

# Environment, Development and Transport Committee

Date: **Friday, 06 July 2018**

Time: **10:00**

Venue: **Edwards Room, County Hall,  
Martineau Lane, Norwich, Norfolk, NR1 2DH**

**Persons attending the meeting are requested to turn off mobile phones.**

## **Membership**

Mr M Wilby (Chairman)

Mr M Castle

Mr S Clancy (Vice-Chairman)

Mr P Duigan

Mr T East

Mr S Eyre

Mr C Foulger

Mr A Grant

Mr T Jermy

Ms J Oliver

Mr T Smith

Mrs C Walker

Mr T White

**For further details and general enquiries about this Agenda  
please contact the Committee Officer:**

Hollie Adams on 01603 223029  
or email [committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)

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# A g e n d a

**1. To receive apologies and details of any substitute members attending**

**2. Minutes**

**Page 5**

To confirm the minutes of the 18 May 2018

**3. Declarations of Interest**

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

If that is the case then you must declare such an interest but can speak and vote on the matter.

**4. Any items of business the Chairman decides should be considered as a matter of urgency**

**5. Public QuestionTime**

Fifteen minutes for questions from members of the public of which due notice has been given.

Please note that all questions must be received by the Committee Team ([committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)) by **5pm Tuesday 3 July 2018**. For guidance on submitting public question, please visit [www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee](http://www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-meetings-decisions-and-elections/committees-agendas-and-recent-decisions/ask-a-question-to-a-committee)

Or, view the Constitution at [www.norfolk.gov.uk](http://www.norfolk.gov.uk).

**6. Local Member Issues/ Member Questions**

Fifteen minutes for local member to raise issues of concern of which due notice has been given.

Please note that all questions must be received by the Committee Team ([committees@norfolk.gov.uk](mailto:committees@norfolk.gov.uk)) by **5pm on Tuesday 3 July 2018**.

**7. Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on.**

**8. Market Town Transport Network Improvement Strategies Page 21**

A report by the Executive Director of Community and Environmental Services

**9. Hardings Way South Traffic Order Page 27**

A report by the Executive Director of Community and Environmental Services

**10. Highway Asset Performance Page 81**

A report by the Executive Director of Community and Environmental Services

**11. Hornsea Project Three offshore Wind Farm and onshore supporting infrastructure – submitted application. Page 95**

A report by the Executive Director of Community and Environmental Services

**12. Tri-LEP area Local Energy Strategy Page 117**

A report by the Executive Director of Community and Environmental Services

**13. Finance monitoring Page 120**

A report by the Executive Director of Community and Environmental Services

**14. Risk management Page 125**

A report by the Executive Director of Community and Environmental Services

**15. Performance management Page 134**

A report by the Executive Director of Community and Environmental

**16. Forward Plan and decisions taken under delegated authority**


A report by the Executive Director of Community and Environmental Services

**Group Meetings**

- Conservative 9:00am Leader's Office, Ground Floor
- Labour 9:00am Labour Group Room, Ground Floor
- Liberal Democrats 9:00am Liberal Democrats Group Room, Ground Floor

**Chris Walton**  
**Head of Democratic Services**  
County Hall  
Martineau Lane  
Norwich  
NR1 2DH

Date Agenda Published: 03 July 2018

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## **Environment, Development and Transport Committee**

**Minutes of the Meeting held on Friday, 18 May 2018 at  
10am in the Edwards Room, County Hall**

**Present:**

Mr M Wilby - Chairman

Mr M Castle

Mr S Clancy (Vice-Chairman)

Mr P Duigan

Mr T East

Mr C Foulger

Mr A Grant

Mr T Jermy

Ms J Oliver

Mr T Smith

Mrs C Walker

Mr A White

**1. Apologies and Substitutions**

1.1 There were no apologies received for the meeting. Mr S Eyre was absent.

**2. Minutes**

2.1 The minutes of the meeting held on 16 March 2018 were agreed as an accurate record and signed by the chairman.

2.2 In reference to the point at paragraph 16.2.2 of the minutes, Mr T East confirmed this meeting would be held on 20 July 2018 at 10am in the Cranworth Room, County Hall.

**3. Members to Declare any Interests**

3.1 No interests were declared.

**4. Urgent Business**

4.1 The Chairman and Committee passed on their congratulations to the Norwich Area Drainage Team for winning the East Anglian Area CIHT project of the year award 2018. The winning £10m project included securing funding through the Department of Transport challenge fund to complete 10 miles of drainage over 3 years to reduce flooding. The scheme and the team were judged on innovation, sustainability and collaboration.

**5. Public Questions**

5.1 One public question was received and the answer circulated; see Appendix A.

5.2 Mrs Leggett asked a supplementary question; she was concerned by the response to her question as she had received a note from a senior officer that White Woman Lane was not suitable for HGVs and not commonly used by them. With additional road

work in the area she felt it was likely that HGV use on this road would increase and she asked Norfolk County Council to reconsider, at least until the East West route was complete. The Chairman asked Mrs Leggett to liaise with the Assistant Director of Highways.

## **6. Member Questions**

- 6.1 Five Member questions and two supplementary questions were received, and the answers circulated; see Appendix A.
- 6.2 Cllr Eagle was pleased with his response and felt this was a positive way forward. The Chairman also noted the improvements made to Scole bypass.
- 6.3 The Deputy Leader asked a supplementary question; for the parishes in her division and anyone who used the A140 to cross East to West, the Hempnall roundabout was hugely welcomed; the Deputy Leader was keen to ensure that nothing would hinder the development and asked for clarification on whether the answer to her substantive question was “yes”. The Chairman confirmed it was and he also wanted to see the work completed as soon as possible.
- 6.4 Cllr Vincent asked a supplementary question: she was seeking more robust support than advisory signs; HGVs did not usually use White Woman Lane and had been using Spixworth Road although advised not to. She said this would continue until the junction had been reengineered, causing a risk. The Chairman asked Cllr Vincent to liaise with the Assistant Director of Highways

## **7. Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies that they sit on.**

- 7.1 Mr Foulger gave an update on:
- The Broadland Northway (previously Norwich Distributor Road, NDR) Member Working Group:**
- progress on the pilot phase had been delayed however it was now open
  - feedback had highlighted improved journey times and there had been positive coverage in the EDP (Eastern Daily Press)
  - some small work remained to be completed by mid-June 2018
  - the team were looking into concerns raised about roundabout operations; all roundabouts were designed to current standards
  - there was pressure on the construction budget and issues were being resolved with the contractor at this stage; the team did not envisage exceeding the £205m budget
- The Third River Crossing Member Working Group:**
- 4 bidders were engaged in the procurement process
  - the Group had attended a visit of the site, surrounding ports and bridges
  - the programme was on track for the completion date of January 2023
  - a meeting by the project team held with local people and businesses highlighted a need to meet with Saffron Housing; the statutory process would be held in summer 2018
- 7.2 Mr Clancy updated members on the Norwich Western Link Member Working Group, which is shown at Appendix B.

## 8. Appointments to internal and external bodies

- 8.1 The Committee reviewed the appointments to internal and external bodies and Champions positions set out in Appendix A of the report.
- 8.2 In addition to the appointments outlined in Appendix A of the report:
- The Chairman proposed:
    - Mr T White for the Norfolk Flood Water Strategic Forum
    - Mr S Clancy for the Norfolk Strategic Planning Forum
    - Mr A Jamieson at the Cycling and Walking Champion
  - Mrs C Walker requested to come off the Regional Flood and Coastal Committee as substitute representative; Mr T Jermy was proposed for the position.
- 8.3.1 The Committee **AGREED** the appointments outlined in Appendix A of the report and **AGREED** the proposals outlined in paragraph 8.2 above.
- 8.3.2 Please see Appendix C of the minutes for detail of appointments made to internal and external bodies and Champions positions.

## 9. A140 Long Stratton: Hempnall Crossroads Junction Improvement

- 9.1.1 The Committee received the report outlining proposals for a roundabout to replace the existing crossroads, locally known as 'Hempnall Crossroads' at the junction of the A140 / B1527 Hempnall Road / C497 Bungay Road.
- 9.1.2 The Project Engineer (Major Projects) updated Members that Officers were engaged in discussions with Tarmac to start the project in Autumn 2019 or earlier if possible.
- 9.1.3 In response to concerns about proposed lighting at the roundabout, the Project Engineer (Major Projects) clarified that there was already street lighting at this location and removing this could increase the accident risk at what was already a high accident site. One objective of the scheme was to reduce accident risk at the site.
- 9.2.1 It was pointed out that there had been few responses from local businesses. The Assistant Director of Highways **agreed** to look at what further could be done outside of the statutory consultation process.
- 9.2.2 A breakdown of the costs was requested. The Project Engineer (Major Projects) **agreed** to provide this, noting that the original estimate was put together at an early stage of the project.
- 9.2.3 The Project Engineer (Major Projects) reported that this scheme is located to the north of the proposed Long Stratton bypass scheme which was out for consultation.
- 9.3 The Committee **CONSIDERED** the consultation responses and **APPROVED** the submission of a planning application for the Hempnall Crossroads Junction Improvement scheme.

## 10. New Anglia integrated transport strategy

- 10.1 The Committee received the report with detail on the Integrated Transport Strategy for Norfolk and Suffolk which was programmed to be adopted by the New Anglia LEP Board in May 2018.

- 10.2.1 Concern was raised about the lack of discussion in the strategy about rail links to the Midlands and North.
- 10.2.2 In response to a question about the amount of funding in the Growth Deal programme for transport projects in the County, the interim Team Leader for Transport confirmed there was £34m allocated but possible future opportunities would arise to make the case for additional money.
- 10.3.1 Members raised a number of points for feedback to New Anglia Local Enterprise Partnership (LEP) about the strategy document:
- It was felt that public transport initiatives should be emphasised
  - The Vice Chairman thought it was “unbelievable” that the Broadland Northway (previously Norwich Distributor Road, NDR) was missing from the strategic document and should be included. The Executive Director of Community and Environmental Services pointed out that the LEP had contributed £10m to the Broadland Northway project.
  - The amount of jargon and acronyms in the document was noted as making the document difficult for the public to understand
- 10.4 The Committee **NOTED** the Integrated Transport Strategy for Norfolk and Suffolk, while **HIGHLIGHTING** the omission of the Broadland Northway (previously Norwich Distributor Road, NDR) project in the strategic document and the above points raised.

## 11. Rail Update

- 11.1 The Committee received the report discussing direct rail services between Norwich and Liverpool, links to the Midlands and north west and connections to onward services.
- 11.2.1 The Chairman **PROPOSED** that all Members signed the letter to Government at Appendix A of the report, followed by a photo at the end of the meeting. The Committee **AGREED** this proposal. The letter was circulated and all Committee Members present signed it.
- 11.2.2 A media campaign including a press release would follow. The interim Team Leader for Transport would speak to the Communications team to see if there were any further opportunities for publicity.
- 11.3.1 The benefits of the Liverpool line and retaining this were discussed, and the long distances travelled by passengers to reach stations in some parts of Norfolk.
- 11.3.2 It was suggested that the homepage of the Norfolk County Council website be updated to have a standing item highlighting the importance of public views. The Executive Director of Community and Environmental Services replied that the communications team would review information on the home page.
- 11.4 The Committee **AGREED** the text of the letter, set out in Appendix A, to be sent on behalf of the committee to Chris Grayling MP, Secretary of State for Transport.

## 12. Minerals and Waste Local Plan Consultation

- 12.1.1 The Committee considered the report giving information on the proposed Initial Consultation stage in the preparation of the Minerals and Waste Local Plan Review, including the proposed planning policies for minerals and waste management development and the proposed mineral extraction sites.



- 12.1.2 The Planning Services manager outlined key changes between the current adopted Plan and the draft consultation; it was proposed to no longer identify waste management sites as this had been ineffective, in Norfolk and also in other areas, but instead to move to a criteria based approach. A continuation of the current policy approach to allocate sites for mineral extraction was proposed. It was proposed to plan for 1.98m tonnes per annum of sand and gravel extraction instead of the previous sub-national apportionment of 2.57m tonnes per annum. Having assessed existing sites in the plan not yet brought forward and those additional sites recommended by landowners, the Initial Consultation identified that 25 sites for sand and gravel extraction were considered suitable, containing a total estimated mineral resource of approximately 26.17m tonnes.
- 12.2.1 It was queried, with proposed high levels of growth in Norfolk, rising requirements for minerals and high costs, whether the 1.98m tonnes per annum extraction figure was enough. The Planning Services manager clarified that this was calculated using a 20 year average and was above the amount being produced currently, allowing a contingency. Officers would consult with the Mineral Products Association which may affect the final figures. There were 2 other level options in the consultation above and below 1.98m.
- 12.2.2 There was no firm date for consultation however it was likely to be in June or July 2018 for 6 weeks, with a further consultation at the end of 2018. The Local Member asked if land at Fritton Woods had been proposed for mineral extraction; the Planning Services Manager confirmed that it had, and that an assessment of this site was included in the Initial Consultation document
- 12.3 The Committee **RESOLVED** to:
1. **AGREE** that the revised Minerals and Waste Development Scheme shall have effect from 1 June 2018.
  2. **AGREE** to the publication of the Initial Consultation document, the Initial Sustainability Appraisal Report and the draft Habitats Regulations 69 Assessment for a six week consultation period;
  3. **DELEGATE** to the Executive Director of CES the power to make minor corrections and non-material changes that are identified prior to the issue of the consultation documents.

### **13. The Environment Agency's Rationalising the Main River Network (RMRN) Pilot Project**

- 13.1.1 The Committee received the report outlining the Environment Agency's proposals to transfer management of flood risk for several stretches of Main River within Norfolk.
- 13.1.2 The RMRN Pilot Lead, Environment Agency, discussed that the main river map was developed in the 1930s and the project would rationalise the map to identify what should be a Main River and what should be an Ordinary Watercourse.
- 13.2.1 Members voiced their concerns about the document and the recommendations.
- 13.3 The Vice Chairman in the chair.
- 13.4.1 It was felt that some rivers had not been well maintained and queried what survey work had been carried out. The RMRN Pilot Lead, Environment Agency, replied that work had been conducted to date under maintenance programmes, but in future, money may not be available to continue this maintenance, so willing risk

management authorities were being approached to take on these watercourses.

#### 13.5 The Chairman in the Chair

13.6.1 It was queried whether responsibility for flood risk would move to the Internal Drainage Board if the River Tud was de-mained, and whether local responsibility for dredging would be devolved. Concern was raised about funding for this.

13.6.2 The Vice Chairman was concerned that the costs of the Environment Agency were being passed on to other authorities, District Councils and the County Council. He **suggested** the Committee should write to the Environment Agency about better meeting their obligations for flood management of water courses in Norfolk, and **PROPOSED** recommendation option 3.

13.6.3 Concerns were discussed about routine maintenance costs and unforeseen costs being passed down the line, and contingencies for dealing with problems.

13.6.4 A Member suggested postponing the decision of the Committee until hearing from all District Councils.

13.6.5 The RMRN Pilot Lead, Environment Agency, thanked Members for their comments and **agreed** to feed them back.

13.6.6 It was **suggested** that details of the Environment Agency team members responsible for each area were included in the report.

13.7 Mr White seconded the Vice Chairman's proposal to take option 3.

13.8 With 11 votes for and 1 against, the Committee **RESOLVED** to choose option 3:

- The Committee **DO NOT AGREE** with the de-maining proposals, irrespective of the outcome of the formal consultation or the confirmation by the relevant District Councils.

#### 14. Norwich depot hub – next steps

14.1 The Committee received the report giving an update on progress towards delivering the Norwich depot hub scheme.

14.2 The Committee **RESOLVED** to:

1. **AGREE** that the depot hub scheme is not taken forward at this time but that work continues on securing a suitable replacement site for a recycling centre
2. **AGREE** that the member task and finish group established to oversee the depot hub project will now focus on overseeing the process to secure a suitable site for the delivery of the replacement recycling centre.

#### 15. Finance Monitoring

15.1 The Committee considered the report providing information on the outturn position for services reporting to the Committee for 2017-18.

15.2.1 It was queried whether the management of vacancies underspend affected posts that were critical for service delivery and if it would continue. The Executive Director of Community and Environmental Services assured Members that during consultations with Assistant Directors and heads of service, essential posts were identified for

recruitment. He also highlighted that, given the County Council's overall budget shortfall, there was likely to be a need to continue to reduce staff numbers in the Department, to deliver savings.

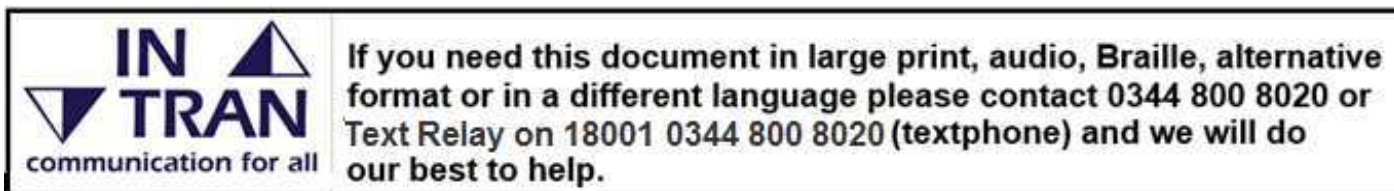
- 15.2.2 The Executive Director of Community and Environmental Services clarified that the Community and Environmental Services department had a relatively low turnover rate in many areas and that there was no significant use of consultants to fill one off roles.
- 15.2.3 The overspend for winter maintenance was queried as lower than expected in light of recent heavy snowfall; the Finance Business Partner for Community and Environmental Services clarified that the figures in the table on paragraph 2.4 of the report showed additional costs after use of the winter maintenance reserve.
- 15.3 The Committee **RESOLVED** to **AGREE**:
- a) The out-turn position for the Environment, Development and Transport Committee revenue budget
  - b) The Capital programme for this Committee.
  - c) The actual use of the reserves and the balance of carried forward at the end of March 2018.
- 15.4.1 A Member queried a petition which had been raised against the DIY waste charges at recycling centres. The Chairman confirmed that all petitions would be processed through the proper procedure. The Executive Director of Community and Environmental Services confirmed that any overspends relating to waste would be reported to Committee as part of budget monitoring; correspondence between Norman Lamb MP and the Managing Director had taken place regarding his concerns about the charges.
- 15.4.2 Mr Grant shared that the "illegal charge" referred to a charge to enter recycling centres. It was legal to charge for DIY waste, which is what the County Council were doing, however, not legal to charge people to enter recycling centres owned by the Council.

## 16. Forward Plan and decisions taken under delegated authority

- 16.1 The Committee:
- **REVIEWED** the forward plan and requested the following additions:
    - A report on the potential to turn off traffic lights at night on roads where there was little or no traffic; the Executive Director of Community and Environmental Services replied that the Chairman and Officers would look into this to find out if there was potential for debate at Committee
    - Review the cost of processing a Traffic Regulation Order (TRO)
    - Mr Jermy requested an update on the data on fly tipping
  - Noted the delegated decisions taken by Officers

The meeting closed at 11:41

**Mr M Wilby, Chairman,  
Environment, Development and Transport Committee**



## **MEMBER/PUBLIC QUESTIONS TO ENVIRONMENT, TRANSPORT AND DEVELOPMENT COMMITTEE: Friday 18 May 2018**

### **5. PUBLIC QUESTIONS**

#### **5.1 Question from Judy Leggett**

Regarding recent changes to Chartwell Road / Spixworth Road junction. Old Catton

Restricting HGVs using this route to/ from the north with no reasonable access to the NDR means diverting traffic to less appropriate roads eg using roads where larger vehicles cannot pass each other, making right hand turns across Chartwell Road, increasing traffic on a road pass a school with 300 plus pupils.

What steps is NCC taking to ensure the safety of residents, including school children walking to and from school and other road users?

#### **Response by Chairman of EDT Committee**

HGVs are able to access Spixworth Road from the north via the NDR and White Woman Lane, which represents the Local Access Route in this area. This arrangement of providing appropriate routing for this type of vehicle in this area is firmly established and has not been changed by recent works on the Chartwell Road / Spixworth Road junction. White Woman Lane is a traffic calmed route with a 20mph limit in the vicinity of the school.

### **6. MEMBER QUESTIONS**

#### **6.1 Question from Cllr Fabian Eagle**

I have been informed by an expert in road surfacing that many of the current problems with road deterioration is due to hot rolled asphalt being replaced by SMA in 1994 although this type reduces road spray and noise it only has a lifespan of 10 years compared to Hot rolled 20 - 30 years. If NCC are using SMA can we go back to Hot Rolled .

#### **Response by Chairman of EDT Committee**

The Highways teams consider a wide range of options when considering what materials to use for road resurfacing schemes. This not only involves taking account of national best practice and industry developments, but also advice from the nationally respected NCC Highways Laboratory. Tarmac also advise, given their industry expertise. Schemes typically use either SMA or hot rolled asphalt (HRA) depending on the situation and taking account of many factors including buildability and whole life costing.

SMA treatments have only been used in Norfolk for the past 12 years, and these sites are performing well. The main national issue has been with Thin Surface Course Systems (TSCS). These systems have a poor life span and are primarily used by Highways England on their network. Norfolk County Council have not used TSCS for over 10 years now, as they have high void contents, low binder contents and are prone to failure by stripping. In comparison, SMA's are a durable product with low void contents and binder contents in the range similar to that of HRA's.

Scole bypass has had its SMA surface for approximately 10 years now and we have some sites in Gt Yarmouth which are approximately 12 years old. HRA is not without its problems, which include the need for more road closures to lay chippings into its surface, and the product is also prone to rutting and can suffer from chip loss in the winter time. Therefore, we try to avoid using HRA surfacing in winter as it goes cold too quick to get the chips to adhere to the asphalt.

Going forward, both materials will continue to be considered on a case by case basis, taking account of all factors including initial cost, disruption, buildability and whole life cost.

## **6.2 Question from Cllr Alison Thomas**

Given that the Long Stratton applications may take some time to be determined. Can the Chairman confirm that any delay in that process will not hinder finalising an agreement on the Developer funding contribution to meet the shortfall in NPIF finance quoted in 3.1 of the papers?

### **Response by Chairman of EDT Committee**

A number of funding options are being pursued to secure the local contribution that are not reliant on the determination of the Long Stratton planning applications to ensure that the delivery of this important improvement is not delayed. We are working closely with the New Anglia LEP to secure growth deal funding and have in principle agreement to use Pooled Community Infrastructure Levy should any shortfall remain.

A developer contribution will be negotiated through the planning application process towards the package of transport measures including a Long Stratton bypass required to support the growth.

## **6.3 Question from Cllr Chris Jones**

In October 2017 officers told the EDT Committee that "there is no evidence that Winter road gritting has any effect on accident rates or safety" when debating proposed cuts to gritting services. In the light of this Winter's events, in particular the Council's own public statement following the night of 25th - 26th January, when it acknowledged that gritting would have prevented some of the high number of accidents that night. Do officers now

wish to reconsider this earlier statement and comment on the link between gritting and its contribution to road / pedestrian safety?

**Response by Chairman of EDT Committee**

Firstly, I do not recognise this quote. Secondly, any reductions in service are not considered lightly but have to be seen in context of the financial pressure on all public services. Although suggested as a potential option, the proposed reduction in gritting services was not taken forward by Committee.

If Members have particular individual winter gritting related queries or concerns, Officers are happy to talk these through in detail.

**6.4 Supplementary Question from Cllr Chris Jones**

Will Norfolk County Council be reviewing the introduction of the Local Highway Improvement Budget? And in particular, look at the concerns of Norwich members who in many cases received contradictory information which resulted in money left unspent to the detriment of local communities.

**Response by Chairman of EDT Committee**

Last year saw the introduction of the very successful Local Highway Improvement budget. Being the first year of this initiative, it was a learning curve for both Officers and Members alike. A number of briefing notes were distributed throughout the year to ensure all were aware of what the funds could be spent on and the timescales involved in developing and implementing schemes.

Due to its success and popularity, the scheme will be repeated this year and Officers will proactively promote the scheme through briefing notes to again raise awareness of the opportunity for communities and remind all about the timescales.

**6.5 Question from Cllr Terry Jermy**

Can the Chairman of EDT Committee confirm the total income for the month of April 2018 for the new charges introduced at Household Waste Recycling Centres from 1st April 2018?

**Response by Chairman of EDT Committee**

The amount will be confirmed when the accounts for the period are complete, which is expected to be by the end of May.

**6.6 Supplementary Question from Cllr Terry Jermy**

Can the Chairman of EDT Committee confirm the total number of fly-tipping incidents reported in Norfolk in April 2018 compared to the same

month in 2017? If this data is not available, can the Chairman confirm when members will be informed of this?

**Response by Chairman of EDT Committee**

The national local authority reporting system requires quarterly submission, although data can be entered on a monthly basis.

The deadline for data submissions by district councils for the first quarter is 25 July and after the data is externally validated, which is due on 5 September, this data with the comparative data for the previous year will be provided together.

**6.7 Question from Cllr Karen Vincent**

Why are issues with the Spixworth/Chartwell Road junction not being corrected?

It is not fit for purpose and dangerous. Since altering it to provide a cycle crossing it is impossible for HGVs to turn the corner without significantly overrunning the kerb and narrowly missing the pedestrian crossing.

For months I have urged for action to be taken before someone gets hurt. I am now told it was always planned to tighten the junction, which would make it less suitable for HGVs. However, this not consulted upon and restrictions were not included in the scheme.

Introducing advisory signage to redirect HGVs will not solve the problem; these are purely advisory.

**Response by Chairman of EDT Committee**

The newly implemented junction was designed to deter regular use by HGVs as White Women Lane is the designated local access route. A post construction safety audit (Stage 3) has been carried out on the completed scheme and this has concluded that the junction is safe. A degree of over-running of the kerb due to the tightened layout is noted but is not considered a safety concern.

We are engaging with the local supermarket, Morrisons, who operate HGVs for their deliveries, in terms of deterring their continued use of this junction and advising them of the suitable access routes in the area.

We will be installing 'Unsuitable for long vehicles' advisory signage on the approaches to the junction on Chartwell Road in advance of Spixworth Road, on Spixworth Road in the vicinity of the White Women Lane junction and one on the N. Walsham road in advance of George Hill.

We will continue to monitor the situation.

## **Norwich Western Link Project - Update for EDT Committee from Working Group(for 18 May 2018)**

Further to previous meetings of the Norwich Western Link (NWL) project Member Working Group and following the last report provided at the 20 October EDT Committee meeting, the most recent meeting of the Group was held on 16 May 2018 to provide a progress update. The following provides a brief summary of the meeting:

1. The Group received a further update on the progress for the NWL project. WSP provided details of the options assessment work being undertaken during 2018, using the Department for Transport's sifting tool. The team confirmed the project is currently on programme and it is therefore hoped that a report on options, taking account of the current consultation, will be provided to Committee in October as planned.
2. The Group received further details from the delivery team on the consultation for the project, which started on 8 May. The first exhibition event at Ringland was reasonably well attended and the number of responses using the online consultation site (CommonPlace) has been very encouraging so far. It is important to get as many people to engage with the consultation as possible and the team will continue to work on this during the consultation period, which closes on 3 July.

Meetings have been held with the N&N Hospital and Norwich Research Park and support for the project established with them. Consultation events are due to be held at both venues to engage with staff and visitors. Meetings have also been arranged to discuss the project with local environmental groups.

3. Highways England's (HE) latest progress for the A47 proposals from North Tuddenham to Easton was discussed. The project team set out that little progress has been made recently and they are waiting for a meeting with a new HE project manager (being arranged). There is concern that this project is not moving forwards and the NCC team agreed to write to HE to seek confirmation that the programme for construction of the Easton to Tuddenham project remains the same and that the funding is still secure. The Member Group Chair wants to be kept informed of progress and wants to see the letter to HE before it is sent.
4. The Local Plan Review process was briefly discussed.
5. The latest local group meeting (with parish council representatives) was held on 17 April and the details from this were discussed with the Member Group. That meeting was provided with an update on the planned consultations during May to July 2018. It also provided an overview of the transport modelling and wider data that can be used to assess journeys. The local group was also updated on planned traffic surveys during May at the western end of the NDR and at locations between the A1067 and A47 - details also to be provided to the Member Group. The next meeting of the local group is planned for early June where they will see indicative link analysis details from the model as it is developed and discuss the ongoing consultation.

For more details, please contact David Allfrey (Infrastructure Delivery Manager).  
Tel 01603 223292



## Environment, Development and Transport Committee Boards/Panels and Outside Bodies

### 2018/19 appointments shown

1. Norfolk Local Access Forum – 2

The Norfolk Local Access Forum (LAF) represents a variety of countryside interests with regards to improving public access across the county. It provides independent strategic advice to a range of organisations who have a duty to consult the Local Access Forum where there are implications or proposals around public access.

1 Labour - Julie Brociek-Coulton  
1 Conservative – Fabian Eagle

Cycling and Walking Champion is an Ex-Officio Member (see appointment of Member Champions later in this report).

2. Norfolk Waste Partnership Strategic Management Board (2)

Chairman and Vice Chairman of the Committee

3. Norwich Western Link Member Group

Tim East (LD)  
Bill Borrett (Con)  
Stuart Clancy (Chair) (Con)  
Shelagh Gurney (Con)  
Margaret Dewsbury (Con)  
Greg Peck (Con)  
Chris Jones (Lab)

### Part B

#### Environment, Development and Transport Committee Outside Bodies

1. Wash and North Norfolk Coast European Marine Site Management Scheme (2)

David Collis  
Brian Long  
Sub – Tony White

The scheme coordinates management by the relevant authorities of the Wash and North Norfolk Coast European Marine Site. The Management Group, which

includes representatives from several 'relevant authorities' including the County Council, produces and manages a Management Plan, a statutory requirement.

2. Norfolk Coast Partnership (2 plus 2 substitutes)

Marie Strong  
Andrew Jamieson (Simon Eyre sub)

The role of the Partnership Forum is to bring together the perspectives of many organisations through a representative system, to develop policy for the Partnership and to develop, review and implement the AONB Management Plan, the production of which is a statutory requirement.

3. King's Lynn Conservancy Board (1)

David Collis – **3 year period of office to 16th February 2020.**

The Statutory port, harbour and pilotage authority for Kings Lynn.

4. Marriott's Warehouse Trust (Green Quay) (1)

David Collis

The Green Quay is an Independent Registered Charity and its partners are Natural England, RSPB, Wash Estuary Strategy Group, Norfolk County Council and Borough Council of King's Lynn and West Norfolk. The key objectives of the Green Quay are to inform and educate both schools and general public about the Wash, Fens.

5. Environment Agency

(a) Anglian (Eastern) Regional Flood and Coastal Committee (2)

Mick Castle (sub Terry Jermy)  
Judy Oliver (sub Brian Iles)

The RFCC is a committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience.

(b) Anglian (Central) Regional Flood & Coastal Committee (1)

Brian Long (sub Tony White)

6. Broads Authority (2)

Haydn Thirtle  
John Timewell

7. Norfolk Windmills Trust (3)

Philip Duigan  
Martin Wilby  
Tony White

8. Caistor Roman Town Joint Advisory Board (1)

Vic Thompson

Management and Development of Caistor Roman Town.

9. A47 Alliance (5)

Chairman of EDT Committee  
Mick Castle  
Tim East  
William Richmond  
Mark Kiddle Morris

The A47 Alliance brings together local authorities, MPs, Local Enterprise Partnerships, businesses and other stakeholders to secure improvements to the A47. The Alliance is led by Norfolk County Council but covers the A47 from Great Yarmouth to the A1 just west of Peterborough.

10. Norfolk Flood and Water Strategic Forum (1)

Tony White

11. Norfolk Strategic Planning Member Forum (1)

Stuart Clancy

12. Ouse Washes Strategy Group (1)

Brian Long

The role of the group is to ensure that all partners who operate on or depend on the Ouse Washes work collaboratively to meet the current and future challenges facing the Ouse Washes and surrounding communities.

13. Greater Norwich Development Partnership Board (3)

Martin Wilby  
Stuart Clancy  
Tim East

14. Great Yarmouth Transport and Infrastructure Steering Group (3)

Graham Plant

Mick Castle  
Brian Iles

15. Greater Norwich Growth Board

Cliff Jordan

16. Local Transport Body (Chair)

Chair of EDT Committee

17. Local Transport Board (2)

Martin Wilby and Stuart Clancy

18. East West Rail Board (1)

Tony White

19. Community Rail Norfolk Board (1)

Thomas Smith

**Member Champions**

Cycling and Walking – Andrew Jamieson  
Historic Environment – Brian Watkins

# Environment, Development and Transport committee

Item No.

<b>Report title:</b>	<b>Market Town Transport Network Improvement Strategies</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe - Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> This proposal will support the county council's vision for Norfolk. We will aim to put in the necessary infrastructure first to ensure that we build new communities where growth is being planned. The work will facilitate Norfolk's market towns' and larger villages' sustainable development through addressing the transport pressures of planned housing and employment growth by improving access to public transport and reducing congestion.  This proposal will support the Good Infrastructure objective in that it will facilitate Norfolk's market towns and larger villages' sustainable development through addressing the transport pressures of planned housing and employment growth by improving access to public transport and reducing congestion.	

