



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. **Notice of Motion 4/19 - Cllr A Kemp - Hardings Way (Pages 2 - 29)**

Contact

Democratic Services
Borough Council of King's Lynn and West Norfolk
King's Court
Chapel Street
King's Lynn
Norfolk
PE30 1EX
Tel: 01553 616394
Email: democratic.services@west-norfolk.gov.uk



Proposed changes to Hardings Way, King's Lynn, Norfolk

Equality impact assessment - findings and recommendations

July 2018

This assessment helps you to consider the impact of service changes on people with protected characteristics. You can update this assessment at any time so that it informs ongoing service planning and commissioning.

Contents

		Page
1.	The purpose of an equality assessment	3
2.	The legal context	3
3.	The assessment process	3
4.	The proposal	4
5.	Who is affected by this proposal	4
6.	Potential impact	5
7.	Recommended/mitigating actions	9
8.	Evidence used to inform this assessment	9
9.	Further information	10

The purpose of an equality assessment

1. The purpose of an equality impact assessment is to enable elected members to consider the potential impact of decisions on people with protected characteristics prior to decisions being taken. Mitigating actions can be developed if detrimental impact is identified.
2. It is not always possible to adopt the course of action that will best promote the needs of people with protected characteristics. However, assessments enable informed decisions to be made, that take into account every opportunity to minimise disadvantage.

The Legal context

3. Public authorities have a duty under the Equality Act 2010 to consider the implications of proposals on people with protected characteristics. The Act states that public bodies must pay due regard to the need to:
 - Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act¹;
 - Advance equality of opportunity between people who share a relevant protected characteristic² and people who do not share it³;
 - Foster good relations between people who share a relevant protected characteristic and people who do not share it⁴.
4. The full Act is available [here](#).

The assessment process

5. This assessment comprises three phases:
 - **Phase 1** – evidence is gathered on the proposal, to examine who might be affected and how. This includes reviewing the findings of contextual information about local populations and other relevant data. Public consultation takes place.
 - **Phase 2** – the results are analysed, making sure that any potential impacts are assessed. If the evidence indicates that the proposal may have a detrimental impact on people with protected characteristics, mitigating actions are considered.
 - **Phase 3** – the findings are reported to Environment, Development and Transport Committee on Friday 6th July 2018, to enable any impacts to be taken into account before a decision is made by elected members.

The proposal

Overview

1. This proposal seeks to make changes to Hardings Way in King's Lynn, through a Traffic Regulation Order (TRO).
2. The TRO was triggered by a decision by King's Lynn and West Norfolk Borough Council on 6 September 2017 to grant planning permission for the construction of three new access roads off the southern end of Hardings Way (planning reference 17/01008/F). The TRO was one of eleven conditions required by the Borough Council to enable the scheme to go ahead.

Summary of the proposal

3. The technical detail of the proposal is set out in the report to Environment, Development and Transport Committee, and therefore is not replicated again here. However, in summary, Hardings Way can be used by pedestrians, cyclists and buses as a route to access King's Lynn town centre, Hardings Pits, Whitefriars Church of England Primary Academy School and other local amenities.
4. If the proposal goes ahead, three new access roads will be created off the southern end of Hardings Way, to create access to a new development.
5. This would mean that:
 - Instead of pedestrians being able to get from the southern end of Hardings Way to the northern end via the path/cycleway, with only one crossing point to navigate¹, pedestrians will have to navigate an additional new crossing point at the southern end of Hardings Way, via a non-signalled crossing.
 - It is not possible to estimate how much traffic would cross this new crossing point, as this information is not yet available (planning permission has not yet been granted).
 - Bus drivers and cyclists currently using Hardings Way will have to observe revised road markings when using the amended route and will share the available highway space with other users.

Who is affected by the proposal?

6. This proposal affects all current users of Hardings Way - pedestrians, cyclists, public transport users and bus drivers. This includes users with protected characteristics, e.g. disabled and older users, younger people and parents.
7. There is no formal data on the numbers or characteristics of the pedestrians, cyclists or public transport users currently using Hardings Way. However, local intelligence

¹ This crossing point is situated towards the northern end of Hardings Way, near the Nar Bridge. All pedestrians are required to cross Hardings Way at this point because the path/cycle way on the western side of the carriageway ends, so pedestrians must cross the road to re-join it on the eastern side.

suggests that Hardings Way is well used by people as a pedestrian route to access King's Lynn town centre, Whitefriars Primary School and Hardings Pits. It is relevant to note when considering the population of King's Lynn and West Norfolk that [levels of moderate and severe physical disability](#) are higher in this area compared to the Norfolk and England average.

Potential impact

8. If the proposal goes ahead, it may have a significant detrimental impact on some disabled pedestrians – specifically blind and visually impaired people, people with multi-sensory impairments (e.g. people who are blind and deaf), and people with mobility impairments. This may include older people, who may not consider themselves disabled, but whom have age-related health conditions or mobility issues that affect their ability to get about.
9. There may also be a detrimental impact on some younger children, whose parents may not wish to continue letting their children walk to Whitefriars Primary School alone via Hardings Way if they have two crossing points (rather than one) to cross unsupervised by an adult.
10. At this stage there is no evidence to suggest that the proposal would have a detrimental impact on people with other protected characteristics, e.g. Black and minority ethnic people or parents with prams (who tend to be women).
11. The section below explains the reasons for this.

