs Jayne Hill	DNEAT	52	RI							
Nelson Academy	Mrs Sarah Wilson	EMAT	428	G							
North Wootton Academy	Mr James Grimsby	EMAT	314	AC							
Reffley Academy	Mr Jonathan Coy	Ad Meliora	401	AC							
Rudham Church Of England Primary	Mrs Belinda Allen	DNEAT	99	G							
Runton Holme Church of England Primary	Mrs Emma Zeil	DEMAT	43	SM							
Sandringham And West Newton Church Of	Mrs Jane Gardener	DNEAT	80	G							
Sedgeford Primary School	Mr Gavin King	LA	30	RI							
Snettisham Primary School	Ms Louise Jackson	WNAT	100	G							
South Wootton Infant School	Miss Joanne Davenport	LA	173	G							
South Wootton Junior School	Mrs Georgie Earl	LA	228	G							
Southery Academy	Mr Barney Rimmer	EMAT	88	G							
St. Edmund's Academy	Ms Jill Graver	Ad Meliora	196	RI							
St. Germans Academy	Mrs Louise Arowsmith	KWEST	93	G							
St. Martha's Catholic Primary School	Mr Aidan McGovern	Stomton the Baptist	351	G							
St. Martin At Shouldham CE Primary Academy	Mrs Katherine Howe	DEMAT	220	O							
St. Michael's Church Of England Academy	Mrs Emma Scarisbrick	DNEAT	204	G							

School Name	Headteacher	Current MAT	NOR 2018-19	Judgement	EYFS GLD% 3 Years	Yr1 Phonics 3 Years	KS1 RWM EXS+ 3 Years	KS2 RWM EXS+ 3 Years	Overall Absence 2 Term All Pupils	Persistent Absence 2 Term All Pupils	Permanent Exclusions
Ten Mile Bank Riverside Academy	Mrs Sarah Turner	DEMAT	30	G							
Terrington St. Clement Community School	Miss Amanda Conner	LA	357	G							
Terrington St. John Primary School	Ms Alison Bailey	LA	62	G							
The Norman Church of England Primary School,	Mr Owen Rhodes	DEMAT	97	RI							
Tilney All Saints CE Primary School	Miss Dawn Liddle	DEMAT	87	G							
Tilney St. Lawrence Community Primary	Ms Alison Bailey	LA	74	G							
Upwell Academy	Mrs Tracey Norman (Acting)	EMAT	185	AC							
Walpole Cross Keys Primary School	Ms Joanne Borley	WNAT	50	G							
Walpole Highway Community Primary	Ms Alison Bailey	LA	52	RI							
Wattlington Community Primary School	Mrs Ruth McGlone	LA	166	G							
West Lynn Primary School	Ms Joanne Borley	WNAT	161	G							
West Walton Community Primary School	Ms Alison Bailey	LA	200	G							
West Winch Primary School	Mr Mark Oldridge	LA	202	G							
Whitefriars Church of England Primary	Mr Mat Tuckwood	DNEAT	408	G							
Wimbotsham & Stow Academy	Mrs Louise Arrowsmith	KWEST	101	G							
Wormegay Church of England Primary School	Mrs Emma Zeil	DEMAT	31	RI							

# Impact Example

2016/17 - Docking primary - Changing attitudes to phonics - £2,500

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		EYFS	Phonics	KS1				KS2 Reading		KS2 Writing		KS2 Maths			
DfE	School Name	EYFS GLD% ALL	Yr1 Phonics	KS1 Reading	KS1 Writing	KS1 Maths	KS1 RWM Exp Std	KS2 Reading Exp Std	KS2 Reading Progress	KS2 Writing Exp Std	KS2 Writing Progress	KS2 Maths Exp Std	KS2 Maths Progress	KS2 RWM Exp Std	KS2 RWM Exp Std FSM
5217	Docking CE Primary School & Nursery														
3106	Gayton Church Of England Primary Academy														

2015/16 - Gayton – Raising attainment in reading - £2,500

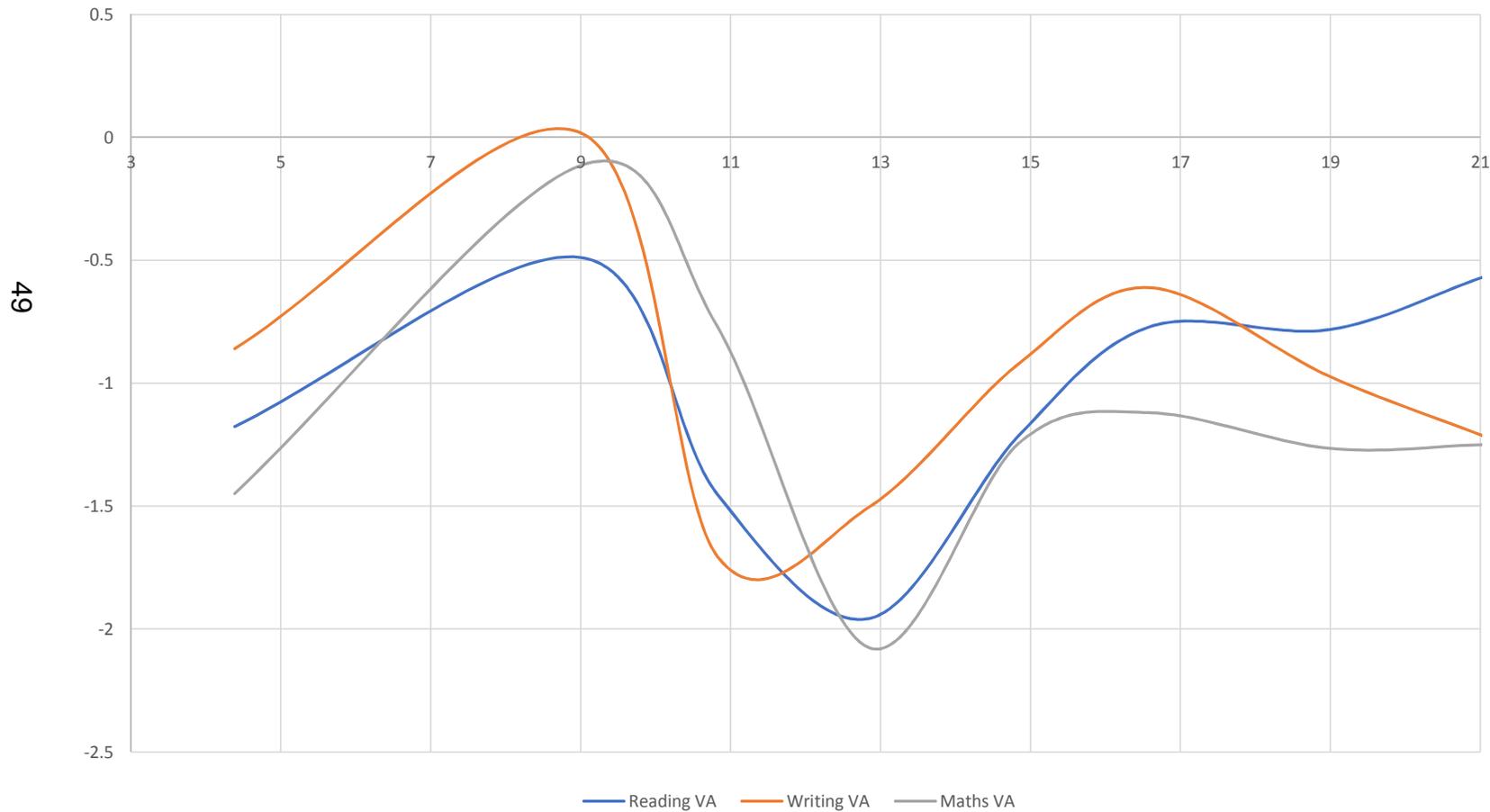
2016/17 - Gayton - Nurture ready steady grow - £2,395

Gayton - raising attainment in maths - £2,500

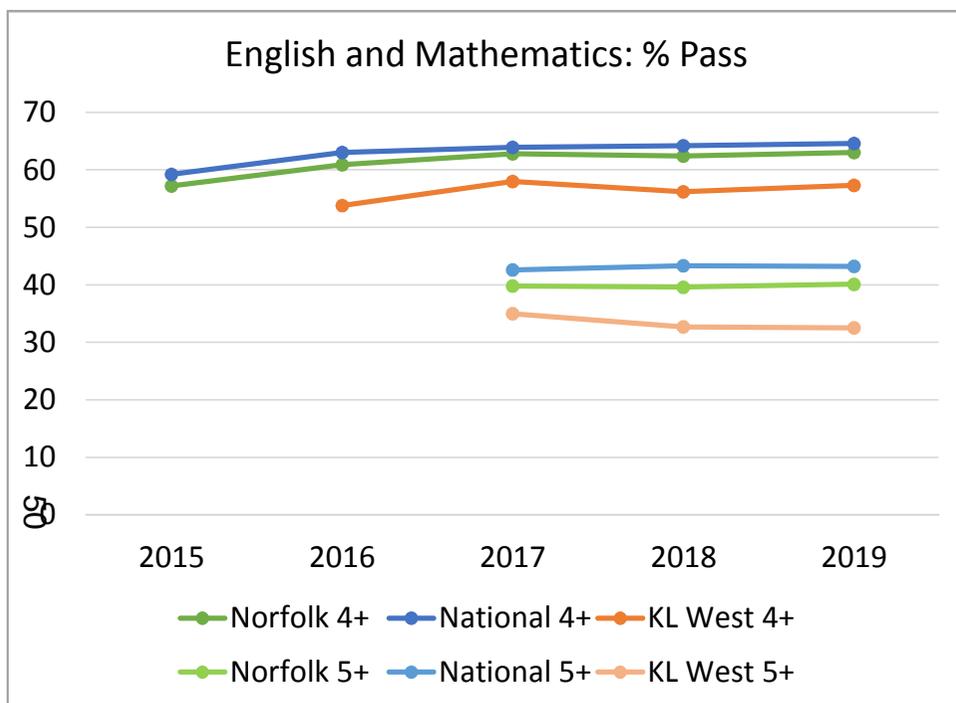
# Impact Example

	EYFS	Phonics	KS1				KS2 Reading		KS2 Writing		KS2 Maths				
School Name	EYFS GLD% ALL	Yr1 Phonics	KS1 Reading	KS1 Writing	KS1 Maths	KS1 RWM Exp Std	KS2 Reading Exp Std	KS2 Reading Progress	KS2 Writing Exp Std	KS2 Writing Progress	KS2 Maths Exp Std	KS2 Maths Progress	KS2 RWM Exp Std	KS2 RWM Exp Std FSM	Projects
Brancaster CE VA Primary School															Writing
Eastgate Academy															Maths
West Newton Church of England Primary															Maths
Sedgeford Primary School															Writing
Shouldham CE Primary Academy															English, Maths, reading
St. Michael's Church Of England Academy															Maths
Upwell Academy															Reading
Whitemars Church of England Primary Academy															Reading

# Progress from starting points



# 2019 GCSE Outcomes: English and Maths



Attainment in English and Mathematics remains slightly below national averages.