## Executive summary

<p>In September 2017, Members agreed to a programme of studies looking at the transport impacts of growth in market towns. This report provides an update on the initial programme of strategies. This report also asks Members to agree a programme for 2018/19.</p> <p>The scope of the current strategies, as agreed by Members, broadly covers:</p> <ol style="list-style-type: none"><li>1. Understand current transport problems and issues</li><li>2. Understand the future situation (growth proposals and their impacts on transport)</li><li>3. Develop implementation plan.</li></ol> <p>We are currently at stage two or three with all of the current work. It is proposed to bring a final version of the reports for Members to agree in November.</p> <p>A review of the evidence suggests five priorities for market town strategies for the 2018/19 programme, of which Members are asked to agree (in alphabetical order):</p> <ul style="list-style-type: none"><li>• Aylsham</li><li>• Downham Market</li><li>• Fakenham</li><li>• Wroxham/ Hoveton</li><li>• Wymondham.</li></ul> <p><b>Recommendations:</b></p> <p>Members are asked to:</p> <ol style="list-style-type: none"><li>1. <b>Note the progress that has been made for the current market town Network Improvement Strategies in Dereham, Swaffham, North Walsham, Thetford and Diss.</b></li><li>2. <b>Agree a programme of market town Network Improvement Strategies looking at the transport impacts of growth in market towns and large villages in</b></li></ol>
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## 1. Proposal

1.1. Members agreed to undertake a programme of market town transport strategies. This report updates Members on the current year's programme and proposes towns for the second year's programme 2018/19.

### 1.2. Suggested priorities for strategies

The priorities outlined below are suggested on an analysis of the growth and transport issues; together with some understanding about what – if any – locally led work is ongoing or being planned. Looking at the issues across the market towns, with growth being the prime consideration, the following market towns are suggested for the 2018/19 programme (in alphabetical order):

- Aylsham
- Downham Market
- Fakenham
- Wroxham/ Hoveton
- Wymondham.

## 2. Market Town Network Improvement Strategies 2017/18 update

2.1. This section deals with progress on the agreed programme of market town Network Improvement Strategies agreed in 2017/18.

2.2. Work on the studies to date has suggested a number of common interests across the towns leading to the identification of technical work to investigate issues including congestion, through traffic, cycling, and the impact on the transport network of future growth.

2.3. The focus of the work has been informed by an examination of the issues through stakeholder engagement. Officers met with a number of external stakeholders in each town including district, town and parish councils, sustrans, police, bus operators, business forums and Highways England. The transport issues raised, along with findings from other completed studies and reports, were considered to see where there were gaps in information around certain known issues. The proposed scope of the studies and the technical work was circulated to stakeholders for comment before the work commenced. In most cases, we are continuing to work with the stakeholders as we address the issues. It is proposed that a final draft of the studies be circulated to stakeholders for further comments before being reported to members for adoption in the autumn.

2.4. It is proposed that final draft versions of all strategies be brought back to EDT for adoption, with the first tranche in September 2018 and the remainder in November.

2.5. A summary of the work is set out below for each town.

### 2.6. Dereham

The main topics arising to date, identified through workshops and reviews of ongoing studies or current live issues, include: the possibility of longer-term growth within the town and its implications on the transport network; congestion; and cycle networks. A Neighbourhood Plan is being prepared which is considering longer-term growth. The Town Council has also completed study work including traffic surveys, which is being used to inform our study. The main area of congestion is around the A47 junction with Yaxham Road and Tavern

Lane. Highways England has agreed to build a traffic model of this junction to assess the issues and potentially find solutions.

Officers have commissioned technical work with our term consultants WSP. Studies on cycle corridors and parking signage is complete with future scenario testing (of implications of longer-term growth on the transport network) due mid-June. The cycle corridor study has identified improvements along the various corridor options and parking signage has suggested new entry/exit signs to redirect traffic from congested routes. The final Network Improvement Strategy is currently being drafted and due to be shared with the external stakeholder group for comment in July.

## 2.7. **Swaffham**

Priorities have been identified after internal and external stakeholder engagements. The main issues found include town centre congestion, volume of HGV traffic, high concentration level of air pollutants, lack of cycling facilities and illegal parking. One main area of concern is about the amount of through traffic, including HGVs, within the town although we do not have evidence about the relative amount of through traffic compared with traffic going to destinations within the town. There is an air quality management area declared within the town.

We are currently in the process of commissioning work with WSP, and also internally. This is likely to include assessment of the aforementioned issues as well as future growth scenarios. We are currently identifying the best form of surveys that would provide evidence about the volume of through traffic. Once we understand this, we will be able to identify how much of the remaining assessment work we will be able to commission given the available budgets.

## 2.8. **North Walsham**

External engagement utilised a series of meetings organised by the Town Council. Through these and internal discussions the key issues that have been identified relate to low bridges and consequent HGV routing, bus interchange, the town centre (potential for a more pedestrian-friendly environment) and signage.

Work has been commissioned to look at these issues, cycling and future scenarios for growth. One of the main issues is whether there is scope to lower the road under the rail bridge on the Cromer Road, thus increasing headroom for HGVs. We are undertaking a feasibility study to identify whether this might be practicable. If it is, further work will be required to fully establish its practicality, but lowering the road could make a dramatic improvement to the town by allowing HGVs to use the main road network instead of diversion routes through the town centre or residential areas.

## 2.9. **Thetford**

The areas identified within our review and workshops include congestion, connectivity to the main urban extensions in the north of the town, cycling (particularly to facilities on the edge of the town such as Thetford Forest), and a number of detailed traffic issues.

The further technical work is likely to look at congestion and connectivity to the 5,000 new dwellings planned for Thetford, cycling and walking and traffic issues in the south of the town including Nun's Bridges; a narrow route used by a number of large vehicles which sometimes get stuck causing congestion.

## 2.10. **Diss**

Originally EDT had identified Long Stratton in the current year's programme of studies. However, it was subsequently agreed that Diss would replace Long Stratton due to ongoing activity around transport in Long Stratton. Due to this, work has not progressed as far in Diss as in the other towns. Currently officers

are organising an external stakeholder engagement workshop. We have however commissioned surveys to assess the volumes of through traffic in order that these can be completed before the summer when traffic flows are unrepresentative. These have been commissioned jointly with work on the Greater Norwich Local Plan.

### **3. Proposed programme for 2018/19**

3.1. This section deals with the proposed programme for 2018/19. It provides Members with the evidence and rationale for the programme for 2018/19 which is proposed to be (in alphabetical order):

- Aylsham
- Downham Market
- Fakenham
- Wroxham/ Hoveton
- Wymondham.

Members are being asked to agree these towns, which would be rolled out following completion of the current round of studies in the autumn.

3.2. The evidence used to arrive at the proposals set out above comprised: size of settlement; growth plans; known transport issues; and current or planned study work being undertaken within the towns. This is summarised below.

#### **3.3. Size of settlement and growth plans**

This evidence shows the largest market towns to be Thetford, Downham Market, Dereham, Wymondham and North Walsham. These towns also have the largest number of commercial and residential units. Population projections to 2040 would suggest that they will continue to be the largest market towns.

In terms of growth, Downham Market has had the largest number of housing completions since 2001 (1,817), followed by Dereham, Thetford, and Wymondham with 1,428 completions. These towns have had significantly more completions than anywhere else; the next highest being at Attleborough with 830. Significant planned growth is included in local plans at a number of the market towns, with the most at (in order) Thetford, Attleborough, Wymondham, Downham Market, Dereham and Long Stratton.

The populations of the suggested priority market towns are:

- Aylsham: 6,388
- Downham Market: 10,726
- Fakenham: 7,725
- Wroxham/ Hoveton: 3,451
- Wymondham: 15,711.

#### **3.4. Transport issues**

Most, if not all, of the market towns experience transport issues including localised congestion and parking, access to the town from surrounding areas and local safety issues. Chronic congestion is also experienced on a regular, routine basis in many towns. A number of the towns have major A or B class routes running through or near them. The main roads near the suggested priority market towns are:

- Aylsham: A140
- Downham Market: A10
- Fakenham: A148/A1065
- Wroxham/ Hoveton: A1151
- Wymondham: A11

Most of the towns have issues affecting people on foot in their central retail and business areas. Most of these areas remain open to traffic, either for parking



facilities and/or through traffic. Facilities for cyclists are often not available.

### 3.5. **Economy**

The towns have varied economies. The town centre vacancy rate of retail units varies from town to town. The market town studies will need to take this into account and consider how transport might support successful market town economies.

### 3.6. **Local engagement**

District Councils were consulted informally last year through the Norfolk Strategic Planning Group regarding priorities for the studies. The district councils' views largely corroborated the findings of the county council's desktop review about the top priorities for studies.

### 3.7. **Summary**

A table-top examination of the evidence has been completed. It shows that market towns largely face similar issues around traffic, growth and the economy. However, it also suggests – relatively clearly – a number of towns where getting strategies underway in the shorter term would be of most benefit.

## **4. Financial implications**

4.1. Members agreed at March 2017 EDT committee to put £20k to each of the strategies.

4.2. Officers have successfully sought additional match-funding for the current work including from other authorities and organisations and the Pooled Business Rates fund.

4.3. The current round of studies is being delivered within budget.

4.4. Looking to the proposed programme for 2018/19, it is suggested that Members agree to roll the existing programme forward; ie £100k for five studies commencing in the autumn (although see Section 5 for an alternative option that Members might like to consider). Funding for the studies will come from the funding invested in highways as agreed by Members in January 2018 when Members agreed the Highways Capital Programme and Transport Asset Management Plan. Officers would again explore the possibility to secure additional funding from external sources to support the work.

## **5. Issues, risks and innovation**

5.1. The scope of work for each study was agreed by Members in 2017. At that time, it was made clear that each study would not address all points in the scope, but would look to address those of most relevance to each town.

5.2. Whilst in most cases this is working well, it is clear that a number of towns have issues and concerns around existing through traffic and congestion. Additionally, one of the main drivers for the studies is to consider the infrastructure requirements of longer term growth in and around the towns. These aspects require technical study work, usually in the form of traffic surveys and traffic modelling. For the current studies it is apparent that these elements of the work can each consume all of the budget. Given this, and that some other parts of the studies are also concluding that further work is required, the current round of studies will not provide resolution of all issues. On some topics the final studies will provide a narrative of the issues and the way forward, but this will flag up the need for further technical or study work to completely resolve.

Therefore, members are asked to consider whether they wish to consider alternate options (to rolling forward the programme and undertaking a further five studies in 2018/19) of:

- Using some or all of the budget proposed for 2018/19 to take forward some of the issues arising from the current round of studies
- Agreeing to a programme of fewer studies for 2018/19, which would allow

a more comprehensive approach.

If Members are minded to agree to one of these alternate approaches, a further report would be taken to EDT with a proposal for Members to agree.

## **6. Background**

- 6.1. This matter was first discussed at March 2017 EDT Committee where Members agreed to a programme of studies and requested that a report be brought back to note progress and agree priorities. The report can be found on page 96 of the agenda for [March 2017 EDT Committee](#).

### **Officer Contact**

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

**Officer name :** David Cumming

**Tel No. :** 01603 224225

**Email address :** [david.cumming@norfolk.gov.uk](mailto:david.cumming@norfolk.gov.uk)



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# Environment, Development and Transport Committee

Item No 9

<b>Report title:</b>	<b>Hardings Way South, King's Lynn Traffic Regulation Order</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe - Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b>	
<p>As the Highway Authority in Norfolk, it is the County Council's responsibility to manage and administer the highway network. This includes regulating the activities of developers in relation to the highway.</p>	

## Executive summary

On 3 September 2017, KLWNBC were successful in gaining grant of planning permission (Ref. No. 17/01008/F) to construct 3 new access roads and relocation of an existing bus gate at the southern end of Hardings Way. The three new accesses would facilitate development of the land on both the east and west sides of Hardings Way, as well as providing improvements as to how HGV's from a nearby operator could access the highway network.

As part of the Grant of Permission, the Local Planning Authority have stipulated 11 conditions that the developer (KLWNBC) will need to discharge to allow the development to come forward. Condition 11 states 'No works shall commence on the site until the Traffic Regulation Order (TRO) for the amendment to the bus only route has been secured by the Highway Authority'.

Norfolk County Council (NCC), in their capacity as Traffic Authority, are the only body empowered to promote new (or make amendments to existing) TROs relating to roads in Norfolk for which the County Council is the Highway Authority. As such, KLWNBC have requested that NCC promote amendments to the existing TRO to enable the permitted development to function and allow Condition 11 to be discharged.

The TRO, if agreed, would open up a 125m section of Harding's Lynn so that it can be used by all. Currently, it can only be used by buses, cycles and pedestrians (with other limited exemptions).

This report sets out the proposed changes, and the steps that have been taken by the County Council to advertise the proposal to make an amending TRO. It also sets out details of the objections that have been received (along with officer comments), the findings of the equality impact assessment and Stage 2 safety audit.

Irrespective of the origins of the proposal, the County Council's role is to consider the proposal from the perspective of the highway authority and that is the basis on which the Committee need to consider the proposal. In coming to a decision, the Committee are being asked to consider the proposal (as set out in this report), the objections raised during consultation (set

out at Appendix A) and the findings of the equality impact assessment (set out at Appendix B).

The Committee could decide to approve the proposal or refuse the proposal.

The associated planning application will not be able to proceed if the Order is not approved. The County Council, therefore, would need to ensure that refusal is on the basis of sound road traffic regulation reasons.

**Recommendation:**

- 1) Consider the findings of the equality impact assessment, attached at Appendix B to this report, and in doing so, note the Council's duty under the Equality Act 2010 to have due regard to the need to:**
  - **Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;**
  - **Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;**
  - **Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.**
- 2) Consider and agree the mitigating action proposed in the equality impact assessment;**
- 3) To consider the objections raised and the supporting information contained within this report and decide whether or not to approve the Norfolk County Council (King's Lynn, Various Roads) (Bus and Cycle Lane) Amendment Order 2018 ("the Order"). If approved, the order will be made as advertised.**

## **1. Proposal**

- 1.1. KLWNBC applied for, and were granted, a planning permission to provide three new accesses and relocate an existing bus gate to serve land at the southern end of Hardings Way. The permission was granted subject to conditions, including a condition that no works shall commence until a TRO for amendment to the bus only route has been secured by the Highway Authority.
- 1.2. At present, Hardings Way is subject to a TRO which (subject to very limited exemptions) prohibits vehicles except buses and cycles. It follows that the new accesses would be unable to fulfil their intended function of providing vehicular access to land they serve. The proposal is thus to amend the existing TRO so that the southernmost 125 metres of Hardings Way between Wisbech Road and the relocated bus gate is not subject to the current restriction and can be used by all traffic.
- 1.3. A plan (Appendix C) showing Hardings Way and the location of the relevant 125m stretch is attached, this also includes the TRO Plan, a copy of the Statement of Reasons, the TRO schedule and the Site Notice.
- 1.4. Amendments to TROs can only be made by NCC in its capacity as Traffic Authority. However, NCC's role is limited to the considerations relevant to its powers and duties as Traffic Authority.
- 1.5. The existing shared use footway/cycleway Order for the facility on the west side of Hardings Way will be largely unaffected by these proposed amendments. The exception is that traffic turning in to the access does present a potential conflict. This was identified in the Safety Audit, along with a recommended solution.

- 1.6. NCC has considered the request for the amendment to the existing Order, and under Sub-Section 1 (c), of Section 1 of the Road Traffic Act, 1984, believes the proposal to be viable. Sub-Section 1 (c) states 'for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)'.

## **2. Evidence (Consultation)**

- 2.1. When progressing a proposed new, or amended, TRO, NCC adopt a two stage process whereby we utilise two differing consultation stages. Stage 1 is referred to as 'preliminary' and in the context of this proposal involved Statutory consultees only. This is used to identify major issues with any proposal that may lead to amendments, before a wider consultation, Stage 2, is undertaken. Stage 2, or 'formal advertisement', is a statutory consultation required by the Road Traffic Regulation Act 1984 when, in addition to statutory consultees, individuals such as residents who may be affected by the proposal or those who have an interest are made aware of the proposal so that they are able to comment. Stage 1 consultation ended on 2 November 2017 and Stage 2 closed on 12 June 2018.
- 2.2. During Stage 1, 37 objections to the proposed change were lodged. Of these, 35 were from non-statutory bodies who had been advised of the proposals locally. As NCC wanted to hear from all individuals, a reassurance was given that their views would be rolled forward into Stage 2 of the process, even though they were not formal consultees under Stage 1. The local member, Councillor Kemp, lodged an objection which is reproduced in Appendix A.
- 2.3. None of the objections received at Stage 1 (that are solely related to relocation of the bus gate and change to all traffic from bus/cycle only) were of a nature that would prevent the proposal proceeding to formal advertisement. However, given the volume of objections, NCC sought the views of KLWNBC on how to proceed. KLWNBC requested that NCC move forward to formal advertisement.
- 2.4. In the very rare occurrence that the local member objects to proceeding to the advertisement stage (Stage 2) of a proposed TRO, the requirement for the Order is given significant rigour. This is likely to take the form of further discussion with the local member to find out why they are opposed to promotion, and try to find an agreed position. In this case, as the requirement was associated to an approved planning application, the decision was taken to proceed to formal advertisement so that all parties would be able to be involved in the process. As Councillor Kemp had objected to formal advertisement of the proposed changes, delegated approval was sought and approved to proceed to formal advertisement.
- 2.5. The only other formal objection received from the statutory consultees at Stage 1, was from M J Rey on behalf of the Bicycle Users Group in King's Lynn. As the decision had been taken to proceed to formal advertisement (see 2.4 above), this objection was rolled forward into Stage 2 of the process. Norfolk Constabulary were the only consultee who stated that they were in support of the proposal.
- 2.6. The wider Stage 2 consultation commenced on 18 May 2018. The proposed amendments to the existing TROs were advertised in the Eastern Daily Press, Lynn News and Your Local News. At the request of the local member, the Lynn News and Your Local News outlets were utilised as they are believed to have a wider circulation locally and thus more likely to be seen by those that the proposal may affect. Site notices were also erected on Hardings Way at both the Wisbech Road and Boat Quay ends of the road.

- 2.7. By the end of the consultation period, which ended on 12 June 2018, 80 objections were received to the proposed amendments, with no responses in support of the proposal. The vast majority of the letters of objection were written and delivered prior to the date the proposed Order was advertised). However, officers have accepted and considered the objections as if made in response to the statutory consultation.
- 2.8. NCC process requires that officers engage with objectors to establish whether objections may be withdrawn. After the consultation, it was felt that a large number of objectors thought the TRO applied to the whole of Hardings Way, rather than the southernmost 125m only. NCC wrote to these objectors to clarify that point.
- 2.9. A summary table showing 21 different themes of objection received and their volumes is shown below.

<b>Theme</b>	<b>Number of times mentioned</b>
Concerned about pollution problems	27
Concerned about childrens' safety	25
Concerned for cyclists/pedestrians	14
Concerned about green space/wildlife	14
Safety issues if opened to all traffic	12
Concerned about disabled people	12
Traffic on Hardings Way will increase/Keep it free from traffic	11
Opening to general traffic will increase congestion on Wisbech Road	8
Lorries have caused damage to the houses/roads	8
Dislike lorries using Hardings Way	7
Dislike housing proposal	5
Long term picture for the whole length of Hardings Way	6
Referred back to NCC Officer's comments regarding re-opening Hardings Way	4
Promote alternatives; public transport, walking, cycling and car-sharing	3
Safe Route to School	3
Concerned about elderly people's safety	2
Buses leaving Hardings Way are causing problems (traffic wise)	2
Significant Archaeological Site	2
Existing order already allows for access	1
No plans for potential housing project	1
Amendment not legal	1

- 2.10. As can be seen from the above table, concerns relating to pollution issues and safety of children were the dominant themes (from over 30% of respondents). Objections relating to issues such as cyclist and pedestrian safety, disabled people, green space and wildlife, general safety and increase of traffic associated to amending the Order were also accounted for significant levels (almost 20%).
- 2.11. Attached in Appendix A is a spreadsheet which contains all the objections received and a substantive response to each to enable Members to consider all of the objections. Responses have been provided for objections where the objection is

considered material to the proposed TRO.

- 2.12. In addition, an equality impact assessment for the proposal has been completed, and is attached at Appendix B to enable the Committee to understand and take into account potential equality impacts. The assessment takes into account a range of information, including information gathered from two site visits, the results of the public consultation and local and national research.
- 2.13. The full scheme has also be subject to an independent Stage 2 safety audit, and a copy of this is attached at Appendix D which also includes drawings of the proposed highway layout as approved by the LPA.

### **3. Financial Implications**

- 3.1. There is no financial risk to NCC associated to the proposal. The costs associated with the promotion and consultation exercise associated to the securing of the TRO are being funded by the developer, KLWNBC.

### **4. Issues, risks and innovation**

#### **4.1. Legal Implications**

The Order has been processed in line with the relevant legislation and there are no specific legal implications associated to the proposal. As with all legal processes, Councillors should be aware of the potential for challenge in the High Court. However, NCC officers have considered all of the objections and provided a substantive response that is attached in Appendix A.

#### **4.2. Risks**

The risk associated with not being able to secure the proposed amendments to the existing TROs sit with KLWNBC. Should the amendments not be secured, the development authorised by the planning application will not be able to proceed. However, it is also the case that NCC should not frustrate the implementation of a planning permission unless there are sound road traffic regulation reasons.

#### **4.3 Environmental implications**

Environmental impacts associated to the proposed change are discussed in Appendix A and within the Equality Impact Assessment (Appendix B).

#### **4.4 Health and safety issues**

Health and safety issues associated to the proposed amendment are discussed in Appendix A and within the Equality Impact Assessment (Appendix B). Also attached in Appendix D, is a copy of the Stage 2 Safety Audit for the full scheme.

### **5.0 Background**

- 5.1 Paper copies of the original objections will be available prior to the committee meeting.

## Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, e.g. equality impact assessment, please get in touch with:

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If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



TRO Advertisement Objections			
No.	From	Comments	Date Received
1)	<b>Cllr Charles Joyce</b> KLWNBC Councillor South and West Lynn	<p><b>Consultee Comment</b> To EDT Committee: States 'today' Wisbech Road King's Lynn had long queues of traffic due to a need to stop at traffic lights where Wisbech Road crosses Harding's Way which is a regular event every morning during the week when workers and shoppers travel into the town centre. Adds, at present the long queues are due to buses wishing to enter Wisbech Road from Harding's Way. Thinks opening Harding's Way to other than pedestrians, cyclists and public transport will make these queues significantly worse. Continues that evening traffic leaving King's Lynn via London Road and heading West is often queued back to the Southgates Roundabout due to buses leaving Harding's Way.</p> <p><b>NCC Officer Comments</b> The proposal will not affect the existing bus service. Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process.</p>	18 May 2018
2)	<b>Jonathan Toye</b> WNDiS (West Norfolk Disability Information Service) 14 Tuesday Market Place King's Lynn Norfolk PE30 1JN	<p><b>Consultee Comment</b> Would like to express concern about the proposed changes to Harding's Way which would mean that the use of this route would change drastically with detrimental effect for many members of the community. Since its establishment, Harding's Way has provided a safe route for pedestrians of all ages and levels of mobility. Many school children and their parents use it through the week to go to and from Whitefriars School. (At a conservative estimate around 100 – 150). Says it is a safe route also for cyclists and for disabled people either on foot or using a wheelchair or mobility scooter. It is of course also a highly efficient 'bus route with no other vehicular obstructions. It would seem a particularly backward step to jettison this safe, effective corridor from South Lynn – an area which is undergoing increasing development, with more families moving in – to the town centre. States, surely we should be creating more of these routes rather than changing them for the worse? The alternative route for all the users above is London Rd, which in contrast is often subject to traffic delays and is a very dangerous route for those individual users. The draft Equality Assessment mentions the problems that visually impaired people might experience with the proposed changes. Feels this statement does not go far enough. Anyone with limited mobility or who is pushing a child in a buggy or pram, any cyclist, any pedestrian who does not have their wits about them, will experience problems with this additional traffic use. Would urge to think again before sacrificing this wonderful asset.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way.</p>	30 May 2018
3)	<b>Jane Dearing</b> The Harding's Pits Community Association Ltd	<p><b>Consultee Comment</b> Whilst does not object to moving the bus bollards to accommodate the necessary improvements as indicated by the plan, are concerned that the plan does not faithfully represent the site meeting promise by NCC officers to erect a strong barrier as a deterrent to unauthorised vehicles along the boundary edge of the Pits adjacent to the works. Says 'you will recall our previous letter, to Mr McCabe, of objection dated 11th July 2017, where we stated quite unequivocally, and in detail, our objection to opening up Harding's Way to all traffic. Our objection still stands and is no less diminished for the passing of 11 months'. Adds, 'It is regrettable that he did not reply nor acknowledge our letter, so in the current climate whereby this painful subject is being raised again, we must again write to register our deep concern and objection to the opening of Harding's Way to all traffic, should this be mooted in the future'. Says the reasons they are objecting are not based upon a sense of entitlement that nothing should be done in their back yard, no that nothing should be done to resolve the problem of air pollution levels along a small stretch of road running through the town in London Rd, the reasons why they object to this proposal are that it is a disproportionate response that will blight a significant area of the town. Our objection is also informed by the fact that we were promised faithfully many times by senior NCC officers that opening up the road to all traffic would never happen. Adds, presently there are two points along Harding's Way where vehicles cannot pass one another. A blind bend is one. The land at this points may not be widened due to the fact that there is the river on one side and the land on the other side is privately owned and ownership has defeated the Borough Council when they sought to compulsorily purchase. The second part of the road where there is a single carriageway only is across the river Nar. On one side is the river itself, and on the other is the river Ouse. Unless you plan to demolish the crossing and rebuild at this point, and pile into the mud along the Ouse side to create a wider road, traffic will have to be held up by traffic lights to filter movement. Hardly the seamless and ideal solution to creating an alternative route, is it? How will you devise a method to prevent impatient motorists from jumping the lights, with the attendant risk that due to the proximity of the school and local residents, injury may be sustained? The Environment Agency have already stated that they will not give permission for the flood bank to be eroded to create extra width, so Harding's Way will always be a slow route into town for heavy traffic. Harding's Way is a key part of the National Cycle Network (Routes 1 and 11, <a href="https://www.sustrans.org.uk/ncn/map">https://www.sustrans.org.uk/ncn/map</a>). The National Cycle Network is a government supported scheme to link every town by a traffic free route. Says if Harding's Way as a traffic free route is destroyed County Council will be under an obligation to create an alternative, but every other alternative in existence already has traffic, so how will the network be kept continuous? In 1999, when the bus only route of Harding's Way was proposed, Norfolk County Council made repeated assurances that it would not be open to all traffic, stating, 'An all-vehicle through route from Wisbech Road to Stonegate Street would not be supported' (recorded document referring to the Nar Ouse Regeneration Area). If Norfolk County Council wasn't disingenuous when it made that assurance, where is the integrity of Norfolk County Council now? There is widespread public opposition to opening up Harding's Way. A Borough Council consultation showed that 77% of respondents were opposed to the proposal. (Option 3, Riverfront Delivery Plan Final Options, pp36 – 65). In the face of the evidence of such widespread opposition, what is the democratic mandate to go against the will of the public? Harding's Pits isn't an arbitrary piece of waste ground. It originated as part of a central government scheme to provide 'Green Lungs' for urban communities that lacked essential facilities. The scheme was known as Doorstep Greens, and is the only area of public open space serving the growing and revitalising community of South Lynn, and provides a green bridge between South Lynn and the town. Subsequently, Harding's Pits has been audited and found to be a repository for a vast biodiversity of life, most of which only exist because of the absence of traffic. In 2008, Norfolk County Council applied for funds under the Community Infrastructure Fund (CIF) to "improve public transport into King's Lynn". The bid document reads "this scheme will provide for a congestion free bus lane and improved bus journey times and reliability. This will contribute to improvements in air quality by reductions in congestion and the re-routing of buses. It will also contribute to modal shift by providing better cycling and pedestrian provision as well as improved bus services". States if Norfolk County Council, under pressure from the Borough Council, resiles from Hardings Way being continuous under the provisions of the CIF Bid, then Norfolk County Council are obliged to repay the money granted under the terms of the bid back to the government in their entirety. Currently, Hardings Way and Hardings Pits serve as a safe, traffic free, route for children in South Lynn attending schools in town. Opening up Harding's Way to all traffic will change that. Is it really the intention of Norfolk County Council to lower pedestrian safety standards? Research demonstrates that creating roads does not diminish traffic, but increases it. Build a road and people will use it. Instead of lessening the traffic into town, adding another route into town will merely increase it. Any lightening of traffic on London Road as a result of opening up Harding's Way will be perceived as a reason why people should drive to town instead of using public transport. Consequently more traffic will enter town, and in no time at all, the volume of traffic using London Road now will be the same, but it will all move more slowly because it will join up further on in town with traffic along Harding's Way. The natural conclusion is that even more traffic will be trying to enter and exit town at the same congested point of Southgate roundabout. Opening up Harding's Way will make</p> <p><b>NCC Officer Comment</b> NCC have given Harding's Pits Community Association their commitment to replicate the current fencing arrangement should the approved works go ahead, due to the concerns raised at the site meeting. Further to that commitment, NCC will ensure that any temporary arrangement during construction will ensure that the security of Harding's Pits is maintained. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Improved cycle and pedestrian paths separate to the main highway could help as in some cases pollution levels can drop quite quickly as distance increases from kerbside. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	08 June 2018
		<p><b>Consultee Comment</b> <u>To Alexandra Kemp:</u> I am in receipt of your communication concerning the road structure around the Friars Area. Firstly, if you are fully aware of the situation, you will remember that I, on behalf of the school, sent a fair letter to the Borough Council outlining the issues that affect us directly. I received a fair reply from them, especially Alistair Beales. Secondly, I was a little displeased about the way we were referred to in a recent press release in which we were quoted as having 120 pupils using Hardings Pit as a way to school. Where was this information accessed from? Thirdly, I have a concern about the mention of a previous Head Teacher and a promise that was made to him about the area. I do think that there needs to be a certain caution about using our school in a manner such as this in the local press. However, the traffic situation in King's Lynn, I agree is very congested at certain times of the day. I have tested out the route recently with the changes made expecting the worst but it was actually no worse than usual. I can appreciate that there is a lot of strong feeling about the situation from local residents. This will always be the case when changes are made. The opening of Hardings Way is only one issue. There are other roads in the vicinity around Hillington Square that could be opened to give access to traffic flow thus relieving the demands on London Road. I am aware that opinion on this matter is divided locally. Actually, for us, the traffic and parking in the Whitefriars area is far more dangerous and a pressing issue for us. When there is a lack of free flow traffic, which is then encapsulated in dead end roads, of course there will be traffic build up and congestion creating danger for our children. Have you been to the School at the start and end of the day? Our major objections to the plan, initially, were centred around the health and safety of our children. Whatever the outcome. Our children must have a safe and properly managed route to school. If the roadway was opened to car traffic as a route into the Town Centre it must be properly served with a safe, light controlled crossing near to the school. This should also have barriers of sufficient length to ensure safety at the crossing and a time span long enough for the children to cross the road. I feel cars would be a better option than buses and lorries which could hopefully flow more easily along the roads as now, (London Road or the By pass). If the traffic was then diverted back on to London Road via Stonegate Street and the Mill Fleet, access would join a two lane carriage way and hence, as now proceed into Town. There are good crossing points here. Traffic should not be encouraged along the River Front. Somewhere in the vicinity of the School there should also be a proper and protected area, at no cost, where parents could safely drop their children off for school if travelling by car. This would alleviate some of the traffic that currently uses Vallingers Road for access and hence relieve a serious point of danger. We also need a safe area where Coaches can pick up and drop off our children when they are scheduled for school trips. If you refer to my previous letter you will have noted that my other concern is for air quality for the children, especially in the summer months when classroom doors are open and the children are spending many hours of their learning in an outdoor environment. Noise from a busy roadway would impinge upon quiet time necessary at exam time and before. Also, our children always play outside at Break and Lunch Times and for some this is the only outdoor space they have in which to play. Our Reception children need a great deal of time outside. Interestingly a new study about air quality and pollution is just</p>	

