

REPORT TO CABINET

Open/Exempt		Would any decisions proposed :			
Any especially affected Wards All King's Lynn	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: 4th 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 (CO₂), Nitrogen Oxides (NO_x) and Particulate Matter (PM₁₀ and PM_{2.5}) 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/m³ 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

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>				
Question	Answer				
<p>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?</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>2. Is the proposed policy/service likely to affect relations between certain equality communities or to damage relations between the equality communities and the Council, for example because it is seen as favouring a particular community or denying opportunities to another?</p>	Yes / No	
<p>3. Could this policy/service be perceived as impacting on communities differently?</p>	Yes / No	
<p>4. Is the policy/service specifically designed to tackle evidence of disadvantage or potential discrimination?</p>	Yes / No	
<p>5. Are any impacts identified above minor and if so, can these be eliminated or reduced by minor actions?</p> <p>If yes, please agree actions with a member of the Corporate Equalities Working Group and list agreed actions in the comments section</p>	Yes / No	<p>Actions:</p>
		<p>Actions agreed by EWG member: Alison Demonty</p>
<p>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:</p> <p>N/A</p> <p>Decision agreed by EWG member: Alison Demonty</p>		
<p>Assessment completed by:</p> <p>Name</p>	<p>Dave Robson</p>	
<p>Job title</p>	<p>Environmental Health Manager - Environment</p>	
<p>Date</p>	<p>17.01.2019</p>	