Previous to 2017, GCSE grades were reported as G to A\*. From 2017, new more demanding GCSEs are reported as 1 to 9.

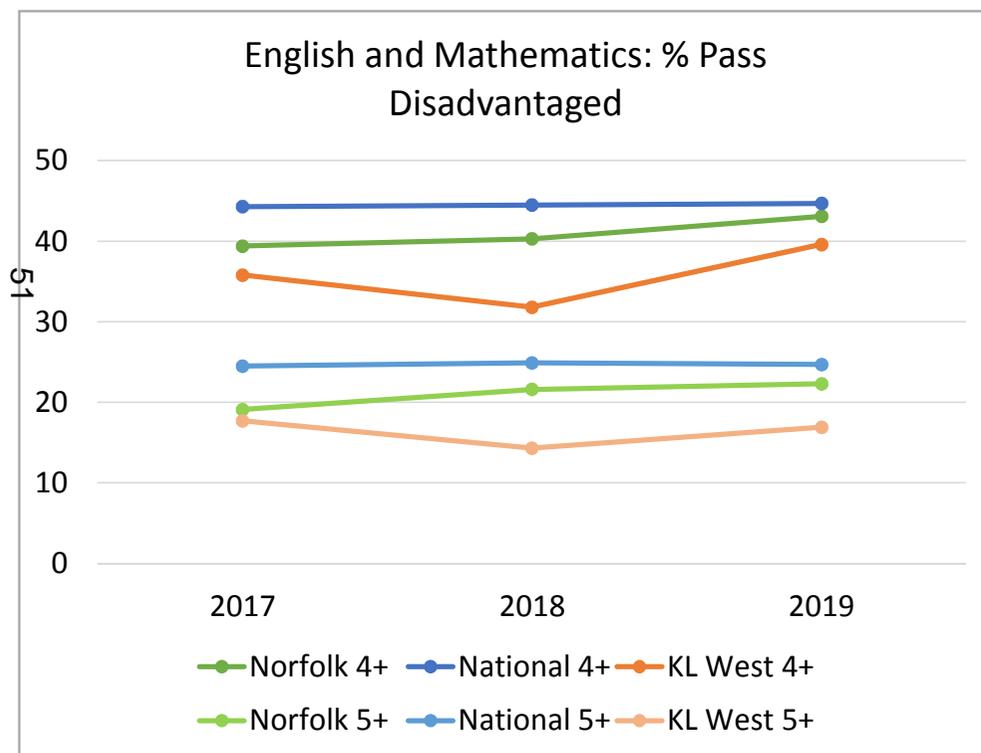
Since 2017, a standard pass has been defined as a grade 4 or above, the equivalent to the previous grade C. A strong pass is a grade 5 or above.

In King's Lynn and West Norfolk, outcomes in English and maths remain below the national and Norfolk averages, although the gap closed slightly at grade 4+.

The cohort was made up of 49% boys, compared to 51% nationally, 23% disadvantaged pupils compared to 27% nationally and 11% SEN compared to 14% nationally.

		2017	2018	2019
% GCSE En & Ma/Grade 9-4	Norfolk	62.8	62.4	63
	National	63.9	64.2	64.6
	KL West	58	56.2	57.3
% GCSE En & Ma/Grade 9-5	Norfolk	39.8	39.6	40.1
	National	42.6	43.3	43.2
	KL West	35	32.7	32.5

# 2019 GCSE Outcomes: E&M Disadvantaged

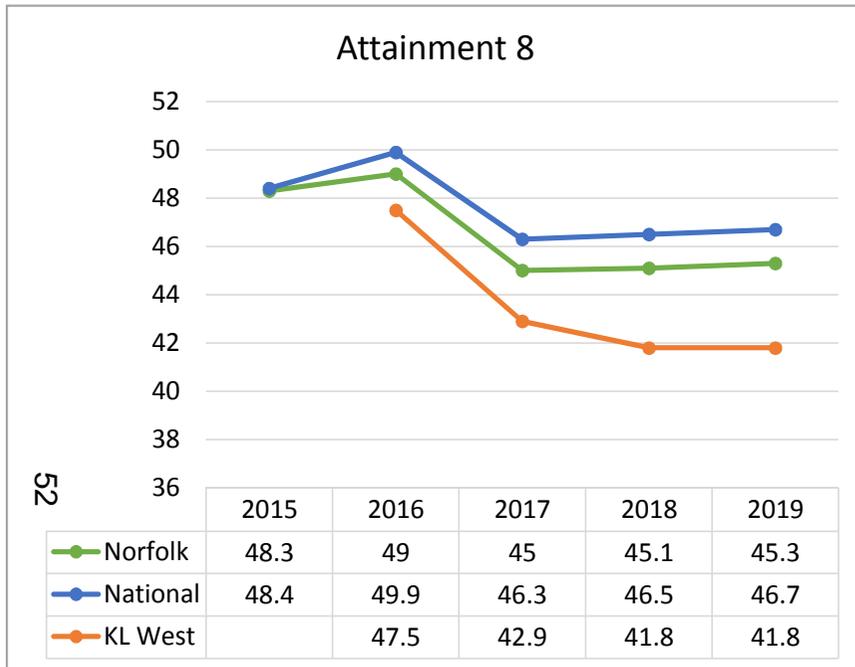


The proportion of disadvantaged pupils achieving GCSE English and maths at grade 4 or above, has increased by almost eight percentage points in King's Lynn and West Norfolk, compared to a three percentage point increase in Norfolk and no increase nationally.

At grade 5 or above there was a two percentage point increase in King's Lynn and West Norfolk, compared to 0.7pp increase across the whole of Norfolk and a 0.2pp decline nationally.

Disadvantaged		2017	2018	2019
% GCSE En & Ma/Grade 9-4	Norfolk	39.4	40.3	43.1
	National	44.3	44.5	44.7
	KL West	35.8	31.8	39.6
% GCSE En & Ma/Grade 9-5	Norfolk	19.1	21.6	22.3
	National	24.5	24.9	24.7
	KL West	17.7	14.3	16.9

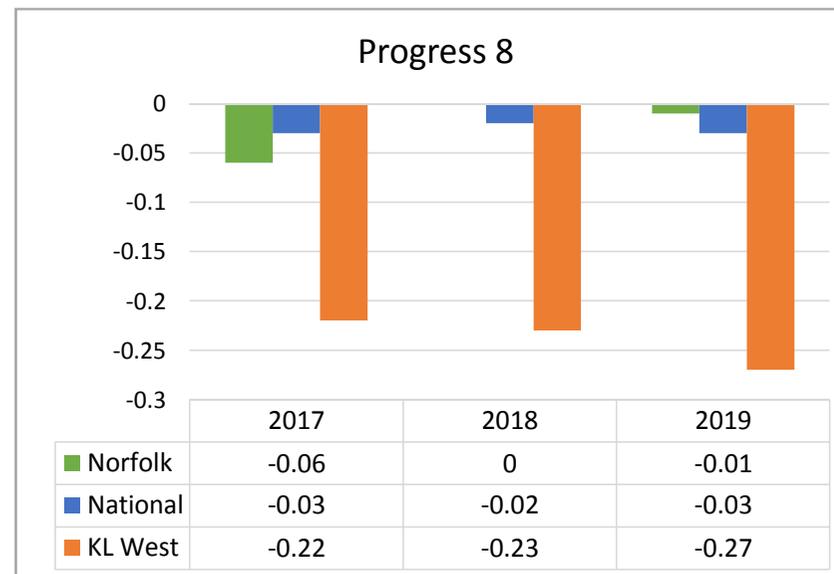
# 2019 GCSE: Attainment 8 & Progress 8



Average GCSE attainment, across a pupil's best eight subjects, remains slightly below the national average in Norfolk. King's Lynn and West Norfolk, remains significantly below the national average

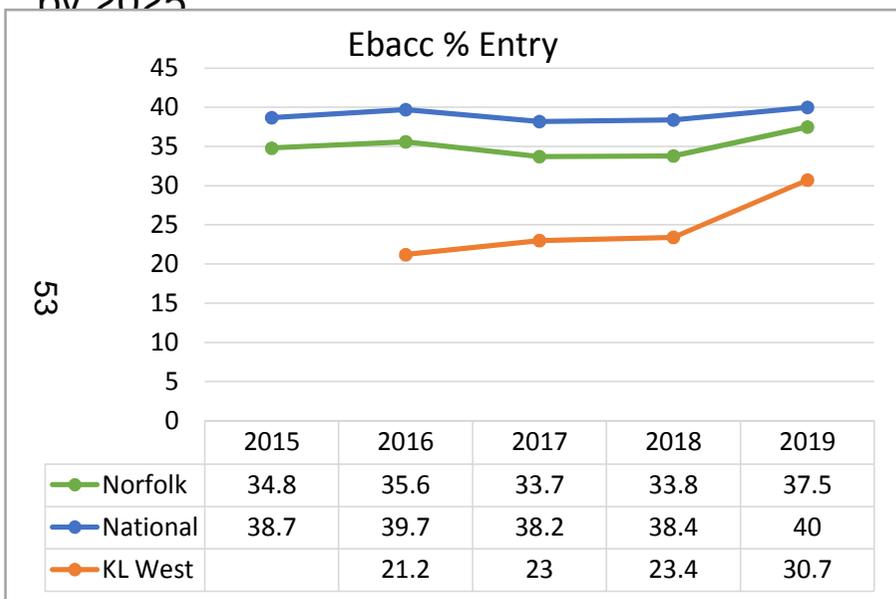
Average progress in 2019 for Norfolk was slightly above the national average, but below in King's Lynn and West Norfolk.

Year on year variation is due to national changes to examinations and point scores.