4)	<p><b>Jilian Hemmings</b> Chair of Governors at Whitefriars Primary School</p>	<p>testing. Also, our children always play outside at break and lunch times and for some this is the only outdoor area they have in which to play. Our reception children spend a great deal of time outside. Interestingly a new study about air quality and pollution is just being given public viewing time on the News this week. (Luton) Schools and children are being studied for 4 years and tested for the effects of pollution. I do feel that with extra building work scheduled for the area the traffic flow problems will only increase and we may wish that the topic of discussion now was allowed if we press for it to be shelved. Really this is not just about the opening of Hardings Way. The whole planning process needs attention. Infrastructure needs care. Building projects will always attract HGV traffic which will need access to the building site. Car parks are rarely on the edge of the Town thus forcing traffic into the centre. A massive difference was made in Cambridge with the introduction of Park and Ride Schemes. In the Hills Road and Regent Street areas of the city air quality changed considerably. However, a GOOD bus service, and parking areas are necessary for this to happen and to link up to major services in the town (bus and train stations, shopping centre). In writing this to you I must add that I was brought up in a London Borough. Schools and Parks were always near busy roads. The roads were always busy. There were conservation areas. It is the safety measures around the environment and the planning of building developments which need the utmost care.</p> <p><u>To Oslap Paparega:</u> I am writing in haste to express my opinion, as Chair of Governors at Whitefriars Primary School, about the recent meeting content and press release regarding the development of the Hardings Way Bus Route which runs along the Boal Quay area and adjacent building project that is being considered at this current time. I have been alerted to the fact that there is a meeting tomorrow at which this is being considered again. The School is just a short distance from the road and the area which is intended for development. I ask you to consider, seriously, the Health and Safety aspect of your proposals and the impact it will have on the school and children. We have a relatively open site which has many benefits to the children allowing them to enjoy their play times and play areas and this is beneficial to their health. We object to the area becoming an open and busy roadway which will inevitably bring polluted air and noise into our site. The volume of traffic that will build up at times during the day will have an impact on the life in the classroom bringing unwanted noise and pollution to lessons particularly during the Spring and Summer months when classroom windows and doors will need to be open to allow fresh air into the rooms and for the times the children enjoy at their picnic site for lunch. Children's ability to concentrate at vital times of testing will be compromised by the constant noise of passing traffic. We try very hard to make our school safe and healthy for our very vulnerable children. We are very aware of traffic safety around the vicinity of the school which is already highly dangerous. Our children are young and opening the roadway to all vehicles is obviously going to have a significant impact on the journey to and from school for many of them. I was unable to attend your meeting last week so am unsure of all the details, but have you thought about and planned for necessary pedestrian crossings and safe crossing places for parents and children? I have, in my time as a teacher at a different school, sadly witnessed the death of children who needed to cross busy roads with heavy and large vehicles where there has not been a safe place to cross. Children do not have the same awareness as adults for road safety no matter how much advice they are given. Do you honestly wish to have the death or injury of a child or children on your conscience merely because it is not safe for them to travel to and from school by foot or by cycle? I hope that you will at least consider the content of this letter and add it to your objections for your proposals for the development of this area. I know I am not the only adult voicing my concerns here and am alerting you to the voice of all members of the staff and governors at the school who have the well being, health and safety of the children at their heart.</p> <p><u>Additional Comment:</u> States there will be no further correspondence regarding this issue having taken advice from other trust employees. Says it might be good to withdraw comments.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	
5)	<p><b>Cllr Charles Joyce</b> KLWNBC Councillor South and West Lynn</p>	<p><b>Consultee Comment</b> Based objection to opening up Hardings Way on 6 factors. Says Hardings Way is a route in King's Lynn that links the Boal Quay to Wisbech Road. Wisbech Road runs from a T junction with Clenchwarton Road through to the Southgates Roundabout which is the junction of Wisbech Road, London Road, Nar Ouse Way, Hardwick Road and Vancouver Avenue. Along the route from Clenchwarton Road to the Southgates Roundabout Wisbech Road has a painted mini roundabout junction with Saddlebow Road. Where Hardings Way joins Wisbech Road is a 4 way traffic lights. The 4th road at the traffic lights is the access to Wisbech Road from the Nar Valley Park housing estate which is in the process of being built.</p> <p>1) Tim Edmunds, a senior highways engineer with many years experience for Norfolk County Council, has made it crystal clear, in writing on behalf of NCC, he believes it is unsafe for Hardings Way to be opened up to traffic of any kind other than pedestrians, cyclists and public transport. Assistant Director of Planning and Transportation at NCC, John Joyce ( no relation ) did not disagree. It has been suggested that Mr Edmunds intended his comment to be confined to network in that the bus gate should not be removed, but not that general traffic, including HGVs, should not be allowed to access Hardings Way. However, no evidence has been produced to substantiate such a claim. In addition if that is what Mr Edmunds intended to be understood from his comment, it is abundantly evident that the present traffic regulation order was not necessary, because the bus gate physically stops through traffic, other than public transport, traveling along Hardings Way from Wisbech Road to Boal Quay. Therefore, the only logical conclusion to draw from Mr Edmnds comment is that the present traffic regulation order should not be amended.</p> <p>2) The advice given to the Planning Committee of King's Lynn and West Norfolk Borough Council by the local office of the Highways Department is at best inconsistent. For example, Poppyfields is a housing estate that accesses the main highway at Clenchwarton Road. When this went forward as a planning proposal No Objection was raised by the local Highways Department, and no recommendation for a controlled crossing to allow pedestrians to cross Clenchwarton Road in relative safety. It has now been publicly acknowledged that a safe crossing should be a requirement of any future housing development that accesses the highway network via the western side of Clenchwarton Road. When the Planning Committee of KLWNBC deliberated over the planning application of KLWNBC which triggered the consultation being undertaken there was No Objection from the Highways Department. The official from the Highways Department attending for other agenda items prior to the KLWNBC application left the meeting and was therefore not available to comment on matters which arose at the meeting. It is at this stage no more than conjecture to suggest that the reason for him leaving was due to the agent for KLWNBC was a named official of the Highways Department. It is, nonetheless, difficult to see how the Highways Department was not compromised in acting as the agent for an applicant, along with acting as independent consultant to the planning authority, and later as the regulator.</p> <p>3) One issue that arose was that of Acacia Waste planning application near Downham Market. It is my understanding that the then owner of Acacia Waste was Mr A.M. White – not the Australian company of a similar name. Mr White had applied and been granted planning permission for "Change of use of chicken sheds to B8 ( wholesale warehousing and distribution centre ) use". Case No 2/4/00966/F. The site was Mast Farm. New Road, Crimplysham. Importantly there was no limit of traffic movements nor numbers. Nonetheless the local Highways Department raised No Objection. The Planning Committee of KLWNBC granted planning permission with no restrictions of vehicle movements on 26 July 2004. Whereas when Mr White applied for planning consent for a "Recycling yard for reusable materials" at the same site. Case C/2/2004/2009. This application was refused by the Planning Regulatory Committee of NCC on 16 August 2005. Although the applicant had agreed to restrict vehicle movements this was seen as an intensification of an existing access onto a corridor of movement ( A1122 ). This intensification of use would lead to a deficiency of the through road to the detriment of highway safety, contrary to NCC policies Structure Plan T11, and KLWNBC Plan Policy .9/11. The highways engineer advising the NCC Planning Regulatory Committee was Tim Edmunds – the same highways engineer who said Hardings Way was not safe to use for traffic other than pedestrians, cyclists and public transport.</p> <p>4) From the evidence of the planning applications of Mr White there appears to be a direct conflict between NCC senior highways engineers and local highways officers. Where highway safety improvements have been introduced locally at times their success has been suspect. Even where they have been excellent the local Highways Department have sought to make them ineffective. One instance was a link road between Saddlebow Road and Nar Ouse Way had a traffic calming measure which even joyriders observed. The scheme was a temporary measure. When the local Highways Department sought to remove the measure it was fiercely opposed by local county councillors, including the then county councillor for the division Mrs Judith Brown. The outcome was to alter the traffic calming measure which although in no way as good as the temporary measure, it still did have some effect. A new safety measure was introduced at the junction of Clenchwarton Road and Wisbech Road. The result was to substantially increase accidents at this junction to almost daily basis. It was not removed until there was direct involvement from the then Leader of NCC, and the present Deputy Leader of NCC. The accident rate dropped upon removal. With the present proposal to amend the TRO in place on Hardings Way there seems to be a lack of knowledge of the situation on the ground. Already there are queues of traffic stretching the full length of Wisbech Road. Similar queues of traffic occur on Nar Ouse Way and Hardwick Road as traffic attempts to enter King's Lynn. As a consequence there is no or little opportunity for traffic to find an alternative route into King's Lynn. This is particularly prevalent at peak times when commuters are travelling into work. But these queues are not exclusive to commuters entering King's Lynn. As the Nar Valley Park is developed this congestion and gridlock can only worsen with traffic from the housing development seeking to enter the highway network at the traffic lights on Wisbech Road at the junction with Hardings Way. Therefore any further traffic emanating from Hardings Way will worsen the situation to the detriment of the highway safety. Additionally, it is already the situation that traffic leaving King's Lynn via Wisbech Road are held up by buses leaving Hardings Way. At times this can cause gridlock on the Southgates Roundabout which imposes restrictions on traffic seeking to leave King's Lynn via other routes. With the development of the Nar Valley Park estate this will worsen. To further worsen the situation by adding additional traffic from Hardings Way is not logical if the aim is to at least maintain highway safety at it's present level.</p> <p>5) As the gridlock at the Southgates increases the noxious gases emitted from vehicles will worsen due to idling engines. While a primary reason for Hardings Way was to have a safe route into King's Lynn for pedestrians and cyclists, another reason was to remove buses from London Road due. As more traffic seek to enter the highway network at the traffic lights on Wisbech Road the gridlock will worsen with a resulting increase in environment damaging gases on London Road and Vancouver Avenue. Yet one of the reasons for Government support for the building of Hardings Way was to improve the environment on London Road. Should the county council amend the TRO will it repay the £1.8 million to the Government for reversing the environment improvements that removing heavy diesel buses, and the consequential reduction in pollution, from London Road produced?</p> <p>6) There is a suggestion that a private easement exists across the route of Hardings Way. If this is true does it include vehicular rights of way of modern day standards up to and including heavy goods vehicle? And if it were to be true why was this access not include in the original TRO on Hardings Way? The only logical conclusion is that any easement does not include vehicular rights of way.</p> <p><b>NCC Officer Comments</b> An NCC officer did previously state that he believed that it would be unsafe for Hardings Way to be opened up to all traffic. Although we are not able to prove definitively in either way, we are confident that those comments were made in connection to crossing of the River Nar at the existing sluice along Hardings Way. It is not possible for two larger vehicles to pass safely at this point due to the restricted width, proximity of the structure and alignment, therefore completely opening Hardings Way to all traffic (without any restriction over the sluice) between Boal Quay and Wisbech Road with its current alignment would not be achievable. However, this proposal does not seek to open the full extent of Hardings Way to all traffic, so the historical comment is not in keeping with this proposal. Previous planning decision made by the LPA are not relevant to the proposed amendment of this Order. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	11 June 2018

<p>6)</p>	<p><b>Cllr Alexandra Kemp</b> County Councillor Clenchwarton and King's Lynn South</p>	<p><b>Consultee Comment</b></p> <p>Dear All, Please see my formal objection below as the Local Member. There is opposition registered against this Traffic Order from nearly 70 people including Government Agencies including a Disability Specialist and I will be speaking as the local member at the EDT Committee on 6 July. There is also the online 38 degrees Petition with 800 signatures. It is an issue of great controversy and there has been a Vigil and a Community Walk against it. Why does this Order place 7.5 tonne lorries onto Hardings Way, with the new road access to Overtons "wide enough for the largest HGV's", like the lorry pictured below at Overtons Coachworks last week, at the very time we are trying to keep 7.5 tonne lorries off Wisbech Road and when we have set up a Vehicle Watch to do so? This Order creates conflict with buses, pedestrians and National Cycle Lane 1 and the Children's Safe Route to School. There are new material planning considerations, including heritage assets and archaeology to consider, this Council's Core Strategy, Open Access Plan and Cycling and Walking Strategy. Traffic to and from Hardings Way South will be trapped in at point of entrance and egress onto the highway when it frequently queues back to the South Gate and the Freebridge. This is an intensification of use on a corridor of movement designed to speed up public transport and reduce congestion and this Order is against highway safety and must be refused. 7.5 tonne lorry at Overtons Coachworks which proposed Traffic Order would allow onto Hardings Way (Photo attached)</p> <p>As the local County Councillor, I object to the Hardings Way South Traffic Order: because of the strength of opposition in the Borough, the matter has been referred to the Environment, Development and Transport Committee for determination on 6 July :-</p> <p>1. As a result of the Vigil at the Quaker Meeting House in Bridge Street, next to Hardings Way, on 12 May, 56 Handwritten letters of objection have been written; a Community Walk of 50 people along Hardings Way including buggies, prams and cycles was held last Summer, and there are 800 signatures to the online 38 degrees Petition Against Opening up National Cycle Route 1 on Hardings Way South to general traffic. West Norfolk Disability Information Service has placed an objection about the detrimental impact on families, children and disabled people in buggies, following a safety audit in May 23 and visit to Whitefriars School. Equal Lives had not provided a response, as statutory consultees, due to the loss of their Lynn Team due to funding cuts. Natural England, Sustrans and the Campaign for Rural England are against it and the Committee must take note of this. Families with children that use Hardings Way, as their Safe Route to School, grandparental carers taking children to school, disabled people in buggies, mobility-impaired, partially sighted people and asthmatics, including residents of the Hardwick Road Bridge Caravan Park for the over 55's, have all written letters of objection on the grounds that Hardings Way is their only safe route into town from South Lynn, because the busy side roads, sloping, narrower and frequently blocked pavements on neighbouring London Road, make it too dangerous for them to use, but this Traffic Order would substantially lessen Hardings Way safety and provide a severe detrimental impact on vulnerable users. Hardings Way is a futuristic single-track highway for buses, cyclists and pedestrians only and is unique in Norfolk. It is the National Cycle Route 1 and is frequented by international cyclists and tourists. It is a reason to come to Lynn as its traffic-free nature gives it a quiet, calm and safe feeling and atmosphere.</p> <p><b>FANTASTIC SCENIC ROUTE</b></p> <p>Hardings Way runs from South Lynn in the south, north to the historic medieval town centre of Lynn that was founded around 1090 and provides a fantastic scenic route by Hardings Pits to the west, the Doorstep Green, that runs along the historic River Ouse, the gateway to the Wash, the largest estuary in England, and to the east along the picturesque entry to the historic Nar Ouse Valley. This is of County Wildlife Site Quality. Along this route is the designated safe route to school for Whitefriars School A wide pavement, suitable and safe for buggies and prams runs along the west side. In Medieval Times, the Nar was navigable to Castle Acre and the route of choice to Walsingham. Hardings Way has historically been a walking and cycle route and a buffer zone between South Lynn to the South, the Friars to the east, and the South Quay and town centre to the north. It is now being investigated by the Directors of the Sharp Archaeological Project and the Lynn Under Siege Project for 500 years of historic finds which could tell the story of the lives of everyday residents. The Bus Lane was opened in 2011 under the auspices of the Countryside Agency with the important function of routing buses from the south into Lynn more quickly into town and encouraging modal shift and reducing pollution.</p> <p>1. First of all, I would point out that County Highways acted as the agent for the Developer in this Application, but I would remind the Committee that it must remain impartial and must not be fettered in its decision-making by the planning permission granted by the Borough on 4 September 2017. There is no Duty to Agree in law, for the Highways and Transport Authority, with the local Planning Authority. The County is responsible for the highway and transport and cannot delegate its responsibility for the highways network to another authority. This Traffic Order, if granted, would have the highways effect of trapping in vehicles that wished to exit Hardings Way South, and preventing vehicles that wished to enter from doing so. This would create driver frustration and road rage. Also dangerous conflicts with buses. Traffic Order is Contrary to Senior Highways Officer Advice. Highways Officer Tim Edmunds said it was dangerous to open up Hardings Way to general traffic. This was after a single incident when the police had opened up the road in an emergency to relieve congestion and created a dangerous situation.</p> <p>1. Archaeology and Heritage Assets: Traffic Order against NPPF</p> <p>As new facts have come to light, since the Borough Council granted itself the Planning Permission that is the basis for this Traffic Order, the Committee must set the local Development Plan to one side in coming to a decision, as it is now out-of-date, as it was produced before the discovery of important archaeology in Norfolk. The National Policy Planning Framework First Principle is clear that local plans should be kept up to date. Mapping on Hardings Pits and under Hardings Way, for the remains of significant English Civil War ramparts and earthworks, unique to King's Lynn, is ongoing and unlikely to be completed until next year. The earthworks that extend at least 53 metres wide under Hardings Pits and Hardings Way where the development that this Traffic Order would facilitate was planned, are of such outstanding quality that (a) they exceed the standard of the civil war fortifications of London and place King's Lynn on the map for outstanding archaeology and (b) made King's Lynn the strongest fortress in East Anglia in the Civil War, a Unique Selling Point for local tourism, if preserved correctly in a proper setting.</p> <p>1.1 Archaeology is a material planning consideration, protected on a par with heritage assets so this Traffic Order must be refused.</p> <p>1.2 The Traffic Order is against the National Policy Planning Framework which says, where the development plan is out of date, permission should not be granted where the adverse effects, as in this case, would significantly and demonstrably outweigh the benefits. The Traffic Order must be refused as the 3 new road accesses it would place to the east and west of Hardings Way, would seriously compromise the ongoing excavation and preservation of this potential World Heritage Site, and of the associated finds of 500 years of local history, telling the story of people's lives.</p> <p>The Traffic Order, by placing general traffic and large HGV traffic, including 7.5 tonne articulated lorries on Hardings Way South, would impinge on the setting. I would refer the Committee to the objection of David Flintham of the Lynn Under Siege Project.</p> <p>2. Intensification of Use of a Corridor Of Movement at a Proven Point of Congestion near Accident Blackspot, South Gates Roundabout, Contrary to Highway Safety</p> <p>2.1 The Traffic Order, by permitting the building of 3 new access roads onto Hardings Way South and the opening up Hardings Way South to general traffic and articulated lorries and HGV's, will intensify use of a corridor of movement, Wisbech Road, at a proven point of congestion, the entry to Hardings Way South, and this would be contrary to Highways Safety, so the Traffic Order must be refused. Wisbech Road is the main artery into the town through South Lynn, from the Freebridge over the River Ouse and the settlements on the Western Bank. Traffic queues at peak times, and outside normal peak times, all along Wisbech Road up to the accident black spot of the South Gates Roundabout and this covers the entry to Hardings Way South. Traffic on Wisbech Road cannot move forward by Hardings Way, when the lights are on green. Traffic already queues behind buses turning left into the bus lane. The Traffic Order would therefore produce a dangerous "trapped-in" situation for traffic trying to exit from planned development on Hardings Way South. Opening up Hardings Way South as an exit would be likely to lead to driver frustration, road rage and would be unsafe. (The blocked exit effect already happens when traffic can't leave the Hardwick Roundabout to go into Lynn, because traffic is queued along the roundabout towards Queen Elizabeth Way. Highways planners are sadly making planning mistakes about the highways network in Lynn) One can imagine the gridlock effect of vehicles from the 90 parking spaces from two of the three new access roads, trying to leave the Hardings Way South exit onto Wisbech Road at peak times. Equally well, this Traffic Order is against the advice of Senior Highways Engineer Tim Edmunds, who said it is not safe to open up Hardings Way to all traffic, after the police had opened up the road just once in 2013 in a failed attempt to relieve traffic flow after an accident, which instead created dangerous points of conflict.</p> <p>Advice from Senior County Highways Engineer against use of Hardings Way for general traffic (Tim Edmunds):</p> <p>"Sorry for the delay in responding. As far as the County Council is concerned we have no plans to alter the use of Hardings Way. I have tasked some officers to review with the police the recent occasion when the police instructed that it be opened up to light traffic to ease severe traffic problems arising from matters elsewhere on the road network, but our stance as highway authority is quite clear that the route is for pedestrians, cyclists and public transport and it is not safe to open it up to any other use."</p> <p>2.2 Damage to Wisbech Road by HGV's</p> <p>It is also very important for the Committee to be aware of the recent highways and financial implications of intensification of the use of the Wisbech Road as a corridor of movement and the unintended effect of its use as a "relief" road. It is a very sad fact that, in the last 7 months, with the closure of the Hardwick and Saddlebow Interchange Bridges on the A47 Bypass, 7.5 tonne heavy lorries using Wisbech Road as a short-cut and return, albeit illegally, have broken up the road which will have to be completely resurfaced this August at a cost to County Highways. The damage to the foundations to the road has also caused damage to homes along Wisbech Road, including cracked water tanks and dropped doorways, and is unfortunately likely to lead to claims for compensation against County Highways. A Community Vehicle Watch recently had to be set up by myself and local residents in an effort to discourage the use of Wisbech Road by heavy vehicles.</p> <p>This also shows the danger of going against Government Policy that you cannot have relief roads that route traffic into town centres. The answer is encouraging the use of public transport, keeping lorries out of town centres, and park and ride and more use of the Ferry.</p> <p>2.3 Saddlebow Bus Gate</p> <p>It is also essential background for the Committee that the Saddlebow Bus Gate, at the end of Saddlebow Road, onto the Hardwick Interchange was set up following a study in 2005, to relieve congestion in South Lynn by stopping traffic from the Bypass cutting through. It was introduced to encourage local residents' ability to access bus services, reduce car use, lower traffic levels and decrease journey times into Lynn. The study said how important it was to relieve congestion in a densely populated area. With up to 900 new homes on the Nar Ouse Regeneration Area with its major exit opposite Hardings Way, general traffic from Hardings Way South, if the Traffic Order is permitted, would be in conflict with the flow of traffic from the new development, as well as with the traffic of Wisbech Road and will lead to a new gridlock situation.</p> <p>2.4 Hardings Way Bus and Cycle Lane</p> <p>Hardings Way is a single-lane bus lane, cycle track and pedestrian route from South Lynn to the town centre, specifically introduced as part of the Millennium Community Project, to reduce journey times into the town centre by bus, and encourage the use of public transport and cycling from the high-density new Nar Ouse Way development into Lynn of up to 900 new homes. It is also a designated safe route to school. There are bus gates at either end which can only be opened by transponders held by buses or emergency vehicles. Hardings Way is closed to all private transport, including taxis. Opening any part of Hardings Way to general traffic is therefore against the National Policy Planning Framework which says: Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport. In 2008, Norfolk County Council applied for funds under the Community Infrastructure Fund (CIF) to "improve public transport into King's Lynn". The bid document reads "this scheme will provide for a congestion free bus lane and improved bus journey times and reliability. This will contribute to improvements in air quality by reductions in congestion and the re-routing of buses. It will also contribute to modal shift by providing better cycling and pedestrian provision as well as improved bus services". If Norfolk County Council, under pressure from the Borough Council, resiles from Hardings Way being continuous under the provisions of the CIF Bid, then Norfolk County Council are obliged to repay the money granted under the terms of the bid back to the government in their entirety.</p> <p>2.5 By placing 7.5 tonne articulated lorries, HGV's and general traffic and 3 new road accesses on to Hardings Way South, the Traffic Order will introduce points of conflict, noise and pollution with buses, pedestrians, children walking to school and disabled people in buggies and will discourage walking and cycling. Parents will be more likely to drive children to school, adding to traffic congestion.</p> <p>2.6 The Traffic Order will make it clearly unsafe for buses leaving the bus gate who will then encounter large articulated lorries wheeling into or out of the new road access to Overtons and thus will slow down the buses and detract from the purpose of the bus lane, to speed up the movement of public transport.</p> <p>2.7 It is a disgrace that the Traffic Order would place all the heavy 7.5 tonne lorries from Overtons' current Wisbech Road access, onto the children's safe walk to school and the buggy route on Hardings Way South just when we have set up a Community Vehicle Watch to stop 7.5 HGV traffic using Wisbech Road, damaging the surface and keeping my pensioner constituents awake at night.</p> <p>2.8 By removing the cycle and bus only signs at the entry to Hardings Way South the Traffic Order would be dangerous, as it would encourage the hazard of traffic mistakenly straying on to the bus lane, further increasing highways hazards.</p> <p>Parked cars on the pavement, whether prohibited or not, would occur and increase points of hazard for vulnerable users. A recent audit of London Road found sections of the pavement considerably narrowed by a string of parked vans making access for buggies difficult.</p> <p>2.9 Introducing the route of road to the Safe Route to School, the Traffic Order would mean that 400-450 children (as told by Whitefriars School to Alexandra Kemp and Joanne Tovey of West Norfolk Disability Information Centre on 29 May) will have</p>	<p>11 June 2018</p>
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		<p><b>NCC Officer Comments</b></p> <p>The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. 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.</p> <p>The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p> <p>An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way.</p> <p>Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process.</p> <p>The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. The HGV movements will also be safer under signal control rather than the current merge with traffic. 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. <del>The damage referenced by the objector was due to Wisbech Road being used as a diversion during works on the A47 and is not a normal occurrence.</del></p>	
7)	<p><b>David Flintham</b> King's Lynn Under Siege English Civil War Archaeological Project</p>	<p><b>Consultee Comment</b></p> <p>To whom this may concern. The King's Lynn Under Siege (KLUS) English Civil War Archaeological Project wishes to register its objection to the above traffic order on the grounds that the Harding's Pits area is potentially a significant archaeological site. Any changes to the current environment and topography should only be considered once a thorough archaeological investigation has been completed. <b>Historical background and context</b> An important port on the east-coast, at the outbreak of the English Civil War, King's Lynn was, a Parliamentary stronghold, and its existing defences were improved by the addition of earthworks. But on 13 August 1643, its governor, Sir Hamon L'Estrange, declared openly for the King, and its garrison of 2,000 men and forty guns prepared for a siege. Parliament reacted quickly, blockading the town by sea, and sending a force of 4,500 under the Earl of Manchester to besiege the town, taking the northern blockhouse and its guns, and setting up siege batteries, commencing a bombardment from West Lynn. The Royalists held out until the middle of September, but out-numbered, running low on food and with no hope of relief, and with Manchester threatening to storm the town, on 16 September 1643, the defenders surrendered. Following its capture, Parliament took steps to repair and improve the existing defences, including a completely new line of fortifications to be constructed between the South Gate and the River Ouse, and as these were free from the constraints of what went before, the latest techniques could be utilised. What was constructed were state-of-the-art, and amongst the most modern and sophisticated built anywhere in Britain during the entire period, transforming King's Lynn the strongest fortress in East Anglia. Thus King's Lynn is of national, perhaps even international importance.</p> <p><b>Archaeological Investigation</b> Although an archaeological investigation of Harding's Pits has previously been undertaken (2009), this failed to find significant traces of the fortifications. The reason for this can probably be attributed to a) the 2009 investigation was not undertaken with the specific objective of finding the fortifications, and b) it is likely that the investigation was searching in the wrong place. In February 2018, the King's Lynn Under Siege (KLUS) English Civil War Archaeological Project set out its intentions for its activity during the summer of 2018. To date, the majority of this activity has focused on the Harding's Pits area. Having undertaken significant desk-top research during the spring of 2018, the project is preparing to move to its next stage, and, therefore, is setting out its next intentions in a proposal which will be submitted to the local authorities in July 2018. During the summer/autumn of 2018, the project is proposing to test the archaeological potential and logistical arrangements with a view to 'formally' launch the project at the King's Lynn Heritage Open Day in September, with a full-scale, community-based research, training, and education project to commence in summer 2019. The pilot will comprise the following: a small team of mainly local volunteer archaeologists carrying out geophysical survey work and possible sample excavation ('test pits') of target sites in the Harding's Pits area backed up by on-going desktop research. On 5th April 2018, an initial conversation was had with the local authority regarding the granting of the necessary licences for the ground investigation. <b>Conclusion</b> Therefore, as set out earlier in this e-mail, no changes to the Harding's Pits area should be contemplated until a thorough archaeological investigation has been completed. With regard to this, the KLUS proposal will be made available to you once it has been finalised. I would be grateful if you would acknowledge this objection as appropriate. Thanked for giving this matter your attention and looks forward to hearing from you in due course.</p> <p><b>NCC Officer Comments</b></p> <p>The proposed amendment to the Order seeks to legalise vehicular access to the approved new accesses, to allow all vehicles to use Hardings Way between the relocated bus gate and Wisbech Road. Therefore, there are no physical works associated to the Order that will impact upon any archaeological site. However, the original scheme to deliver Hardings Way was subject to a Norfolk Landscape Archaeology Archaeological Brief as specified by approved planning permission 10/00264/FM.</p>	11 June 2018
8)	<p><b>Cllr Lesley Bambridge</b> Cllr.Lesley.Bambridge@ west-norfolk.gov.uk</p>	<p><b>Consultee Comment</b></p> <p>Objects to the use of Hardings Way for 7.5 tonne vehicles, even for access, because of the exit point at Boal Quay. This is just not appropriate as vehicles would either have to turn right towards Millfleet and then onto London Road or, even worse, they would have to turn left onto South Quay.</p> <p><b>NCC Officer Comments</b></p> <p>The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. 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.</p>	12 June 2018
9)	<p><b>Debbie Gosman</b> (Natural England) Debbie.Gosman@natural england.org.uk</p>	<p><b>Consultee Comment</b></p> <p>Writes on behalf of Natural England's Norfolk &amp; Suffolk Team because they are concerned about the Traffic Order which has been brought to our attention regarding Hardings Way in King's Lynn. Harding Way was opened as a tarmac cycle track in 2003, part funded by Sustrans 'Safe Routes to School' and supported by the Countryside Agency. Their understanding is that Norfolk County Council's application for a Traffic Order is as a result of a planning application made by Kings Lynn and West Borough Council to provide vehicular accesses into land owned by the Borough Council at the southern end of Hardings Way. We were contacted about this proposal because of the affect it could have on Harding's Pit which runs alongside it. This is a Doorstep Green developed in conjunction with the Countryside Agency in 2003 and for which Natural England still has legal oversight. It is also a very important green space which serves South Lynn. In 2008, 91 birds and 17 butterflies were recorded there and the biodiversity on the site is currently being accessed by Norfolk Wildlife Trust to see if it could become a County Wildlife Site. We are aware that the Harding Pit's Association, Whitefriars Church of England Primary School &amp; the West Norfolk Disability Information Service are very concerned about the effects these changes will have on local residents who access Hardings way on a regular basis. Have been informed that Norfolk County Council's reasons for making the Traffic Order is to allow 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. There is no mention in the Traffic Order about the effects such a decision, if it was granted, would have on any further options for the rest of Harding's way, which have been made as a result of planning approval for the Riverside Development Master Plan. Three options were put forward by the developer to consider opening up the whole of Hardings Way to traffic and building a car park on the Nars Loop. Believes this is an oversight and needs to be reconsidered as Natural England was not able to comment fully on these proposals 'because there was insufficient information about the multiple options to enable them to provide a substantive response to this consultation as required under the Town and Country Planning (Development Management Procedure) (England) Order 2015'. Believes if the Traffic Order is approved as it is, it may give a 'green light' to fully opening up Hardings way, without looking at the longer term consequences of such a move. At a time when Kings Lynn has levels of adult obesity of between 27.6% - 30% with childhood obesity also a major concern, and health professional admitting that without some form of intervention to help change people's lifestyle the cost of treating weight related diabetes, the cost to the county could be more than £26 million, it seems short sighted that more consideration is not being given to improving the excellent cycling and walking infrastructure that the town already have. This would help to encourage even more people to walk and cycling and use other car free alternatives – such as greater use of the ferry from the west of the town, and incorporate the suggestions from the North Runtun and West Winch Neighbourhood Plan for sustainable transport improvements. Believes that if these improvements were implemented they would help reduce the congestion and air pollution in Kings Lynn and make it an even nicer place to live and visit. Natural England would like you to consider that these two applications become part of a package of Green Infrastructure measures for Kings Lynn, rather than just as two individual planning applications. Alternative suggestions could then be considered, to help alleviate congestion occurring in the town centre and reduce the need for the Council to open up Hardings Way to traffic to alleviate it. This should only be seen a short term measure and not a long term solution. This would also allow proper oversight and allow time to gather views from experts and consultees, and ensure that the best social, economic or environmental outcomes which were sustainable could be found and where in line with The 25 year environment Plan, the National Policy &amp; Planning Framework - regarding green space and rights of way and coastal access, the Habitats Directive and the Norfolk Access Improvement Plan. As Kings Lynn already has higher levels of cycling and walking than elsewhere in Norfolk or Suffolk and Harding Pit as a Doorstep Green has already shown how local communities can influence the take up of healthy lifestyles, by working together with interested parties including Natural England, Kings Lynn could showcase the many benefits of being a town supporting active travel which will also boost the economy and also help its regeneration. Funding could also be sort from New Anglia Local Enterprise Partnership for the improvements needed, as they have recently funded walking and cycling improvements in Bury St Edmunds. This could would provide any opportunity to include using the disused railways as trails, which are mentioned in the Norfolk Access Improvement Plan and which would increase the low impact tourism offer for the town as well.</p> <p><b>Important considerations</b></p> <p><b>Harding's Pits Doorstep Green</b></p> <p>Doorstep Greens are designated areas of public open space for local communities and recreation that provide a wide range of habitats, conserve natural systems and support ecosystems. Local Plans and developments should consider the need for multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Successful green spaces such as Harding's Pit are an existing part of that infrastructure. In line with the NPPF (Paragraph 114) local planning authorities should set out a strategic approach in their local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.</p>	12 June 2018