Impact on people with visual/multi-sensory impairments

12. The potential detrimental impact on people who have visual or multi-sensory impairments arises because people from these groups find non-signalled crossings challenging (or impossible) to navigate. This is because they cannot use the cues used by sighted people – e.g. sight to judge speed, distance or the intention of the driver, or hear whether a vehicle is approaching. Visually/multi-sensory impaired people argue that it is unreasonable to ask them to 'trust' that drivers will always comply with speed limits or road markings and stop if they see someone waiting to cross the road, because it is impossible to guarantee that they will not be exposed to a level of risk when they step out into the road.
13. The introduction of silent electric vehicles is an additional factor to be taken into account, because sound (where someone does not have a hearing impairment) cannot be used to alert a person that a vehicle is approaching. However, it is likely that this will be addressed by future changes in legislation, which will require electric cars to emit a noise.
14. However, it should be noted that although the proposed new crossing will not be a signalled crossing, it will have some accessibility considerations in place, to assist disabled (and other) people to cross:
 - a. Give Way road markings will be utilised at each of the new accesses proposed on Hardings Way. However, unlike a normal layout where the Give Way markings would be implemented at the edge of the new access adjacent to Hardings Way, they will be set back into the access behind the crossing point.

Setting back the markings will reinforce that traffic accessing/egressing these new areas should be giving priority to those utilising the shared use facility.

- b. Dropped kerbing either side of the access road to clearly define where the shared pathway and access road cross and to allow easy access/egress for pedestrians / cyclists moving from the shared pathway onto the access road and then back again.
 - c. Limitation of vehicular speed to 20mph for the three access roads (traffic on Hardings Way is restricted to 30mph).
 - d. Following implementation of the new access point to the Overton's site from Hardings Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. Those vehicles will access the highway network from one of the proposed new purpose built accesses on the east side of Hardings Way. A reduction in movements at the existing location will benefit users of the shared use facility on Wisbech Road as there will be reduced conflict.
 - e. Parked vehicles along Hardings Way will not be allowed to obstruct the shared path/cycle way, as double yellow lines will remain in place.
 - f. Existing street lighting will remain unchanged.
15. Although, as stated above, visually/multi-sensory impaired people find non-signalled crossings challenging (or impossible) to use, it must be noted that if they use Hardings Way they already have one non-signalled crossing to navigate by the Nar Bridge. Whilst this crossing at Nar Bridge is restricted to buses and cycles only (as opposed to other vehicles, like cars and lorries), it is still a crossing, and because cycles are silent they present a hazard for visually/multi-sensory impaired people.
16. This should not be construed in any way to diminish the difficulties that visually/multi-sensory-impaired people have when using non-signalled crossings, but it *does* indicate that current users of Hardings Way already have a degree of confidence in using non-signalled crossings.
17. As noted in the technical summary of the TRO, the material at either side of the proposed crossing point will be the same material as that used in the rest of the pathway (i.e. not tactile paving). This is important to note, because the use of tactile material to indicate the presence of a crossing is an important factor in the ability of a visually/multi-sensory impaired person to navigate it. However, this decision was made in order to reinforce the understanding that the shared use facility has priority across the new accesses. Implementation of tactile paving would suggest that the path should be giving way to vehicles turning in and out of the side road, which is contrary to what is trying to be achieved.
18. It should also be noted that tactile materials, whilst they assist blind people, sometimes cause significant problems for people in wheelchairs, due to the friction and vibration they trigger when the wheelchair passes over them, which can be very painful. At a national level, this issue is being debated to find a solution that meets the needs of all.

Impact on disabled and older people with restricted mobility, long term health conditions, learning disabilities or other issues

19. People with restricted mobility, who are wheelchair users or who have conditions that mean they walk slowly or need longer than usual to make decisions can also find crossing points challenging. This is because they may be concerned or fearful that they will not be able to cross fast enough or they may not be able to judge distance or time effectively.
20. However, these users should still be able to cross the proposed new crossing point, albeit with more care, planning and greater difficulty than people who are not disabled. As noted above, in order to use Hardings Way, they already have to navigate the non-signalised crossing point on the Nar Bridge, which suggests they should have *some* degree of confidence in using non-signalised road crossings.
21. However, as already highlighted above, this fact should not be construed to diminish the difficulties or fears that some wheelchair users or people with mobility impairments may feel about using the proposed new crossing point. In developing this equality impact assessment, two site visits were undertaken, one of which included observing a disabled parent navigate the area. This highlighted the issues that many disabled parents face when using road crossings, namely that it is very challenging to cross the road as a wheelchair user (or blind person etc) when also holding the hand of a child to keep them safe on the road. It was evident that Hardings Way presented the only accessible route to Whitefriars Primary School for wheelchair users in the area, as London Road was not viable or accessible due to a lack of dropped kerbs and uneven, obstructed pavements. For these parents, the prospect of having to negotiate a new crossing point on a route with currently only one crossing is understandably deeply concerning. This is not just because they are worried that they may not be able to cross it safely with their child, but because if they can't cross it, they lose their independence to take their child to school.
22. If the proposal goes ahead, one way to help mitigate this issue is to offer disabled parents at Whitefriars Primary School (and other disabled people) the opportunity to discuss their concerns with the Council's Road Safety Officers, who will be able to provide advice and support on using the new crossing point. This is proposed as a mitigating action later on in this assessment.