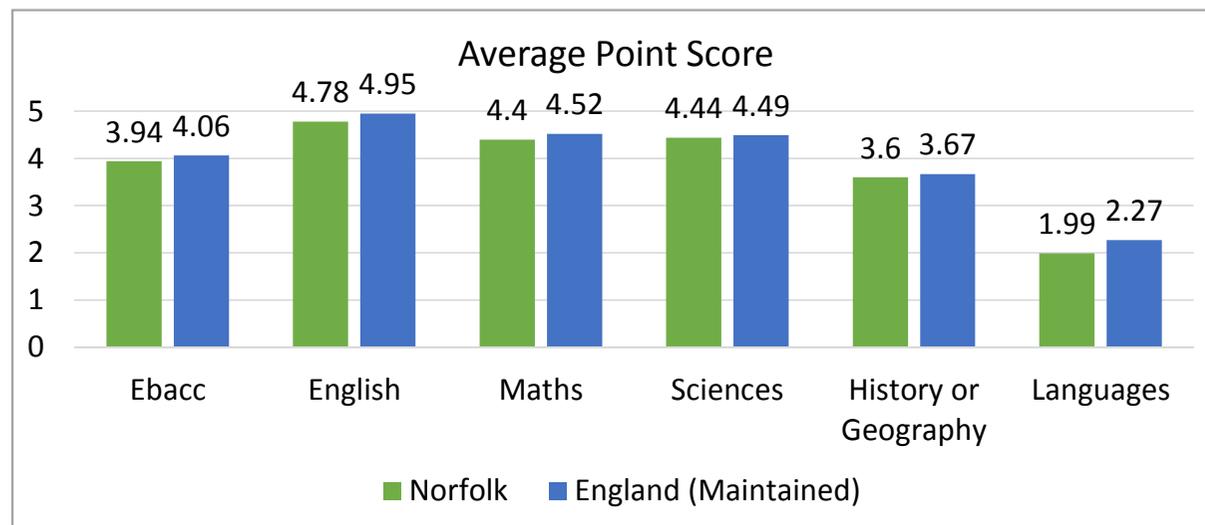
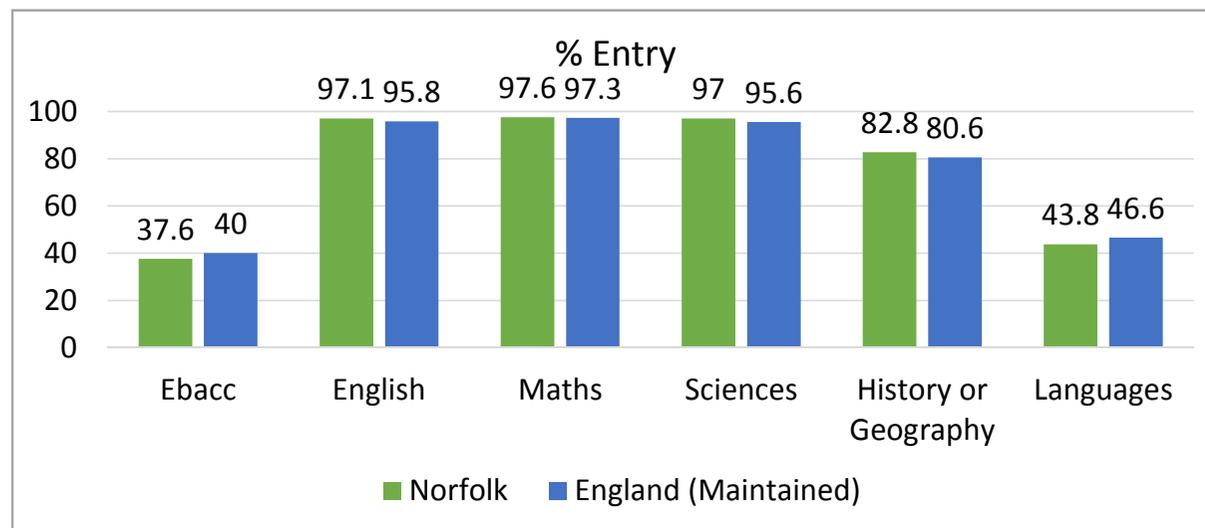


# EBacc

The government's ambition is to see 75% of pupils studying the EBacc by 2022, and 90% by 2025



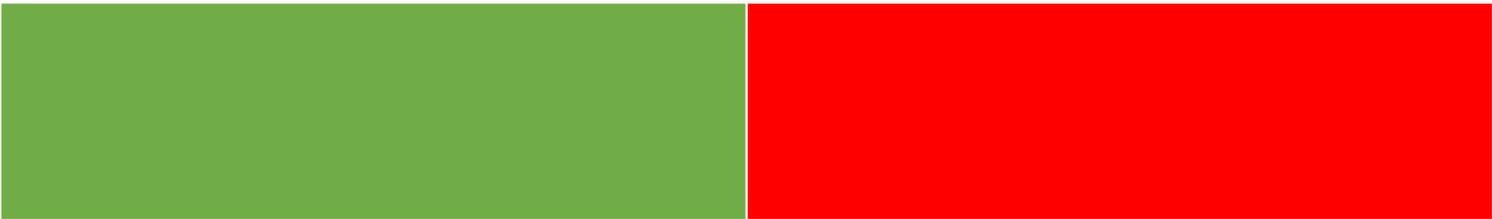
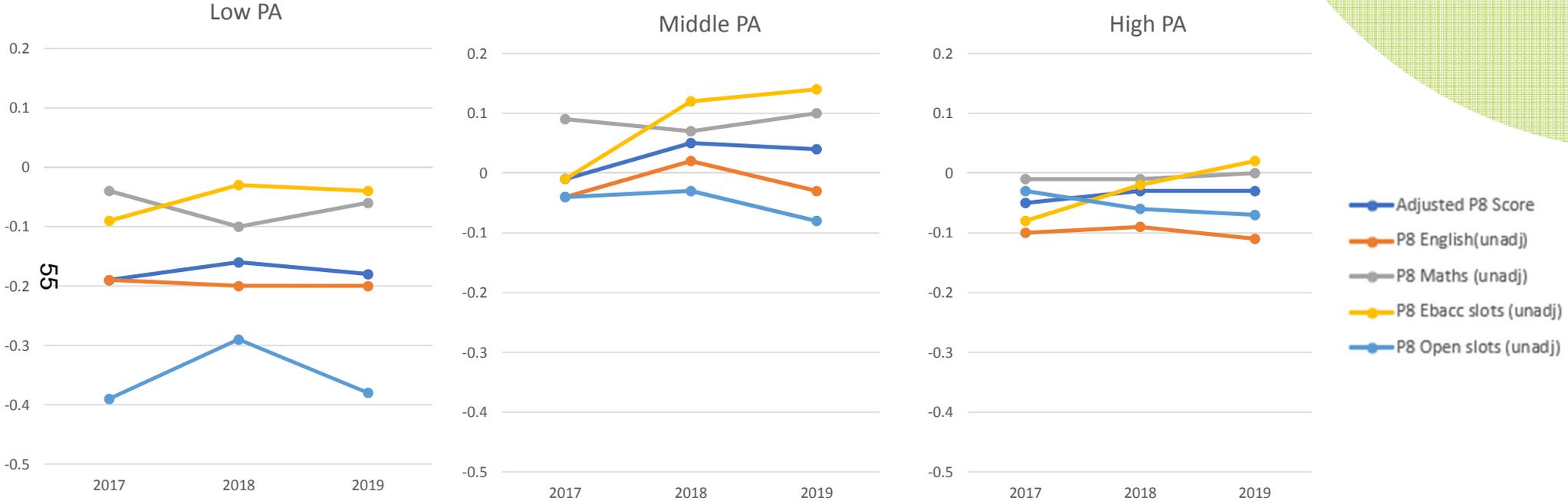
There are large differences between schools, in the number of pupils entered for all five subjects in the Ebacc, depending on the curriculum offered. There has been a significant increase in King's Lynn and West Norfolk and entry ranges from 6% in one school, to 47% in another.