		<p>Local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.</p> <p><b>Nar Loop</b> With regards to the options to develop the Nar Loop into a parking area, proposals should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.</p> <p><b>Rights of Way, Access land, Coastal access and National Trails</b> Paragraph 75 of the National Policy Planning Framework highlights the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. Consideration should also be given to the potential impacts on the any nearby National Trails. The National Trails website <a href="http://www.nationaltrail.co.uk">www.nationaltrail.co.uk</a> provides information including contact details for the National Trail Officer. Appropriate mitigation measures should be incorporated for any adverse impacts.</p>	
		<p><b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Any issues pertaining to the long term picture of Hardings Way are not subject to this amendment Order. This process seeks to relocate the existing bus gate 15m north from its current location and change the existing bus and cycle only Order to all traffic between the relocated bus gate and Wisbech Road only.</p>	
10)	Michael Rayner Planning Campaigns Consultant CPRE Norfolk	<p><b>Consultee Comment</b> CPRE Norfolk makes the following comments/objections regarding these proposals: • We are concerned about the gradual change in usage of Harding's Way South, away from being only used by buses, emergency vehicles, cyclists and pedestrians. The current proposals will reduce this limited usage to a smaller section of the road due to the movement of the bus gate 15m north. • The proposals will compromise the safety of existing users of Harding's Way South through the opening up of an increased part of it to all traffic. Primarily this will adversely affect those who use it as a route to and from school, work, shop and for recreation. • We would hope that solutions to increased car use in King's Lynn could be found by increasing opportunities for public transport, cycling and walking. Instead, this proposal will be to the detriment of these modes of transport.</p> <p><b>NCC Officer Comments</b> Any issues pertaining to the long term picture of Hardings Way are not subject to this amendment Order. This process seeks to relocate the existing bus gate 15m north from its current location and change the existing bus and cycle only Order to all traffic between the relocated bus gate and Wisbech Road only. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	12 June 2018
11)	MJ Ray Planning Delegate of the Local Cycle nation Member Group, KLWNBUG	<p><b>Consultee Comment</b> Writes to repeat OBJECTION to the above TRO amendment order. None of these points seem to have been addressed in any meaningful way. Does anyone at Norfolk County Council really care about reducing congestion, preventing road casualties (especially among schoolchildren), improving the local economy and improving air quality? Urges to refer this bonkers plan to the Vulnerable Road Users section of the Casualty Reduction Partnership for comments. Further, notes that the latest drawings show NO SAFE DIRECT CROSSING between the cycle ways on the two sides of Harding's Way. If that is not corrected clearly, with dropped kerbs and a priority crossing marked in front of the bus gate, it is extremely likely that people would cross diagonally between the Overton's HGV access and the Harding's Pits dropped kerbs, or between the crossing of the mouth of the Wisbech Road and the new southernmost access on the west side. Of course, having people walking and cycling looking to cross the road instead of looking for turning motorists ignoring priority is likely to result in casualties eventually. Please pay heed to this: I think you will find that every time predicts such desire lines, they occur, such as on the Hardwick Sainsbury's development where people routinely walk in/out on the corner nearest Hardwick Road and cross many lanes of rather fast entry/exit traffic - it's not that the people are wrong but that that road layout should never have been approved uncorrected. The main objections to opening part of Hardings Way remain as follows: Wishes to object to the above-named proposed Traffic Order amendment as the planning delegate of the local Cycle nation member group, KLWNBUG, on the grounds that the amendment order would increase danger and the likelihood of danger to persons or other traffic using the road; cause damage to the road and to protective structures around the road; hinder the passage of pedestrians, cyclists and buses; allow vehicular traffic of a kind which is unsuitable having regard to the existing character of the adjoining Harding's Pits Doorstep Green; fail to preserve the character of a road which is specially suitable for use by persons on foot; harm the amenities of the area through which the road runs; and harm the "promoting walking and cycling" action of the Air Quality Action Plan. In short, this proposed amendment is notable in doing the opposite of every single thing that such a Traffic Regulation Order is meant to achieve. As such, I believe this amendment would probably not be legal. Furthermore, the county council has given repeated assurances during the conversion from cycleway to restricted carriageway that this road would not be opened to through traffic and that did not mean simply traffic between Wisbech Road and Boal Quay but traffic through to any other road, including ones not constructed at that time. I urge the county council to honour its word and decline to make this amendment on moral grounds also. On danger, the report from the 'Get Britain Cycling' APPCG Inquiry states clearly that it found "Heavy Goods vehicles are disproportionately involved in deaths and serious injuries, despite some excellent work by some freight organisations." As such, a traffic order amendment that permits "max legal HGVs" to start using a cycle route between the town centre, a school and a residential area is clearly likely to increase the likelihood of danger to people who currently use that route. At least four new HGV-cycling and three new HGV-walking conflict points would be created, as well as many new car-NMU conflict points. If all the proposed accesses are brought into use with the forecast usage levels, this would amount to many thousands of extra NMU-vehicle interactions every day, some of which are likely to be dangerous. Despite the use of traffic forecast models, there are often unintended and unforeseen consequences of adding new routes to the networks, such as the reports of the new Lynnsport Way attracting dangerous anti-social speeding traffic, according to Cllr Collis. The damage to roads from vehicles is roughly proportional to the weight on each wheel to the fourth power, so a 2 tonne 4-wheel car typically causes about 10,000 times more damage to a road than a 100kg bike and rider on two wheels, while a 30 tonne 18-wheeler HGV might do more than 1 million times the damage. (Estimates from our colleagues at "Cycling in Christchurch"). So it's obvious that opening part of this road to general traffic will accelerate the damage. I hope it is obvious that increasing private and goods traffic on any route will hinder the passage of buses, cyclists and walkers and that max legal HGVs are unsuitable for the character of the nearby doorstep green and the existing road which is especially suitable for walking, plus that it reduces their amenity value. The forecast extra traffic from the proposed accesses would directly increase pollution and harm air quality in the local area, as well as undermine the air quality action plan task of promoting walking and cycling by adding motor vehicles to part of the cycle route between the still-being-built Nar Ouse Regeneration Area and the town centre. So, as there are no valid legal grounds to amend the order, I urge you not to amend it. However, if you do make this order, it surely must be accompanied by access-only and parking restrictions to prevent the road's use as an ad-hoc free car park that would obstruct bus and cycle traffic. I also urge you to make the entire road a 20mph limit (extending the South Lynn 20mph zone to the South Gates Roundabout, ideally), to add Advanced Stop Boxes at the traffic lights and to correct the bus/cycle signs to add "local" to the bus symbol. Additionally, surely some funding must be set aside by somebody for enforcement of the restrictions for them to be worthwhile, even if it's only automated issuing of fines using number-plate-reading cameras. The current non-enforcement of the existing restrictions on the southern section - and even on the whole route when the bollards are stuck down - is nothing short of scandalous and seems like the county council is essentially failing to collect money to which it is entitled. Finally, notes that we still have not seen the Vulnerable Road Users Audit of the route to confirm what further measures can be taken to safeguard people using this vital piece of green infrastructure. Thanks for attention and awaits reply with interest, hopefully to confirm that will not be making the proposed order and that the long overdue Vulnerable Road Users Audit of the route will finally be carried out with the participation of local cycling groups.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The proposal has been subject to independent Safety Audit and Equality Impact Assessment and whilst some recommendations have been made that would influence the final design, Norfolk County Council are content that the proposal is not unsafe or illegal. Traffic Regulation Orders are made under The Local Authorities Traffic Orders (Procedure) (England &amp; Wales) Regulations 1996, exercising its powers under the 1984 Highways Act in accordance with Section 1, Sub section C (for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). The effect of which will be to reduce the extent of U23679 Harding's Way operating as a Bus and Cycle Lane, to allow general traffic to enter and proceed in the length of road from C8 Wisbech Road for a distance of 125 metres northwards. This will also move the existing Bus Gate 15m northwards. The consultation was undertaken in accordance with the 1996 Traffic Orders procedure, with adverts displayed in the local press, along the advertised length and affected properties informed, during May 2018. Objections received are now being presented in this report for consideration by the Environment, Transport &amp; Development Committee. Norfolk County Council are satisfied that the correct legal process has been followed in accordance with the Local Authorities Traffic Orders (Procedure) (England &amp; Wales) Regulations 1996. The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. 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.</p>	12 June 2018
12)	Philip Broadbent-Yale Sustrans	<p><b>Consultee Comment</b> States Sustrans fully supports the Vision for the Kings Lynn Waterfront area: 'Our vision for King's Lynn waterfront is a vibrant river-edge quarter threaded through into the fabric of the existing town'. To restore the area for cultural, community and tourism benefit will have great benefits. Kings Lynn Quayside offers wonderful opportunities to the town for regeneration, tourism and economic development. However we are very concerned about the proposal to open up Hardings Way South to traffic other than the existing public transport, cycles and pedestrians. It is important that this area is properly planned as part of an integrated pedestrian, cycling and public transport vision for active travel, which will really benefit the Waterfront, Quay and the wider town. Hardings Way is part of NCN 1, the Sustrans and EuroVelo North Sea Coastal Route, that passes through the town. The width of the road is insufficient for the safety of pedestrians and cyclists, in addition to two-way traffic. It is inappropriate to plan for vehicles on such a narrow road. We would therefore object to the TRO proposed. As we have offered last year, Sustrans would be happy to contribute to a comprehensive way marking scheme for the Waterfront. To ensure that pedestrian and cycle access 'is threaded through' to the rest of the town and to consider an overall active travel policy, and routes for the town.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	12 June 2018
13)	Resident 1	<p><b>Consultee Comment</b> As a severely partially sighted/blind person, feels that if all motor traffic were allowed on Harding's Way, it would significantly make the journey into town more dangerous. At the moment, it is a safe alternative to London road, which when on gets to corners, it is very difficult for drivers to see. Would therefore oppose any lifting of restrictions on traffic being allowed over the Harding's Way south area of Harding's Way. Is available to talk regarding the problems she would face.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	18 May 2018

14)	Resident 2	<p><b>Consultee Comment</b> To Committee: Requests to reject Harding's Way south Traffic Order because she is disabled and is in a wheelchair. Takes daughter aged 5 to Whitefriars Primary along the safe route to school on Harding's Way. Cannot get up the other roads like Friar Street or London Road because they are too busy, too dangerous and they do not have enough drop kerbs. It would be disastrous taking daughter to school if this Traffic Order is made because of the general traffic of HGV's put upon Harding's Way South. Would not be able to take daughter to school independently. Will affect her independence and her daughter's independence. Daughter is visually impaired and has special needs and it is really important to her daughter's quality of life to have a safe route to school. Requests please do not take this away.</p> <p><b>NCC Officer Comments</b> An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way.</p>	18 May 2018
15)	Resident 3	<p><b>Consultee Comment</b> To Committee: Requests not to make Harding's Way South Traffic Order on behalf of disabled daughter and grand-daughter because if her daughter has a hospital appointment and she has to pick up her grand-daughter from school Harding's Way South is the only safe route for her to walk. Says she is 73 and the traffic is horrendous. Traffic on Harding's Way would make the congestion worse if the order is made because the traffic would have no where to flow to. Adds her daughter suffers from non-epileptic fits and if she has to get to school quickly to pick up her grand-child, this order would make it take longer for her to get to Whitefriars School.</p> <p><b>NCC Officer Comments</b> An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way.</p>	18 May 2018
16)	Resident 4	<p><b>Consultee Comment</b> Does not want Harding's Way South to be open to all traffic. Have been able to go to town using the Harding's Way. Is asthmatic and disabled and have to use a scooter, the London road affects breathing and the side roads coming off the London Road is very difficult to cross, the Harding's Way South is a very pleasant way to go to town. Says please think of asthmatics, unless you have it, you would not appreciate how lovely the walk into town is for them. Adds a lot of disabled people use this route.</p> <p><b>NCC Officer Comments</b> An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	18 May 2018
17)	Resident 5	<p><b>Consultee Comment</b> Opposes to the Bus Lane at Harding's Way South being opened to traffic. Says wife is disabled and uses a mobile scooter. Uses Harding's Way to get to town as his wife is chronic asthmatic and London Road is too polluted and affects her breathing.</p> <p><b>NCC Officer Comments</b> An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	18 May 2018
18)	Resident 6	<p><b>Consultee Comment</b> To Committee: Requests not to make the Lynn Harding's Way South Traffic order because it will put general traffic and HGV's on the route he uses to walk to town with his son aged 3. Says it is really important to keep this route safe, free from traffic for the sake of their children.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	18 May 2018
19)	Resident 7	<p><b>Consultee Comment</b> As a resident of South Lynn for 25 plus years, finds it unbelievable that anyone would consider taking away a child's safe and pollution free route to school. Walks through Harding's Pits regularly to get to the town centre in a bid not to drive into park in King's Lynn. Also volunteers to help keep Harding's Pits clean + tidy and would not appreciate having traffic constantly driving past and ruining the peace and quite and disturbing the wild life in such an important green space.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	18 May 2018
20)	Resident 8	<p><b>Consultee Comment</b> To Committee: Is against Harding's Way South Traffic order because has a child aged 5 at Whitefriars School and his brother will join him there next year and traffic on Harding's way South will compromise children's safety.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	18 May 2018
		<p><b>Consultee Comment</b> To Committee: Requests not to open Harding's Pit South to traffic as it is too dangerous for school children and elderly people in mobility scooters. Is 79 years old and have lived in South Lynn all her life. Would like the bus route to stay as a bus route and no more traffic to come along there. For years there have been talks about putting a marina and now houses have been proposed which she thinks is a disgrace.</p>	

21)	Resident 9	<p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way. The proposed Traffic Regulation Order does not relate to any housing proposal. The planning permission to which the proposed amendment refers, is for three new accesses along Hardings Way and relocation of a bus gate. What those accesses may serve in the future has not been identified as part of this process, and should any applications come forward in the future, they will be dealt with by the Local Planning Authority (King's Lynn and West Norfolk Borough Council) through the approve planning process in the normal manner.</p>	18 May 2018
22)	Resident 10	<p><b>Consultee Comment</b> Is against the opening of Hardings Way to traffic and the Hardings Way south traffic order. Says this would devastate this lovely area and be a terrible problem for people in wheelchairs and children for the pollution it causes. Walks her dog everyday on the river bank as it is the only pollution free area and as she is nearly 80 years old, needs this as everyone else does.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way.</p>	18 May 2018
23)	Resident 11	<p><b>Consultee Comment</b> Hardings Way is their place for cycling, skating and just getting to church away from the pollution and noise that gets on London road. Says it would be bad if cars were allowed to use it as it would be dangerous and unpleasant.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	18 May 2018
24)	Resident 12	<p><b>Consultee Comment</b> Uses the Hardings Way pathway everyday to and from work and also to collect grandson from his school at Whitefriars. At present, it is a quiet safe walk for school run and many children uses it. There are plenty of young children accompanying parents with buggies, riding bikes or as they get a little older, it is a chance to gain a little independence walking to and from school alone. Says opening up the bus lane would destroy this small road which would not take additional traffic as it will cause accidents. Adds, even a small access would increase danger to the pedestrian public. Says Hardings Pits area is an open space for many children in the area who have no gardens or only backyards. Although, the walks are not far, the road they would need to cross is full of heavy traffic, even with its crossings. Adds, Hardings Pits is a wild space for children to explore nature and enjoy freedom that is often denied them in this modern age. Feels very strongly that opening the bus lane is the wrong thing for local people.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
25)	Resident 13	<p><b>Consultee Comment</b> Requests not to open Hardings Way South Lynn to traffic as lives along Wisbech Road and do have enough traffic come along already, some days it is queued right back along the cut Bridge plus it would not be good for children who have to walk along there to the school. Adds, she has always lived in South Lynn and a lot of children play along there and does not wish for any more traffic to come along Wisbech as damage was done to her own house since December. Says a lot of lorries have been coming along Wisbech Road in the early morning and late night causing damage to her house. Have talked to other people who lives in Wisbech Road and most of the people had damage done to their homes as well like cracks in the walls. Had someone from Highways to look at the damage the Road has caused since Dec 2017. Cllr Alexandra Kemp has been out to look at the damage caused by heavy lorries coming along and now she has got the highways to resurface the road but not till August which means she cannot get the house fixed until then. Her neighbour at 105 had the survey done to her house as she thought it was sub-siding however the survey concluded it was due to the heavy lorries coming to Wisbech Road.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. The HGV movements will also be safer under signal control rather than the current merge with traffic. 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. The damage referenced by the objector was due to Wisbech Road being used as a diversion during works on the A47 and is not a normal occurrence.</p>	18 May 2018
26)	Resident 14	<p><b>Consultee Comment</b> Lives at 99 Wisbech Road South Lynn and objects to Hardings Way South Traffic Order as more traffic will use Wisbech Road as a shortcut if Hardings Way South and then all of Hardings Way is opened to general traffic and HGVs. Says her house shakes when the lorries go by and Wisbech Road has cracked up in the last 6 months because of traffic diversion in Saddlebow Interchange and is being completely resurfaced. Says cracks have appeared on the outside of her house and at her neighbours. States he has bought her own house and did not expect the council to come up with a plan like this and is also really worried about the children's walk to school.</p> <p><b>NCC Officer Comments</b> The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. The HGV movements will also be safer under signal control rather than the current merge with traffic. 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. The damage referenced by the objector was due to Wisbech Road being used as a diversion during works on the A47 and is not a normal occurrence. Any issues pertaining to the long term picture of Hardings Way are not subject to this amendment Order. This process seeks to relocate the existing bus gate 15m north from its current location and change the existing bus and cycle only Order to all traffic between the relocated bus gate and Wisbech Road only.</p>	18 May 2018
27)	Resident 15	<p><b>Consultee Comment</b> States he was head teacher at Whitefriars Primary School when NCC initially proposed a link road joining Wisbech Road to the town centre which ran adjacent to the school. Had to meetings with representatives from NCC to discuss the proposal. One of the representative Quentin Brogdale reassured governors at the school that the road would be a bus lane only and that there would be no possibility of the road being opened to public vehicle use. Says they accepted this assurance and therefore gave no objections to the scheme. Totally opposes to the proposed opening of the link road to public vehicular access for the following reasons: it goes totally against assurances from NCC that the road would be a bus lane only, the development of the area threatens the Hardings Pits environment (one of the very few natural environments in and around King's Lynn), increased vehicular access would expose pupils and staffs at Whitefriars to increased air pollution, there is considerable pedestrian and cycle traffic along this route including families attending Whitefriars, traffic that can travel safely and with no impact to the environment, increased vehicle use would prevent the safe pedestrian/cycle access. Earnestly hopes the committee will reject the opening of the link road to public vehicle access.</p> <p><b>NCC Officer Approval</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Any issues pertaining to the long term picture of Hardings Way are not subject to this amendment Order. This process seeks to relocate the existing bus gate 15m north from its current location and change the existing bus and cycle only Order to all traffic between the relocated bus gate and Wisbech Road only.</p>	18 May 2018
28)	Resident 16	<p><b>Consultee Comment</b> Says his particular earnest concern and objection to the Hardings Way South Traffic Order is the longer term picture for the whole length of Hardings Way to be opened to all traffic. At which time, it will act as a magnet for all vehicles accessing the north end of the town centre via South Quay. Adds, it has been a long term objective of both the borough and County Councils to protect the historic riverside quarter of the town as a prime visitor attraction and as a quiet amenity area for all.</p> <p><b>NCC Officer Comments</b> Any issues pertaining to the long term picture of Hardings Way are not subject to this amendment Order. This process seeks to relocate the existing bus gate 15m north from its current location and change the existing bus and cycle only Order to all traffic between the relocated bus gate and Wisbech Road only.</p>	18 May 2018
		<p><b>Consultee Comment</b> Thinks the new road scheme for South Lynn Harding's Way is a move for the worse. Says it is safe way to the schools and disabled access to town also not to forget pollution and greenbelt. Adds, it will not ease congestion on London road, it will make the South Gate roundabout even worse the access to Wisbech Road just a crazy idea.</p>	

29)	Resident 17	<p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	18 May 2018
30)	Resident 18	<p><b>Consultee Comment</b> Wants to keep Hardings Way South free from motor vehicles. <b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
31)	Resident 19	<p><b>Consultee Comment</b> Wants to keep Hardings Way South free from traffic. Says it is a lovely walk into town so peaceful and fume free. <b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
32)	Resident 20	<p><b>Consultee Comment</b> Objects very strongly to Hardings Way being opened to general traffic as she feels that this would have detrimental effect on community's quality of life. Demands that the Hardings Way South Traffic order is not passed as this would be the first step to opening the whole of Harding's Way. Currently the area around Hardings Way is a pleasant, peaceful environment for local residents and visitors. Many people use the area for walking and cycling, enjoying the opportunity to get some exercise and to socialise. Many local children also use this route to walk to and from several local schools. Continues, opening Hardings Way to general traffic would increase the risk of road traffic accidents. At the moment it can be quite hard for a pedestrian to cross the junction with Boal Street and Church Street (at the junction with Boal Street and Stonegate Street), some motorists seem to behave very inconsiderately and it will only get worse if Hardings Way was opened to general traffic. Concerned for the health of local children in particular as increased traffic inevitably causes more air pollution. The Hillington square and Friars area is quite densely populated and residents need green space to improve air quality not more traffic to reduce it. Says, there would be an increase in noise pollution spoiling the leisure opportunities in the area. People would not be able to sit enjoying the peace on the seats by the Carmelite arch and would be less likely to stop for a chat with their neighbours. It would also make access to the Nar Valley less attractive. Appreciates that the authorities are under pressure to solve the problems of traffic congestion but creating more roads is not really a solution; more roads seems to create more traffic. States people want the convenience of their cars but inconvenience of traffic congestion is unavoidable. Only way to solve the problem in the long term is to promote alternatives such as public transport, walking, cycling and car-sharing. Creating new roads only reinforces the mind-set that people need their own cars for all their journeys. Since moving to this area, have been pleased to find a friendly neighbourhood, the Hardings Way green space and the recent improvements to Hillington Square help to make it a nice place to live. Hopes that the health and welfare of a relatively less affluent, densely populated community will not be sacrificed for the convenience of motorists who are perhaps more affluent who perhaps live in less densely populated areas. Thanks for consideration.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal. Any planning application that may come forward on land adjacent to Hardings Way that would be serviced by the new accesses, will be subject to a Transport Assessment (TA) (depending on the scale of development, a Transport Statement is a simplified alternative for smaller developments). A TA is submitted to ensure that issues such as how travel may be minimised, how best use of the existing transport infrastructure can be made, addressing potential impacts of traffic generated by the proposal to protect the travelling public, improvements to sustainable travel choices and other measures that may assist in influencing travel behaviours. This process should help address the concerns associated to this objection</p>	18 May 2018
33)	Resident 21	<p><b>Consultee Comment</b> Objects to the proposal to allow cars onto the cycle route that runs over Hardings Pits in Kings Lynn for the following reasons; Safety: this route is used by children and cyclists to get to destination both into and out of the town centre without the issues created by traffic and to feel safe. More families will drive their children to school once it becomes too dangerous to walk affecting the health and wellbeing of residents. The point at which the bridge crosses the Nar is too narrow for vehicles moving in two directions and pedestrians and cycle. Cycling should be encouraged as a viable alternate to driving for environmental and health reasons. Also, the visibility on that portion of the route is very poor - it is not always possible to see double decker buses approaching the town because of the height of the bank and as the bank is flood defence it cannot be removed. Environment: this is a beautiful area for children, dog walkers, cyclists, ramblers, gear runners and maybe even tourists to walk through. It is full of wildlife, deer and foxes, all manner of birds and small mammals. pollution levels are high in areas such as London Road because of the traffic - Lynn needs areas where pollution is not high and can enjoy living here. The trees and vegetation help absorb the carbon dioxide and give out oxygen. The children at Whitefriars currently have a clean safe school field with no pollution - a road will produce pollution that will affect the children's health. Doorstep green: this area was designated a doorstep green which means that money was paid by the Countryside agency and New Opportunities Fund to keep the area accessible to the local populace, allowing enjoyment of a green space which was a legal agreement with The Countryside Agency.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. 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Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal. Any planning application that may come forward on land adjacent to Hardings Way that would be serviced by the new accesses, will be subject to a Transport Assessment (TA) (depending on the scale of development, a Transport Statement is a simplified alternative for smaller developments). A TA is submitted to ensure that issues such as how travel may be minimised, how best use of the existing transport infrastructure can be made, addressing potential impacts of traffic generated by the proposal to protect the travelling public, improvements to sustainable travel choices and other measures that may assist in influencing travel behaviours. This process should help address the concerns associated to this objection</p>	18 May 2018



34)	Resident 22	<p><b>Consultee Comment</b> Objects to the Harding's Way South Traffic Order because the 3 new accesses will put noisy + intimidating HGVs onto Hardings Way South going to Overtons (coach works) and states there will be 90 parking spaces on the new development which would mean general traffic and HGVs would hustle past pedestrians and worse till could 'suck' cyclists into their ride or the path of an oncoming vehicle. Also, says buggies will have to cross the side roads west, in competition with general traffic entering + leaving the western access. There is also additional pollution. Adds, some people cannot use London Road because of the existing pollution there + rely on Harding's Way South (especially thinking of the asthmatic disabled people). Removing the only safe route to King's Lynn, via <u>Harding's Way South, would cause huge detriment to the disabled + elderly who are so reliant on it + take their independence.</u></p> <p><b>NCC Officer Comments</b> The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. 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. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way</p>	18 May 2018
35)	Resident 23	<p><b>Consultee Comment</b> Objects to this and urges not to pass this order. Says this proposal to open Harding's Way South to all traffic is a seriously retrograde step - not only for the population in the immediate locality but for the future transport improvement strategy for wider King's Lynn and surrounding area. Lynn does not have a Town council, the views of King's Lynn Civic Society who have the interests of the whole town at heart must be listened to. Adds, the proposal will not do a thing to solve the town's congestion problems because traffic diverted along Harding's Way would make new bottlenecks at Millfleet on inward journeys and South Lynn Outwards. If you approve this for Harding's Way South, it will inevitably begin the opening up to all traffic for the whole of Harding's Way. Continues, other reasons why all motor traffic should not be allowed are:- (1) It will make the area less safe for all the cyclists, walkers and mobility-scooter users who use this route. Even those who use mobility-scooters and live at the Hardwick Road (residential) caravan site, for example, negotiate Harding's Way into Town, instead of using London Road. (2) It will be bad for children attending Whitefriars School, exposing them to greater danger, noise and pollution. Furthermore, the governors of the school were assured in the past by an officer of the County Council that this would not happen. (3) It will destroy the peaceful enjoyment by over 6,000 local people of the beautiful area called Harding's Pits (the doorstep green) by the river. It is a much loved local nature area which is also a tourist draw close to the <u>centre of town. Please don't ruin it</u></p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal. An NCC officer did previously state that he believed that it would be unsafe for Hardings Way to be opened up to all traffic. Although we are not able to prove definitively in either way, we are confident that those comments were made in connection to crossing of the River Nar at the existing sluice along Hardings Way. It is not possible for two larger vehicles to pass safely at this point due to the restricted width, proximity of the structure and alignment, therefore completely opening Hardings Way to all traffic (without any restriction over the sluice) between Boal Quay and Wisbech Road with its current alignment would not be achievable. However, this proposal does not seek to open the full extent of Hardings Way to all traffic, so the historical comment is not in keeping with this proposal.</p>	18 May 2018
36)	Resident 24	<p><b>Consultee Comment</b> <u>Writes to voice objection to the proposed opening South Hardings Way to traffic. It will be bad for school children, increased noise, pollution and also ruin the peaceful countryside area, which they love and are so lucky to be so near.</u></p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	18 May 2018
37)	Resident 25	<p><b>Consultee Comment</b> Wishes to object to any change or modification to the current layout and organisation of the South-Eastern end of Hardings Way for the following reasons: (1) Currently experiences slow or stationary traffic during commute into Lynn via Wisbech Road which starts at the Harding's Way junctions. Increasing traffic through these lights will cause a further impact to this. (2) Only busses can currently use Harding's Way. Allowing all forms of Traffic onto it - even by moving the bus gate alone will create a hazard to cyclists and pedestrians alike. (3) Worries that this proposal is the thin end of the wedge and thus set a precedent for future changes. (4) Hardings Pits are a much appreciated local green space. They should be defended from development in all forms.</p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain. The proposal will not affect the existing bus service. Any issues pertaining to the long term picture of Hardings Way are not subject to this amendment Order. This process seeks to relocate the existing bus gate 15m north from its current location and change the existing bus and cycle only Order to all traffic between the relocated bus gate and Wisbech Road only. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	18 May 2018
38)	Resident 26	<p><b>Consultee Comment</b> Does not want any traffic on Harding's Way South, only buses and cycles and also does not want houses there. Says the council has built more than enough on NORA. Because of the increase in traffic on Wisbech Road since Highways England have been repairing the <u>Hardwick Bridge, Wisbech Road has been severely damaged and has cracks appearing inside and outside of his house as a result. Along with his wife, wants to take action against the Highways because of this.</u></p> <p><b>NCC Officer Comments</b> The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. The HGV movements will also be safer under signal control rather than the current merge with traffic. 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. The damage referenced by the objector was due to Wisbech Road being used as a diversion during works on the A47 and is not a normal occurrence. Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
39)	Resident 27	<p><b>Consultee Comment</b> Objects to the South Lynn Hardings Way Traffic Order for what he feels are excellent reasons. Says the opening of the road would not have any positive benefits and make put traffic noise and congestion onto a quiet rural spot and affect the riverside which is unique <u>and of national historic importance.</u></p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
		<p><b>Consultee Comment</b> Opposed to Hardings Way South Traffic Order because thinks it should be left as it is. Greenspace should be left to nature. Adds, there are enough houses being built in NORA but this traffic order will build 2 new roads for 50 new houses with 90 parking spaces.</p>	

40)	Resident 28	<p><b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal. The proposed Traffic Regulation Order does not relate to any housing proposal. The planning permission to which the proposed amendment refers, is for three new accesses along Hardings Way and relocation of a bus gate. What those accesses may serve in the future has not been identified as part of this process, and should any applications come forward in the future, they will be dealt with by the Local Planning Authority (King's Lynn and West Norfolk Borough Council) through the approved planning process in the normal manner.</p>	18 May 2018
41)	Resident 29	<p><b>Consultee Comment</b> Is horrified by the prospect of the destruction of natural riverside heritage, behind which is a Doorstep Green covered by a covenant. Says the area at present is well used by walkers, cyclists, school children and disabled. Building of the bus lane has only destroyed a small park of this beautiful part of King's Lynn. Adds, to build a road open to all traffic would be the thin edge of the wedge and within a short time our green space would be lost forever. States most forward thinking Councils are finding ways of stopping traffic going into town centres. Says you seem to be trying to cause congestion and pollution.</p> <p><b>NCC Officer Comments</b> 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. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	18 May 2018
42)	Resident 30	<p><b>Consultee Comment</b> Writes to protest about the proposal to open Hardings Way South to all traffic and to build houses on 'Our Doorstep Green'. This will increase rather than decrease pollution and provide a short cut i.e. a rat run for traffic from Wisbech Road into town. Traffic density will also increase on Wisbech Road. Says a recent study has shown that housebuilding on recreational areas and parks causes further pollution and is a risk to health particularly to children whose route to school is therefore at risk. Also, people using mobility scooters are vulnerable as their peaceful route to town is under threat and this also applies to walkers. Therefore, submits that the resolution to not open up Hardings Way South on July 6th. Adds, it is obvious that it will be only a matter of time before the rest of Hardings Way is similarly treated.</p> <p><b>NCC Officer Comments</b> The proposed Traffic Regulation Order does not relate to any housing proposal. The planning permission to which the proposed amendment refers, is for three new accesses along Hardings Way and relocation of a bus gate. What those accesses may serve in the future has not been identified as part of this process, and should any applications come forward in the future, they will be dealt with by the Local Planning Authority (King's Lynn and West Norfolk Borough Council) through the approved planning process in the normal manner. 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. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Hardings Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Hardings Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Hardings Way. Any issues pertaining to the long term picture of Hardings Way are not subject to this amendment Order. This process seeks to relocate the existing bus gate 15m north from its current location and change the existing bus and cycle only Order to all traffic between the relocated bus gate and Wisbech Road only.</p>	18 May 2018
43)	Resident 31	<p><b>Consultee Comment</b> States have lived in south Lynn for almost 50 years and is opposed to the plans to open up Hardings Way to all traffic. Sometimes uses the route to walk into town. Says it is one of very few routes that you can peacefully walk into town. Feels this area should be enhanced further for pedestrians and cyclists. And, on a nice day you can walk this route and see the children playing at Whitefriars School safe in knowledge that the school and children are not near heavy traffic, so they can breath relatively clean air and are protected from road traffic accidents. Hardings Way is used by most South Lynn parents to walk their children to school not only to Whitefriars but many use this route to get to Greyfriars School too. So avoiding the busy London Road. Says, the area known as Hardings Pits (Hardings Way) need to be enhanced more tranquilly not turned into a polluting road with heavy traffic.</p> <p><b>NCC Officer Comments</b> 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. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
44)	Resident 32	<p><b>Consultee Comment</b> Opposes to Hardings Way South Traffic Order because have lived in South Lynn all life and Overtons should not be allowed to have a special access to bring their coaches and HGVs onto Hardings Way South. Says, this will bring noise, dust and pollution next to where he lives. already has dust and noise problems with the pollution rising in the air from the works already. This is too much.</p> <p><b>NCC Officer Comments</b> 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. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	18 May 2018
45)	Resident 33	<p><b>Consultee Comment</b> School children's safety and increased noise and environmental concerns for Hardings Way.</p> <p><b>NCC Officer Comments</b> 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. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	18 May 2018
46)	Resident 34	<p><b>Consultee Comment</b> Requests not to make Hardings Way south Traffic Order. Says this won't be a solution to the traffic problem, but it will increase congestion. Just changing London Road in the last 2 weeks has caused tailbacks on Wisbech Road. Hardings Way South should not have any traffic on it. It should not have anything there. It should be left as a green space for the benefit of residents and it is a nice place for kids to play on.</p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
		<p><b>Consultee Comment</b> Writes to tell how important it is to keep the current restricted use on Hardings Way. Does not have a car and so usual way into town is either by bicycle or by walking. Says at the moment it is safe, unpolluted and quiet with only the occasional bus passing. It is this mode of transport which the Council ought to be promoting - the more successful it was the less congestion there would be on roads such as London Road. Says, the Council should study cities such as Copenhagen and Madrid formerly heavily congested which have made major improvements by actively encouraging safe ways for people to walk and cycle. Although, grandchildren do not live in the Borough, certainly would be worried if they had to attend school under the conditions which the children at Whitefriars would face if all motor traffic were allowed on Hardings Way. As a matter of fact, grandchildren do come to Lynn each summer and says going blackberrying on Hardings Pits is one of the great attractions for them and enjoy the peace and quiet which currently obtains over the area. Adds, you may be aware that a recent report on air pollution pointed out that major problems exist not only in the big cities but also in quite small towns. The pollution on London Road has been at illegal levels for many years and thinks that any attempt to 'deal' with it by, diverting traffic away from the monitors and along Hardings Way would be unacceptable and would likely to be subject to legal challenge. the only way to protect the people of Lynn is to find less polluting ways of getting around. Suggests a policy of actively encouraging people to cycle and walk (this would also improve the health of people) and to improve public transport, including, park and ride schemes. Says, this is the way progressive cities are moving and Norfolk County council would be well advised to learn from them.</p>	

