

What further actions do you think should be included in the Air Quality Action Plan and why?

reducing the number of HGVs through urban areas, staggering school times to reduce traffic, more joined up multi agency working regarding road works/ closures,

No vehicles should be allowed to drop off children at school during the morning or collect children from school in the afternoons. Restrictions should be put in place at certain hours and cameras in place to fine offending vehicles that break this rule. Certain inner London Boroughs have this in place.

Liaise with train companies and MP to reduce cancellations and improve the service -reduce bus replacements at the weekend and to attract residents to use the train-Reduce fares

The plan is comprehensive and the actions should help to improve local air quality. Consideration should be given to rescinding the AQMA if levels remain consistently below the the threshold. This will then free up officer time to pursue measures to improve local air quality.

I believe that this Action Plan is a serious waste of time and of our Council Tax money. Instead the BCKLWN should focus on our poor local water quality issues (at beaches, the Wash in general, and other waterways).

Allow solar panels on listed buildings in town.

More dedicated cycle routes from rural areas into the town Promote car sharing
Catch industry related pollution which is then caught by the wind.

As a council employee, the council could take many steps to contribute towards the plan: - replace its programme of issuing free parking permits to all employees with a plan that incentivises sustainable travel (e.g. discounts on purchasing bikes; discounts on local bus routes) - decommission some of the town centre car parks and use for social/affordable housing where flood risk allows) - reconsider its flexible working policy to reduce the amount of unnecessary commuting time. As a resident - improve cycle paths!

Safer cycling routes, completely separate from road traffic and ideally allowing cyclist access to the town centre (without the need to unmount) - this would help the less confidence riders to adopt this active way of transport.

Provide more EV charging points above national requirement.

Your planning processes need to be joined up. You rejected a plan for new houses in Gaywood which would have a new link to the Hardwick Estate. You then allowed a revised plan for a still significant number of houses in Gaywood but without the link to Hardwick. This forces a significant number of cars thru the Gaywood Clock area and increases pollution at that point.

put a park and ride in change the layout near Tesco at Gaywood. make the traffic lights into link with the one at wilco at Gaywood . and put bus lanes in though town with cycle lines

Lower speed limit (20mph) throughout the town (with possible exception for Edward Benefer Way and Nar Ouse Way). Any loss of engine fuel efficiency is counteracted by less time idling and less braking and acceleration. The calming effect is likely to encourage more people to switch to active travel.

I think Gayton and Gaywood Roads, all the way from the hospital to Norfolk Street and the town centre, is the perfect route for a tram line.

Imagine people all along the route just being able to walk out of their homes and step on a regular electric tram from early in the morning until late at night. Wootton and Grimston Roads up to Knights Hill would be ideal for a tramway too. Then people really would have a fantastic, future proof alternative to car ownership.

The BC and CC need to actually and physically prioritize people walking and cycling over those in cars. Pedestrian and cycle crossings should change immediately in favour of people walking and cycling, pavement parking must be banned and a significant increase in cycle parking spaces in the town centre and other key destinations.

Charges such as congestion or ULEZ should not be considered. This would disproportionately affect working people. Improvements to the frequency and cost of public transport from the wider area into KL should be prioritised if private car use is to be reduced.

You need to think about how people who live in the surrounding villages are going to manage as the public transport system is atrocious, some villages do not even have a bus service, so we're forced to use the car.

Encourage school children to walk to school to remove unnecessary traffic around school times. Around Gaywood community school and St Marthas school the smell of pollution at peak times is unbearable and I dread to think of the long term health implications on the children
Speed limit in town 20 mph Far better active travel facilities i.e. bike parking in more areas Better routes across town rather than the present piecemeal approach

Mandatory 20mph limit throughout King's Lynn Centre. Greater focus on bicycle and pedestrian access as a priority over motoring.
Look at the sequence of all traffic lights including Hardwick round about.

This scheme should just about kill the town centre off for good

Response

Agreed in principle but main source of NO2 is cars and Buses not HGV.