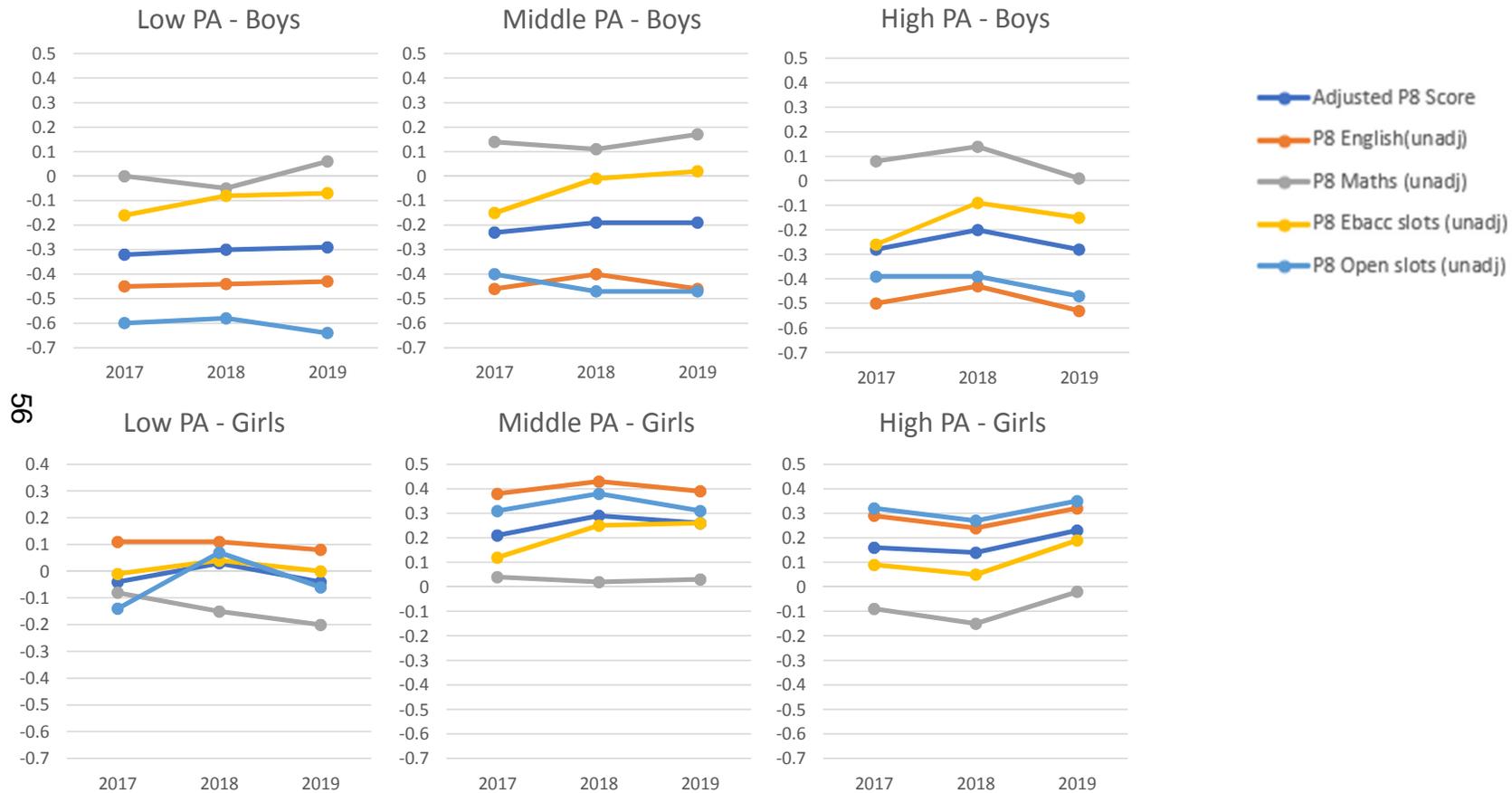
# Secondary Profiles

School Name	Current MAT	Academy Conversion / New School Open Date	2019 NOR (2018-19)	All Inspections	Previous	Judgement	P8 - Year comparison					P8 - 3 Years (16/17, 17/18, 18/19)					Basics - 3 Years (16/17, 17/18, 18/19)			EBacc - 3 Years (16/17, 17/18, 18/19)		A8 - 3 Years (16/17, 17/18, 18/19)		Absence - 3 Years (DfE 16/17, 17/18, 18/19)		Exclusions (DfE 15/16, 16/17, 17/18)		
							P8 2017	P8 - 2017 to 2018	P8 2018	P8 2018-2019	P8 2019	P8	P8 Disadv	P8 Bucket - English	P8 Bucket - Maths	P8 Bucket - EBacc	P8 Bucket - Open	BASICS (4-9)	BASICS (5-9)	BASICS Disadv (5-9)	EBacc Entry	EBacc Ach (5-9)	A8	A8 Disadvantaged	Overall Absence 2 Term	Persistent Absence 2 term	Permanent Exclusions	
Downham Market Academy	Cambridge shire Education	01-11-2017	1088	26/04/17	SM	AC	-0.47	↑	-0.26	↑	-0.15	↔	↗	↗	↔	↔	↔	↔	↗	↔	↔	↗	↔	↔	↔	↗	↔	↗
Iceni Academy	ATT	01-01-2013	616	06/07/16	RI	G	-0.04	↓	-0.44	↓	-0.45	↔	↘	↔	↔	↔	↔	↔	↔	↗	↔	↘	↘	↔	↔	↔	↔	↗
King Edward VII Academy	EMAT	01-09-2014	1113	24/09/19	SM	SW	-0.54	↑	-0.34	↓	-0.73	↗	↔	↔	↔	↔	↔	↔	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔
King's Lynn Academy	EMAT	01-09-2010	782	03/10/18	SM	RI	-0.49	↓	-0.81	↑	-0.60	↘	↔	↔	↔	↔	↔	↔	↔	↗	↔	↔	↘	↔	↔	↔	↔	↗
Marshland High School	WNAT	01-11-2015	779	05/06/18	RI	G	0.22	↓	0.17	↓	0.05	↔	↗	↔	↔	↔	↔	↔	↗	↗	↔	↘	↘	↔	↔	↔	↔	↔
Smithdon High School	WNAT	01-01-2017	571	01/10/19	0	RI	-0.42	↑	-0.14	↓	-0.39	↔	↗	↔	↔	↔	↔	↔	↗	↗	↔	↔	↔	↔	↔	↔	↔	↔
Springwood High School	WNAT	01-04-2011	1710	22/02/17	G	G	-0.02	↓	-0.11	↑	-0.03	↘	↘	↔	↔	↔	↔	↔	↔	↔	↔	↘	↘	↔	↔	↔	↔	↔
St. Clement's High School	WNAT	01-02-2014	632	18/01/17	SM	G	-0.04	↑	0.00	↓	-0.13	↗	↗	↔	↔	↔	↔	↔	↔	↗	↔	↘	↘	↔	↔	↔	↔	↗

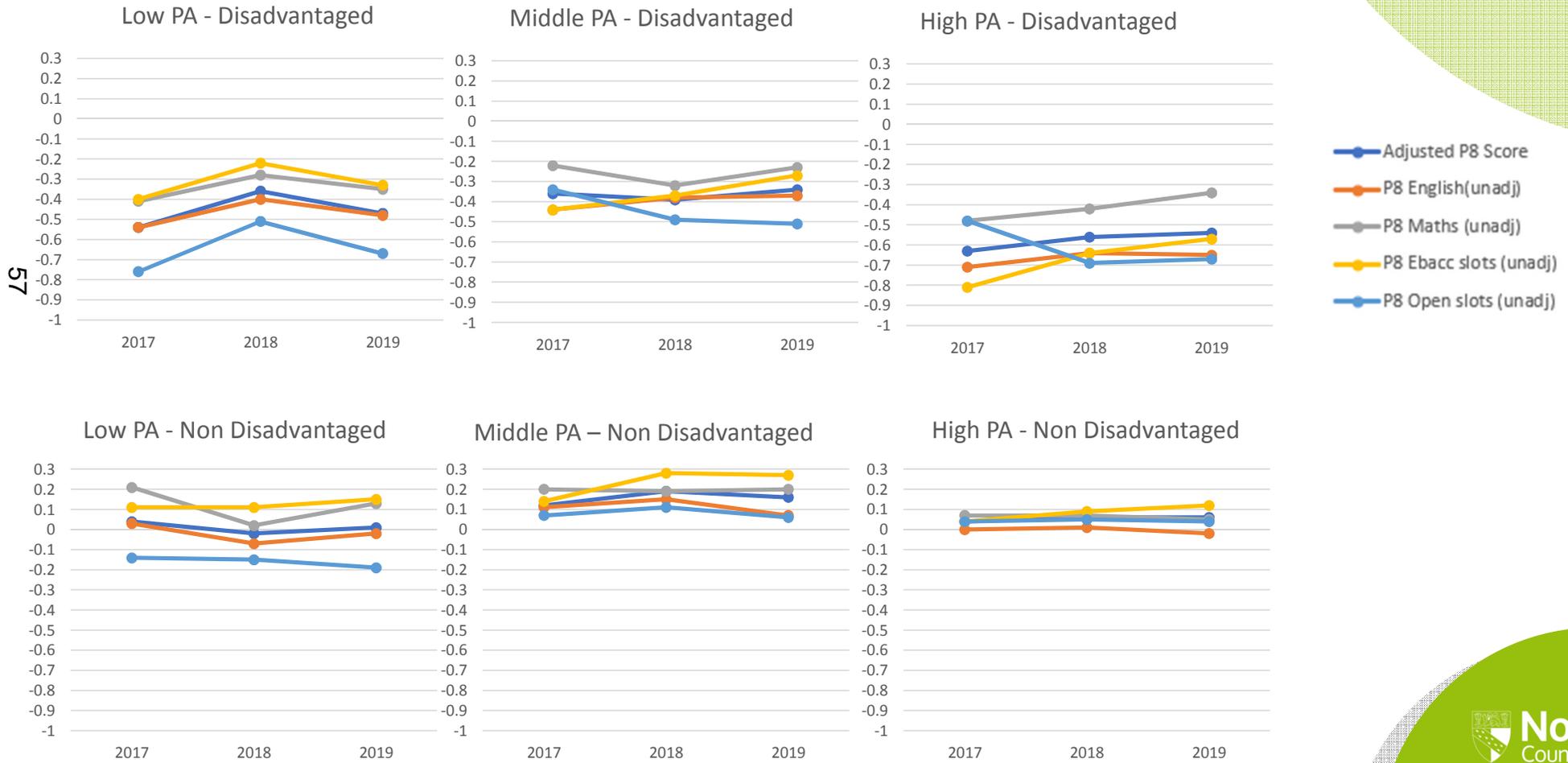
# 2019 Norfolk Progress 8



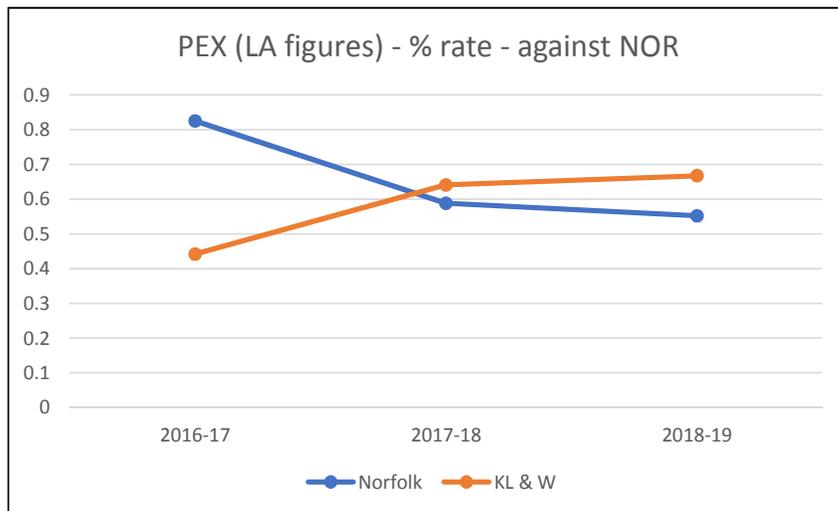
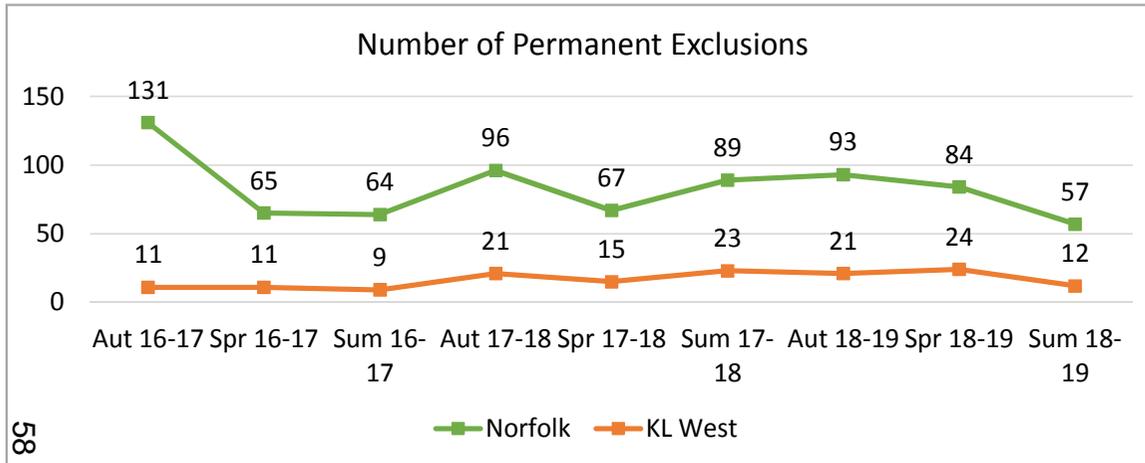
# 2019 Progress 8 - Gender