47)	Resident 35	<p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Any planning application that may come forward on land adjacent to Hardings Way that would be serviced by the new accesses, will be subject to a Transport Assessment (TA) (depending on the scale of development, a Transport Statement is a simplified alternative for smaller developments). A TA is submitted to ensure that issues such as how travel may be minimised, how best use of the existing transport infrastructure can be made, addressing potential impacts of traffic generated by the proposal to protect the travelling public, improvements to sustainable travel choices and other measures that may assist in influencing travel behaviours. This process should help address the concerns associated to this objection.</p>	18 May 2018
48)	Resident 36	<p><b>Consultee Comment</b> Would like to express some views on the above and associated matters on the light of public disquiet. Firstly the question of the Hardings Way bus lane. When this was first envisaged, one of the reasons given for its construction was to ease pollution in London Road, inferring that this was caused mainly by buses - a very spurious argument. The intention was that all buses should use the busway as is confirmed by the road markings at the beginning of the busway on Wisbech Road although this deprives London Road residents of public transport facilities. In practice only buses from the West use the busway, those from the East continuing to use London Road. Says, we now have the suggestion that, by opening up Hardings Way to all traffic, this will ease the London Road pollution. Surely it will merely transfer it and what is more, will increase traffic on Wisbech Road as Hardings Way will be seen as a 'rat-run' - a quick way into town? Adds, now we have the latest London Road experiment which achieves absolutely nothing other than to deny users of Vallingers Road access to London Road. Surely too, it is obvious that there are two heavy traffic flows in a day, in to town in the morning and out in the late afternoon/early evening so why only cater for one time and direction. Asks, could not have consideration been given to making London road a three lane highway throughout with alternate traffic light control so allowing two lanes in the morning rush and two lanes out in the evening. This system works in a number of urban areas quite successfully. The reason for dwelling on this is that, suspects that the present London Road experiment is a red herring, making a case for traffic free all on Hardings Way when it fails as suspects it already has. Secondly, the construction of houses on what is now the Hardings Pits Doorstep Green. A recent scientific study has revealed that building estates on what have been recreational areas rapidly pollutes those areas and thus deprives local residents, particularly children, of the benefits of open recreational spaces, which are designed for that very purpose. The study was directed mainly at public parks and school playing fields which are under threat from development. Says, Hardings Pits must enter this category however as it is a haven for wildlife and ticks all the boxes of an essential recreational area. It must not be sacrificed. There is also possibility that the flood risk for the locality may, yet again, become apparent as global warming and rising sea levels continue.</p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	18 May 2018
49)	Resident 37	<p><b>Consultee Comment</b> Opposes to the opening of Hardings Way to motor traffic. Says currently walks along this route most days to work in King's Lynn. The route is currently very pleasant + reasonably safe for cyclists and pedestrians. Plans on moving into King's Lynn and hopes to live in south so would use the route on an even more regular basis. opening up to route to traffic would lead to increase air pollution, all the impacts that this has on health. Was under the impression that funding had initially been granted for a cycle route would this funding need to be repaid. Sincerely hopes that council rethinks its policy on this.</p> <p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	18 May 2018
50)	Resident 38	<p><b>Consultee Comment</b> Lives in the meeting house (Quakers) and when heard about the plan to open the bus lane etc. to traffic 'cried'. Have mental health problems and require as a necessity fresh air, peace and quiet. Says the stink and noise will be extremely detrimental to her peace of mind and existence. Requests not to open Hardings Way South to traffic. Says 'your lying and obfuscation is the same level as the levels of that in all corrupt regimes. Shame on you.'</p> <p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	18 May 2018
51)	Resident 39	<p><b>Consultee Comment</b> Pleads that the cycle way remains closed to all traffic apart from buses. Opening it to all traffic solves nothing. There is no where for the traffic to go. The choice is to join London Road from Millfleet or drive along South Quay. Neither option reduces congestion and using South Quay as a ration will kill the businesses on the quayside and make redevelopment unattractive. The difficulties of maintaining the town flood defences is a huge barrier to developers, add in a very busy road and any interest will rapidly dwindle. The core of the traffic problem is broadening of the town to the west by the river. A new bridge to take all traffic from the west over the river and port is the only long term possible solution. The Borough of County Councils need to start working towards this now. Reduction in the volume of traffic entering the town can only be effected by the provision of efficient local bus services that are cheaper than parking charges. A rail link of any kind to Hunstanton would ease some pressure from the west. All further building of housing needs to be halted until a new traffic system is designed and in place. Knight's Hill: Speeding of the throughput of traffic here will ease the congestion on London road and Railway Road. Filter lanes for simple left turns will reduce pressure here. The stretch of road from the Port to roundabout needs to include bus lanes for faster transport from Knight's Hill and the Wootton's into and out of town. A faster designated route for buses entering town along John Kennedy Road to the bus station needs to be designed. The long slow slog around Lidl and Blackfriars Road must be eliminated for buses with the development of a bus only approach from Railway Road to the bus station. A radical rethink is necessary to give buses priority throughout town. Southgate: A left filter lane from Guanock Road is required and the Southgate itself needs to be protected from the bulk of vehicular traffic. Hardwick (Southgate): The only long-term solution is another bridge. Hardings Way: The many very real reasons to keep Hardings Way safe will be listed in other letters. Wants to offer some ways forward. None are 'simple' and some are radical but the search for a long term solution are long overdue.</p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain</p>	18 May 2018
52)	Resident 40	<p><b>Consultee Comment</b> States the main reason why the council changed Hardings Way Road to a bus and bicycle ONLY Road and King's Lynn Norfolk England now has traffic problems. Questions how the traffic problems can be solved and at the same time keep pollution, climate change, global warming down. The reason why King's Lynn is having Traffic problems is that the council is building housing in the wrong places and does not look at the infrastructure that is needed for housing and what problems building houses causes. Says now council Leader Brian Long and the Council wants to Turn this road for All traffic, when Council Leader Brian Long in 2014 when he was Deputy leader and the Council was concerned about the fast growing of the killer of air pollution on this road. Can read this in the newspaper article below what happened in 2014. EDP Newspaper (Eastern Daily Press) Article 2014: "Air pollution at Dangerous Levels in Parts of King's Lynn, warns Report" Nitrogen dioxide levels in parts of the town are currently High enough to cause a serious risk to health warns a new report. The report to West Norfolk Councillors states: "Air pollution can make our Environment LESS attractive and can have Serious Effects on Health. We are aiming to Reduce Air Pollution to levels that don't cause a risk to human health". Proposals include altering road layouts to improve congestion on busy streets in South Lynn and Gaywood and creating a bus lane from Wisbech Road to Boal Street. Officials say the aim is to encourage more people to park in West Lynn and catch the ferry and residents only parking in town centre streets to discourage commuters from using them for free parking. Brian Long, Deputy Leader of the council said: "The current levels are not good enough, so it's important we do all we can to make King's Lynn a more environmentally friendly place to work and live". County Councillor Alexandra Kemp, who represents South Lynn said: "It is essential we start getting more people to walk to work, to use a bicycle or get the ferry from West-Lynn". Figures produced by Public Health England link 29,000 deaths in the UK each year to air pollution. Other proposals include special traffic controls at main junctions to reduce stop and start driving, improve traffic flow and reduce emissions. A new bus-only lane from Wisbech Road, through the Friars to Boal Street could be used by other vehicles such as taxis. Residents only parking is also being considered in the town centre to encourage visitors and workers to use public car parks, rather than residential streets. Car parking charges will be investigated with the aim of evening out peak travel times while also making short trips easy. Councillors on the Regeneration, Environment and Community Panel discuss the report in 2014. Which Hardings Way "Only Bus and Bicycle Road" was passed by the Council in 2014. Says, the main ways the killing air pollution increases is by us humans. So, why is Council Leader Brian Long and the Council, now changing Harding's Way Road back into a Killing Air Pollution Road in 2018? When in 2014 when Council Leader Brian Long was Deputy Leader "He was concerned more about the killer of pollution on this same road"?? this doesn't make any sense of what council leader Brian Long and the Council wants to increase the killing of air pollution is to brag to the head government that King's Lynn is building more housing like the head government told them to do, but Council Leader Brian Long is going about it in the wrong way of bring back the killer of air pollution. That building more houses causes more traffic problems of the killer air pollution. Housing should be built in the right places with the right infrastructure. And it will cost our Borough of King's Lynn and West Norfolk thousands of pounds more to change the road back into an air polluting road, which the council does not have any money to this, when there are many cuts NHS, Transport, Education, etc.</p> <p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The proposed Traffic Regulation Order does not relate to any housing proposal. The planning permission to which the proposed amendment refers, is for three new accesses along Hardings Way and relocation of a bus gate. What those accesses may serve in the future has not been identified as part of this process, and should any applications come forward in the future, they will be dealt with by the Local Planning Authority (King's Lynn and West Norfolk Borough Council) through the approve planning process in the normal manner.</p>	18 May 2018

53)	Resident 41	<p><b>Consultee Comment</b> Has been a South Lynn resident all life but now is in wheelchair due to a stroke 13 years ago and uses Hardings Way south most days as finds it safe to go to town that way. So, does not wish for Hardings Way to be open to a lot of traffic as would find it very difficult with mobility scooter as well. It is a lovely open area as well, so does not wish heavy traffic to come that way.</p> <p><b>NCC Officer Comments</b> An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way. Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain</p>	18 May 2018
54)	Resident 42	<p><b>Consultee Comment</b> Objects to the Hardings Way South traffic order south in full support of keeping this area traffic free, regularly walks and cycles in the area and feels opening this up to all traffic would be very detrimental to a peaceful and safe place for children and adults to enjoy. It is also regularly used by local schools for nature walks and as a safer route to walk pupils into the town centre. Appreciates taking their view into consideration.</p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	18 May 2018
55)	Resident 43	<p><b>Consultee Comment</b> Lives along Wisbech Road and has done for many years. Says the traffic is getting worse plus with heavy lorries coming through causing damage to homes so does not wish for Hardings Way South to be open to traffic. Says "you need to find another solution" for all this traffic. Also adds, her grandchildren go to school along Hardings Way. (note: I Denise have written this letter on behalf of Ruth due to her arthritis in her hands plus she is 80 years old).</p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. The HGV movements will also be safer under signal control rather than the current merge with traffic. 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. The damage referenced by the objector was due to Wisbech Road being used as a diversion during works on the A47 and is not a normal occurrence.</p>	18 May 2018
56)	Resident 44	<p><b>Consultee Comment</b> Have been a resident on Wisbech Road for the past twenty six years and during that time have noticed a big impact to the traffic using this road. Feels opening the Hardings Way South would only increase traffic problems. Since the increase of traffic including heavy goods vehicles, have had exterior damage to property i.e. large cracks appearing on outer walls, bedroom ceilings, etc. Can feel the house shake laying in bed when lorries go by. Contacted insurance company because of cracks appearing in the house concerned had subsidence to the property. An engineer confirmed it was not the case. Therefore, strongly disagree to opening Hardings Way south as this will further damage people's property.</p> <p><b>NCC Officer Comments</b> The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. The HGV movements will also be safer under signal control rather than the current merge with traffic. 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. The damage referenced by the objector was due to Wisbech Road being used as a diversion during works on the A47 and is not a normal occurrence. Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain</p>	18 May 2018
57)	Resident 45	<p><b>Consultee Comment</b> Thinks the bus gate should not be opened up to heavy traffic as lot of people uses Harding's Pits to walk dogs as well as children walking to and from school.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
58)	Resident 46	<p><b>Consultee Comment</b> Do not want Hardings Way south to open to any traffic making South Lynn worse than what it is now that the top end of Saddlebow Road is closed for few years now and what good has that done. The traffic just piles up along Wisbech Road. Now some days right back over the cut bridge heavy lorries 'need' to use the by-pass to get in town as well.</p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process.</p>	18 May 2018
59)	Resident 47	<p><b>Consultee Comment</b> Does not wish for anymore traffic to use Hardings way South as it is only open space to walk.</p> <p><b>NCC Officers Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
60)	Resident 48	<p><b>Consultee Comment</b> Says he is carer for Mr. J Gray and visits him 3-4 times a day. It takes him up to 3/4 hour to get there at peak times. Some days it is even longer than this makes the day very long and make it late for hi other clients. Opening more roads up will only make things a lot worse.</p> <p><b>NCC Officer Comments</b> Although the proposal will increase the level of traffic on the southernmost end of Hardings Way, the overall volume will remain relatively low. The proposal is for formation of accesses only. The only access which will generate traffic as part of this scheme is the existing Overton's site which currently exists on Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure through the approved planning process. Double yellow lines will remain.</p>	18 May 2018
61)	Resident 49	<p><b>Consultee Comment</b> Does not wish for Hardings Way South Lynn to be opened to heavy traffic and lorries. Due to safety as walks that way most days so do a lot of school children.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. 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.</p>	18 May 2018
62)	Resident 50	<p><b>Consultee Comment</b> Does not think opening Hardings Way South to traffic is a good idea due to children going school that way plus that is only but decent land walk along and does not want spoil it with buildings and flats.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The proposed Traffic Regulation Order does not relate to any housing proposal. The planning permission to which the proposed amendment refers, is for three new accesses along Hardings Way and relocation of a bus gate. What those accesses may serve in the future has not been identified as part of this process, and should any applications come forward in the future, they will be dealt with by the Local Planning Authority (King's Lynn and West Norfolk Borough Council) through the approve planning process in the normal manner</p>	18 May 2018
		<p><b>Consultee Comment</b> Has been a resident of South Lynn for 15 years. The traffic along Wisbech Road is horrendous it takes 10-15 minutes to cross the road, a few times own child has nearly been knocked down. The amount of vehicles has had a significant impact on the structure of his/her house as imagines it has other houses. Opening any other roads in or out of South Lynn would only heighten the massive problem that the residents already have.</p>	

63)	Resident 51	<p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. The HGV movements will also be safer under signal control rather than the current merge with traffic. 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. The damage referenced by the objector was due to Wisbech Road being used as a diversion during works on the A47 and is not a normal occurrence.</p>	18 May 2018
64)	Resident 52	<p><b>Consultee Comment</b> Heard about the opening of bus lane to normal traffic. Feels for the children's safety near the school and thinks it would be ok if someone would be able to watch the children safely across the road near the school.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	18 May 2018
65)	Resident 53	<p><b>Consultee Comment</b> Lived in 107 Wisbech Road with his mother for 20 years up till he moved out 7 years ago. In all the time living there, never felt any movement in the house. Visits mum every week from about December 2016 there has been a slight movement through the house and it has never stopped. In 2017 to 2018, the movement has got worse everyday shaking the house and causing slight damage to objects inside house. From November 2017, the house has been shaking so much day and nights every hour. Mainly due to large heavy lorries and the buses, plus extra traffic due to the closed bridge on and off Saddlebow Road by pass. It has caused structural house damage and will keep getting worse. The 'costs' getting higher. The insurance Co' blaming highways i.e. road need testing for sinkholes, resurfacing.</p> <p><b>NCC Officer Comments</b> The advertised Traffic Regulation Order is to make Harding's Way open to all traffic for a length of 125 metres from its junction with Wisbech Road. This proposal does not seek to allow any access to Boal Quay to the north (Concern raised by objector). It is worth noting that the number of HGV's is likely to be low and following implementation of the new access point to the Overton's site from Harding's Way, traffic movements from the existing access/egress arrangement on Wisbech Road should be significantly reduced, particularly for large vehicles. The HGV movements will also be safer under signal control rather than the current merge with traffic. 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. The damage referenced by the objector was due to Wisbech Road being used as a diversion during works on the A47 and is not a normal occurrence.</p>	18 May 2018
66)	Resident 54	<p><b>Consultee Comment</b> Wishes to register protest to the proposal to change the use of the above named Hardings Way from a Bus route to an all traffic way into the centre of King's Lynn. Says the area surrounding Hardings Way acts as a lung for parts of the town. At the moment the way is a pleasant cycle ride and walk into town. This will all change if it is made into an all traffic road. Air pollution will increase and affect the houses and school along its route, apart from the danger of vehicles in the vicinity of young children walking to school. According to the latest research air pollution can affect babies in the womb of pregnant mothers by increasing their blood pressure.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	25 May 2018
67)	Resident 55	<p><b>Consultee Comment</b> Thinks it is absolutely appalling that the council is even considering the idea of opening the road. Says it is a tragedy awaiting to happen. Many children use this pathway to go to and from Whitefriars School, as the road used on the Southgates is dangerous and too narrow for them to walk down. Asks What about the wildlife too. There is many wildlife around nesting and foxes roaming which is part of natural habitat. Animals will be run over and left in the roadside. Why destroy a peaceful environment for many families to enjoy. Just because 'you' want to get to work or town easier, without considering the potential risks this road will cause.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal.</p>	01 June 2018
68)	Resident 56	<p><b>Consultee Comment</b> Writes as a resident of Friars area to formally register objection and protest against the opening up of Hardings Pits and Hardings Way to traffic, construction traffic or new housing. Says this safe route to school is vital to the community and an essential cycle and walking route into town from South Lynn. Would like his/her voice added to the many from this area who are raising formal objections and would also like acknowledgement of receipt of this email.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. The proposed Traffic Regulation Order does not relate to any housing proposal. The planning permission to which the proposed amendment refers, is for three new accesses along Hardings Way and relocation of a bus gate. What those accesses may serve in the future has not been identified as part of this process, and should any applications come forward in the future, they will be dealt with by the Local Planning Authority (King's Lynn and West Norfolk Borough Council) through the approve planning process in the normal manner.</p>	21 May 2018
69)	Resident 57	<p><b>Consultee Comment</b> Would like to register objection to the proposed works involving Hardings way which is currently used as a bus/cycle route. Says the proposed schemes are going to put children at risk when walking to and from school and do little, if anything to assist the flow of traffic in and around King's Lynn. There are precious few places where pedestrians can walk safely away from the ever encroaching traffic and objects in the strongest way possible to the proposal which allows the original promises made concerning this route to be broken. As a motorist who knows the traffic situation in King's Lynn only too well, still object to the changes proposed to this bus/cycle route. Leave well alone and start to acknowledge that the world does not revolve purely and exclusively around the needs of the motorist. Says use the bus lane for buses only and implement an efficient and well funded park and ride system. Again, objects to the proposals which will have a negative impact on the lives of so many who value and appreciate what is already in place.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	21 May 2018
70)	Resident 58	<p><b>Consultee Comment</b> Objects to any plans to reopen Hardings Way to motor traffic. Says this road forms part of an essential pedestrian and cycle route into the town. The presence of motor traffic would cause increased pollution and noise.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	21 May 2018
71)	Resident 59	<p><b>Consultee Comment</b> States that in times where we are trying to encourage people of all ages to take exercise it would not be very responsible of the council to take away a safe cycle and walking route. Often use this route walking and cycling, hence avoiding the main road. Is of age 67 so says this route is very important to him/her and others. Therefore, strongly objects to the opening of Hardings Way South to any additional traffic.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	22 May 2018
		<p><b>Consultee Comment</b> Wishes to object to the above traffic order on the following grounds: 1) It is unnecessary in that the existing order already allows for 'Access' and there are no plans that the section of Hardings Way in question would ever be used for other than access to the Overton's site and a future housing project on the site known locally as Winfarthing Wood (although it is listed on King's Lynn &amp; West Norfolk Borough Council's list of potential housing sites there are no current plans for it's development). 2) Allowing HGV's to use the route to access the Overton's site will pose an unacceptable risk to the large numbers of cyclists and other vulnerable users who currently use this busy route linking South Lynn and King's Lynn town centre as well as local schools. It should be noted that Hardings Way was originally opened in 2004 as a footway/cycleway with funding from the Sustrans led 'Safe Routes to School' scheme. This will significantly reduce the safety of the route.</p>	

72)	Resident 60	<p><b>NCC Officer Comments</b> The existing Traffic Regulation Order (TRO) does not allow for general traffic (except buses and cycles) to enter Hardings Way from Wisbech Road or 64 metres south of its junction with Boal Street. The proposed amendment to this TRO will allow for accesses to serve land adjoining the southern end of Hardings Way. The proposed amendment to the TRO is to allow all traffic to gain vehicular access to the three new accesses approved the LPA. There are no proposals for housing projects associated to this TRO. Should proposals to develop land utilising the approved accesses at the southern end of Hardings Way come forward in the future, they will be subject to obtaining the necessary planning approvals through the approved planning process. The Safer and Healthier Journeys to School (SHJTS) initiative identified many routes across the County that assisted in removing risks to pupils, parents and carers accessing schools by non-motorised means. The initiative ran between the mid 1990's to the early 2000's when funding for the initiative stopped. Although the emphasis of what the SHJTS initiative intended to achieve remains, the financial support does not. However, amendment of the existing TRO should not have a detrimental effect on those choosing to continue to use Hardings Way as a safe route. The existing shared use facility on the west side of Hardings Way will remain in place, although there will be a singular access crossing it. There will also be a second shared use facility provided on the east side of Hardings Way. Furthermore, as any proposed development comes forward adjacent to the southern end of Hardings Way, a major plank in the planning approval process is to ensure that the proposed development should be both safe and sustainable, which would include how non-motorised users can access and make use of the existing highway network. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way.</p>	22 May 2018
73)	Resident 61	<p><b>Consultee Comment</b> Wishes to register strong objection to any proposals to change the safe area of Hardings Way by building new roads in that area. Is a resident of King's Lynn who enjoys walking, running and cycling in safe quiet areas of the town. Feels unsafe travelling on busy roads either cycling or on foot and would not wish to lose such a beautiful peaceful area where can keep fit and not breathe in vehicle exhaust fumes.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	23 May 2018
74)	Resident 62	<p><b>Consultee Comment</b> Wishes to OBJECT to any lifting of restrictions on motor vehicles accessing the road on the following grounds: As does not own a car usual route from South Lynn into town is via Harding's Way, usually cycling, more occasionally walking, and regards the proposals will prejudice their safety if implemented. There are droves of children safely using the road to access Whitefriars School by cycle or by foot. They would be in future be in conflict with HGVs and the situation would sooner or later result in a fatality. It is likely that parents would opt for the 'safe option' to take them by car and therefore increase the congestion and pollution in the town. Anyone who goes on Harding's Way late morning or early evening will see that the route is favoured by a lot of disability buggy users. To their knowledge, there is at least one blind person who uses it as a much less scary option into town than walking along London Road. As far as he is aware no Disability Assessment has been made on the proposals. This is unacceptable. Says as you will know, a recent official report on air pollution pointed out that many small towns have as high levels of pollution as London and Manchester. One of the ways this should be tackled is to encourage people to walk, cycle, and to use public transport. Obviously the proposals would deter people using all three methods: the buses which now enjoy a traffic free road would be in competition with other motor vehicles and no longer enjoy priority. Take a look at Madrid, Amsterdam and Copenhagen to see how congestion and pollution can be successfully tackled. Although Winfarthing Wood off of Harding's Way south is marked for potential development, there are no definite plans to build at the moment. So asks why is this Traffic Order needed at this time? The other use would be for HGVs to assess Overton's site, but where is the logic of allowing them to cross the paths of such a safe route for walkers and cyclists rather than accessing the site from Wisbech Road. Finally, states this road is part of National Cycle Route 1. What is being proposed would be a big disincentive to tourists visiting by cycle. Nowhere else in the country have similar proposals been accepted and it would set a bad precedent. The nearest proposals to these previously were in Bristol where they were only withdrawn after Sustrans started court action against the Council.</p> <p><b>NCC Officer Comments</b> An independent Equality Impact Assessment (EQA) has been undertaken and is submitted with this Committee report as part of Norfolk County Council's duties under the Equality Act 2010. If the proposal goes ahead, it will affect all current users of Harding's Way. However, it is only likely to have a significant detrimental impact on 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. Recommendations are made in the EQA report for amendments to the design to lessen the impact for consideration by the Committee. 18. These accessibility considerations will make it comparatively easier to use the proposed crossing point than many others in the area. This is important to note, because in order to arrive at Harding's Way, many (but not all) users will have already had to cross at least one other crossing, indicating some level of confidence in navigating road crossings between their home and Harding's Way. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility. Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	25 May 2018
75)	Resident 63	<p><b>Consultee Comment</b> States this is an OBJECTION. Says 'you like to play stupid word games with people's lives by not recognising a complaint unless OBJECTION is clearly marked. So here is an OBJECTION': says will be imprisoned in home, the Quaker Meeting House flat, if this road is opened and used as planned. The air will be polluted, the noise awful, so windows will have to remain closed all the time. Thank you very much indeed. Adds, have mental health problems, and silence and fresh air are very important. Cried when heard of these plans. Asks why is there all the obfuscation around details, and the truth of what is planned? Please, I beg you, don't do this. The buses on that route are nuisance enough.</p> <p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	05 June 2018
76)	Resident 64	<p><b>Consultee Comment</b> Objects to National Cycle Route 1 (Hardings Way Road) in King's Lynn being Changed Back to an All Traffic Road. Objects to change any part of Hardings Way Road in King's Lynn, Norfolk Back into an all traffic road is for the same reason why it was changed to a "Bus and Bicycle Road Only" in the place that of "The air pollution was very high and getting higher". Says the main reason why the Council Leader Brian Long and the Council wants to change this road is to build hundreds of more houses and hundreds of more flats around this road in their downtown area. More housing by this road will mean even more air pollution at this Road, than the high air pollution they had at the time the road was changed to a Bus and Bicycle Road Only Road. Now with more housing there will be hundreds more cars using this road of Hardings Way from the new housing. Adds, here in King's Lynn, Norfolk, England has NOW traffic problems and air pollution problems on the roads in the downtown. Asks how do you think we can solve the traffic problems and at the same time keeping pollution, climate change, global warming DOWN? Changing this road back to an all traffic road won't solve the high traffic of air pollution and the high traffic problems we now have and the increase in air pollution and more traffic problems if the new housing is built in the future. The reason why King's Lynn is having increase in air pollution and traffic problems now is that the Council is building housing in the wrong places and doesn't Look at the infrastructure that is needed for housing and what problems does building housing causes. Now Council Leader Brian Long and the Council wants to turn this road back into a road for all traffic, when Council Leader Brian Long in 2014 when he was Deputy Leader and the Council was concerned about the fast growing of the killer of air pollution on this road. Which Council Leader Brian Long when he was Deputy pushed throw the voting to make this road of Harding Way road to a Bus and Bicycle Road. Continues, "You can read this in the Newspaper article below why this road was changed to a Bus and Car Only Road in 2014". EDP Newspaper (Eastern Daily Press, Newspaper) Article 2014: "Air pollution at Dangerous Levels in Parts of King's Lynn, warns Report" Nitrogen dioxide levels in parts of the town are currently High enough to cause a serious risk to health warns a new report. The report to West Norfolk Councillors states: "Air pollution can make our Environment LESS attractive and can have Serious Effects on Health. We are aiming to Reduce Air Pollution to levels that don't cause a risk to human health". Proposals include altering road layouts to improve congestion on busy streets in South Lynn and Gaywood and creating a bus lane from Wisbech Road to Boal Street. Officials say the aim is to encourage more people to park in West Lynn and catch the ferry and residents only parking in town centre streets to discourage commuters from using them for free parking. Brian Long, Deputy Leader of the council said: "The current levels are not good enough, so it's important we do all we can to make King's Lynn a more environmentally friendly place to work and live". County Councillor Alexandra Kemp, who represents South Lynn said: " It is essential we start getting more people to walk to work, to use a bicycle or get the ferry from West-Lynn". Figures produced by Public Health England link 29,000 deaths in the UK each year to air pollution. Other proposals include special traffic controls at main junctions to reduce stop and start driving, improve traffic flow and reduce emissions. A new bus-only lane from Wisbech Road, through the Friars to Boal Street could be used by other vehicles such as taxis. Residents only parking is also being considered in the town centre to encourage visitors and workers to use public car parks, rather than residential streets. Car parking charges will be investigated with the aim of evening out peak travel times while also making short trips easy. Councillors on the Regeneration, Environment and Community Panel discuss the report in 2014. Which Hardings Way "Only Bus and Bicycle Road" was passed by the Council in 2014. Says, the main ways the killing air pollution increases is by us humans. So, why is Council Leader Brian Long and the Council, now changing Harding's Way Road back into a Killing Air Pollution Road in 2018? When in 2014 when Council Leader Brian Long was Deputy Leader "He was concerned more about the killer of pollution on this same road"? Says this does not make sense of what Council Leader Brian Long is doing now. Air pollution in 2014 is the same air pollution now in 2018 and building more housing will increase many times over from what was in 2014. Says the main reason why Council Leader Brian Long and the Council wants to increase the killing of air pollution is to brag to the Head Government that King's Lynn is building more housing of houses and flats (Over 600 more Flats) like the Head Government told them to do, but Council Leader Brian Long is going about it in the wrong way of bring back the killer of air pollution. That building of more houses causes more traffic problems of the killer of air pollution. And building hundreds and hundreds of more houses and flats will not solve the traffic problem we have now. But more housing will add to the traffic problems we have now when the new housing will bring hundreds, hundreds and hundreds of more cars. And it will cost Borough of King's Lynn and West Norfolk thousands of pounds more to change the road back into an air polluting road, which the Council doesn't have any money to this, when there are many cuts in Transport, NHS, Education, etc., etc., etc. Requests 'Can You Please Stop the Planning Permission for this A1 part of Hardings Way Road in King's Lynn, Norfolk and other Changes to Hardings Way Road. Can you please Also check out where this Road is in Our Downtown Area and where the Hundreds and Hundreds of Houses and Hundreds and Hundreds of Flats and Houses going to be Built in Our Downtown King's Lynn by this Road of Hardings Way Road'. Says their downtown is too small for more housing to be built and an increase of more transport from these new houses, which will make much more AIR POLLUTION. " But most of All: Air Pollution Kills." Wants to Thank for all the help that will be given to above matter. Adds, Any questions you may have, just email me back.</p>	05 June 2018