Measure 1.1 will help improve school travel plans.

Issues surrounding roadworks are outside scope but will be passed to Highways.

Measure 1.1 will help improve school travel plans.

Other issues are not agreed and outside scope.

Background levels in London are higher; within King's Lynn levels are falling.

Comments noted but not directly linked to either Air Quality Management Area

Agreed and will be taken forward

Disagree, air quality directly impacts the health of local residents.

This process is not related to water quality (separate matter).

This is more of a planning matter.

Focus for the AQAP measures is pollution from road transport.

Noted but will be considered as part of LCWIP.

Promoting car sharing can form part of travel plans (Measures 1.2, 1.3 and 4.1).

Disagree. The main sources of air quality within King's Lynn is from road transport not industrial.

Measure 1.2 is to develop a workplace Travel Plan for BCKLWN.

Measure 3.3 will develop a car park strategy for King's Lynn.

Agreed in principle.

Measure 1.5 will help to improve the local cycling and walking infrastructure

Agreed in principle.

Measure 3.3 to develop a car parking strategy for King's Lynn will include additional EV provision.

Disagree. Planning decision are based on a number of factors including Air Quality. The air quality impacts for major developments are reviewed for air quality and if grant will include mitigation. Air quality in Gaywood Clock area has been falling for a number of years.

Measure 3.3 will develop a car parking strategy for King's Lynn to include viability of schemes such as park & ride.

Considered in long list of measure, not taken forward as not required due to general downward trend of NO2 levels in both AQMA

Comment noted but not taken forward as required due to general downward trend of NO2 levels in both AQMA. Cost of building a fully operational tram system would be expensive when compared to an improving air quality situation.

Agreed in principle.

Measures 1.1 to 1.6 support modal shift from cars to more sustainable transport.

Congestion charge was ruled out in the Long List of measure.

This matter is the focus of the King's Lynn Transport Strategy

Measure 1.1 will promote active travel to schools

Considered in long list of measures but not taken forward due to general downward trend of NO2 levels in both AQMA

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Measures 3.1 & 3.2 will review traffic management around the Southgates and one way system in King's Lynn.

Not agreed, the measures are designed to mitigate traffic related NO2 emission and are proportional with the current levels

One of the main causes of stationary, idling traffic is the sequencing of traffic lights. All too often a queue is stationary at a red light when the opposing green light lane has emptied of traffic. In most of Europe, night-time traffic lights are set at flashing amber for all traffic, and the rule is you give way to traffic from the left (or right in UK). Also, not enough use is made of filter lanes, where you could filter when a flashing yellow arrow permits you to filter subject to the usual "right of way" rules.

All rubbish

Public transport to the villages and towns is poor. If you want to promote better air quality, make it easier to use. Kings Lynn to Cromer via train would take 3.5 hours, where it would only take just over an hour driving. How is this a viable option for public transport

clarification of technical information i.e. sampling locations, type of sampling done and the data from the sampling? did you use portable AQM stations, Nox tubes that are collected monthly and analysed. How have the within limit samples been gathered A study of late night bus services and provision of into town evening busses to enable a boost to night time economy, and residents in outlying areas not to be reliant on taxis and cars, or stay at home because there is no public transport

Ban bonfires and wood burners for households with gas and oil central heating. My wife and I walk a lot you can smell and taste the fumes from wood burners we try to keep fit with regular walking but the air Quality is putting us off so we use the car more which is adding to the pollution . As you cannot control what is burnt on a wood burner I can not see how you are going to enforce what is burnt in them.

Look at heating/solar projects

Park & Ride for King's Lynn with access via Saddlebow Roundabout.

I think all planning applications submitted to the council which have fires/burners proposed should be objected to by the Environmental Health team/s. This will help to prevent further increases in emissions in all areas of West Norfolk

Students from Reffley and the new Knights Hill development need to have a safe route of getting to King's Lynn Academy KLA. There is the option of having a cycle-path and footpath all along Gaywood River. This would also link up then south of Lynnsport to the existing network. It is not safe at the moment for people to cycle on the Wootton Road. The report states Park and Ride not being considered. This should be an option put to people. Bus based park and ride needs to be added. Improved bus shelters. Electric Buses.