# 2019 Progress 8 - Disadvantaged



# Inclusion/Exclusion

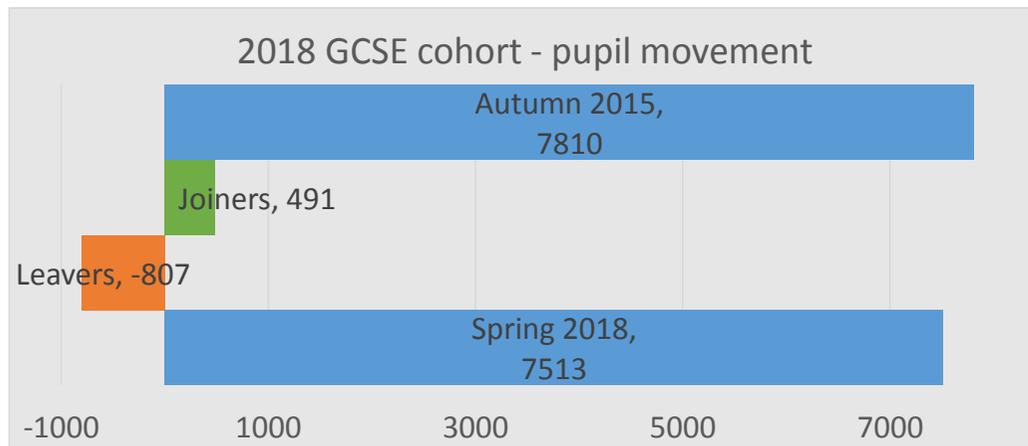
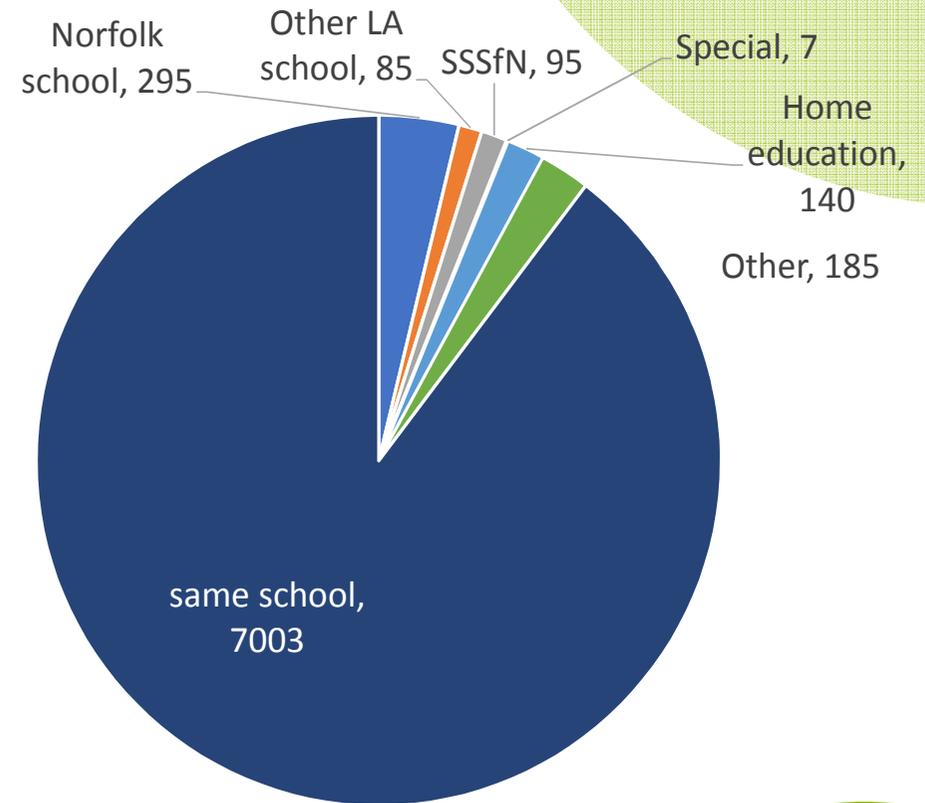


- The number of permanent exclusions has continued to reduce, although at a slower pace:
  - Of the 57 Norfolk permanent exclusions in Summer 2018-19 11 are from primary schools and 46 are from secondary schools.
- The incidence of exclusion increases as pupils get older, with the highest rate of exclusion being in years 9-11.
- The Inclusion Helpline set up by the Vulnerable Groups Achievement & Access Service (VGAAS), is now providing a limited amount of in-school support and advice.
- Reducing Exclusions has become a higher priority for schools who have signed the Norwich Opportunity Area's Inclusion Charter.

# Pupil Movement: 2018 GCSE cohort since Autumn 2015

- Net reduction in the total Norfolk cohort of 316 pupils
- 85 pupils moved to another LA
- 240 not on a maintained school roll
- 399 pupils changed school during this period
- 155 pupils were excluded, 95 remained on the roll of the Short Stay School

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# Pupil Movement: 2018 GCSE cohort since Autumn 2015

GCSE Cohort **7490** pupils

**62% passed English and Mathematics**

4644 pupils passed

If we add in pupils who do not count in National, LA or school figures:

<sup>95</sup>7490 pupils + 95 in SSSfN + 140 Home Educated + 185 Other =

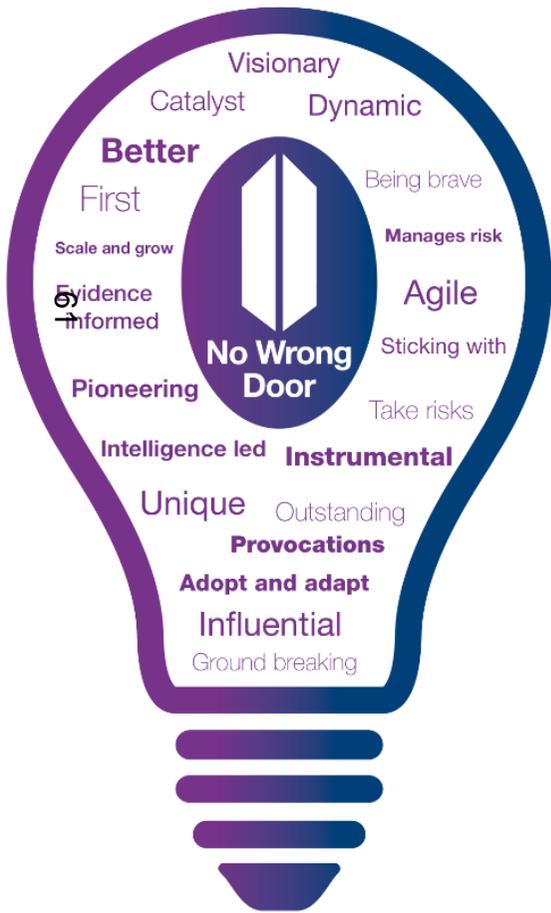
**7910** pupils

If we assume the same 4644 pupils passed English and Mathematics

⇒ **59% of ALL pupils passed?**

10 Norfolk schools gained pupils, 1 stayed the same 40 lost pupils

# Fulfilling the Vision of Family-based Care through 'No Wrong Door' Model



Good enough for my child?

Residential care is short term

No out of area placements

No young person is *unfosterable*

High support high challenge

Right support right place right time

No move unless it's the right move

Forward looking and aspirational

The No Wrong Door Model aligns perfectly with our Vital Signs Vision and will allow us to deliver for the young people with the most complex needs

We also see the No Wrong Door culture influencing practice well beyond the residential hubs at the core of the model

# SEND Transformation

- We have embarked on a major transformation of the SEN system
- We are investing £120m to transform the education structural landscape
- We are also engaging the whole system in the redesign of support
- We are investing £3m in increasing capacity, improving inclusion

**Develop new approaches to enabling early intervention and support**

**Build up to 4 more special schools**

**Challenge culture of poor inclusion, off rolling, exclusion**

**Double the number of SRBs**

**Drive down culture of demand – high referrals for EHCPs/ pursuit of diagnosis**

**Build student support hubs, nurture provision**

# Transformation of the support for children's emotional wellbeing and mental health



Instead of moving a child or young person around the system, we will move the system around the child or young person. Our new model will embrace some core principles:

- **0—25 yrs:** any child, young person or young adult up to their 26th birthday will be served by this model.
- **A focus on Thriving:** investing in early prevention and aiming to return those with difficulties to a Thriving state.
- **Working as a single system,** with shared case management, performance management and assessments across providers.
- **Clear access routes** for children, young people, young adults and professionals.
- **Community Based:** serving local communities and building community capacity.
- **Relationship focused:** reducing 'hand offs' and reducing the amount of times children and young people need to tell their story.
- **Multi-agency multi disciplinary teams** that provide support to families, professionals, and universal settings (especially schools).
- **Goal-Focused & Episodic Interventions:** involving children, young people and young adults in setting goals and making choices.