		<p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The proposed Traffic Regulation Order does not relate to any housing proposal. The planning permission to which the proposed amendment refers, is for three new accesses along Hardings Way and relocation of a bus gate. What those accesses may serve in the future has not been identified as part of this process, and should any applications come forward in the future, they will be dealt with by the Local Planning Authority (King's Lynn and West Norfolk Borough Council) through the approve planning process in the normal manner.</p>	
77)	Resident 65	<p><b>Consultee Comment</b> States, several months ago submitted an objection to the plans to open Hardings Way in South Lynn to traffic however have been advised that objections may need to be made again. Hope all the previous objections will be included and not discarded. Regularly cycles along this road and along the riverside. This area is unspoilt and a natural beauty spot and very important to residents and visitors. Objects to this area being opened to traffic as it will introduce pollution, noise and risks to anyone not in a car. There is already a shortage of green space for residents and with the hundreds of new properties that have been built and are planned to be built in South Lynn this road should remain closed as a safe route for pedestrians and cyclists to go to school, work, shops and for play and leisure time.</p> <p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving.</p>	07 June 2018
78)	Resident 66	<p><b>Consultee Comment</b> Writes to say that strongly objects to the opening up of Harding's Way South to traffic. Either walks or cycles this route on a regular basis to work in King's Lynn. It is currently a safe route for both pedestrians and cyclists but holds an opinion that opening the way up to traffic would mean that it would no longer be a safe route to work. Also, says it is a pleasant green open space, more traffic would mean greater air pollution. Does not want to have to 'battle traffic' and pollution on commute. Adds, governments north national and local are trying to promote exercise and encourage more people to give up their cars. Opening the route would, believes send out the opposite message. Therefore objects most strongly to the opening of Harding's Way South to additional traffic.</p> <p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	08 June 2018
79)	Resident 67	<p><b>Consultee Comment</b> Objects to the above and says so do all the local residents who have had recent meetings with councillors. The STO will increase pollution, cause reduced opportunities for pedestrians, especially all the local school children who will have to be taken to school in cars, which adds to the pollution, as well as the benefits of the whole area to the town being lost. These plans seem poorly thought out and very destructive to the local economy and environment. States the reasons put here are only the tip of the iceberg and there are many others, but also object to the lack of proper consultation there has been over this with local people.</p> <p><b>NCC Officer Comments</b> Data from King's Lynn and West Norfolk Borough Council indicates that current levels of nitrogen dioxide are significantly lower on Harding's Way than those on London Road and have been falling. There are well below current DEFRA targets. The view of King's Lynn and West Norfolk Borough Council and those from County Council traffic planners suggests that if the proposal goes ahead, increases in traffic following the change would be small and not increase pollution levels significantly. 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 Harding's Way exceeding Department of Environment, Food and Rural Affairs (DEFRA) targets for safe air quality. Also, the air quality monitoring on London Road shows that air quality at this location is currently within the target levels set by DEFRA and improving. The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The approved scheme which relocates the bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. Apart from the relocation of fencing, there are no proposed works in the immediate vicinity of Hardings Pit that would affect the green space and wildlife. Also, while assessing the potential impact on trees/ecology and landscape, both District Tree/Landscape Officer and NCC's Natural Environment Team provided no objections/comments regarding the proposal. Hence, any impact should be minimal. The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	08 June 2018
80)	Resident 68	<p><b>Consultee Comment</b> Writes to object to the proposed opening of Harding's Way South to heavy goods and other traffic. Says this is, at present a peaceful and pleasant route, much used for recreation, pedestrians and cyclists. Its relative safety and calm contributes to the area and helps to keep the users of all generations safe. As the owners of a house in Friar's Street, greatly appreciate access to the recreational areas nearby and the ability to stroll along the route in question safely. Uses it regularly and have taken grandchildren, and lead group walks along, there knowing that the risks from traffic are minimal.</p> <p><b>NCC Officer Comments</b> The proposal has been independently audited by Road Safety Officers in July 2017. The audit considered the three year accident data and the final design plans with a site visit to observe vehicle and pedestrian movements. Recommendations were made to redress issues in favour of vulnerable road users, and raise the priority of pedestrians and cyclists over motor vehicles on the shared use facility.</p>	11 June 2018
<b>TRO Preliminary Consultation Objections</b>			
<b>No.</b>	<b>From</b>	<b>Comments</b>	<b>Date Received</b>
		<p><b>1.1 Consultee Comment</b> Objects, as the local County Councillor, to the proposed Traffic Order, on the grounds of its direct impact on the highway and on the green spaces in Lynn, on Roydon Common, and the North Norfolk area of Outstanding Natural Beauty (AONB).</p> <p><b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. Therefore, any impact should be minimal.</p> <p><b>1.2 Consultee Comment</b> The Traffic Order would, in the words of the planning permission, facilitate residential development, i.e. 3 housing estates, on the 3 proposed accesses, and place general traffic at the southern end of Hardings Way. This traffic would compete with the stream of traffic on Wisbech Road.</p> <p><b>NCC Officer Comments</b> As instructed by the BCKLWN, designed two accesses for residential use only and the third access is residential into the northern site, but enabling for HGVs into the existing Overton's site. This scheme is for accesses only, the only access which will generate traffic as part of this scheme is the existing Overton's site which currently exits onto Wisbech Road anyway. If an application for the land use is progressed the highway authority will consider the impact on the current highway infrastructure.</p> <p><b>1.3 Consultee Comment</b> County Highways forgets that the Saddlebow Road Bus Gate had to be built to stop historic gridlock in South Lynn from the Saddlebow Interchange.</p> <p><b>NCC Officer Comments</b> Cannot comment in relation to this TRO.</p> <p><b>1.4 Consultee Comment</b> Traffic routed into South Lynn from Hardings Way would create gridlock again on Wisbech Road, with dangerous back-up at the Southgates Roundabout, a key accident zone.</p> <p><b>NCC Officer Comments</b> After consulting with Overtons, the expected flow of traffic has been estimated to be about 6 HGVs and 10-15 van sized vehicles a week, these movement currently occur onto Wisbech Road so there will be no overall change.</p> <p><b>1.5 Consultee Comment</b> County Highways has not taken into account that this Division has the second highest number of Road Traffic Accidents in the whole of Norfolk and that the introduction of general traffic on Hardings Way would also create at least 3 conflict points with cyclists on National Cycle Route 1, which runs through Hardings Way.</p> <p><b>NCC Officer Comments</b> The design meets all national design requirements, including Manual for Streets and current best practice, such as general principles from the London Cycle Design Standards. It has also been subject to safety audit and has actioned all items raised through the process.</p> <p><b>1.5.1 Consultee Comment</b> Therefore this Traffic Order is downright dangerous, as the attached plan also shows the proposed access wide enough for HGV Waste Lorries, who would put vulnerable road users at risk.</p>	

		<p><b>NCC Officer Comments</b> It has been fully assessed in accordance with standard practices and procedures fully taking into account any safety concerns and issues during the planning process. HGV's from Overtons currently access the site via Wisbech Road, the new access will provide safer option than the current layout which is in close proximity to the junction. Any future development will need to cater for future refuse vehicle movements.</p> <p><b>1.6 Consultee Comment</b> County Highways has produced no Vulnerable Users Safety Audit and this Traffic Order will directly place the safety of cyclists, pedestrians and infants walking along the Safe Route to School, at risk, by placing general traffic on Hardings Way and taking away the safety signs that warn this is a bus/cycle lane only.</p> <p><b>NCC Officer Comments</b> The shared use facility on the western side of Harding's Way will have priority over the new vehicular access. A new shared use facility will be included on the eastern side of Harding's Way which will also have priority for the shared use facility over the two accesses and include an informal crossing across Harding's Way just above the northern most access (informal as only buses and cyclists will use Harding's Way at this point). The advanced signs informing that this is a Bus/Cycle Lane will remain, however the 'only' sub-plate will be removed. In addition an 'ahead' sub-plate will be added to the existing gateway signs on Harding's Way.</p> <p><b>1.7 Consultee Comment</b> County Highways needs to take account that the cumulative effect of this Traffic Order, with traffic from the 3 housing estates it facilitates, together with the other 2 housing estates in the Riverfront Plan, will place at least 1,000 vehicles a day on Hardings Way.</p> <p><b>NCC Officer Comments</b> This is not part of this TRO.</p> <p><b>1.8 Consultee Comment</b> County Highways is countermanding its own policy, and the statements of two senior county highways officers, that it is not safe to open up Hardings Way to all traffic even in an emergency.</p> <p><b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only. Implementation of this scheme will not open up the whole of Hardings Way to general traffic as the bus gates at either end will still be in place. The amendment to the existing situation is that the bus gate at the southern end will be moved 15m further north due to the location of one of the development site access points.</p> <p><b>1.9 Consultee Comment</b> County Highways does not appreciate the road cannot be widened safely; especially but not exclusively, on the double blind bend where the road becomes a single track; taking away the footpath, part of Hardings Pits Doorstep Green or a section of the Nar Outfall are not reasonable options.</p> <p><b>NCC Officer Comments</b> This is not part of this TRO.</p> <p><b>2.1 Consultee Comment</b> The County Council's suggestion, as a corollary to this Traffic Order, that opening the whole bus and cycle lane to all traffic could solve air quality problems in London Road is quite mistaken; this Traffic Order would create instead congestion by placing cars onto narrow streets in the historic heart of Lynn :-</p> <p><b>NCC Officer Comments</b> AS RESPONSE 1.8</p> <p><b>2.1.1 Consultee Comment</b> It is against Government Policy to allow relief roads that take traffic into the centre of towns.</p> <p><b>NCC Officer Comments</b> Not relevant to TRO</p> <p><b>2.1.2 Consultee Comment</b> The prevailing south-westerly winds would blow pollution back over the Friars towards London Road.</p> <p><b>NCC Officer Comments</b> Not relevant to TRO</p> <p><b>2.1.3 Consultee Comment</b> The Borough Council's Air Quality Action Plan says that the Air Quality Management Area. emission exceedances are, in fact, caused by large Transport vehicles and the One-Way System. County should be stopping heavy lorries passing through the town centre and providing a Park-and-Ride to decrease the need for traffic to pass through the South Gates. When I was a child, we referred to the South Gates, not the South Gates, as there are two. The smaller western gate, now blocked up, was reserved for cyclists and pedestrians. This should be restored and would divert traffic fumes away from homes on London Road with better road planning and a dedicated cycle lane.</p> <p><b>NCC Officer Comments</b> Not relevant to TRO</p> <p><b>3.1 Consultee Comment</b> Proper town planning in Lynn has gone out of the window. The County Council has no proper strategy for the provision of green spaces for residents to go with all the new building in Lynn, though the Environment is a key part of its remit. The 900 new homes on NORA will lack the green space they should have - it is noteworthy that the small green park and bandstand built for them is never used as it is beside a busy main road - and the noise and traffic makes it unpalatable to use.</p> <p><b>NCC Officer Comments</b> This is not part of this TRO.</p> <p><b>3.2 Consultee Comment</b> So, this traffic Order by driving traffic though part of Hardings Way will directly affect the amenity of the Doorstep Green. South Lynn is already short of quality green space, and Hardings Way and Harding Pits is the natural recreation area for this area of substantial deprivation.</p> <p><b>NCC Officer Comments</b> The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north towards Hardings Pits is maintained. The proposal does not push traffic through Harding's Way.</p> <p><b>4 Consultee Comment</b> County is also failing in its Environmental remit by not safeguarding the setting of Hardings Way and Hardings Pits, close to the largest National Nature Reserve, the Wash and the Doorstep Green's diversity of species of birds and butterflies. This failure to do so will place additional pressure on the highway and on the North Norfolk Area of Outstanding Natural Beauty and Roydon Common, as people will take to their cars to be able to walk safely and exercise animals. This could impact on the key County income stream from Tourism.</p> <p><b>NCC Officer Comments</b> AS RESPONSE 1.8 - a representative of the Environment Agency attended our site meeting on 28th June 17 - and had no comment from their perspective.</p> <p><b>5 Consultee Comment</b> County is also ignoring its remit of Public Health, by placing at risk safe and quiet places in neighbourhoods for people to walk and exercise and reduce the risk of obesity and heart disease.</p>	18 October 2017
		<p><b>NCC Officer Comments</b> Through the progression of the scheme we have liaised with the public rights of way officer. As part of the discussions, the Borough Council has agreed to rationalise the current inaccessible FP23 through the Wagg-Jex site should they progress with the development of that site. This will allow pedestrians a better access route. This can encourage more exercise.</p>	
	Traffic Officer Freight Transport Association	No comments.	
	<b>C Wright</b> Regional Manager	No comments.	
	Norfolk Fire Services	No comments.	
	<b>David Law</b> Traffic Management Officer	<b>Consultee Comment</b> Confirmed that Norfolk Constabulary supports the proposal.	19 October 2017
	Norwich EOC Administration team East of England Ambulance Service	No comments.	
	Head of Planning Borough Council of Kings Lynn and West Norfolk	No comments.	
	Stagecoach Kings Lynn Depot	No comments.	
	The Norfolk and Norwich Association for the Blind (NNAB)	No comments.	
	<b>Sally Bettinson</b> Highway Engineer	No comments.	



	<b>MJ Ray</b> Bicycle Users Group in contact for schemes in King's Lynn and West Norfolk area	<b>Consultee Comment</b> Objects to the proposed Traffic Order amendment as the planning delegate of the local Cycle nation member group, KLWNBUG, on the grounds that the amendment order would increase danger and the likelihood of danger to persons or other traffic using the road; cause damage to the road and to protective structures around the road; hinder the passage of pedestrians, cyclists and buses; allow vehicular traffic of a kind which is unsuitable having regard to the existing character of the adjoining Harding's Pits Doorstep Green; fail to preserve the character of a road which is specially suitable for use by persons on foot; harm the amenities of the area through which the road runs; and harm the "promoting walking and cycling" action of the Air Quality Action Plan. Believes this proposed amendment is notable in doing the opposite of every single thing that such a Traffic regulation Order is meant to achieve and would probably not be legal. Furthermore, as county council has given repeated assurances during the conversion from cycleway to restricted carriageway that this road would not be opened to through traffic and that did not mean simply traffic between Wisbech Road and Boal Quay but traffic through to any other road, including ones not constructed at that time. Urges the county council to honour its word and decline to make this amendment on moral grounds also. Also added that the report from the 'Get Britain Cycling' APPCG Inquiry states clearly that it found "Heavy Goods vehicles are disproportionately involved in deaths and serious injuries, despite some excellent work by some freight organisations." As such, a traffic order amendment that permits "max legal HGVs" to start using a cycle route between the town centre, a school and a residential area is clearly likely to increase the likelihood of danger to people who currently use that route. At least four new HGV-cycling and three new HGV-walking conflict points would be created, as well as many new car-NMU conflict points. If all the proposed accesses are brought into use with the forecast usage levels, this would amount to many thousands of extra NMU-vehicle interactions every day, some of which are likely to be dangerous. Despite the use of traffic forecast models, there are often unintended and unforeseen consequences of adding new routes to the networks, such as the reports of the new Lynnsport Way attracting dangerous anti-social speeding traffic, according to Cllr Collis. The damage to roads from vehicles is roughly proportional to the weight on each wheel to the fourth power, so a 2 tonne 4-wheel car typically causes about 10,000 times more damage to a road than a 100kg bike and rider on two wheels, while a 30 tonne 18-wheeler HGV might do more than 1 million times the damage. (Estimates from our colleagues at "Cycling in Christchurch"). So it is obvious that opening part of this road to general traffic will accelerate the damage. Hopes it is obvious that increasing private and goods traffic on any route will hinder the passage of buses, cyclists and walkers and that max legal HGVs are unsuitable for the character of the nearby doorstep green and the existing road which is especially suitable for walking and also it reduces their amenity value. Also stated that the forecast extra traffic from the proposed accesses would directly increase pollution and harm air quality in the local area, as well as undermine the air quality action plan task of promoting walking and cycling by adding motor vehicles to part of the cycle route between the still-being-built Nar Ouse Regeneration Area and the town centre. As there are no valid legal grounds to amend the order, urges not to amend it. However, if the order goes ahead, says it must be accompanied by access-only and parking restrictions to prevent the road's use as an ad-hoc free car park that would obstruct bus and cycle traffic. Also urges to make the entire road a 20mph limit (extending the south Lynn 20 mph zone to the South Gates Roundabout, ideally), to add Advanced Stop Boxes at the traffic lights and to correct the bus/cycle signs to add "local" to the bus symbol. Additionally, hopes some funding must have been set aside by somebody for enforcement of the restrictions for them to be worthwhile, even if it is only automated issuing of fines using number-plate-reading cameras. The current non-enforcement of the existing restrictions on the southern section - and even on the whole route when the bollards are stuck down - is nothing short of scandalous and seems like the county council is essentially failing to collect money to which it is entitled. Finally, notes that they have not seen the Vulnerable road Users Audit of the route to confirm what further measures can be taken to safeguard people using this vital piece of green infrastructure and awaits reply with interest, hopefully to confirm that the proposed order will not be made and that long overdue Vulnerable Road Users Audit of the route will finally be carried out with participation of local cycling groups.	02 November 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The proposal will maintain the current buses and cycles only between the bus gates. The shared use facility on the western side of Harding's Way will have priority over the new vehicular access. A new shared use facility will be included on the eastern side of Harding's Way which will also have priority for the shared use facility over the two accesses and include an informal crossing across Harding's Way just above the northern most access (informal as only buses and cyclists will use Harding's Way at this point). Appropriate signs and road markings proposed. It has been fully assessed in accordance with standard practices and procedures fully taking into account any safety concerns and issues during the planning process. One of the accesses in the northern side of Harding's Way has been designed to enable HGVs into the existing Overton's Site as instructed by BCKLWN, who otherwise have already been accessing the site through their current access. Hence, the proposal does not intend to encourage more HGVs to pass through Town Centre but provides additional access to the site, with greater visibility than the current access onto Wisbech Road. Harding's Way at this location is covered by double yellow lines.	
	Equal Lives	No comments.	
	<b>Philip Broadbent-Yale</b> Sustrans Network Development Manager East	<b>Consultee Comment</b> Referred to Riverfront Development Site and stated Sustrans were supposed to be invited to riverfront Stakeholder Group. Requested clarification about TRO's being amended without subsequent meetings/discussions. Also, requested confirmation that the TRO amendments will not be issued until the Riverfront stakeholder Group has considered and reviewed the options.	09 October 2017
		<b>NCC Officer Comments</b> PBK responded back on 10 October 2017 thanking for the clarification and the plans and expressed his interest in attending the Riverfront Stakeholders Group when dates were fixed. He also sent an email to Cllr Kemp on 11 October 2017 attaching the proposed plan stating the TRO is not opening up the whole of Hardings Way and it is just to gain access to the development land at the southern end.	
	<b>Resident 1</b>	<b>Consultee Comment</b> Objects to TRO as it seems to be for the purpose of allowing heavy vehicles on the road and thinks it should not be opened to traffic. Also, objects to lack of consultation over the whole proposal and states ordinary people should be listened to especially in the post Grenfell Tower Era as they are the ones to suffer from plans which offer short term gains for developers who are not going to live near the awful developments they have built.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may be about the proposal or those who have an interest. This part of the process also includes the advertisement on site and in the local paper.	
	<b>Resident 2</b>	<b>Consultee Comment</b> Objects to TRO. Uses Harding's Way to regularly ride and walk to town and believes any change in use would subject individuals to extra danger, noise and pollution. Also, thinks it is unacceptable way to proceed without first notifying all local residents, Whitefriars School and other interested parties of their right to comment or object.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may be about the proposal or those who have an interest. This part of the process also includes the advertisement on site and in the local paper.	
	<b>Resident 3</b>	<b>Consultee Comment</b> Objects to the plan to allow more traffic to use Hardings Way. Lives on the road next to Whitefriars and thinks it will create more noise pollution. Also, presumes the rates will go down if it happens.	11 October 2017
		<b>NCC Officer Comments</b> This TRO is for accesses only, and the only traffic generated in this application will be from Overtons. This is not an increase, but allows them to access Wisbech Road via Hardings Way and not directly onto Wisbech Road.	
	<b>Resident 4</b>	<b>Consultee Comment</b> Strongly objects to the repurposing from cycle and bus lane to general traffic being allowed on Harding's Way. Worries about safety of cyclists, pedestrians and residents, increase in pollution and the proximity to local houses and doorstep green. Thinks the proposal is a manoeuvring towards development of the doorstep green and ignores the benefits to local residents of a safe and highly used route to cyclists, dog walkers and pedestrians.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may be about the proposal or those who have an interest. This part of the process also includes the advertisement on site and in the local paper.	
	<b>Resident 5</b>	<b>Consultee Comment</b> Expressed disappointment that TRO has not been published and objects to it. States the road is used by lot of local schoolchildren to walk and cycle to school as well as other local residents. Opening it up to all traffic would be very short-sighted.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. This scheme is only looking at the addition of three access on the southern most extent of Hardings Way.	
	<b>Resident 6</b>	<b>Consultee Comment</b> Objects to the proposal as it is endangering children. Area used by children's and adults from all walks of life. Quite place to walk and think will be destroyed if the bus lane is opened to the traffic and also wildlife in the area would be damaged. Suggests to make King's Lynn one way traffic and put in park and ride.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. This scheme is only looking at the addition of three access on the southern most extent of Hardings Way.	
	<b>Resident 7</b>	<b>Consultee Comment</b> Objects to TRO. Finds Harding's Way a valuable quite green space where wildlife thrives and children can play safely. Thinks opening it up to traffic would be detrimental to the wellbeing of the people of Lynn.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	

	Resident 8	<b>Consultee Comment</b> Objects to the TRO as it imposes safety risks to cyclists and children. The meadows surrounding the road were designed to conserve and protect wildlife as well as being a pleasant environment and green space for residents to enjoy. Does not want added noise pollution diverted from the main road.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 9	<b>Consultee Comment</b> As a new resident in King's Lynn, objects to the proposal as it is safe route for pedestrians, cyclists to access the town centre and a quiet route for children attending Whitefriars School. Believes the original costs were funded from some social project who would be entitled to claim their money back if the road is not used for the original purpose. Thinks the whole scheme is a vanity project by the leader of KL&WNDC and would only add to the chaotic traffic system in the town.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 10	<b>Consultee Comment</b> Understands that a consultation on opening up Harding's Way in King's Lynn to all traffic is imminent. Highlighted that there are strongest objection to this plan from many residents, cyclists and walkers who uses this roadway as a safe and clean route to town, school and belonged. Says the pollution, noise and disruption to the peace of this area would be unacceptable.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 11	<b>Consultee Comment</b> Thinks it is wrong if Harding's Way is opened to cars as it is the safest route to Whitefriars for children (her 2 young children attends the school as well). Stated it is less stressful not worrying about cars and her children going too close to the road. Also, believes that buses have now learnt to slow down when they know it is opening and closing time of the school.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 12	<b>Consultee Comment</b> Objects to any move to open the road to traffic as Sustrans local ranger for the section of National Cycle route 1 which passes along the Harding's Way in King's Lynn. Says the road is part of an international cycle route and that it is important for walking and cycling to and from school, work, shops and just for leisure.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 13	<b>Consultee Comment</b> Expressed disappointment at the potential loss of Harding's Way in King's Lynn as a peaceful and safe way for walkers & cyclists to get into town and back. Not only that but also cannot understand the reasoning behind destroying one of King's Lynn greatest tourist attractions - the view of the river and the walks alongside it. Added it would be lost if the proposal goes through. Questioned why the council intends on destroying areas used by normal, local people. PS does not expect answer for this as the council just seems to get away with it all the time.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week only. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 14	<b>Consultee Comment</b> As a local resident, objects very strongly to Harding's Way opening to general traffic as many local children use this route to get to and from school and I am concerned that increased traffic will be dangerous in terms of accidents and air quality. Feels that the welfare of local children should be treated with the utmost importance. Enjoys the opportunity to use Harding's Way as a pleasant leisure environment along with other local residents and feels that increased traffic will reduce community's quality of life. Thinks it will be a terrible shame if the recent improvements to the area, particularly the work carried out by Free bridge, are spoiled by more traffic.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 15	<b>Consultee Comment</b> Understands that there is now a short consultation period regarding re-designing the Harding's Way cycle and bus route for general traffic. Usually cycles to get around Kings Lynn and thinks King's Lynn is a delight to cycle and would hate to see this primary and very safe route become as dangerous as other roads. Further understands that local residents, local schools and other obvious outlets have not been informed which does not seem very democratic. Wants to register his dissent and disapproval and requests for reconsideration regarding the approach to local democracy.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may be affected by the proposal or those who have an interest.	
	Resident 16	<b>Consultee Comment</b> Had just been informed about the hasty consultation to open up "Harding's Way" in King's Lynn to traffic. Objects. Stated that strategies should be based on reducing the incursion combustion engines into every aspect of lives, not accommodating their insatiable demand for space to move freely some danger and pollution. Disappointed but NOT surprised NCC hasn't quite got it's head around climate change yet.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 17	<b>Consultee Comment</b> Discovered that it is NCC's intention to start a 21 day consultation on the TO open Harding's Way to vehicular traffic. As a South Lynn resident, concerned that no public notification of this has been made known to people and organisations which may have objections to this scheme. Stated there is strong public opposition to this proposal and not only will it increase noise pollution for those who live nearby but also will put children who uses this route at risk to get to and from Whitefriars School. Added that when the initial consultation for building the Harding's Way bus lane was being held in South Lynn, he raised concern that it was the thin end of the wedge to getting a road built which would ultimately be used for all vehicles. The consultants stated categorically that this would not happen. Thinks placing an unsound scheme in an area which is tranquil and safe for those who walk or cycle in and out of town, will do nothing to alleviate the traffic problems in town and once done will be very difficult to undo when it is proven to be ineffective. Added this has not been made clear to those who will be affected.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may be affected by the proposal or those who have an interest.	

	Resident 18	<b>Consultee Comment</b> Would like to protest in the strongest possible terms to the way the consultation on the 'Traffic Order' to open 'Harding's Way' to general traffic have been initiated. Accuses of not following official procedures of informing the concerned parties of the implementation of the consultation nor of their right to comment or object to the proposal. Thinks the whole issues has been dealt with in a surreptitious manner leading to believe that the council is trying to push the issue forward at any cost and against the wishes of the local people who voted them in. Have spoken to Long about this and received reply in a rude manner. Therefore, is totally opposed to opening 'Hardings Way' to general Traffic and will do all in his power to stop this.	11 October 2017
		<b>NCC Officer Comments</b> When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	
	Resident 19	<b>Consultee Comment</b> Understands that NCC is starting a consultation on the Traffic Order to open up Harding's Way in King's Lynn to traffic other than bicycles and buses and wishes to object it. Added, the road is currently used as a Safe Route to School by many pupils at Whitefriars Primary Academy, opening it to more traffic would increase the likelihood of accidents and as the dangers of using the road increases, it would lead to an increase in children being driven to school by anxious parents. Creating a supposedly faster route to the school will lead to some parents parking on the pavements along Harding's Way or stopping illegally in the carriageway to offload their children. Some already ignore the yellow zigzags and huge sign outside the school. More children being driven to school will not help efforts to encourage physical activity to combat childhood obesity. There will be an increase in noise and air pollution which will affect the quiet environment of the school and the natural environment in and around it. Lastly, Harding's Way and Harding's Pit are widely used by members of the school community outside school hours for exercise, walking, running, cycling, picking blackberries, birdwatching and enjoying the tranquil environment. Opening this road will create an environment more like London Road than a green open space.	11 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	
	Resident 20	<b>Consultee Comment</b> Believes there is an order regarding opening up Harding's to general traffic and queries why residents who will be affected have not been notified. Objects to this order on the grounds that it will not solve congestion, pollute a beautiful part of King's Lynn effecting wildlife and resident's health and increase the noise level significantly for residents. Suggests an alternative that would help King's Lynn and its residents would be to create Park-n-ride which would create jobs, reduce toxin gas emissions, reduce the parking problem for residents and keep King's Lynn within the government guidelines for vehicles emissions. Also included few paragraphs about Air Pollution and International & European standards of air quality from Government's own site.	12 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	
	Resident 21	<b>Consultee Comment</b> Objects to the above being open to traffic as it is a haven for wild life and a great place for a walk at the moment. Suggests to check Harding's Way personally which needs to get up from behind the desk and make a visit to Hardings Way and take note of the wild life and walkers.	13 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 22	<b>Consultee Comment</b> Surprised to learn that NCC are instigating a 21 day consultation on the Traffic Order to open up Hardings Way in Kings Lynn to other traffic without notifying local residents and all other interested organisations who have right to participate and are directly affected. Questions why representation from King's Lynn are barred from giving their objection to the order. Added the main objections stem from the obvious increase in vehicular traffic which the Order will permit, merely moving the pollution from London Road to Hardings Way. Hardings Way offers tranquillity and relief from traffic noise and pollution. it is a haven for wildlife which would largely disappear with the advent of more traffic. Stated that when Hardings Way was first conceived, Whitefriars School was given the promise that the route would be a safe passage to and from school without threat of heavy traffic, asks what has happened to this promise. Requests to think again about the proposal to which they strongly object as they, residents of South Lynn, values the wonderful place.	13 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	
	Resident 23	<b>Consultee Comment</b> Just learned about the consultation from someone and is surprised to not have received notification of this form from the NCC as believes to be a 'Stakeholder'. Suggests notices could be put up along Harding's Way, if letters are too expensive, so that people can be made aware of it. Requests for the link to the consultation.	14 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 24	<b>Consultee Comment</b> Thinks the plan is totally unacceptable as it will increase pollution and noise and get rid of a lovely resource.	15 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 25	<b>Consultee Comment</b> Have been out for lovely walks with her little dog Billy over to Harding's Pitts and in just an hour met at least 10 other people walking their dogs along with about 7 youngsters riding their bicycles on their own not as a group between age of 7 to 10 years and also about 20 adults riding their bicycles. All within 1 hour on a late Sunday afternoon. Added, Harding's Pitt is used so much and wishes the name could be changed to something like Hardings Park/Walks as Pitts sound like rubbish which it is not.	15 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	
	Resident 26	<b>Consultee Comment</b> Stated he was having difficulty in finding the details of the proposed Traffic Order regarding Hardings Way, in King's Lynn. Asked for advise in finding the details of the order and queries if it might be possible to give his thoughts.	17 October 2017
		<b>NCC Officer Comments</b> When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	
	Resident 27	<b>Consultee Comment</b> Wished to state her objection to this Traffic Order as she loves to cycle around the Harding's Pit and believes it should be maintained as a safe area for pedestrians and cyclists.	17 October 2017
		<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	

		<b>Consultee Comment</b> Strongly objects to the proposal regrading traffic using the bus lane across Hardings pits. Stated he was totally against the bus lane and hates to watch out for them when out walking dog in the pits and along the riverbank. Thinks normal traffic will increase pollution in this area and will make it more dangerous for cyclists and school children. Requests not to let it happen. Added, when Harding's Pit was first created it was lovely area to walk in the open air but now it is getting more like London Road.	
	<b>Resident 28</b>	<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	17 October 2017
		<b>Consultee Comment</b> Wants to lodge the concern of CPRE Norfolk in regards to the proposed amendments to the TRO affecting Harding's Way in King's Lynn. Concerned that this will detract from current enjoyment of the open nature of some of the surrounding land, by permitting more and heavier use through provision of the three new access points and moving of the bus gate. Have safety concerns especially regarding the TRO due to the current usage by pedestrians and cyclists, in particular but not exclusive to those children using this as a route to and from school. Believes this use will be affected through the additional traffic - presumably of heavy vehicles which will result from provision of the new accesses. Have also attached objection to King's Lynn and West Norfolk Borough Council which contains further details of their concern over the road usage.	
	<b>Resident 29</b>	<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	18 October 2017
		<b>Consultee Comment</b> Objects to the traffic order for the building of three new roads off Harding's Way which will open southern end of Harding's Way to motor traffic. Reminds the cycle and bus route was put in across Harding's Pits which is a nature reserve and much loved by the local residents and also that it was promised at that time that the road would not be opened for general traffic which would destroy the whole concept of the nature reserve.	
	<b>Resident 30</b>	<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	18 October 2017
		<b>Consultee Comment</b> Strongly objects to the current proposals for both roads and housing in the area.	
	<b>Resident 31</b>	<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses.	18 October 2017
		<b>Consultee Comment</b> Objects to the TRO to open Harding's Way. Often bikes along the road and spend time in the area of Harding's Pit/Doorstep Green. Stated the road is part of National cycle route 1 and a safe area of tranquillity and nature with huge historical value to the town with wonderful scenery. Allowing additional traffic will introduce risks of accidents, pollution and noise and will be detrimental to the hundreds of people who use it either as part of their daily life, walking and cycling to work, schools and shops, and those including visitors to the town who use it as pleasure. Added there is a lot of speculation and worry among residents and about the future plans by Borough Council for this area in terms of development and building housing estates. Believes this consultation cannot be properly commented on until everything is out and in the open with future plans included which NNC and BC should be aware of and should be declared prior to the consultation. Furthermore, have not seen any of the details advertised anywhere and believes that many people are not even aware of it. Thinks the consultation should be halted until all the facts are provided by NCC and the BCC so that people are able to understand what is happening before they can make their comments either for or against the proposal.	
	<b>Resident 32</b>	<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	19 October 2017
		<b>Consultee Comment</b> Strongly objects to the proposal which is out for public consultation. Understands that the only part of Harding's Way is affected by this proposal however, this short section is used by walkers and cyclists including children going to and from school. Like the rest of Harding's Way, believes the pleasant tranquil route will be completely spoiled by vehicular traffic, particularly heavy lorries likely to be used for the development of the nearby areas of land. Added, it will spoil people's enjoyment of the peace and quiet of Harding's Pits, a door-step green much loved by residents in this area. Is sure that the development of the land nearby can be achieved without this extreme measure.	
	<b>Resident 33</b>	<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	20 October 2017
		<b>Consultee Comment</b> Instructed by Natural England in relation to the Millennium and Doorstep Green initiative. On 9 September 2004, Natural England in conjunction with the Big Lottery Fund (the fund), provided grant support to King's Lynn and West Norfolk Council to establish Hardings Pits as a Doorstep Green. The agreements terms and conditions and deed of covenant associated with this grant placed obligations on the grant recipient for 25 years and further obligations to maintain the green and to keep it available to the local community as area for the community enjoyment in perpetuity. Natural England is required by the Fund to ensure these obligations to be delivered and therefore retains an interest in the Green. Recently been informed that an amendment to a Traffic Regulation Order is proposed in respect of Hardings Way to allow this road to be used by general traffic, as opposed to its current limited use and as Hardings Way is adjacent to the Green in which Natural England retains an interest, requested for the Natural England to be consulted in case a proposal which affects the Doorstep Green itself is received. This interest is in addition to Natural England being a statutory consultee in planning proposals from its perspective as advisor on the natural environment.	
	<b>Resident 34</b>	<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. Fencing/barriers are provided across each access 'stump' too prevent any casual traffic from entering the sites which will also protect access to Hardings Pits. The existing situation between the two bus gates will remain unchanged.	26 October 2017
		<b>Consultee Comment</b> Believes there is an order regarding opening up Harding's to general traffic and queries why residents who will be affected have not been notified. Objects to this order on the grounds that it will not solve congestion, pollute a beautiful part of King's Lynn effecting wildlife and resident's health and increase the noise level significantly for residents. Suggests an alternative that would help King's Lynn and its residents would be to create Park-n-ride which would create jobs, reduce toxin gas emissions, reduce the parking problem for residents and keep King's Lynn within the government guidelines for vehicles emissions. Also included few paragraphs about Air Pollution and International & European standards of air quality from Government's own site.	
	<b>Resident 35</b>	<b>NCC Officer Comments</b> The TRO relates to southernmost extent of Hardings Way only which proposes to extend it from the junction of Wisbech Road to the proposed location of the bus gate i.e. 15m north of the existing bus gate location. The relocated bus gate will include amending the fencing to ensure that the security of the land beyond the bus gate to the north is maintained. The expected flow of traffic has been estimated to be 6 HGVs and 10-15 van size vehicles a week from the Overtons site, which currently has access directly on to Wisbech Road. The proposal will maintain the current buses and cycles only between the bus gates. In addition, a new shared-use facility will be included on the eastern side of Hardings Way, which along with the existing shared use facility on west, will have priority over the new vehicular accesses. When progressing a proposed TRO, NCC adopt a two-stage process whereby two different consultation stages are utilised. The first stage (where this scheme is currently) is referred to as 'preliminary' and involves Statutory consultees only. This stage is used to identify major issues with any proposal that may lead to amendments, before a wider consultation is undertaken with individuals such as residents who may about the proposal or those who have an interest.	02 November 2017



# **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.**

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## 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 Act<sup>1</sup>;
  - Advance equality of opportunity between people who share a relevant protected characteristic<sup>2</sup> and people who do not share it<sup>3</sup>;
  - Foster good relations between people who share a relevant protected characteristic and people who do not share it<sup>4</sup>.
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 navigate<sup>1</sup>, 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

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<sup>1</sup> 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-signalled crossing point on the Nar Bridge, which suggests they should have *some* degree of confidence in using non-signalled 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 (2<sup>nd</sup> May 2018 and 18<sup>th</sup> 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



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### <sup>1</sup> 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.