Impact on people with long term health conditions

23. Some people with respiratory health conditions such as severe asthma have advised that they currently use Hardings Way as a route to the town centre, because Hardings Way has less traffic pollution than London Road. They have raised concern that if Hardings Way is opened to higher traffic levels this could trigger a worsening of their respiratory conditions – either because Hardings Way may become more polluted, or because they have to use London Road as an alternative route.
24. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Hardings Way than those on London Road and have been falling. There are well below current DEFRA targets.
25. However, the view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggest that if the proposal goes ahead, increases in

traffic following the change would be small and not increase pollution levels significantly.

26. Consequently, although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. On this basis, and data from the Borough Council, there is minimal risk of Hardings Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality.
27. It is also important to note that air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.

Impact on children and young people

28. The public consultation has highlighted a number of concerns by adults that it will not be safe to continue to let their children walk to Whitefriars School by themselves via Hardings Way if the proposal goes ahead.
29. This is a difficult issue to make a judgement about, mainly because the decision about whether or not to let a child walk to school by themselves is a personal choice for every parent and carer, and has to be balanced alongside many factors to ensure the child's safety. However, it should be noted that although the proposal will mean that children would have to navigate an additional crossing point on their route, they already have to navigate the crossing point by Nar Bridge, alongside buses and cycles, and be mature enough to remain alert to personal safety issues when traversing Hardings Way.
30. It is clear that the new crossing point will inevitably expose children to more traffic when crossing the road (cars, vans and lorries, rather than just buses and cycles), which will always carry an increased level of risk. However, as detailed elsewhere, safety considerations will be used at the crossing point, e.g. the 20 mph speed limit. Ultimately, it will be a personal judgement for each parent or carer about whether or not to let their child continue to walk the route to school by themselves.

Potential impact on parents with prams

31. Parents with prams may be anxious about navigating two instead of one crossing points on the route.
32. However, these users should still be able to cross the new crossing point, albeit with more care, planning and some greater difficulty than others.

Impact on cyclists

33. Cyclists will be affected due to increased traffic movements at the southern end of Hardings Way. This will be a mixture of existing buses, HGV's and vehicles. This impact will be restricted to the first part of Hardings Way after which the route will remain closed to all traffic except that mentioned elsewhere in this document.
34. Additional provision for cyclists not wishing to use the carriageway will be provided through an additional shared cycle/pedestrian pathway to the east of Hardings Way.

35. The provision of a shared cycle/pathway on both sides of Hardings Way does have the potential to create conflict between some pedestrians (disabled users, including those with sensory impairments, children, elderly people) however the continuation of an alternative route for cyclists along the carriageway will help mitigate some of this.

Impact on bus passengers

36. The scheme should have a minimal impact on existing bus users as it does not include any suggested changes to the existing service and no additional bus stops are planned within the scheme.

Conclusions

37. There is no legal impediment to installing the crossing point. It would be implemented in full accordance with planning and highway design national guidance and policy, and as part of this, measures will be adopted (detailed above) to facilitate access and safety for pedestrians. Similar crossings are replicated across the UK.
38. However, it is possible to conclude that the proposal may have a significant detrimental impact on some disabled people, for the reasons set out in this assessment. There may also be a detrimental impact on some children.
39. Environment, Development and Transport Committee is therefore advised to take these impacts into account when making a decision about whether or not the proposal should go ahead, in addition to the mitigating action recommended below:

Recommended actions

	Action	Date
1.	If the proposal goes ahead, offer people concerned about their ability to use the proposed new crossing point the opportunity to discuss their concerns with the County Council's Road Safety team, to obtain advice and support on using the crossing point.	From the date of construction

Evidence used to inform this assessment

- [The Equality Act 2010](#)
- 2017 Public Health profile for King's Lynn and West Norfolk, 4 July 2017
- Hardings Pits Community Association Ltd website
- King's Lynn Riverfront Development Plan – consultation document March 2017
- Overcoming barriers and identifying opportunities for everyday walking for disabled people – Living Street May 2016
- The Women and Equalities Select Committee Report, 'Building for Equality – Disability and the Urban Environment' (April 2017) / Government response (March 2018)
- Creating better streets: Inclusive and accessible places – CIHT (2018)
- [Air Quality Information Annual Status Report for King's Lynn](#)
- [Department of Environment, Food and Rural Affairs \(DEFRA\)](#) targets for safe air quality
- Two site visits (2nd May 2018 and 18th June 2018)

Further information

If you have any questions about this assessment or need this document in large print, audio, Braille or an alternative format please contact Norfolk County Council's Equality & Diversity team on:

- Tel: 0344 800 8020 (Monday to Friday 9am - 5pm)
- Fax: 0344 800 8012 (Monday to Friday 9am – 5pm)
- Text message: 07767 647670 (Monday to Friday 9am - 4.45pm)
- Text Relay: 18001 0344 800 8020



¹ Prohibited conduct:

Direct discrimination occurs when someone is treated less favourably than another person because of a protected characteristic they have or are thought to have, or because they associate with someone who has a protected characteristic.

Indirect discrimination occurs when a condition, rule, policy or practice in your organisation that applies to everyone disadvantages people who share a protected characteristic.

Harassment is “unwanted conduct related to a relevant protected characteristic, which has the purpose or effect of violating an individual’s dignity or creating an intimidating, hostile, degrading, humiliating or offensive environment for that individual”.

Victimisation occurs when an employee is treated badly because they have made or supported a complaint or raised a grievance under the Equality Act; or because they are suspected of doing so. An employee is not protected from victimisation if they have maliciously made or supported an untrue complaint.

2 The protected characteristics are:

Age – e.g. a person belonging to a particular age or a range of ages (for example 18 to 30 year olds).