## Priorities & Key Issues through 2020

Completing the implementation of the new social care operating model

Embedding the new practice vision and ways of working to achieve consistently high quality – Ofsted inspection due end of 2020 or early 2021

Establishing our version of the No Wrong Door Model in Norfolk – and using that to establish the culture where we succeed for every young person no matter how high their needs or how challenging their situation

Completing the design of a new Inclusion Model and implementing from September onwards – supporting more children to be included in mainstream school whilst still meeting specialist needs

Progressing the major capital programme around special educational needs

Completing the design of the transformed mental health system and starting to make a reality of early support for emotional wellbeing

Expanding and strengthening our early intervention offer – getting further upstream to help children and families well before they reach the point of needing statutory or specialist help

## CORPORATE PERFORMANCE PANEL REPORT

<b>Wards Affected:</b> All	<b>Type of Report:</b> Call-in
<b>Author Name:</b> Sam Winter	<b>Consultations:</b>
<b>Tel:</b> 01553 616327	
<b>Email:</b> sam.winter@west-norfolk.gov.uk	
<b>OPEN</b>	<b>Portfolio:</b> Development

**Committee:** Corporate Performance Panel  
**Date:** 2 March 2020  
**Subject:** Call-in of Cabinet Decision

### King's Lynn Transport Study

#### Summary

This report deals with the Cabinet Decision made on 4 February 2020.

The decision has been called-in and the Chief Executive has determined that the call-in is valid.

The report outlines to Members how the call-in process may be used in this case and what the issues are relating to the matter.

### 1 Introduction

- 1.1 A decision was taken by Cabinet on 4 February 2020 setting out approval of the King's Lynn Transport Strategy. A copy of the report is attached at Appendix 1.

### 2 Grounds for Call-In

- 2.1 Standing Order 12.3 (d) requires grounds to be given for calling-in an executive decision, reasons given are set out below.

### 3 Call-in Requisition

- 3.1 The Call in was made by the Councillor Moriarty supported by the Councillors Bone, Kemp, Lawton, Parish, Ryves and de Whalley.

Call in reasons:

“Firstly, I am confused as the report says the decision is within the Cabinet’s powers but also says it is a Recommendation to Full Council.

The thrust of my argument is that we are doing things in the wrong order, agreeing actions so that a policy might be taken forward, but there has been no agreement to the policy itself.

At the Local Plan Task Group we are taking many months to painstakingly examine and revise policies, which have been consulted upon, before submitting a plan once more to consultation before then submitting it for inspection (along with any responses to a further consultation). This is in stark contrast to here, where we are here being asked to agree a series of actions when we have not been asked if we actually agree the policies expressed in the Transport Strategy.

Furthermore, I can see no evidence presented to either Cabinet or the Resources and Performance panel that responses to consultation have been recognised in the report. Recognised by whom ? Where is the detailed commentary on the consultations and where might we find the Cabinet’s and the Panel’s views on those consultations ? It is my view that do not contract-out democracy on issues as important as the future of transport in our Borough.

I also do not think it appropriate for an Officer Report to be commissioned to effectively negate the views expressed by a Scrutiny Panel. Non-executive councillors are denied the opportunity to ask questions at Cabinet and therefore the additional report has not been scrutinised and therefore the views of members have not been properly taken into account when the decision was made (simply saying ‘they have’ does not make it so). Where lies scrutiny at this council if, following any panel meeting, its conclusions are countered by a freshly-commissioned officer report ?

‘Transport’ is a fast moving subject (sorry), government announcements come along like busses (again, sorry) and we are simply not addressing the issues of built-in car dependency, loneliness and future access to transportation. There is a Transport hierarchy in the document but no evidence that the series of actions proposed are structured to follow this path.

I would suggest that the cabinet decision fails on Standing Orders 12.4 b, c, d, e and possibly h (in principle).”

#### **4 Validity of Call-in**

##### **4.1 The Chief Executive has made the following ruling:**

The call-in is valid in respect of Standing Order 12.4(d):

Recommendations 2 and 3 to Cabinet 4 February 2020 from the Regeneration and Development Panel meeting held on 28 January 2020 as published as the supplementary item to the Cabinet agenda were not taken into account in making the decision.

## **5 Call-in Process**

- 5.1 Standing Orders 15.33 and 15.34 sets out the call-in debating procedure, as follows:
- (a) The Proposer of the call-in and his supporters address the Corporate Performance Panel about the call-in and why it should be upheld;
  - (b) The Panel Members receive a submission from the relevant Portfolio Holder;
  - (c) The Panel Members receive submissions from Officers;
  - (d) The Panel Members receive submissions from Members and, at the discretion of the Chairman, other interested parties;
  - (e) The Panel debates the call-in (in accordance with Standing Order 15.33) during which they may question or seek further information from any of the four parties referred to in (a), (b), (c) and (d) above;
  - (f) The proposer shall exercise a right of reply after the debate.
- 5.2 Following the debate, the Panel will decide (in accordance with Standing Order 12) either to support the Cabinet's decision, or to uphold the call-in.
- 5.3 If the Panel upholds the call-in it may then take one of three courses of action:
- (a) report to Council, Cabinet or the relevant Portfolio Holder requesting that they amend or substitute the recommendations or decision; or
  - (b) if the issue is considered urgent or straightforward, formulate a counter-recommendation or amendment; or
  - (c) investigate the matter further at another meeting within thirty working days beginning with the day after the issue of the notification of the call-in and then follow the same process as set out in paragraphs 5.2 and 5.3 above.
- 5.4 If the Corporate Performance Panel:
- (a) does not end the call-in within 30 days from the date of the decision which has been called in (and the decision remains in dispute); or

(b) refers the call-in directly to Council,

the Council shall determine whether to approve the recommendation that has been called-in or to revoke, vary, amend and/or remit it back to Cabinet for further consideration.

## 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?CId=162&MId=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> <hr/> <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>	