<sup>2</sup> The protected characteristics are:

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**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).

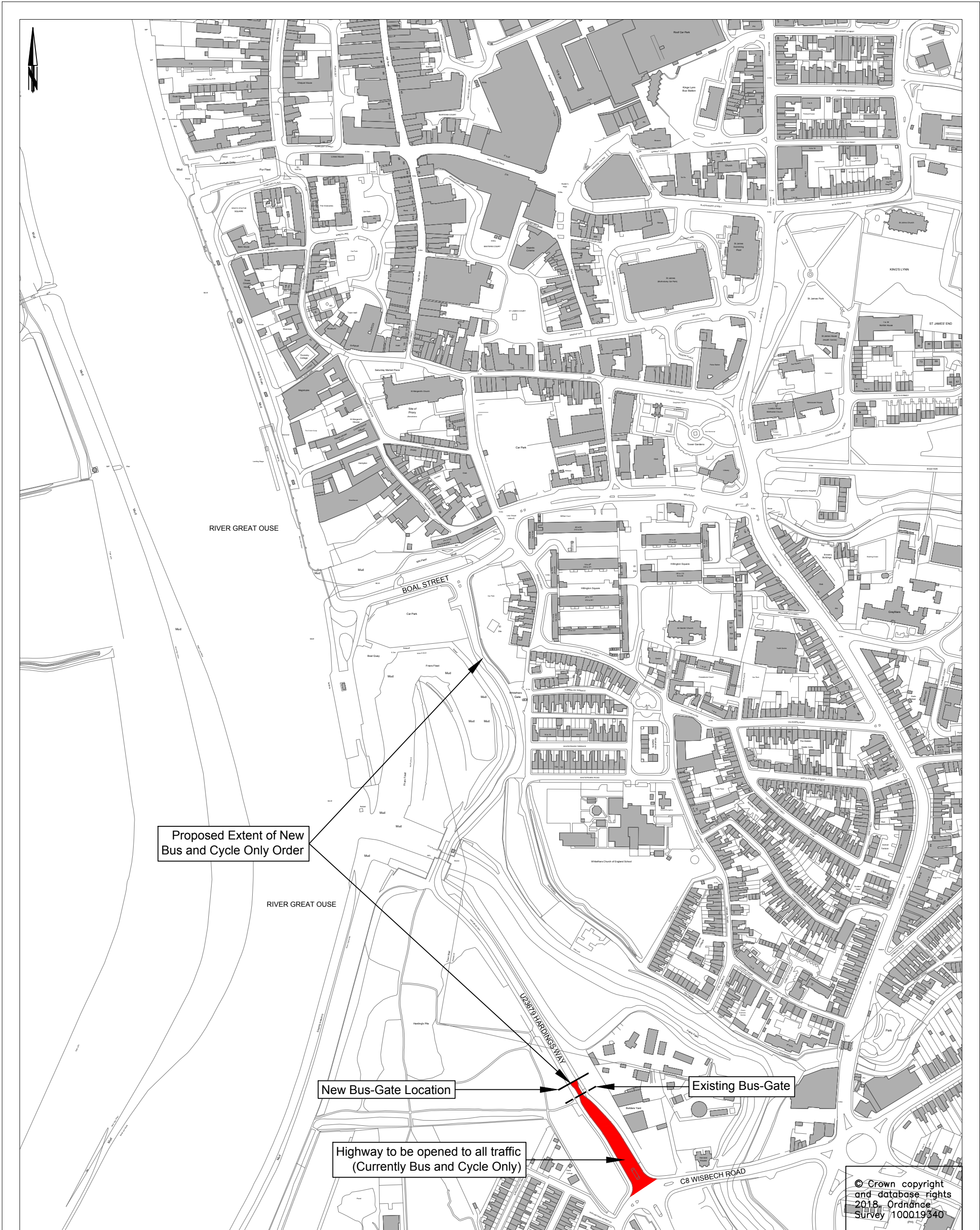
**Sex** – e.g. a man or a woman.

**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.



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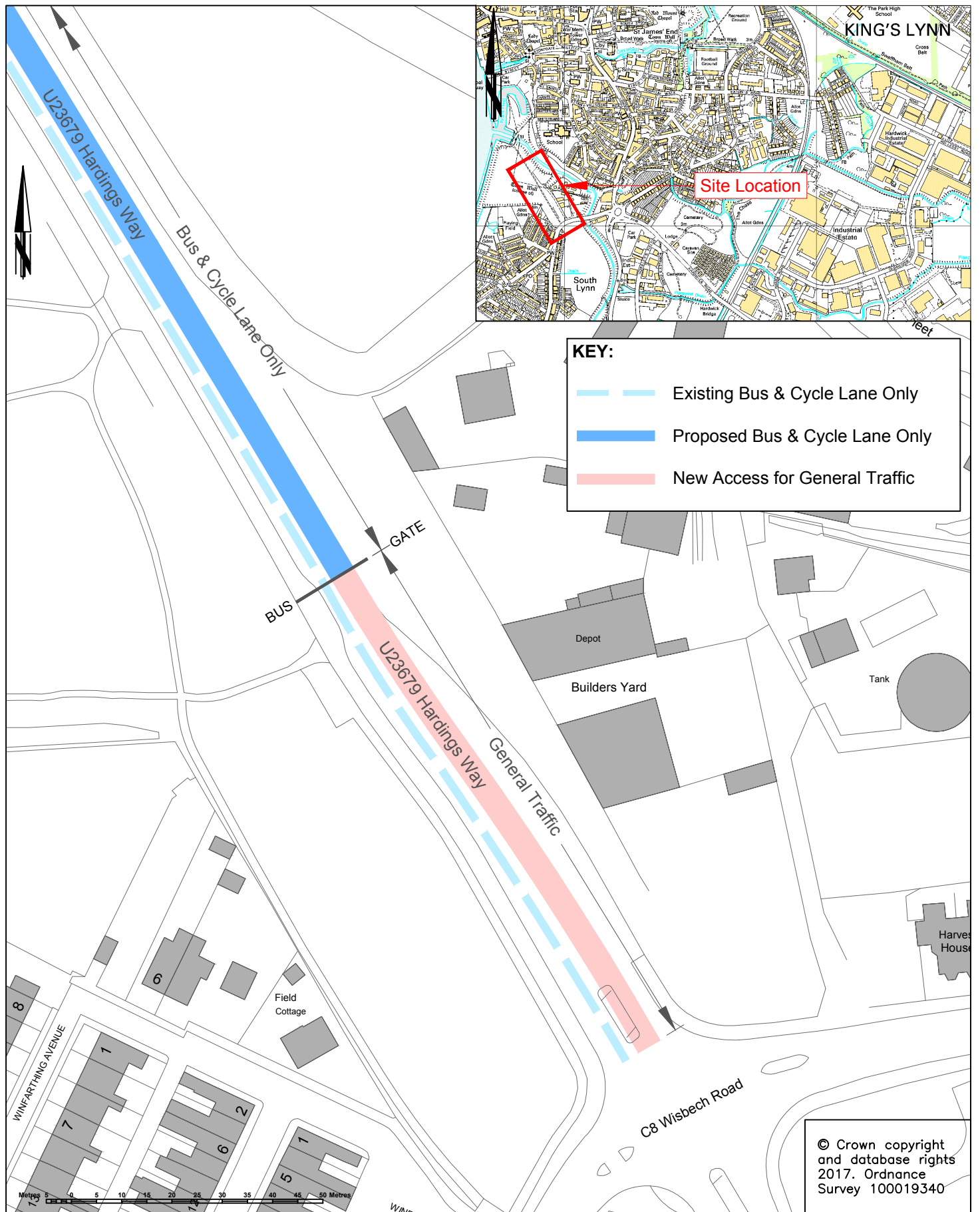
**DRAWING TITLE**  
 King's Lynn, Hardings Way Accesses Improvement Scheme  
 TRO Overview Plan

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

REV.	DESCRIPTION	DRAWN	CHECKED	DATE

SURVEYED BY	INITIAL	DATE	DRAWING No.
OS	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





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**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

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 12<sup>th</sup> June 2018. They may also be emailed to [trafficorders@norfolk.gov.uk](mailto: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
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DATED this 18<sup>th</sup> 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 Fonseca EngTech MCIHT MSoRSA**

**Report Status:**

Issue	Status	Purpose	Name/Signature	Date
1	Stage 2 Safety Audit Report	Client Issue	Julian Fonseca 	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 Fonseca 	07/09/2017

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

Robert Daynes	Area Casualty Reduction Officer Norfolk County Council
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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

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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.



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## 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.

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## 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:**

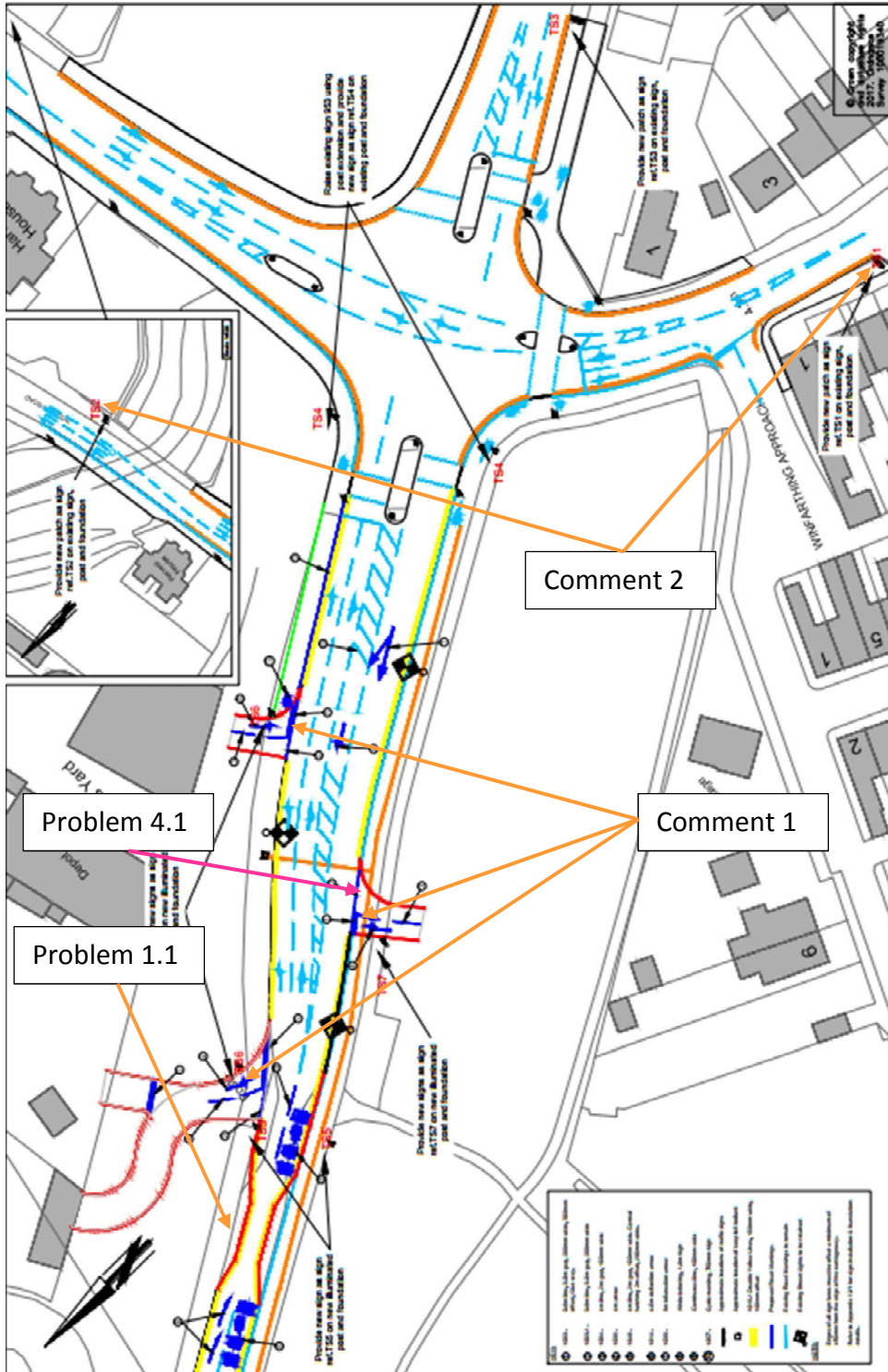
Agreed - The associated give way lines on the western proposed access will be moved further behind the shared-use facility allowing the facility to continue unbroken across the access. Similar facility will be provided on remaining two accesses on eastern side as well given proposed shared use facility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

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**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

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**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.

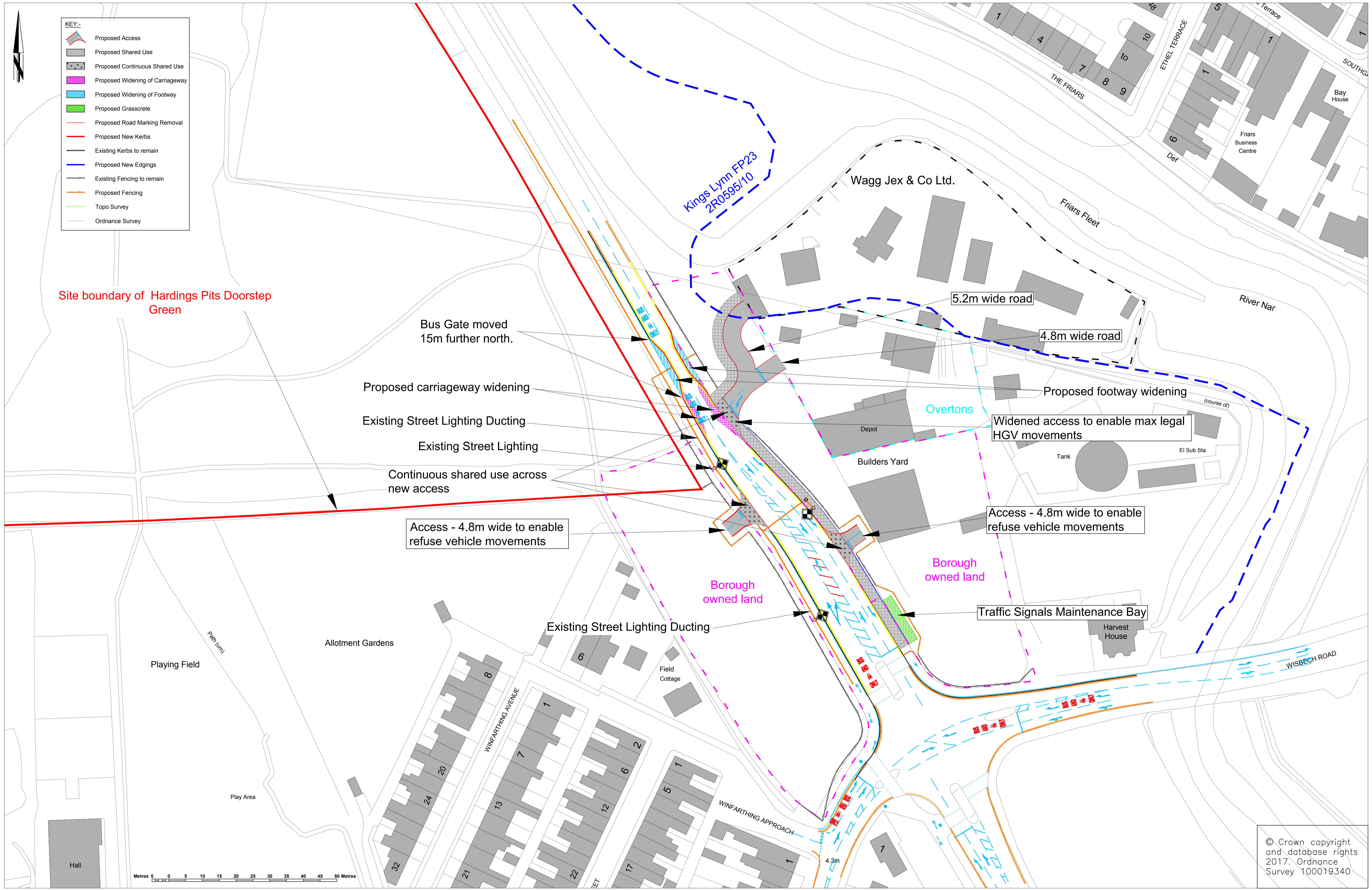
**Designer's Response:**

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.



**KEY:-**

- Proposed Access
- Proposed Shared Use
- Proposed Continuous Shared Use
- Proposed Widening of Carriageway
- Proposed Widening of Footway
- Proposed Grasscrete
- Proposed Road Marking Removal
- Proposed New Kerbs
- Existing Kerbs to remain
- Proposed New Edgings
- Existing Fencing to remain
- Proposed Fencing
- Topo Survey
- Ordnance Survey

Site boundary of Hardings Pits Doorstep Green

Bus Gate moved 15m further north.

Proposed carriageway widening

Existing Street Lighting Ducting

Existing Street Lighting

Continuous shared use across new access

Access - 4.8m wide to enable refuse vehicle movements

5.2m wide road

4.8m wide road

Proposed footway widening

Widened access to enable max legal HGV movements

Access - 4.8m wide to enable refuse vehicle movements

Borough owned land

Borough owned land

Traffic Signals Maintenance Bay

Existing Street Lighting Ducting

Allotment Gardens

Playing Field

Path (un)

Play Area

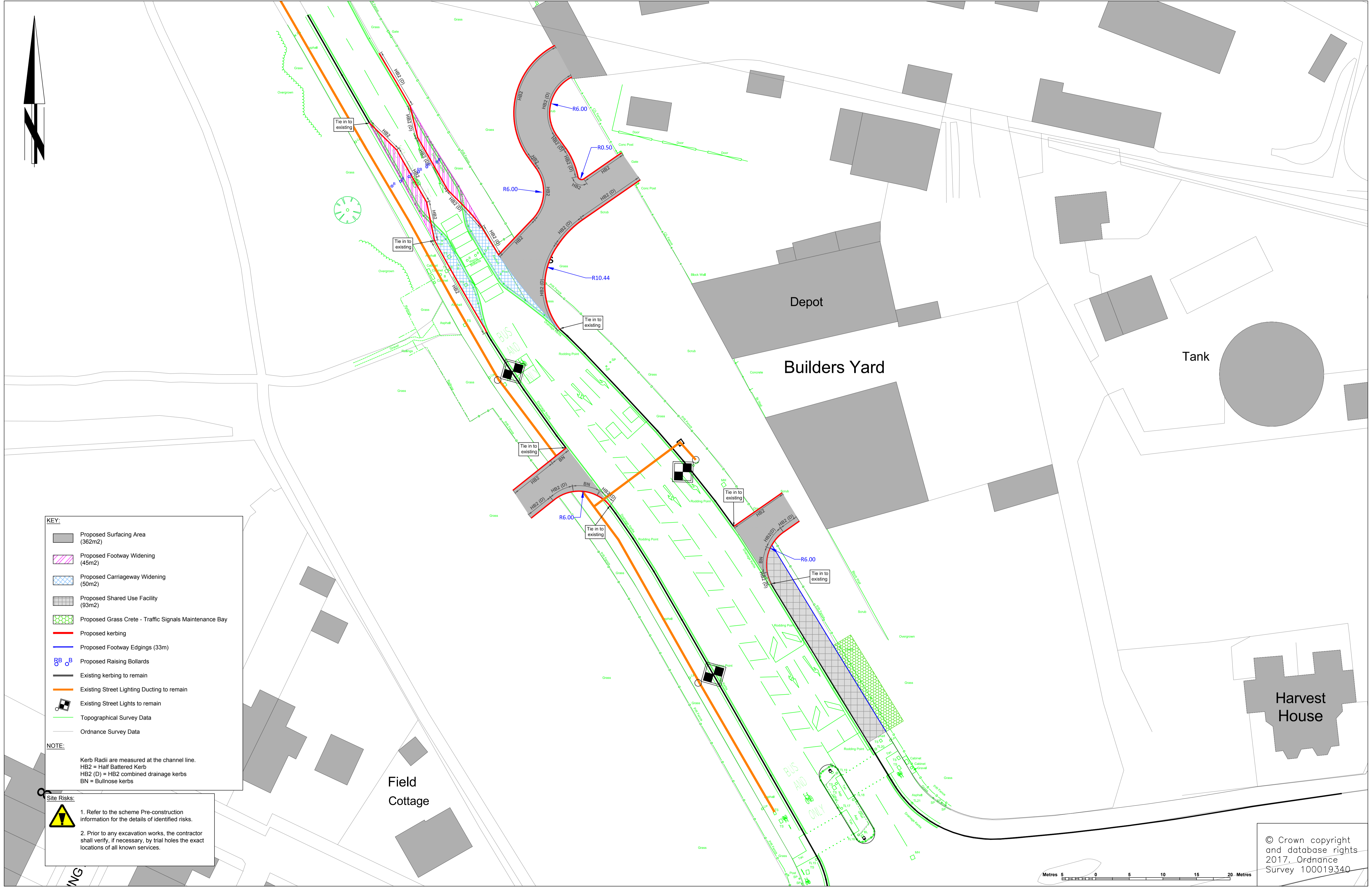
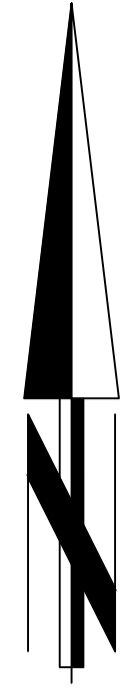
Hall

Metres 5 0 5 10 15 20 25 30 35 40 45 50 Metres

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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	Stump added to proposed accesses and shared use facility extended along the north-eastern side of Hardings Way.	AM	DW	07/17
C	Fence added on eastside of bus gate, right/left ban removed from two accesses, continuous shared use on westside access.	AM	MJL	08/17

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2017	PK6062-HP1-002C
DESIGNED BY	MJL	07/17	PROJECT TITLE
DRAWN BY	AM	07/17	Kings Lynn, Hardings Way Accesses Improvement Scheme
CHECKED BY	DW	06/16	SCALE 1:500 @ A1 FILE No. PK6062



**KEY:**

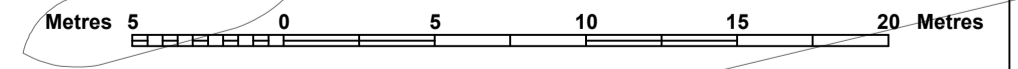
- Proposed Surfacing Area (362m<sup>2</sup>)
- Proposed Footway Widening (45m<sup>2</sup>)
- Proposed Carriageway Widening (50m<sup>2</sup>)
- Proposed Shared Use Facility (93m<sup>2</sup>)
- Proposed Grass Crete - Traffic Signals Maintenance Bay
- Proposed kerbing
- Proposed Footway Edgings (33m)
- Proposed Raising Bollards
- Existing kerbing to remain
- Existing Street Lighting Ducting to remain
- Existing Street Lights to remain
- Topographical Survey Data
- Ordnance Survey Data

**NOTE:**

Kerb Radii are measured at the channel line.  
 HB2 = Half Battered Kerb  
 HB2 (D) = HB2 combined drainage kerbs  
 BN = Bullnose kerbs

**Site Risks:**

- 1. Refer to the scheme Pre-construction information for the details of identified risks.
- 2. Prior to any excavation works, the contractor shall verify, if necessary, by trial holes the exact locations of all known services.



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REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS	OS	2017	PK6061-HP1-004
DESIGNED BY	MJL	10/15	PROJECT TITLE
DRAWN BY	AM	05/17	Kings Lynn, Hardings Way Accesses Improvement Scheme
CHECKED BY			SCALE 1:250 @ A1
			FILE No. PK6061



# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Highways Asset Performance</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe - Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b>	
<p>The highway network is fundamental to the local economy and plays a major part in many aspects of our lives. An effective network enables everyone to move around the county more easily for access to work, key services, businesses and leisure.</p> <p>Our goal for is to provide a value for money highway service, whilst continuing to provide a safe highway network and maintaining public satisfaction, in line with corporate priorities.</p>	

## Executive summary

<p>This report highlights performance of the highway asset against current service level priorities, based on previous Member decisions. It covers planned capital structural maintenance of the assets only.</p> <p>The 2018-19 budget of £35.5m. The estimated budget is £32.5 in 2019-20.</p> <p>The condition data for 2006-7 is used as a baseline against which the highway backlog is measured. The overall highway asset backlog at June 2018 is £37.9m, which has decreased from the 2016/17 figure of £51.4m. This compares with in £48.9m in 2015/16 and £59.4.5m in 2014/15.</p> <p>Public satisfaction with highway condition in Norfolk, remains positive. In the 2017 survey we were ranked 7<sup>th</sup> overall of 31 shire counties, compared with 3<sup>rd</sup> last year. The slight decrease in the backlog and maintenance of comparatively good public satisfaction suggests that the current asset management strategy has been effective.</p> <p>The report also covers progress on the Code of Practice for Well-Managed Highway Infrastructure, the performance of contractors against Key Performance Indicator's and some proposed changes to standards that require Member approval.</p> <p><b>Recommendations:</b></p> <p>Members are recommended to:</p> <ol style="list-style-type: none"> <li>a) <b>Note the progress against the Asset Management Strategy Performance framework and the continuation of the current strategy and targets</b></li> <li>b) <b>Note the progress against the implementation of Well-Managed Highway Infrastructure a Code of Practice item</b></li> <li>c) <b>Note the performance against Key Performance Indicator's in Highway Contracts (Tarmac, WSP &amp; Dynniq)</b></li> </ol>
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## 1. Proposal

### 1.1. Highway Asset Performance

- 1.1.1. Our Highway Asset Management Policy was agreed in July 2014 by EDT committee. The Strategy was reviewed on 14 October 2016 by the EDT committee who approved a performance framework.
- 1.1.2. This allows members to be informed on whether the strategy is delivering the performance targets, and to take corrective action or manage changing circumstances such as annual budgets or the regulatory framework. Evidence is in section 2.

## 1.2. **Well Managed Code of Practice for Highway Infrastructure**

- 1.2.1. The Code of Practice is not statutory but provides highway authorities with guidance on highways management. Highway authorities have certain legal obligations to which they have to comply, and which will on occasion be subject to claims or legal action by those seeking to establish non-compliance. It has been recognised that in such cases, the contents of the Code may be considered relevant best practice.
- 1.2.2. A new Code of Practice was published in October 2016. It changed to a risk-based approach determined by each Highway Authority and will involve appropriate analysis, development and approval through authorities' executive processes. Its use evidenced by Member's approval will aid the development of our service.
- 1.2.3. In September 2017 our EDT committee approval the adoption of the 36 recommendations and an improvement Plan to manage this change. Evidence on progress is in section 3.0.

## 1.3. **Highway Contract Reports**

- 1.3.1. Evidence on progress is in section 4.0.

## 2. **Highway Asset Performance**

### 2.1. **Performance Framework**

- 2.1.1. The progress of our Asset Management Strategy is informed by the performance measures agreed with this committee on the 14 October 2016. The 2017-18 result can be seen in Appendix A. These are generally in line with targets and no change to the strategy and performance targets are suggested at this stage. Members are asked to note the progress.

### 2.2. **Asset Condition**

- 2.2.1. It was recognised that the current level of funding makes the maintenance of current condition challenging and that in most circumstances the strategy will be to manage a slight deterioration.
- 2.2.2. Any shortfall in achieving 2006-07 service levels, or otherwise agreed in 2013-14, is described as a backlog. The overall highway asset backlog at April 2018 is £37.9m. This is a decrease compared with £51.4m in 2017. This has been summarised in Appendix B.
- 2.2.3. The backlog has reduced due to the implementation of the Greater Norwich Drainage scheme now completed, and slight improvement in road condition. A summary on the performance of individual asset types can be seen in Appendix C.

### 2.3. **Customer Satisfaction**

- 2.3.1. The National Highways and Transport Network Survey is carried out annually. For the 2017 survey 3,300 Norfolk residents, chosen at random, were asked to rate a range of highway and transportation services, including public transport, walking and cycling, congestion road safety and highway maintenance.

- 2.3.2. Altogether 121 local authorities signed up for the 2017 survey. Overall Norfolk County Council ranked seventh against 31 comparable councils. This compared with third in 2016.
- 2.3.3. Of those indicators contained in our Asset Performance Strategy Measures in App A we ranked;-  
Overall – 7<sup>th</sup>  
Condition of highways – 5<sup>th</sup>  
Highway Maintenance – 7<sup>th</sup>  
Pavements & Footpaths – 8<sup>th</sup>  
Street lighting – 9<sup>th</sup>  
Satisfaction with public rights of way – 22<sup>nd</sup>
- 2.3.4. The 2018 survey is due to be sent out in June, with the results being released in September, and published in October.

### **3. Well-Managed Highway Infrastructure a Code of Practice**

- 3.1. An improvement plan to enable the 36 recommendations of the new Code to be adopted for 2018-19 was approved by ETD on 15 September 2017.
- 3.2. The plan is reviewed regularly and relevant officers provide updates on the actions to which they have been assigned. At the time of writing this report, we can confirm that over half of the actions (54%) have been completed, 38% are currently assigned the status of 'green' and the remaining 8% are 'amber' where they are pending feedback from external sources. This indicates we are on track and in a good position to adopt the new Code of Practice recommendations when it comes into force.