Disability - a person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

Gender reassignment - the process of transitioning from one gender to another.

Marriage and civil partnership

Pregnancy and maternity

Race - refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.

Religion and belief - has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (such as Atheism).

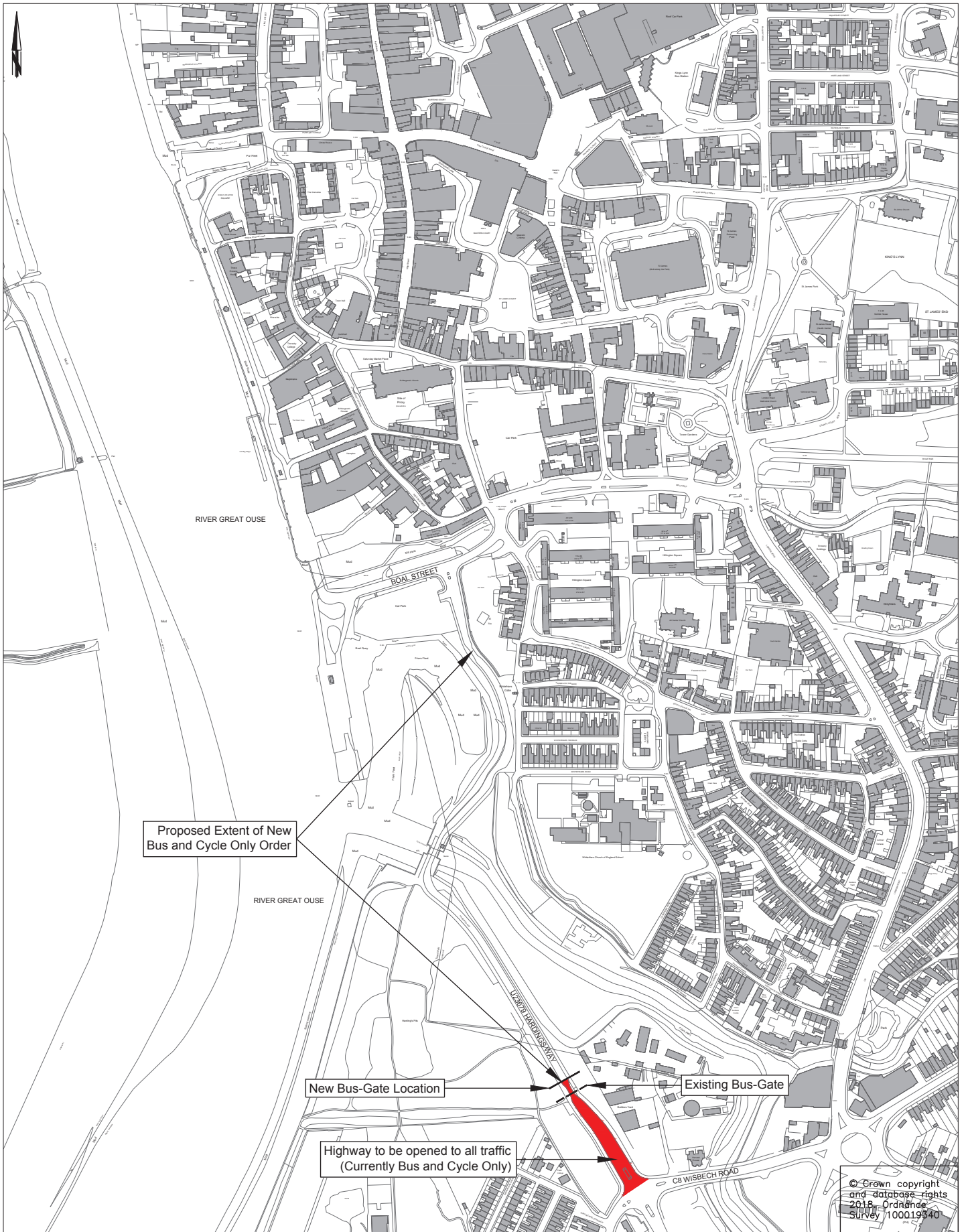
Sex – e.g. a man or a woman.

Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

3 The Act specifies that having due regard to the need to advance equality of opportunity might mean:

- Removing or minimizing disadvantages suffered by people who share a relevant protected characteristic that are connected to that characteristic;
- Taking steps to meet the needs of people who share a relevant protected characteristic that are different from the needs of others;
- Encouraging people who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such people is disproportionately low.

4 Having due regard to the need to foster good relations between people and communities involves having due regard, in particular, to the need to (a) tackle prejudice, and (b) promote understanding.