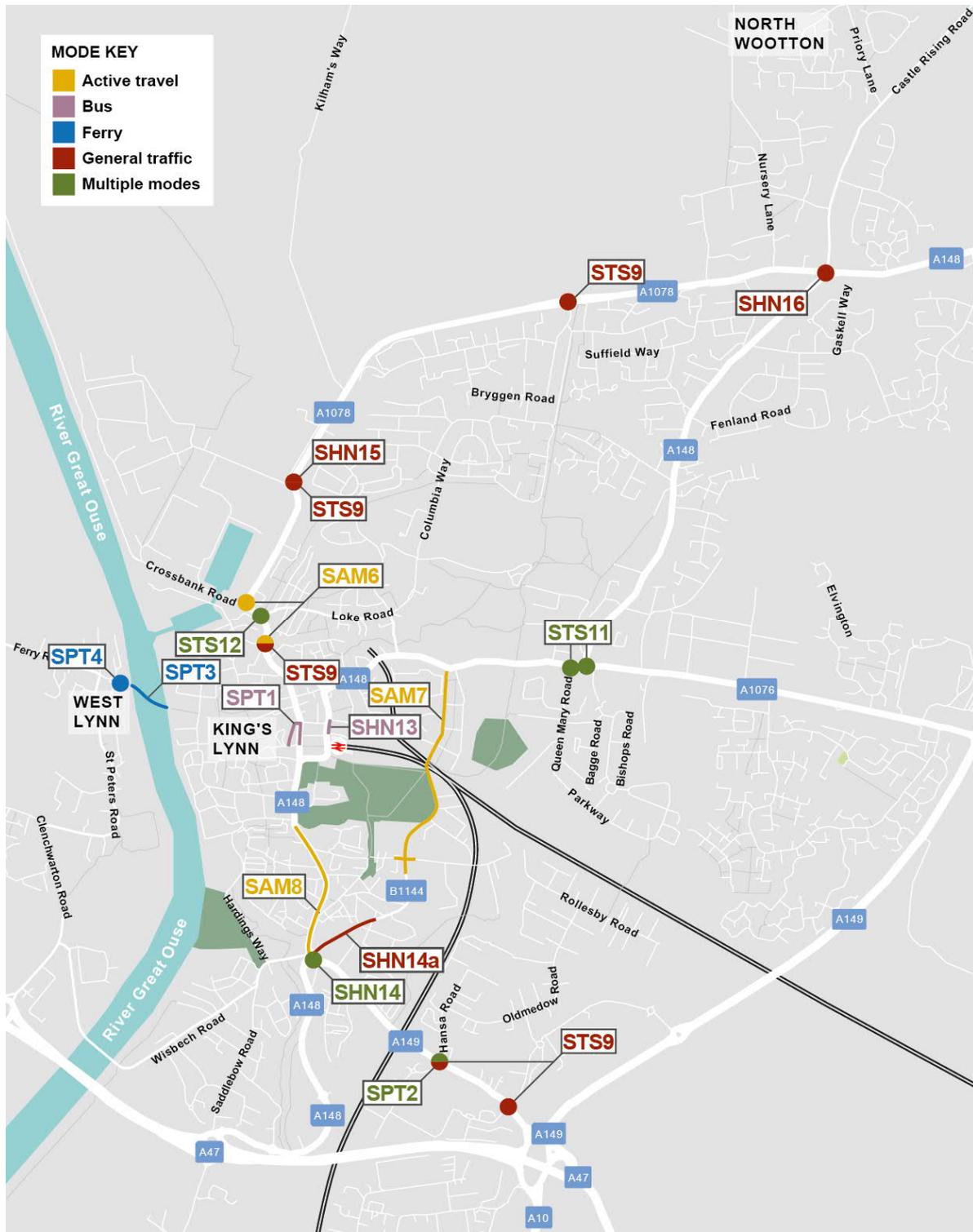
## Appendix A

### 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

**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

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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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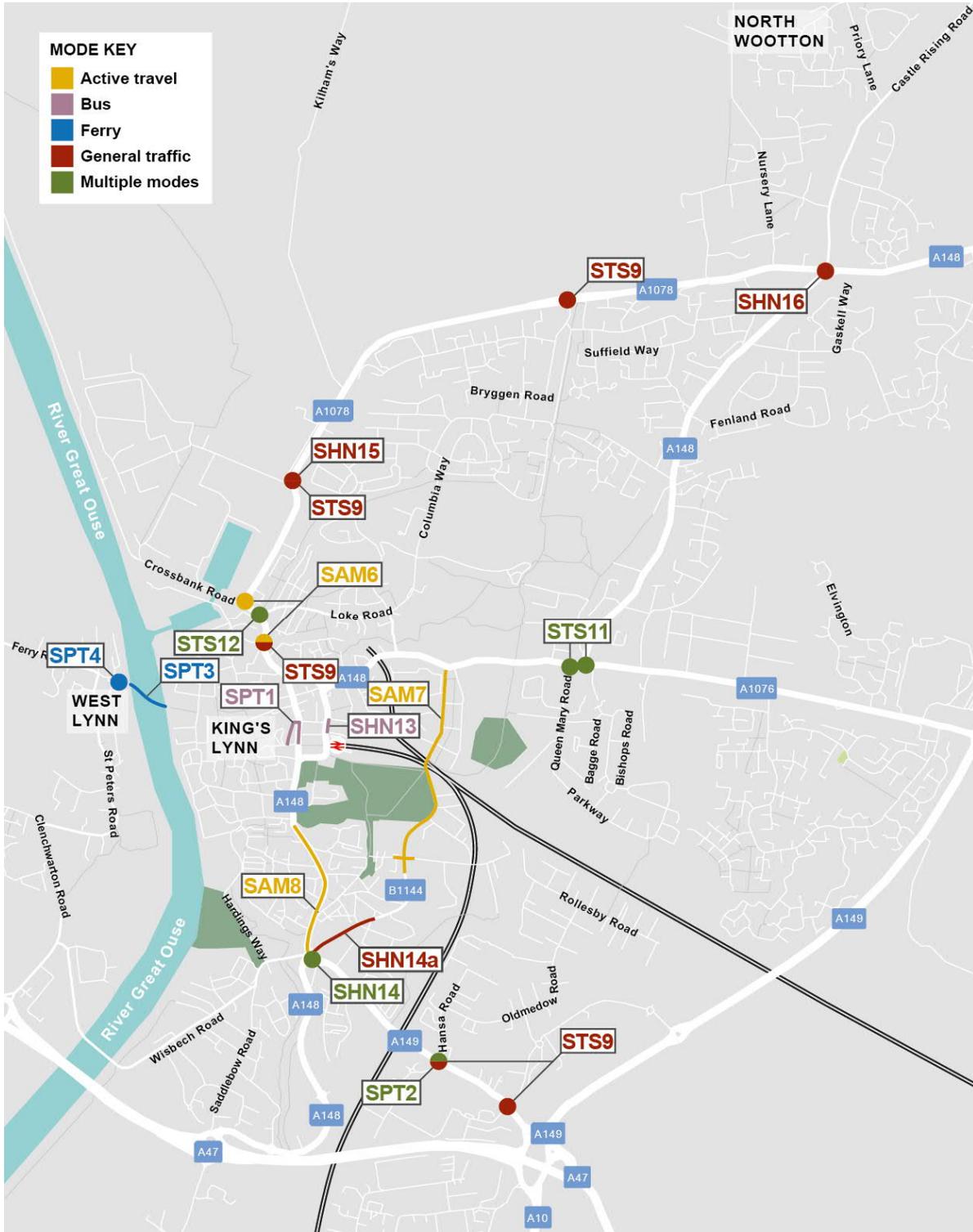
## 6.4 TRANSPORT STRATEGY AND IMPLEMENTATION PLAN

- 6.4.1. The proposed Transport Strategy is included in this section which provides tables and plans identifying the scheme location, mode of travel and timescale.
- 6.4.2. In order to realise the ambitious vision and objectives of this Transport Strategy and to help deliver the infrastructure solutions identified, an outline Action Plan has been developed in Tables 6-1 to 6-10. This is intended to:
- Help identify initial actions to develop each option; and
  - Identify stakeholder engagement that is likely to be required.
- 6.4.3. The initial actions are intended to help steer the development of business case for the programme of work as a whole and individual projects within the programme, and to assist with securing future funding.
- 6.4.4. The initial actions and likely stakeholders are provided alongside the description of each option in the tables in each Section 6.4, 6.5 and 6.6.
- 6.4.5. Figures 6-1, 6-2 and 6-3 show the locations of the short-term, medium-term and long-term options respectively.
- 6.4.6. Within the tables the schemes are categorised and labelled as follows:
- **Timescale**
    - Short Term (S)
    - Medium Term (M)
    - Long Term (L)
  - **Mode / Type of Scheme**
    - Public Transport (PT)
    - Active Modes (AM)
    - Traffic Signals (TS)
    - Highway Network (HN)
    - Travel Management (TM)
  - **Scheme reference number**

## 6.5 SHORT TERM (OPTIONS EXPECTED TO BE DELIVERED BY 2022)

6.5.1. The location of the short-term options is included in the figure below, detailed in tables 6-1 to 6-5.

Figure 6-1 - Transport Strategy Short Term Options



**Table 6-1 – 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 6-2 – Options to encourage journeys by active 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 6-3 – 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

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 6-4 – Options to reduce delay and congestion on the local highway network (Short-term Highway Network – SHN)**

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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

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 6-5 – 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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## 6.6 MEDIUM TERM (OPTIONS TO BE DELIVERED BY 2030)

6.6.1. The locations of the Medium-term options are provided in the figure 6-2, detailed in tables 6-6 to 6-8.

Figure 6-2 - Transport Strategy Medium Term Options



**Table 6-6 – 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 6-7 – 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 6-8 – 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

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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

## 6.7 LONG TERM (OPTIONS TO BE DELIVERED AFTER 2030)

6.7.1. The locations of the Long-term options are shown in the figure below, detailed in tables 6-9 to 6-10.

**Figure 6-3 - Transport Strategy Long Term Options**



**Table 6-9 - 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 6-10 - 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

## Supplementary Paper to support Cabinet Report for 4 February 2020 – King’s Lynn Transport Strategy (Item 16)

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### Note

The Regeneration and Development Panel considered the Cabinet report on the King’s Lynn Transport Strategy at its meeting on 28 January 2020. The meeting discussed clarification of the ‘strategy’ that the Borough and County Councils would be adopting, as per recommendation 2 of the Cabinet report. In order to provide clarity on the matter the following text has been extracted from the Cabinet report itself and the Background Paper ‘Stage 3 KLTS report’. It brings together in one place the elements (highlighted as appropriate) which form, and explain, the ‘Strategy’.

### An integrated transport strategy for King’s Lynn

#### Vision and Objectives

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”.

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.

**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.**

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)

## **Transport strategy and Action Plan**

The stage 3 KLTS report (as linked to in the Background Papers section of the Cabinet report) has now been completed and has formed the basis of the Implementation Plan, which is attached as Appendix A.

Section 6.4 of the Stage 3 report titled 'TRANSPORT STRATEGY AND ACTION PLAN' explains what the content of the strategy is:

**6.4.1. The proposed Transport Strategy is included in this section which provides tables and plans identifying the scheme location, mode of travel and timescale.**

6.4.2. In order to realise the ambitious vision and objectives of this Transport Strategy and to help deliver the infrastructure solutions identified, **an outline Action Plan has been developed in Tables 6-1 to 6-10.** This is intended to:

- Help identify initial actions to develop each option; and
- Identify stakeholder engagement that is likely to be required.

6.4.3. The initial actions are intended to help steer the development of business case for the programme of work as a whole and individual projects within the programme, and to assist with securing future funding.

6.4.4. The initial actions and likely stakeholders are provided alongside the description of each option in the tables in each Section 6.4, 6.5 and 6.6.

6.4.5. Figures 6-1, 6-2 and 6-3 show the locations of the short-term, medium-term and long-term options respectively.

## **Environmental Considerations**

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.

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.

AG 29 January 2020.



**Cabinet**  
**Tuesday, 4th February, 2020 at 3.30 pm**  
**in the Assembly Room - Town Hall, Saturday Market**  
**Place, King's Lynn PE30 5DQ**

**Reports marked to follow on the Agenda and/or Supplementary Documents**

1. **MATTERS REFERRED TO CABINET FROM OTHER BODIES** (Pages 2 - 4)

Recommendations from the Regeneration and Development Panel on the King's Lynn Transport Strategy.

**Contact**

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**RECOMMENDATIONS TO CABINET 4 FEBRUARY 2020 FROM THE REGENERATION AND DEVELOPMENT PANEL MEETING HELD ON 28 JANUARY 2020**

**RD78: KING'S LYNN TRANSPORT STUDY**

The Chair reminded the Panel that they had previously considered the draft Strategy, the consultation responses and the long list of options. They were now being presented with the Implementation Plan prior to it being presented to Cabinet.

Officers explained that the consultants had now produced the report which had reviewed all the proposals and took into consideration comments made following the consultation exercise. There were now 33 schemes contained within the Implementation plan, which were prioritised into short, medium and long term.

The Chair welcomed County Councillor Middleton to the meeting for this item.

The Chair thanked officers for their report and invited questions and comments from the Panel, as summarised below.

Councillor Morley addressed the Panel under Standing Order 34. He explained that the Strategy should be based on how King's Lynn and West Norfolk would look up to the year 2036. He explained that movement, transport and the geographical area could change considerably over time and this should be accounted for. He commented that he did not feel the Strategy went far enough in this respect as the implementation plan was just a list of schemes and deeper thought was required on the aspirations for the future.

The Portfolio Holder for Development, Councillor Blunt acknowledged that a lot of factors could change over the time of the implementation plan, however, he felt that the short and medium term schemes addressed issues which were apparent now whilst also allowing for future growth. He explained that all schemes would be considered in further detail and could be reviewed if required.

The Environmental Health Manager explained that the scheme did not just focus on traffic and roads. It also looked at improvements to cycling networks, trains and pedestrians.

The Leader of the Council, Councillor Long commented that it was important to have this strategy in place. He explained that he had raised concerns previously that there was not a strategy for King's Lynn and so the Council had worked jointly with Norfolk County Council to bring it forward. He acknowledged that things could change in the future and if required the Strategy and Implementation Plan could be reviewed.

The Chair acknowledged that this was the first version of the Implementation Plan and was pleased to hear that there may be the opportunity to review in the future.

Councillor de Whalley asked how the Council's carbon reduction aspirations and the Environmental Policy would be dovetailed into the Strategy. The LDF Manager explained that Norfolk County Council was planning a review of their Local Transport Plan and the results of this may provide information which could inform the King's Lynn Transport Strategy. Other Council Policies and priorities could be taken into consideration when progressing schemes.

Councillor de Whalley asked how schemes would be prioritised and the LDF Manager explained that schemes would be monitored and further detailed work could be carried out as required. He also referred to the Strategy document which included the objectives to improve the economic prospects of the town as well as access for residents and visitors.

The Panel was informed that King's Lynn had a large catchment area and because of this, King's Lynn would always be somewhere that would need to be accessed by car.

Councillor Kemp addressed the Panel under Standing Order 34. She explained that more buses needed to be encouraged to use Hardings Way to improve the air quality along London Road. She explained that the initial vision for Hardings Way was for approximately 26 buses per hour to use the route. The Environmental Health Manager explained that the Council would be working with Norfolk County Council as appropriate and the proposed Car Parking Strategy could link in with the Transport Strategy.

