

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: None			
Lead Officers: Dave Robson/ Alan Gomm E-mail: dave.robson@west-norfolk.gov.uk Direct Dial: 01553 616302		Other Officers consulted: Peter Jermany, Evalyn Drake, Mark Fuller, Ian Parkes			
Financial Implications YES/NO	Policy/ Personnel Implications YES/NO	Statutory Implications YES/NO	Equal Impact Assessment YES/NO If YES: Pre-screening/ Full Assessment	Risk Management Implications YES/NO	Environmental Considerations YES/NO

Date of meeting: 4th February 2020

MOTION TO COUNCIL 6/19 – CLLR F BONE – HARDINGS WAY

Summary

Motion 6/19 seeks to review the use of Harding's Way for general traffic which has been put forward as one of two options for Harding's Way as part of the King's Lynn Transport Strategy.

Recommendation

That Cabinet note Motion 6/19 but that the detailed work requested as part of the Motion would be completed as part of the future detail design phase and as part of any planning application should that option be taken forward as part of the King's Lynn Transport Strategy (KLTS).

Reason for Decision

To consider Motion 6/19

1 Background

1.1 Motion to Council 6/19 was submitted to Full Council in October 2019 by Councillor F Bone. The matter was referred to Cabinet for consideration and then report back to Full Council in due course. Cabinet have requested a report to consider the Motion and its potential impacts.

2 Options Considered

2.1 The Motion calls for Cabinet to bring forward a report detailing all aspects of Harding's Way to include, but not exclusively, implications of a nature that cover: -

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

2.2 Currently Norfolk County Council and the Borough Council are working on developing and adopting the KLTS. This work is ongoing and will go through a separate process of being reviewed and then adopted by both Norfolk County Council and the Borough Council. The current timetable for adoption is:

- KLWN Regeneration and Development Committee on 28 January 2020
- NCC Infrastructure and Development Select Committee on 29 January 2020
- NCC Cabinet on 3 February 2020
- KLWN Cabinet on 4 February 2020

2.3 The KLTS has identified 33 options for King's Lynn, two of which relate to Harding's Way.

2.4 The Motion calls on detailed work to be completed to review the impacts but also states it "will not fund any and all work carried out in association with Harding's Way until this Council has considered the report from Cabinet". To enable Cabinet to report on the matters detailed in the Motion, Cabinet must first commission the work with NCC to complete the detailed work necessary to review its impacts. The wording of the Motion is contradictory.

2.5 This Motion is premature; no final decision on Harding's Way has been taken to date. Two options have been highlighted in the KLTS but further work on both options needs to be completed before any final decision can be taken. Once a decision has been taken, then the work suggested as part of the Motion will need to be completed as part of a Planning Application.

3 Policy Implications

3.1 The Motion is clearly seeking to review the specific proposal MHN5 contained in the KLTS regarding the use of Harding's Way for general traffic.

3.2 The KLTS has put forward measure MHN5 for Harding's Way to investigate options to allow additional traffic. This proposal would carry out further work so that the potential benefits and negative impacts of that measure can be considered in full. This work would be carried out if the KLTS is adopted by both NCC and Borough Council and funding is identified. The Motion seeks to duplicate or bring forward this work.

3.3 The Harding's Way measure MHN5 should not be considered in isolation as specified by the Motion, but it must be considered in line with other measures contained in the KLTS and the overall impact on the highway network in King's Lynn.

4 Financial Implications

4.1 No funding has currently been allocated to implement any of the Harding's Way measures contained within KLTS. Once KLTS has been adopted, then funding will need to be secured so that the measures contained in the Implementation Plan can be progressed.

4.2 The measures described within the Motion have not been carried out to date. Additional funding will need to be secured to complete the work described within the Motion.

5 Personnel Implications

5.1 None identified

6 Environmental Considerations

6.1 The potential environmental impacts of implementing KLTS MHN5 have yet to be considered in detail as there is no final design for this proposal. Once a final design has been agreed then the impact on air quality can be assessed. It should be noted that it is not just the impact along Harding's Way but also the traffic flow along the adjacent highway network that will need to be considered.

6.2 Air quality monitoring is currently being carried out using Diffusion Tubes at three sites adjacent to Harding Ways.

Table 1: Nitrogen Dioxide Annual Mean Levels in ug/m³

Site ID	2015	2016	2017	2018	Annual Mean Objective
89 - The Friars	13.3	13.0	13.2	13.2	40ug/m ³
69 – Friars Street	12.8	12.7	12.5	13.7	40ug/m ³
70 – The Friars	12.4	12.3	12.7	12.7	40ug/m ³

6.3 The figures in Table 1 overleaf should be compared against the National Air Quality Strategy annual mean objective for Nitrogen Dioxide of 40ug/m³.

7 Statutory Considerations

7.1 None identified.

8 Equality Impact Assessment (EIA)

8.1 A pre-screening EIA has been completed and is attached. No adverse issues have been identified. Further design work will be required for each of the potential 2 schemes for Harding's Way. As part of the further detailed work, any potential impacts on each protected equality group will be considered and mitigated where required.

9 Risk Management Implications

9.1 No risk management implications have been identified as the final decision on MHN5 has yet to be determined.

10 Declarations of Interest / Dispensations Granted

None

11 Background Papers

KLTS Stage 3 Report here https://www.west-norfolk.gov.uk/info/20010/regeneration/696/kings_lynn_transport_study

Motion 6/19 Submitted by Councillor F Bone

This Council notes:-

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

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

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

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

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

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

Pre-Screening Equality Impact Assessment

Borough Council of
King's Lynn & West Norfolk



Name of policy/service/function	Motion 6/19 Review				
Is this a new or existing policy/service/function?	New / Existing (delete as appropriate)				
<p>Brief summary/description of the main aims of the policy/service/function being screened.</p> <p>Please state if this policy/service is rigidly constrained by statutory obligations</p>	<p>The Motion seeks to pre-empt the decision on the use of Harding's Way for general traffic. KLTS has yet to determine if this option should be taken forward.</p> <p>KLTS will be adopted by both BCKLWN & NCC. A planning application with EIA will be required.</p> <p>As more detailed design work is completed on the options, an assessment will be made on the equalities impacts.</p>				
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 Delmonty</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 Delmonty</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>17.1.2020</p>	