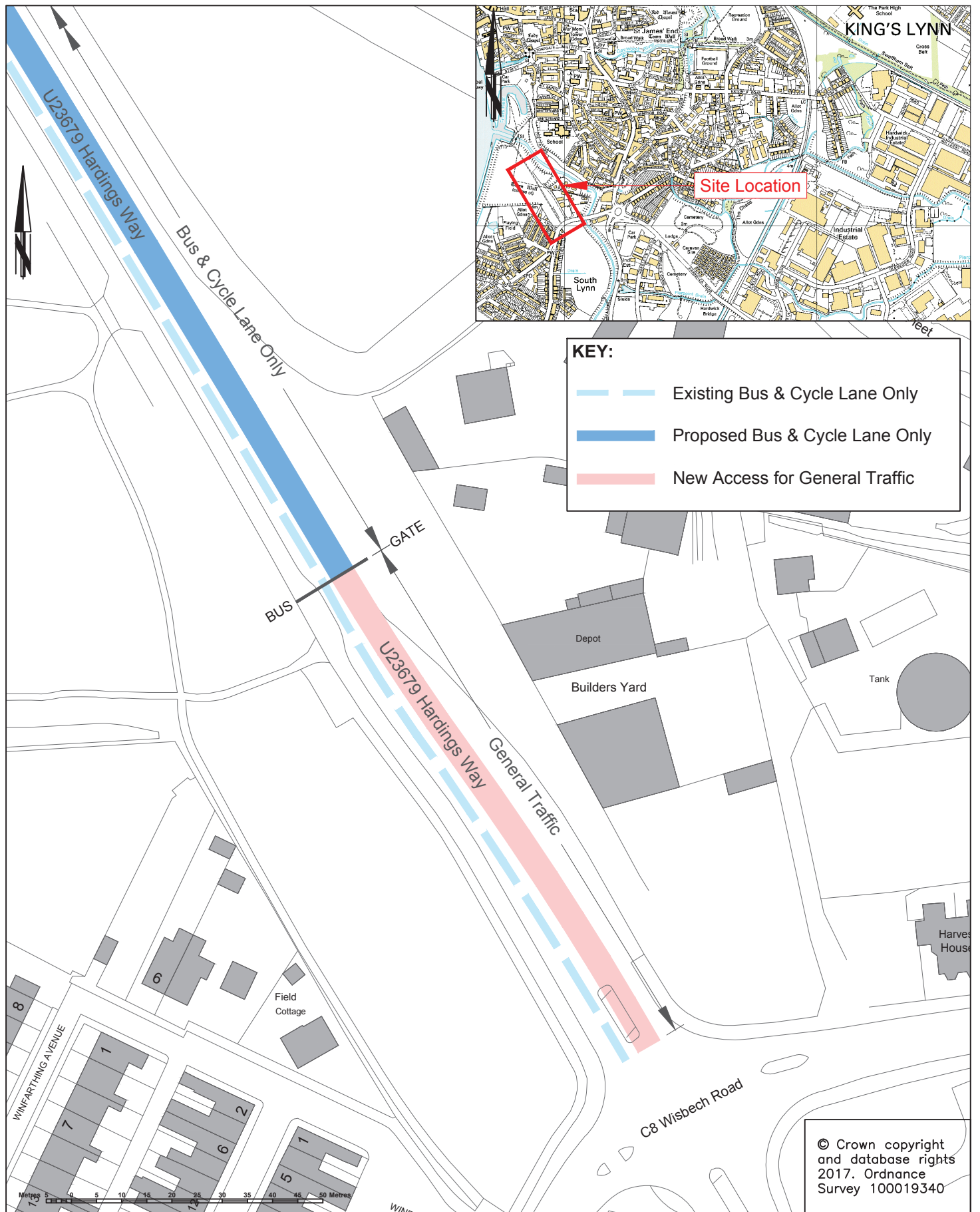
DRAWING TITLE
 King's Lynn, Hardings Way Accesses Improvement Scheme
 TRO Overview Plan

Tom McCabe
 Executive Director of
 Community and Environmental Services
 Norfolk County Council
 County Hall
 Martineau Lane
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

13

SURVEYED BY	INITIAL	DATE	DRAWING No.
OS		2018	PK6061-HP1-015
DESIGNED BY	RK	06/18	PROJECT TITLE
DRAWN BY	AM	06/18	King's Lynn - Hardings Way
CHECKED BY	RK	29/06/18	Accesses, Improvement Scheme
			SCALE
			1:NTS @ A3
			FILE No.
			PK6061



KEY:

- Existing Bus & Cycle Lane Only
- Proposed Bus & Cycle Lane Only
- New Access for General Traffic

© Crown copyright and database rights 2017. Ordnance Survey 100019340



DRAWING TITLE
 Kings Lynn, Hardings Way Accesses Improvement Scheme
 TRO Consultation Plan

Tom McCabe
 Executive Director of
 Community and Environmental Services
 Norfolk County Council
 County Hall
 Martineau Lane
 Norwich NR1 2SG

REV.	DESCRIPTION	DRAWN	CHECKED	DATE
			14	

SURVEYED BY	INIT.	DATE	DRAWING No.
OS	OS	2017	PK6061-HP1-013
DESIGNED BY	AM	10/17	PROJECT TITLE
DRAWN BY	AM	10/17	Kings Lynn - Hardings Way
CHECKED BY	DW	10/17	Accesses, Improvement Scheme
			SCALE
			1:1000 @ A4
			FILE No.
			PK6061

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

STATEMENT OF REASONS FOR THE MAKING OF THE ORDER

Three new accesses to the highway from adjoining land are proposed to be formed at the southern end of Hardings Way in association with proposed development of the land. To enable the effective use of these accesses by traffic, it is proposed to make this length of Hardings Way available for use by all traffic. It is also proposed to move the existing bus gate 15 metres to the north to enable access to the northern most parcel of land.

The proposal to make the Order is therefore made because it appears to the County Council that it is expedient to do so in accordance with Sub-Section 1 (c) of Section 1 of the Road Traffic Regulation Act, 1984, which reads.