Councillor Kemp referred to rail links and the Leader of the Council, Councillor Long explained that investigations had previously taken place with network rail regarding a parkway station for King's Lynn however it would be too expensive and consideration would need to be given to the impact on other services and timetables.

The Vice Chair, Councillor Parish referred to the Equalities Impact Assessment and queried why all the impacts were listed as neutral. He felt that surely some of the groups would benefit from improvements. The Environmental Health Manager explained that once the detail of individual schemes had been drawn up then the impact could be considered.

The Vice Chair, Councillor Parish referred to the two schemes which had been included relating to Hardings Way; one relating to increasing the amount of bus usage and one which referred to looking at opening it up to all traffic. The Portfolio Holder for Development, Councillor Blunt explained that there were lots of opportunities and options available and all would be investigated, but nothing had been decided yet.

The Vice Chair, Councillor Parish referred to an article in the press which stated that it would be detrimental to divert traffic away from the Southgates. Councillor Blunt reiterated that all options would be looked at.

The Vice Chair, Councillor Parish referred to the scheme relating to the dualling of part of the A149 near Knights Hill and he asked why this was not taken into consideration when planning applications for development were received and why weren't the developers asked to contribute towards road improvements. The LDF Manager explained that this scheme was not related to the Planning Applications process and transport was a Norfolk County Council function.

Councillor Kemp addressed the Panel under Standing Order 34. She asked why the 2,000 new jobs to be created at the Nar Ouse Business Park had not been taken into consideration in this Strategy. The LDF Manager explained that the consultants had taken into consideration the current Local Plan and the emerging Local Plan.

Councillor Bambridge raised concern about resident car parking, in particular the Friars. She also made reference to Vancouver Avenue and stated that a pedestrian crossing was needed in this area.

Councillor Morley addressed the Panel under Standing Order 34. He referred to the Cabinet recommendations and suggested that the Panel make a recommendation to Cabinet that the statement of options be adopted as a plan of the way forward, but it was important that there was a cohesive strategy to sit alongside this.

In response to a question from Councillor Jones, the LDF Manager explained that some of the short term schemes could be considered as quick wins, such as traffic light sequencing, however they would all contribute to improved access to the town centre.

The LDF Manager informed the Panel that they were considering the Implementation Plan but there was also a strategy to accompany this which included vision and objectives.

The Vice Chair, Councillor Parish commented that all of the schemes within the Implementation plan would need further consideration once detailed investigations had taken place.

The Chair requested that the Panel considered what they would be recommending to Cabinet and suggested that their recommendations made reference to the Panel's comments in that it be acknowledged that the implementation plan was a list of options rather than a complete strategy and it was important that there was a strategy to sit alongside this.

The Portfolio Holder for Development, Councillor Blunt referred to the background papers listed in the report which included the full King's Lynn Transport Strategy Stage 3 report which contained the consultation responses and the wider context, including a vision and objectives.

*Following the meeting a note had been prepared by officers to clarify the different elements that made up the King's Lynn Transport Strategy. A copy is attached to the minutes.*

**RESOLVED:** That the Regeneration and Development make the following recommendations to Cabinet:

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 be informed that Members felt the Strategy was not clearly defined. Therefore they could not wholly endorse the strategy. They felt it needed work to envisage future scenarios which the Transport Strategy could address.
3. The Implementation Plan, which was considered in depth by the Panel, was agreed upon as a series of options for future scrutiny which underpinned the Implementation Strategy.

**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>
17 March 2020						
	Capital Strategy	Key	Council	Leader S 151 Officer		Public
	Potential Compulsory Purchase Order	Non	Council	Development		Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
116	Future High Streets – Stage 2 bid for funding	Key	Cabinet	Business Development		Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
	Towns Fund – Town Deal Board	Non	Cabinet	Business Development Asst Dir – D Hall		Public
	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
	Report of the Audit Committee Cross Party Working Group to Review the King's Lynn Innovation Centre (KLIC)	Non	Cabinet	Leader		Public
117	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)

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
21 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)
	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)
118	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)
	KLIC – Building Management	Non	Cabinet	Business Development Asst – Dir – M Henry		Private - Contains exempt Information under para 3 – information relating to the business affairs of any person (including the authority)
	Anti Money Laundering	Non	Cabinet	Leader Chief Executive		Public

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

<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 August 2020						

<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>
22 September 2020						

## CORPORATE PERFORMANCE PANEL WORK PROGRAMME 2019/2020

DATE OF MEETING	TITLE	TYPE OF REPORT	LEAD OFFICER	OBJECTIVES AND DESIRED OUTCOMES
10 June 2019	Appointment of Vice-Chairman			
10 June 2019	Presentation on Freedom of Information Procedure	Presentation	C Jordan Eastlaw	To inform the Panel of the Council's Freedom of Information Procedure
22 July 2019	<b>Exempt Report</b> Hunstanton Sailing Club <b>DEFERRED TO 9 SEPTEMBER 2019</b>	Update		Tony Devenish from Hunstanton Sailing Club to provide an overview on how the Club have met their criteria for the funding previously granted by the Borough Council.
22 July 2019	Consideration of Called in item – Financial Assistance Scheme	Call in	L Gore and S Dennis	To consider the call-in.
22 July 2019	Nominations to Outside Bodies and Partnerships – Hunstanton Sailing Club Development Sub Committee	Operational		The Panel is invited to nominate a representative as an observer only to participate in the outside bodies and partnerships which fall within the Corporate Performance Panel's remit; Hunstanton Sailing Club Development Sub Committee.
22 July 2019	2018/2019 Full Year Corporate Performance Monitoring Report	Monitoring	B Box	To review the report and in particular the Action Report. Members are also asked to agree the actions outlined in the Action Report.

DATE OF MEETING	TITLE	TYPE OF REPORT	LEAD OFFICER	OBJECTIVES AND DESIRED OUTCOMES
22 July 2019	Q4 2018/2019 Corporate Business Plan Monitoring Report	Monitoring	B Box	The Panel are invited to review the Q4 2018/2019 Corporate Business Plan Monitoring Report.
22 July 2019	Corporate Performance Monitoring – Target Setting for 2019/2020	Monitoring	B Box	To review and suggest any new targets.
9 September 2019	<b>Exempt Report</b> Hunstanton Sailing Club <b>DEFERRED FROM 22 JULY 2019</b>	Update		Tony Devenish from Hunstanton Sailing Club to provide an overview on how the Club have met their criteria for the funding previously granted by the Borough Council.
9 September 2019	Corporate Business Plan 2020-2024	Monitoring	G Greaves	The Panel is invited to consider the draft priorities and objectives in Appendix A.
9 September 2019	Equalities Update	Update	B Box	To Panel to receive an annual update.
21 October 2019	New Corporate Complaints Policy	Policy	H Howell	The Panel is invited to consider the draft policy.
21 October 2019	Managing Unreasonable Complainant Behaviour	Policy	H Howell	The Panel is invited to consider the draft policy.

<b>DATE OF MEETING</b>	<b>TITLE</b>	<b>TYPE OF REPORT</b>	<b>LEAD OFFICER</b>	<b>OBJECTIVES AND DESIRED OUTCOMES</b>
21 October 2019	Formal Complaints against the Borough Council 1 April 2018 – 31 March 2019  The number of compliments received also to be reported.	Annual	Chief Executive	Report to be published on the Borough Council's Website/Insite
21 October 2019	Q1 2019/2020 Corporate Performance Monitoring Report	Monitoring	B Box	To review the report and in particular the Action Report. Members are also asked to agree the actions outlined in the Action report.
21 October 2019	Annual Sickness Monitoring Report	Annual	B Box	For Information only.
21 October 2019	Employment Monitoring Figures – Annual Report	Annual	B Box	For Information only.
26 November 2019	Annual Communications Update	Annual Update	S Clifton H Howell A Howell	To provide the Panel with an annual update.
26 November 2019	Council Tax Support: Final Scheme for 2020/2021	Policy Development	J Stanton	Update following consultation period. To agree the final Council Tax Support Scheme for 2020/2021.
26 November 2019	Corporate Business Plan 2020-2024 – Consultation on revised plan		G Greaves	The Panel is invited to consider the revised plan.

DATE OF MEETING	TITLE	TYPE OF REPORT	LEAD OFFICER	OBJECTIVES AND DESIRED OUTCOMES
13 January 2020	Major Housing Update	Update	D Gagen	
13 January 2020	Q2 2019/2020 Corporate Business Plan Monitoring Report	Monitoring	B Box	The Panel are invited to review the Q2 2019/2020 Corporate Business Plan Monitoring Report.
13 January 2020	Q2 2019/2020 Corporate Performance Monitoring Report	Monitoring	B Box	To review the report and in particular the Action Report. Members are also asked to agree the actions outlined in the Action Report.
25 February 2020 RESCHEDULED TO 2 March 2020	Presentation on Improving Attainment in West Norfolk	Annual Update	B Box	To provide an update on the Improving Attainment in West Norfolk.
2 March 2020	Call in – KLATS	Call-In		
7 April 2020	Procurement Awareness	Update	T Hague	To provide an update.
7 April 2020	Q3 2019/2020 Corporate Performance Monitoring Report	Monitoring	B Box	To review the report and in particular the Action Report. Members are also asked to agree the actions outlined in the Action Report.
7 April 2020	Review of Standing Orders and Scrutiny and Executive Protocol	Review	L Gore	
7 April 2020	Post Evaluation of H & M	Post Evaluation	M Henry	

DATE OF MEETING	TITLE	TYPE OF REPORT	LEAD OFFICER	OBJECTIVES AND DESIRED OUTCOMES
7 April 2020	Update on the Refit Project	Update	N Gromett	To receive an update on the Refit Project.

### **Forthcoming items to be programmed**

- Town Hall Bar Proposal – C Bamfield
- Annual Update Hunstanton Sailing Club (October 2020 – decision to be taken if update if presented by Hunstanton Sailing Club or the Borough Council’s representative)
- Persistent and Vexatious Customers
- Review of Election Process – date to be confirmed
- Recording of Meetings (referred from Full Council 28 November 2019) (Date to be advised)
- Freedom of the Borough (referred from Full Council 28 November 2019)
- Review of the Planning Sifting Panel (May 2020)

### **Post Evaluation Review of Projects**

- Cinema, Corn Exchange