I strongly agree with all of the aspirations but there needs to be concrete actions, targets or timescales, for an effective action plan. Seven of the ten measures are ongoing and they lack clarity. Term used such as review, improve, promote, consider do not explain exactly what is planned. There needs to be measurable targets that say by when and how success will be recognised or measured. The roll out of low NOx buses', for example 'needs how many and by when. 'Help to deliver' is too vague. There needs to be more moni

I strongly agree with all of the aspirations but there needs to be concrete actions, targets or timescales, for an effective action plan. Investment should be made in improving and providing new and additional cycle and walk routes and these should be included in any planning applications, especially near schools. A park and ride scheme should be considered to help people who work in the town centre and should include the hospital. Both these schemes would reduce pollution and save money to residents for parking.

As s Kings Lynn resident I see the above list as including all the actions likely to be effective in reducing air pollution. If BCKLWN proceeds with these actions, I hope these do go ahead, then there has to be strong commitment from from Cllrs, officers and staff together with Council partners. I welcome actions to improve air quality but actions need to proceed with a joined up plan with the Council, its partners, residents, businesses, those who work in or visit BCKLWN area.

In addition to the above, I feel the Council could start a public campaign to make the public aware of how air pollution is impacting the health of our children and the environment. It would also be some of the ways to cut emissions in line with the net zero targets imposed by central government

A review of current base levels would be useful, particularly as the proposed incinerator in Wisbech is likely to have a major impact on air quality in King's Lynn.

I have not ticked any of these boxes because they do not contain concrete actions. Reviewing, improving, developing, helping, promoting, supporting, working with: these are activities. It is impossible to say whether these might be effective in reducing air pollution. For example: 'promote behaviour change': the effectiveness of this activity depends entirely on how the Council plans to do it. Reviewing measures, changes (3.1, 3.4) might be effective if the review resulted in any action.

These all appear to be sensible actions thought it is difficult to answer 1.2, 1.4, 3.3 without having more details, for instance location and nature of travel hubs. However, establishing a base-line for air quality is essential followed by frequent and thorough monitoring of progress (including of public health gain) throughout the Borough with definite and ambitious goals in mind. In addition, there should be regular reports (at least annually) to Council, the public and interested parties such as schools on progress.

Work regarding this issue will be considered further as part of the Gyratory and Southgates projects.

Work has already been carried out to optimise the traffic light system in King's Lynn.

Noted, not agreed.

Noted but outside the scope of the AQAP.

This information is readily available on our website e.g. monitoring location, types of monitors.

These types of emissions will be reviewed as part of the Borough wide Particulate Matter project

Noted but not directly related to traffic related emissions.

BCKLWN part of the Norfolk Solar Together project to promote PV solar provision

The Car Parking Strategy will review this area

Noted but not directly related to traffic related emissions. Env Quality already review planning applications and make recommendations on mitigation measures.

Measure 1.5 will implement the LCWIP.

Concerns regarding park and ride will form part of the parking strategy for King's Lynn (Measure 3.3).

Noted - to deliver on the measures as agreed

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Noted

Agreed and taken forward in Measure 5.1 & 5.2

Previous air quality monitoring data is freely available from Council's air quality webpages. Proposed Medworth EfW plant is outside this scope of the AQAP but is being dealt with as a separate issue.

Noted - to deliver on the measures as agreed

Previous air quality monitoring data is freely available from Council's air quality webpages

Complete the LCWIP primary corridor projects much sooner than 2030, so that the second round can start. Consider more smaller active travel hubs at bus stops in Downham Market and key villages with frequent bus services. Abandon the white elephant South Lynn "hub" (primarily a car park) that does not meet NCC's definition of a travel hub and transfer its funding to the LCWIP.

Noted - to deliver on the measures as agreed