(c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

JLB/57432 King's Lynn SOR18

THE NORFOLK COUNTY COUNCIL
(KINGS LYNN, U23679 HARDINGS WAY)
(BUS AND CYCLE LANE) ORDER 2018

Proposed new 'Bus and Cycle Lane'

In the Parish of Kings Lynn

U23679 Hardings Way - From a point 125 metres northwards from its junction with the C8 Wisbech Road to a point 64 metres south of its junction with U20545 Boal Street.

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

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

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

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

Any objections and representations relating to the Order must be made in writing and must specify the grounds on which they are made. All correspondence for these proposals must be received at nplaw, Norfolk County Council, County Hall, Martineau Lane, Norwich, NR1 2DH, marked for the attention of Miss J Batten by 12th June 2018. They may also be emailed to trafficorders@norfolk.gov.uk.

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

SCHEDULE
In the Borough of King's Lynn

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

DATED this 18th day of May 2018



Abdus Choudhury
Practice Director

County Hall,
Martineau Lane,
Norwich. NR1 2DH

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

**KINGS LYNN
HARDINGS WAY ACCESSES**

STAGE 2 SAFETY AUDIT

**REPORT REF: U23679/001
July 2017**

Report Prepared for: **Highway Group**
Norfolk County Council

Report Author: Julian Fonseka EngTech MCIHT MSoRSA

Report Status:

Issue	Status	Purpose	Name/Signature	Date
1	Stage 2 Safety Audit Report	Client Issue	Julian Fonseka 	18/07/2017
2	Designer's Response	Designer response to Safety Issues raised	Alisa Magar 	04/09/2017
3	NM Decision	Implementation of Safety Audit recommendations	Julian Fonseka 	07/09/2017

INTRODUCTION

This report contains the results of a Stage 2 Safety Audit carried out on the above scheme. The Audit was carried out at the request of Norfolk County Council Highways Group .

The Audit Team membership was as follows:-

Julian Fonseka EngTech, MCIHT, MSoRSA (Audit Team Leader)	Project Technician Network Analysis + Safety Norfolk County Council
--	---

Kevin Allen BEng(Hons), I Eng, MCIHT, MSoRSA (Audit Team Member)	Project Engineer Network Analysis + Safety Norfolk County Council
---	---

Specialist Advisors:-

Robert Daynes	Area Casualty Reduction Officer Norfolk County Council
---------------	---

The Audit took place at County Hall on 12 July 2017. The audit comprised an examination of the supplied documentation (see Apendix A) and a site inspection by the Audit Team on the same day at 12:00 which lasted around 20 minutes. During the site visit the weather was sunny and the road surface dry. Traffic flows and observed speeds were low, in keeping with the environment. Several cyclists were observed using both the existing shared use path, and the carriageway. The Audit submission provided all necessary supporting information.

The terms of reference are as described in Community and Environmental Services Highways Service Manual Procedure SP03-07-P01. The Auditors have examined and reported only on the road safety implications of the scheme within the main report.

The auditors have reviewed the three year (to end April 2017) accident record for the location. There has been one personal injury accident recorded in this time. This involved a cyclist on

the pavement, cycling across the junction with Wisbech Road when the signals were green for traffic.

The audited scheme involves the provision of three new accesses and the necessary relocation of an existing bus gate.

A comments section has been included in Appendix B. The issues noted are not necessarily safety issues. They relate either to wider network implications, safety issues identified outside the scope of the audited scheme or suitability of a particular design choice.

ITEMS RAISED AT PREVIOUS AUDIT

No previous audit carried out.

ITEMS RAISED AT THIS STAGE 2 AUDIT

1.0 General

1.1 Problem – illegal usage

Location – relocated bus gate

The bus gate is currently bounded by bollards on the west side, and a fence on the east. The scheme proposes to relocate the bollards but not the fence. Vehicles may therefore attempt to pass by the east side of the bus gate, with an increased risk of conflict, particularly with vulnerable users.



Recommendation – provide measures to stop vehicles passing by the east side of the bus gate.

Designer's Response:

Agree - The fence will be provided on the east side of the relocated bus-gate to stop vehicles passing by.

Network Management Decision: Accepted, no further comment.

2.0 Alignment

2.1 No comment

3.0 Junctions

3.1 No comment

4.0 Non-motorised Users

4.1 Problem – vulnerable users disadvantaged

Location – proposed access on west side of Hardings Way

The scheme comprises three accesses on Hardings Way, the west of which cuts through an existing shared use facility. This disadvantages vulnerable users.

Recommendation – given the low levels of anticipated usage here, the shared use facility should be given priority, continuing unbroken across the access, with the associated give way lines for the vehicular access set back.

Designer's Response:

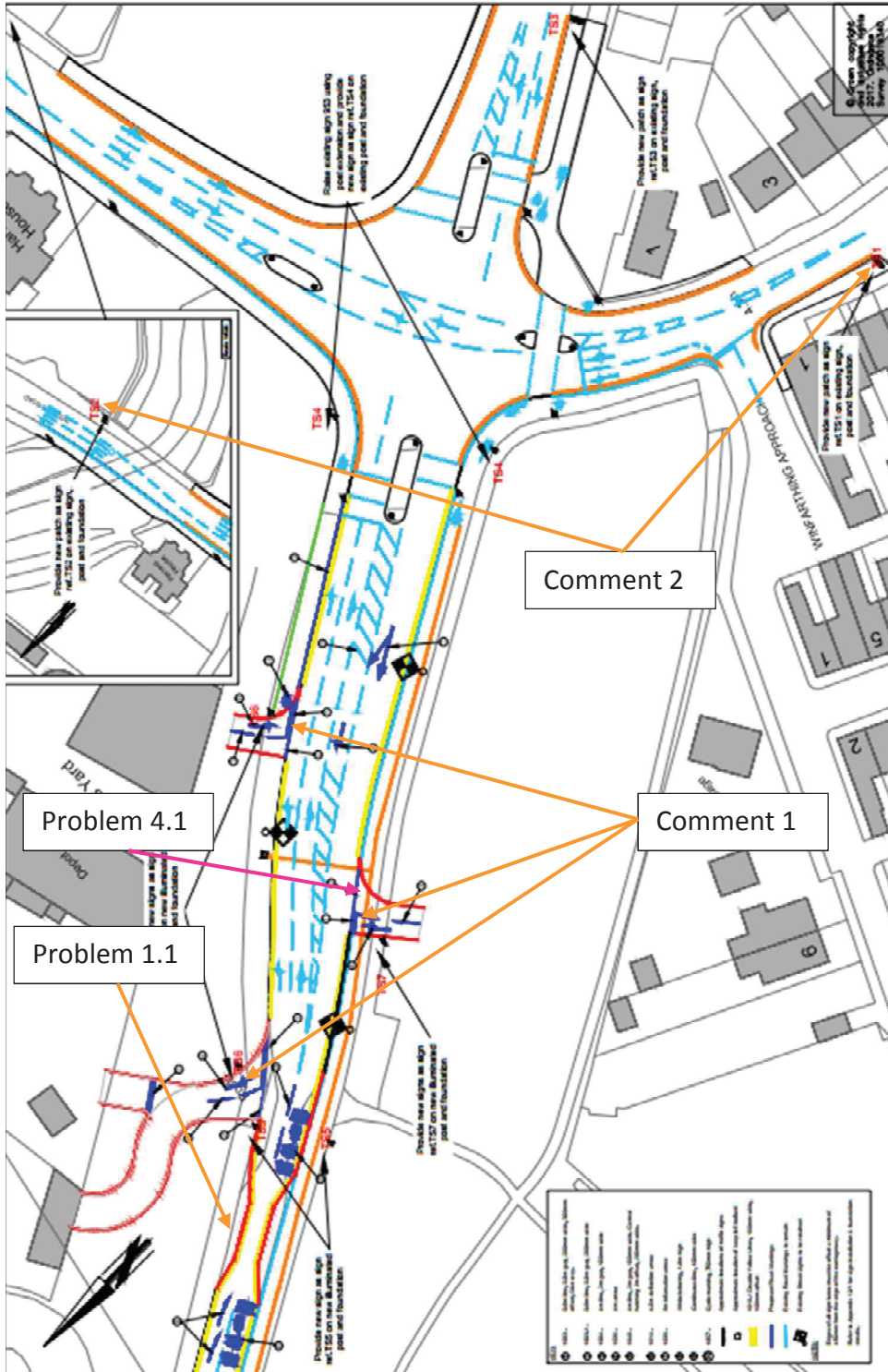
Agreed - The associated give way lines on the western proposed access will be moved further behind the shared-use facility allowing the facility to continue unbroken across the access. Similar facility will be provided on remaining two accesses on eastern side as well given proposed shared use facility on that side.

Network Management Decision: Accepted, no further comment.

5.0 Signs, Lighting and Markings

5.1 No comment

6.0 Problem Location Plan



Template Version #11 09/14
 KJA

AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with Norfolk County Council
Community and Environmental Procedure SP03-07-P01

Signed (ATL)  Julian Fonseca
Dated 17/07/2017

Signed  Kevin Allen
Dated 17 July 2017

APPENDIX A: Audit Brief

The following documents were submitted for this Road Safety Audit:

Document Ref.	Scale (if applicable)	Title
N/HP1/PK6061/AM	N/A	Stage 2 Audit Submission
PK6061-HP1-001	NTS	Site Location Plan
PK6061-HP1-002A	1:500 @ A3	Basic Design Plan
PK6061-HP1-003	1:200 @ A3	Site Clearance Plan
PK6061-HP1-004	1:250 @ A1	Engineering Layout
PK6061-HP1-007	1:250 @ A1	Signing & Lining
PK6061-HP1-011	1:500 @ A3	Track Run Plan
Appendix 12/1s	N/A	TS1 – TS7 - Sign Details

APPENDIX B: Comments

C.1 The scheme proposes right and left turn bans to deter vehicles from heading in the direction of the bus gate. A side effect of these bans would be to constrain the order in which a driver may use multiple accesses. The bus gate physically stops illegal usage and the scheme would not suffer if these bans, and associated signing, were omitted.

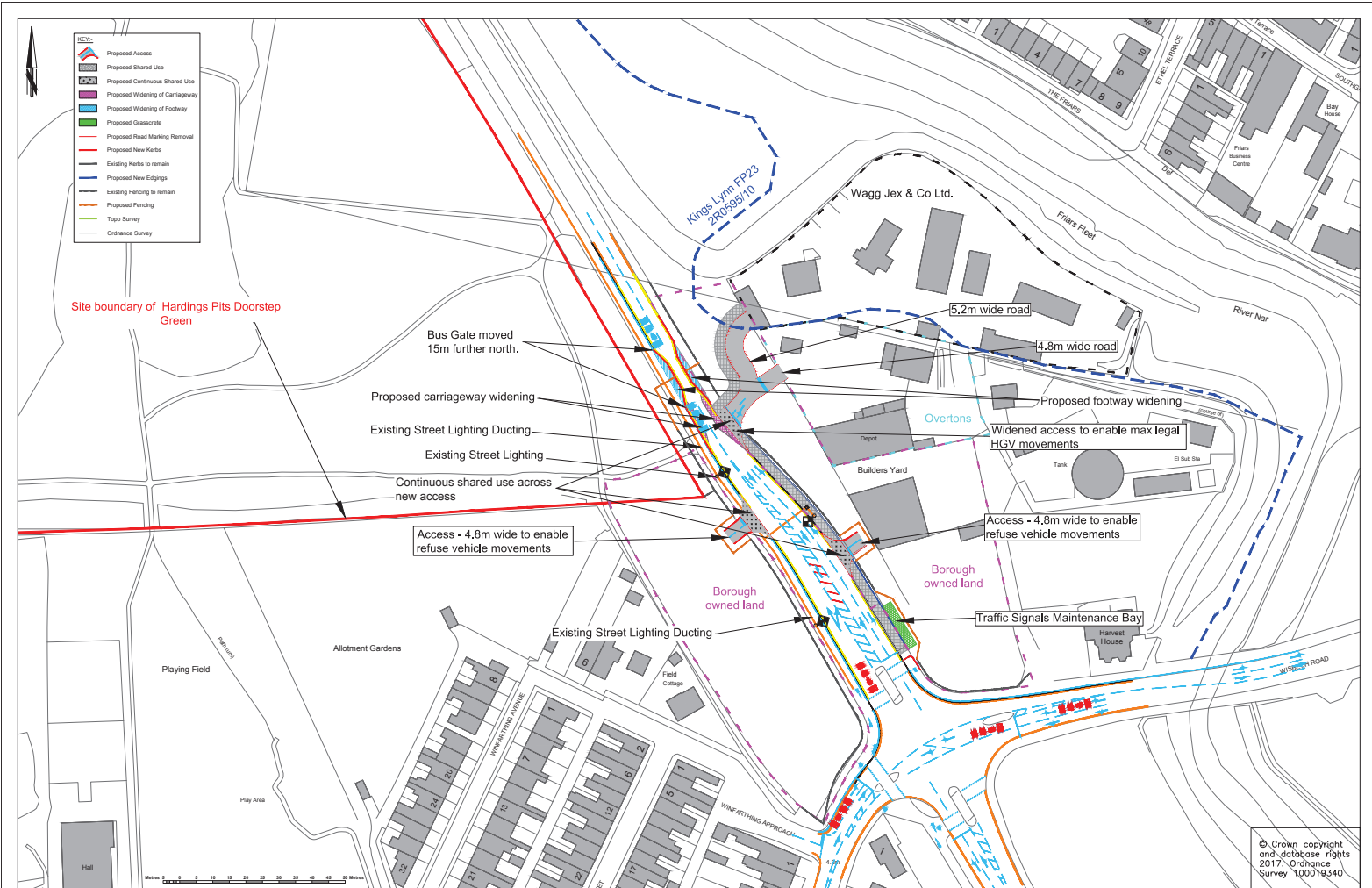
Designer's Response:

Noted - The right and left bans to deter vehicles from heading in the direction of the bus gate will be removed and adjacent corner radii increased.

C.2 The scheme proposes to patch direction signs in advance of the junction. Sign reference numbers: TS1, TS2 & TS3. The proposed 'Ahead' patch for TS1 and TS2 is potentially misleading as drivers unfamiliar with the area may think that the road ahead is for buses and cyclists only. It is suggested that the distance to the relocated bus gate, or a blank patch would be more appropriate.

Designer's Response:

Noted - A blank patch instead of proposed 'Ahead' patch will be used for TS1 and TS2 to avoid confusion.



© Crown copyright and database rights 2017. Ordnance Survey 100019340



Tom McCabe
 Executive Director of
 Community and Environmental Services
 Norfolk County Council
 County Hall, Martineau Lane
 Norwich NR1 2SE

DRAWING TITLE
 Kings Lynn, Hardings Way Accesses
 Improvement Scheme
 Basic Design

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	New OS Topo-Survey. Bus Gate moved 5m further north. proposed carriageway/footway widening added.	AM	DW	04/17
B	Barry added to proposed accesses and shared use facility provided along the north-western side of Hardings Way.	AM	DW	07/17
C	Fence added on eastside of bus gate, right/left turn removed from bus accesses, continuous shared use on westside access.	AM	M.S.	08/17

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS		2017	PK6062-MP1-020C
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
M.S.		07/17	Kings Lynn, Hardings Way Accesses Improvement Scheme
DRAWN BY	INITIALS	DATE	SCALE
AM		07/17	1:500 @ A1
CHECKED BY	INITIALS	DATE	FILE No.
DW		06/16	PK6062



© Crown copyright and database rights 2017. Ordnance Survey 100019340



Tom McCabe
 Executive Director of
 Community and Environmental Services
 Norfolk County Council
 County Hall, Martineau Lane
 Norwich NR1 2SG

DRAWING TITLE
 Kings Lynn, Hardings Way Accesses
 Improvement Scheme
 Engineering Layout

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS		2017	PK6001-HP1-004
DESIGNED BY	INITIALS	DATE	PROJECT TITLE
MAL		10/16	Kings Lynn, Hardings Way Accesses Improvement Scheme
DRAWN BY	INITIALS	DATE	SCALE
AM		05/17	1:250 @ A1
CHECKED BY	INITIALS	DATE	FILE No.
			PK6001