### **4. Norfolk Contract Report 2017-2018**

- 4.1. Three main contracts were established in 2014 to help us deliver the highway service in Norfolk. The contractors and employer (Norfolk County Council) manage the delivery of services in accordance with the governance arrangements set out in the contract service information and performance is monitored regularly throughout the year. At the end of each financial year an end of year report is produced summarising the performance of each contract over the previous 12 months. These contracts are Tarmac (for works), WSP (for professional services) and Dynniq (for permanent traffic signals).
- 4.2. Each contract specifies key targets that each supplier has to achieve in the form of Key Performance Indicators (KPIs). This year's end of year report confirms that all three contracts have achieved an overall score over 4 (out of a possible 5), which is in the highest band (Band A). The full report, looking at year 4 of each contract, can be found in Appendix D
- 4.3. Previously a stand-alone document, this is the first year it is included as part of this report.

### **5. Financial Implications**

- 5.1. The budgetary allocations were approved at EDT 19 January 2018 and subsequently at Cabinet 16 April 2018. Subsequently government announced in February and March additional allocations in the Pothole Fund totalling £3,568,692. This funding is 'ring-fenced' for pothole repairs or the prevention of potholes. The funds will be spent on pothole and patching repairs together with some surfacing. In total the available structural maintenance funding for 2018-19 is £35.5m.

## 6. Issues, risks and innovation

- 6.1. If the funding for the quantity of our highways schemes is reduced in future years due to changes in budgets or inflation, the performance framework targets should be revisited as they are unlikely to be sustainable.

## 7. Background

- 7.1. At the EDT committee meeting on 14 October 2016 Members approved the Highways asset management strategy and performance framework- [EDT committee minutes 14 Oct 2016 Highway Asset Performance Report](#)
- 7.2. At the EDT committee 15 September 2017 Members approved the [Highway Asset Performance Report](#) including the adoption of an improvement plan for the implementation for the new Code of Practice.
- 7.3. At the EDT committee meeting on 19 January 2018 Members approved the Highway capital programme and Transport Asset Management Plan (TAMP) - [EDT committee minutes 19 Jan 2018 Highways Capital Programme and TAMP](#)
- 7.4. This was subsequently approved by the Full Council meeting on the 16 April 2018. [Norfolk County Council minutes 16 Apr 2018 Highways Capital Programme and TAMP](#)

### Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

**Officer name:** Nick Tupper **Tel No.:** 01603 224290

**Email address:** [nick.tupper@norfolk.gov.uk](mailto:nick.tupper@norfolk.gov.uk)



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

Asset Management Strategy Performance Measures										Agreed performance targets 14 Oct 2016 EDT committee				Actual				
Theme	Indicator Description	Vital Sign	Frequency of reporting	Service Level to inform backlog	LTP	15-16	Context	16-17	Context	16-17	17-18	18-19	19-20	17-18	Context	Which is better?	Aim	
Serviceability	Roads	Condition of Principal roads	Annual	2006-7 treatments	4.2%	2.50%		2.80%		2.80%	3.10%	3.40%	3.80%	2.55%		Lower	Slight decline	
		Condition of classified non-Principal roads	Annual	2006-7 treatments		6.48%		7.69%		7.49%	8.34%	9.24%	10.12%	7.54%		Lower	Slight decline	
	Footways	Condition of Unclassified roads	Annual	2006-7 treatments		17%		18%		18%	20%	21%	23%	14.60%		Lower	Slight decline	
		Condition of Footways 1 - Footway Network Survey (FNS) level 4	Annual	12.50%		16.10%		12.70%		19%	22%	25%	27%	12.70%		Lower	Slight decline	
		Condition of Footways 2 - FNS level 4	Annual	25%		32.70%		27.80%		36%	39%	41%	42%	25.60%		Lower	Slight decline	
		Condition of Footways 3 - FNS level 4	Annual	30%		28.90%		27.90%		29%	30%	31%	32%	30.10%		Lower	Slight decline	
		Condition of Footways 4 - FNS level 4	Annual	30%		29.50%		28.90%		30%	31%	32%	33%	31.60%		Lower	Slight decline	
		Bridge Condition Index Score HGV	Annual	91.92		89.9		90.03%		89.3	88.8	88.2	87.8	89.99%		Higher	Slight decline	
	Structures	Bridge Condition Index Score Non-HGV	Annual	88.93		90.92%		90.83%		91	90.5	90	89.5	91.02%		Higher	Slight decline	
		Bridge Strengthening number of bridges requiring strengthening	Annual	2		2		2		1	0	0	0	2		Lower	Improve	
Traffic Signals	Traffic Signals controller age no more than 20 years	Annual	20 yrs.		6		5		3	0	0	0	6		Lower	Improve		
Street Lighting	% Street Lighting working as planned (lights in light)	Monthly			99.63%		99.34%		99%	99%	99%	99%	99.31%		Higher	Maintain		
Customer Satisfaction	NHT Overall	KBI 01 - Overall (local)	Annual			56.2	2nd best County	56	3rd best County	56.2	56.2	56.2	56.2	54	7th best County	Higher	Maintain	
		KBI 11 - Pavements & Footpaths	Annual			58.8	5th best County	59	8th best County	58.8	58.8	58.8	58.8	56	11th best County	Higher	Maintain	
	NHT Walking & Cycling	KBI 13 - Cycle routes and facilities	Annual			53.8	3rd best County	52	9th best County	53.8	53.8	53.8	49	20th best County	Higher	Maintain		
		KBI 15 - Rights of Way	Annual			58	17th best County	57	22nd best County	58	58	58	58	56	24th best County	Higher	Maintain	
	NHT Highway Maintenance & Enforcement	KBI 23 - Condition of highways	Annual			43.6	3rd best County	40	5th best County	43.6	43.6	43.6	43.6	38	10th best County	Higher	Maintain	
	KBI 24 - Highway maintenance	Annual			55.8	4th best County	53	7th best County	55.8	55.8	55.8	55.8	52	13th best County	Higher	Maintain		
	KBI 25 - Street lighting	Annual			62.6	18th best County	66	9th best County	62.6	62.6	62.6	62.6	60	23th best County	Higher	Maintain		
Safety	Number of people Killed and seriously injured on Norfolk's roads		Monthly			369		402		369				427	Member Working Group looking at Road Safety Strategy and future performance measures	Lower	Improve	
	Repudiation Rate of Highway Insurance Claims		Annual			81%		79%		81%	81%	81%	81%	81%		Higher	Maintain	
	Winter gritting - % of actions completed within 3 hours		Monthly	✓					86%		100%	100%	100%	100%	85%		Higher	Maintain
	Highway Safety Inspection carried out on time		Monthly				97.76%		TBC		97.76%	97.76%	97.76%	97.76%	94.20%	* data 2017-18 not available new reporting system established, data for month April 2018 shown	Higher	Maintain
	% Priority A defects attended within response timescale (2 hours)		Monthly				96%		TBC		96%	96%	96%	96%	85%		Higher	Maintain
% Priority B defects attended within response timescale (Up to 4 days)		Monthly				98%		TBC		98%	98%	98%	98%	87%		Higher	Maintain	
Sustainability (Economic & Environment)	Street lighting - CO2 reduction (tonnes) (Annual emissions)		Annual	✓		10517		10352	Target 9814 tonnes by 2020 (12.5% reduction from 2008/9 baseline)	10711	10375	9870	9814			Lower	Improve	

# 1 Condition of Highway Assets Summary

## 1.1 Roads

- 1.1.1 The results from our condition surveys for 2017-18 were ahead of the asset management strategy and performance targets . All roads have all shown a slight improvement against previous year's results.

	2016/17	2017/18		Local Transport Plan roll-fwd. Target
		Agreed Performance Measure target	Actual	
'A' roads	3% (2.8%)	3% (3.11%)	3% (2.55%)	4.2%
'B' & 'C' roads	8% (7.69%)	8% (8.34%)	8% (7.54%)	n/a

Note: Lower is better. Figures in brackets are the actual figures, but these are rounded to the nearest whole number when reported.

- 1.1.2 The A roads show a continued increase in treatment costs against are baseline generating a backlog. The B & C network treatment costs are still below are baseline comparison.
- 1.1.3 Unclassified (U) road condition indicator showed an improvement from 18% to 15% for a 4-year average. The 'U' network treatment costs are now below are baseline comparison and the backlog has been removed.

	2016/17	2017/18	LTP Target roll-fwd.
'U' roads	18%	15%	n/a

- 1.1.4 For 2017-18 we have a backlog on our 'A' roads. Backlogs are shown in Appendix 1;
- 1.1.5 National Statistics 2016-17 provide the most recent comparative data. Our A roads were average, our 'B', 'C' and 'U' below average.

## 1.2 Bridges

- 1.2.1 The Bridges HGV score showed marginal decline and non-HGV score marginal improvement, from 2016-7 to 2017-18. Bridge Condition Index Scores were 90.03 and 90.82 on the HGV and non-HGV networks respectively. These scores are currently (May 2018) 89.99 and 91.02.
- 1.2.2 For 2017-18 we have a backlog on our HGV network of £8.5m.
- 1.2.3 No strengthening works were completed in 17/18. Two bridges still require attention and represent a backlog. These are in the forward programme.

### 1.3 Traffic Signals

1.3.1 During 2017/18 a total of 10 installations were replaced, consisting of 2 like-for-like replacements, 3 Pelican crossings converted to Zebra crossings and 5 installations were replaced as part of improvement schemes (3 CCAG funded, 1 LEP funded and 1 Parish Partnership scheme).

1.3.2 The resultant backlog at the end of 2017/18 is 6 installations, representing a budget of £0.299m.

### 1.4 Footways

1.4.1 Our 2017-18 showed a marginal improvement in our remaining network, which was better than expected.

Footway Hierarchy	Frequency	Service Level	Condition Level 4 (structurally unsound)	
			2016-17	2017-18
Cat 1	2-year data	12.5%	12.7%	12.7%
Cat 2		25%	27.8%	25.6%
Cat 3	4-year data	30%	27.9%	30.1%
Cat 4		30%	28.9%	31.6%

1.4.3 There is a backlog against our service level for our higher categories footway totaling £0.74m

### 1.5 Drainage

1.5.1 There are not any formal condition surveys of highway drains. Overall condition is assessed from regular road inspections. The identified schemes are a mixture of small scale local interventions and larger “catchment wide” projects. The Greater Norwich Surface Water Drainage Scheme completed in 2017-18. There is £3,893,344 of identified need remaining in the ‘fringe’ parishes of Hellesdon, Old Catton, and Thorpe St Andrew. The improvement drainage backlog has decreased as a result.

1.5.2 Our members have approved NCC capital funding of £1.5m on ‘Market Town’ Drainage over a 3-year period starting 2017-18. The first scheme due for construction is at North Walsham starting in June 2018-19

### 1.6 Park & Ride Sites and Norwich Bus Station

1.6.1 The service level on these sites is, to fully fund any urgent, essential or necessary structural maintenance works identified by an annual inspection.

### 1.7 Vehicular Restraint Systems (VRS)

1.7.1 Our service level uses information from structural integrity surveys carried out on the whole stock over a 5-year period. We have adopted a service measure whereby if those sites assessed as priority 1, through risk assessment were not to be funded then they would represent a backlog.

1.7.2 Two schemes has been deferred into 2018-19, with an estimated cost of £60k.

		Backlog 2016-17	Budget 2017-18	Backlog 2017-18	Budget 2018-19	Steady State estimate	Budget Need 2019-20*
<b>Asset type</b>		<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
A roads		8.59	4.384	9.604	3.929	11.038	20.642
B roads		0	1.545	0	2.185	3.932	3.932
C roads**		0	5.112	0	5.116	8.171	8.171
U roads**		11.72	4.717	0	4.358	6.162	6.162
Machine Patching			0.695		0.695		
Capitalised Patching/Potholes ex revenue			7.082		9.844	7.082	7.082
Category 1 footways		0.01	0.496	0.008	0.45	0.898	0.906
Category 2 footways		0.459		0.101		2.652	2.753
Category 3 footways		0		0.11		10.588	10.698
Category 4 footways		0		0.521		3.482	4.003
Highway Drainage	Maintenance Bid Match Pot	0.673	0.177	0.673	0.6	0.673	0.673
	Improvement (Challenge)	21.123	0.075	17.706	0.075		
	Improvement (Town)		4.773				
	Improvement (NPIF)		0.634				
	Capitalised Drainage small repairs		0.4				
		0.33	0.33	0.33	0.33		
Bridges	Maintenance Bridges	8.2	0.505	8.5	0.665	2.797	11.297
	Maintenance Culverts NPIF		0.03				
	Strengthening Assessment etc	0.315	0.045	0.315	0.08	0.300	0.300
	small works (ex. revenue)		0.25		0.055	0.85	0.85
Traffic Signals	Replacement	0.173	0.25	0.299	0.25	0.25	0.549
	small works (ex. revenue)		0.6		0.6	0.6	
	system		0.02		0.02	0.02	
Signs & Post (ex. revenue)			0.2		0.2	0.2	0.2
Condition Surveys					0.15		
Park and Ride Sites		0.013	0.025	0	0.4	0.04	0.04
Area Manager Schemes			0.14		0.14	0.14	0.14
Vehicle restraint systems - planned works		0.12	0.092	0.06	0.092	0.092	0.152
Vehicle restraint systems - RTA repairs			0.05		0.05	0.05	0.05
Contingencies***			3.665		2.395		
<b>Total</b>		<b>51.396</b>	<b>38.451</b>	<b>37.897</b>	<b>35.491</b>	<b>60.822</b>	<b>80.025</b>

0.74

**Notes**

These figures are taken from the price base for each year, not a common price base. 2017/18 Backlog based upon 1-4-18 prices.

The backlog figure refers to the end of year, 31/3/2018

\* Where service condition is linked to condition surveys, the budget need is to recover service condition not just hold condition in year

\*\* These budgets have not been ring-fenced but shared across 'C' & 'U' roads



## Norfolk Contract Report 2017-2018

**Department:** Community and Environmental Services  
**Service Manager:** Grahame Bygrave  
**Contract Manager:** Martin Jeffs  
**Date:** May 2018

### 1. Introduction

- 1.1. The following report documents the 12 month performance (April 2017 - March 2018) of the following Highways Service Contracts:
- Tarmac for works
  - WSP for professional services
  - Dynniq for permanent traffic signals
- 1.2. The contracts, which started their first year in April 2014, were developed following a strategic review of the Highways Service. The contracts include specific requirements around performance targets, which was something that Members established as part of the fundamental criteria for the new contracts.
- 1.3. The performance management regime within the contracts specifies key targets that each supplier has to achieve.
- 1.4. The contractors and the employer manage the delivery of services in accordance with the governance arrangements set out in the Contract Service Information. Delivery of services is overseen by the Strategic Contract Management Board and Contract Management Group.
- 1.5. Key Performance Indicators are regularly monitored and reviewed annually as part of an annual report. This report looks back on Year 4 of the contract.
- 1.6. An overview of the annual performance of each contract can be seen in section 2 below. Further detail relating to each contract can be seen in section 3 onwards.

### 2. Contract Performance Summaries

#### 2.1. Tarmac Performance Summary

- 2.1.1. Tarmac's overall score for Year 4 is 4.18
- Annual strategic score of 4.18 is within banding A resulting in an additional year adjustment to the service period under the contract.
  - Innovation scored 1.00 valued at £17,175 representing 14% of target.
  - Service Delivery scored highly at 4.96 representing an excellent operational performance against contract measures. This is a particularly impressive performance considering the year-on-year increase in targets under contract.

- Collaborative working continued to score 4.00. Tarmac led British Standards Institution BS11000 standard for collaborative working remains in place including a revised focus of value creation teams across gully cleaning, materials innovation, ECI & collaboration.
- Strong health & safety record continued measured through Accident Incident Rate (AIR) & audit scores. Tarmac's excellent safety performance continues with 1538006 hours Lost Time Injury (LTI) free. The contract also remains RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Reporting) free contract life to date too.
- An improved year-on-year performance at 4.00 ensuring local supply chain benefit from prompt payment of invoices
- Post Project Review score achieved 111% of target representing a good performance for scheme delivery against an increasing year-on-year target.

## **2.2. WSP Performance Summary**

### **2.2.1. WSP's overall score for Year 4 is 4.08**

- The delivery of Contract commitments agreed during mobilisation and reviewed annually by the Service Manager scored a 4 out of 5 and was deemed to be a maintained and effective continuation of 'business as usual'.
- Other scores in relation to feedback on the Consultants Management team also scored 4 out of 5, with positive comments such as "Helpful and easy to approach, resolve issues and queries quickly, supportive of contractual arrangements and have both WSP and NCC interests at heart, professional and consistent in the mantra of What's right for Norfolk" . The only area for improvement identified was the need to ensure some specialist teams in the wider WSP are more responsive in providing feedback on their work.

## **2.3. Dynniq Performance Summary**

### **2.3.1. Dynniq's overall score for Year 4 is 4.36**

- The annual strategic score of 4.36 sees an increase from the previous year (which was 3.96). This sees the score firmly in band A as opposed to band B in 16/17.
- There are no contract changes to report and all performance targets have been achieved.

## **3. Tarmac – 2017/2018 end of Year Report**

### **3.1. Key Performance Indicators (KPIs)**

3.1.1. Overall year end score was 4.18 which results in an additional year to the contract.

#### **3.1.2. *Aggregate Issue***

There remains one outstanding site to remedy at Arminghall Lane. Utility company programmed works have delayed the necessary revisit to rectify this. We are now planning to undertake the rectification works in July, subject to network management agreement. The Utility works delay has led to other NCC planned surfacing works becoming available in the vicinity at Bungay Road, Bixley for several weeks in July.

We will look to align the remedial attendance with this to utilise the secured road space, where it offers an opportunity to complete Arminghall after completion of the Bixley scheme.

### **3.2. Health and Safety**

- 3.2.1. Tarmac's work on the contract has now exceed 1.5 million hours LTI (Lost Time Injury) free and remains RIDDOR free for the contract life-to-date. This impressive performance has come as a result of a strong focus on robust governance, systems & processes and education through investment in certified training, safety days and induction programmes that include direct employees as well as supply chain partners.
- 3.2.2. Tarmac has successfully developed and implemented an Android based Safety Observations app which allows employees at any level of the organisation to identify unsafe acts, unsafe conditions and near hits. The app is coupled with a 'See it, Sort it, Report it' approach to safety that encourages the identification of risk, mitigation of risk and then escalation to management. The interventions drive ownership of the safety risk at both management and site level and ensure open two-way communications are maintained. The data coming out of the Safety Observations app allows improved categorisation, trend analysis and review leading to further proactive interventions being implemented where necessary, including closer collaboration with the council on issues being experienced on site.

### **3.3. Collaborative Working**

- 3.3.1. During 2017/18 Tarmac has successfully introduced changes to the structure of the Joint Management Team with overall responsibility for delivering the collaborative working commitment. In conjunction with this a review was held to focus on refreshed value creation team objectives and team members for 2017/18 (as below).

Asset Management - Drainage Cleansing

Materials Innovation

Scheme/ ECI processes

Collaboration

- 3.3.2. Value Creation Teams have been meeting regularly to take these forward in line with Action Plans they have created. In particular there has been successes in evolving the cyclical drainage cleanse approach into to a risk based approach that has utilised asset silt data in gullies to determine cleanse programme for 2018/19. This approach will deliver considerable efficiencies and create a saving to the cleansing budget that is being used to deeper clean the asset in terms of catchpits etc.
- 3.3.3. The approach for this coming year will be to review the Value Creation Team output at Joint Management Team level with an approach to steer them to deliver against mandated objectives.

### **3.4. Investing in the Community**

#### **3.4.1. *Norfolk & Norwich Festival***

Tarmac continue to support the Norfolk & Norwich Festival by sponsoring the free outdoor programme. A significant £22,000 sponsorship of the festival for 2018 & £122,000 life to date has been made festival and Tarmac are working closely with the event organisers to maintain a close relationship & involvement during the festival.

#### **3.4.2. *Norfolk County Council OSCA's***

Tarmac continue to sponsor the Collaborative and Influencing Award as well as the entertainment for the council's Outstanding Contribution Awards.

#### **3.4.3. *Supporting Employment in the Community***

375 volunteer hours have been delivered within the community through a wide variety of programmes. Tarmac act as Deputy Chair for the Norwich for Jobs Steering Committee and Chair project's Employers Panel. 4 young people have completed their apprenticeships on the contract. A further 6 additional young people are being recruited as apprentices during 2018/19. Tarmac has exceeded its contract commitment to Science Technology Engineering and Mathematics Ambassadors from 4 to 7 with significant engagement with University College Norwich, the St Edmunds Society and a number of schools across the county. Tarmac's regional transport team worked closely with Norfolk County Council's road casualty reduction team and in 2017 continued a series of visits to local schools to help educate pupils about the dangers of HGVs and cycle safety awareness.

Significant spend through local supply chain of £21,549,000 ensuring value retained within the region. £44,213 spent across Tarmac through Fast Lane Training Services and Norfolk Labs extending the reach of the NCC operations beyond the county.

### **3.5. Innovation**

- 3.5.1. Significant investment in Kaarbontech software improving asset detail capture capability (pipes / channels, outlets, soakaways, etc.) and supported by training at different levels has helped NCC assess how it approaches the cyclical gully cleaning service. This will lead to a risk based approach to gully cleaning during year 5 of the contract and leverage significant innovation benefits.

## **4. WSP – 2017/2018 end of Year Report**

### **4.1. Key Performance Indicators (KPIs)**

- 4.1.1. Overall year end score was 4.08 out of 5.

### **4.2. Contract Successes**

#### **4.2.1. *Norwich Surface Water Fringe Drainage***

Following the assistance WSP provided last year in the successful bid for £10.3m through the DfT Challenge fund, WSP have continued to play a major role in project. WSP provided Hydraulic Design and technical expertise and very effective collaborative working was achieved in the NCC/WSP project team. The project is

now complete and has been delivered on time and on budget. It has also won the CIHT East of England 'Project of the Year' Award.

#### 4.2.2. *STEM for Schools*

WSP providing Stemnet training for additional staff.

#### 4.2.3. *Upskilling Norfolk*

WSP are improving the level of skilled professional staff living and working in Norfolk. The Contract initially started with 11 staff which has grown organically to meet Norfolk's needs and currently have over 43 technically staff based in Norfolk. WSP currently have 3 staff undertaking formal training for a level 4 qualification in Civil engineering and are supporting a further member of staff with time off to attend university on a Degree course. Next year WSP plan to send 2 staff on a 5 year Part time (Block release) Degree course in Civil Engineering. WSP also encourage staff to continue their Professional development and achieve professional qualifications. During the last year 2 staffed achieved the professional qualification "EngTech". In total 15 staff are currently being actively encouraged to achieve professional qualification through formal training agreements or mentoring.

#### 4.2.4. *Apprentices*

WSP had two full time apprentices. These two staff have made exceptional progress and have now been offered permanent positions within WSP with continued support to obtain formal qualifications.

#### 4.2.5. *City College*

The WSP Commission Manager has been working with both NCC and City College to encourage the College to develop Higher Level apprenticeships in Civil engineering and has provided feedback on course content with a view to ensuring the students have a good skill base to help them into employment.

### **4.3. Efficiencies and Innovation**

#### 4.3.1. *Best Practice Sharing*

WSP have continued to honour the contract commitment to bring in Technical leads to provide expert advice and support to Norfolk and its projects. Examples include Simon Gilliland supporting the Floods and Water team to present to CIHT/ICE event in County Hall and regular visits by transport Planning Directors to support and work with the local teams.

## **5. Dynniq – 2017/2018 end of Year Report**

### **5.1. Key Performance Indicators**

5.1.1. The Performance targets have been achieved with an overall score of 4.36. There are no contract issues to report

### **5.2. Norwich Office**

5.2.1. The Norwich Office has now gained ISO approval on 9001(quality), 14001(environmental) and 18001 (health and safety) achieving the objective outlined in last year's annual report.

### **5.3. Contract Apprentice**

- 5.3.1. The apprentice is working out well. They are attending college and receiving hands on training with the operational staff. The apprenticeship is due to be completed in 2019.

### **5.4. Communications Project**

- 5.4.1. The Communications project, the objective of which is to replace BT's leased lines to traffic lights with a wireless network, has now been accepted and signed off. The implementation of this project was necessary as BT were withdrawing their leased lines nationally and a new way of communicating with traffic signals was required. Dynniq are monitoring performance daily, along with Norfolk County Council.

### **5.5. Imtech OPCIS Fault Management system**

- 5.5.1. OPCIS, Dynniq's fault management system, continues to work well as the fault management system for the contract.

### **5.6. Collaboration**

- 5.6.1. For the first four years, excellent levels of mutual trust and understanding have been developed and achieved at all levels as reflected in the KPI scores. This is assisting the smooth operation of the contract. Dynniq actively participates in collaboration as part of the BS11000 collaboration accreditation.

### **5.7. Commitment**

- 5.7.1. The Dynniq senior representative during the entire bid and competitive dialogue process Darren Mancey made a commitment to remain involved with the commission. This has been met fully with both advice and strategic guidance being provided to the local team and the Council in all areas.

### **5.8. Future plans**

- 5.8.1. Dynniq are encouraging discussions with neighbouring authorities over potential savings when combining services where possible.

### **Officer Contact for this report**

<b>Name</b>	<b>Telephone Number</b>	<b>Email address</b>
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# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Hornsea Project Three offshore Wind Farm and onshore supporting infrastructure – submitted application.</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe - Executive Director, Community and Environmental Services</b>

## Strategic impact

The above offshore windfarm and onshore grid connection infrastructure will be determined as a Nationally Significant Infrastructure Project under the Planning Act 2008. Norfolk County Council is a statutory consultee on such projects and therefore has the opportunity to comment and influence the final decision. Responding to such consultations will ensure the County Council's views are formally taken into account prior to a final decision being made by the Secretary of State.

## Executive summary

Consultation by the Planning Inspectorate on a proposal by Orsted (Danish Energy Company) for an offshore wind farm 120 km off the Norfolk coast and ancillary onshore supporting infrastructure including: buried cable route (53 km); a booster station (if required); and a convertor station/substation (adjacent to Norwich Main). The proposal has a generating capacity of 2.4 million Giga Watts, which is sufficient to provide 2 million homes with electricity. Given the scale of the development it is deemed to be a Nationally Significant Infrastructure Project (NSIP) and will be determined by the Secretary of State for Business, Energy and Industrial Strategy.

This is a formal Development Consent Order (DCO) application consultation under Section 56 of the Planning Act 2008. This is the final opportunity to make any formal representations on the merits of the proposal prior to the statutory Examination, although the County Council will have an opportunity to submit a Local Impact Report (LIR) under S60 (3) of the Act ahead of the Examination. Members will recall that this Committee made detailed comments on the pre-application in September 2017.

While the broad principle of this proposal is consistent with National Policy on renewable energy there are a number of detailed issues in respect of highway matters; and flood risk management, which will need to be resolved ahead of any final decision on the DCO.

### Recommendations:

It is recommended that this Committee inform the Planning Inspectorate and the Secretary of State that the County Council:

- (1) Broadly supports the principle of this offshore renewable energy proposal, which is consistent with national policy, subject to the detailed comments set out in this report being resolved satisfactorily through the DCO process;**
- (2) Has a series of holding highway objections to the proposed onshore infrastructure (see Appendix 1);**
- (3) Seeks a number of / "Requirements" (conditions) relating to highway; flood risk; and archaeological matters being agreed and attached to any final DCO decision (see Appendix 1).**

## 1. Proposal

- 1.1. This is a DCO application for an offshore windfarm and onshore ancillary grid

connection infrastructure in Norfolk, which will be determined by the Secretary of State for Business, Energy and Industrial Strategy. The application is defined as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

- 1.2. Members will recall that the pre-application version of this proposal was considered by this Committee in September 2017. This Committee broadly supported the proposal subject to a number of detailed matters being resolved (see Assessment Section below).
- 1.3. The DCO application is now being handled by the Planning Inspectorate under Section 56 of the above Act. This is the final opportunity to respond to the DCO application ahead of the formal Examination process and a response will facilitate the Council's involvement in the Examination process should this be necessary. The County Council will also, however, be able to submit a Local Impact Assessment (LIR) under S60(3) of the Act ahead of the Examination providing further details and evidence in respect of the application's overall impact on the County Council's function.
- 1.4. The County Council is a statutory consultee and can make comments on the DCO Application and the supporting Environmental Impact Assessment (EIA) / Environmental Statement (ES).
- 1.5. Members should be aware that the applicant has changed its name from DONG (Danish Oil and Natural Gas) to Orsted.
- 1.6. The proposal for the Hornsea Project Three Wind Farm is broadly similar to the pre-application version and comprises:

**(a) Offshore**

Location and Distance Offshore	:	Located between 121 km off the Norfolk Coast and 160 km off the Yorkshire Coast (see Appendix 2).
Total Site Area	:	696 sq.km. (29 km by 35 km)
Proposed Capacity	:	Installed capacity of 2.4 Giga-Watt (sufficient to supply 2 million households with electricity).
Number and size of turbines	:	Up to 300 turbines with a tip height of up to 250 metres; or 160 turbines with maximum height of 325 metres;
Offshore works	:	Offshore export cable corridor (length of up to 163 km, width of up to 1.5 km) – 6 subsea export cables with length of individual export cable (including within array area) of 191 km.
	:	12 x Offshore transformer sub-stations platforms – topside main structure length and width of 90 m, topside ancillary structure length and width of 100 m and topside height excluding helideck or lightning protection 70 m;
	:	4 x Offshore HVDC (High Voltage Direct Current) Converter substation 180m x 90m x height 100 m (excluding helideck or lightning protection); <b>or</b>
	:	4 x Offshore HVAC (High Voltage Alternating Current) booster stations – topside main structure length and width of 90 m, topside ancillary structure length and width of 100 m and topside height 70 m (excluding helideck or lightning protection). This infrastructure could also be sub-sea(on the sea bed) – 6 x Offshore subsea HVAC booster stations – 50 m x 50 m x height 15m above seabed;
	:	Up to 3 accommodation platforms for construction and



		maintenance staff (150 operation staff) located within Array Area – 60 m x 60 x height 64 m.
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**(b) Onshore Work**

Landfall Location	:	Weybourne – all associated permanent infrastructure will be located underground (see Appendix 3);
HVAC Booster Station HVAC scenario only (if required)	:	<p>Required if electricity brought ashore using HVAC technology within approx. 10 km of landfall.</p> <p>Proposed site located at Little Barningham (between Edgefield and Saxthorpe (see Appendix 4)</p> <p>HVAC Booster station likely to comprise:</p> <p>Single (length 120 m x width 75 m); or multiple building(s) up to 6 buildings (60 m x 40 m, per building). There may also be smaller adjacent buildings (control rooms etc.).</p> <p>Maximum height of all buildings 12.5 m (excl. lightning protection at 17.5 m).</p> <p>Site maximum footprint 30,407 sq.m. Plus temporary area for construction works (25,000 sq.m.) (NB the decision on whether to use HVAC or HVDC will be made after the project is consented.).</p> <p>Construction duration: 24 months;</p>
Cable route		<p>Buried cable route between Weybourne and grid connection at Norwich Main National Grid Substation (53 km) – (See Appendix 3).</p> <p>The cable corridor will typically be 80 metres in width (60 m permanent easement) – containing between 11 – 18 cables (HVDC-HVAC); 120 horizontal Directional Drillings per construction phase</p> <p>Installation – 30 months</p>
Grid Connection		Switch transfer electricity from the wind farm into the grid (400 kv). The proposed substation will be located adjacent to the Norwich Main National Grid Substation – (see Appendix 5).
Grid Connection – infrastructure: (see Appendix 5) HVDC Converter; or HVAC substation	:	<p>A new onshore substation will be required with a footprint of up to 149,302 sq.m plus temporary construction area (91,000 sq.m.); Maximum building height of 25 metres (excl. lightning protection at 30 m).</p> <p><b>HVAC scenario</b> – up to 3 main buildings - length 150 m x width 75 per building. Or single building 250 m x 75 m per building (maximum height 15 m).</p> <p><b>HVDC scenario</b> - 2 buildings - 220 m x 75 (maximum height 25 m).</p> <p>Duration of construction 36 months</p>
Landscaping	:	Strategic landscaping to mitigate adverse effects of the operation of the HVAC booster station, HVDC converter/HVAC substation (see Appendix 4 and 5);
Ancillary Works will include	:	Temporary main, secondary and HDD construction compounds and storage areas – i.e. including welfare facilities and hard standing. Main compound (see

	<p>Appendix 3) - up to 40,000 sq.m.</p> <p>Construction of temporary haul roads, access tracks, ramps and means of access and footpaths;</p> <p>Bunds, embankments, swales, landscaping, fencing and boundary treatments;</p> <p>Habitat creation;</p> <p>Works for the provision of apparatus including cabling, water and electricity supply works, foul drainage provision, surface water management systems and culverting;</p> <p>Landscaping and other works to mitigate any adverse effects of the construction,</p> <p>Archaeological and ground investigation works;</p> <p>Improvements to highway verges;</p> <p>Highway and private access roads;</p> <p>Works to move main sewers, drains; and cables;</p> <p>Works affecting non-navigable rivers, streams or water courses ;and</p> <p>Works for the benefit or protection of land affected by the authorised project.</p>
Construction Phasing	:
<p>Onshore works due to start in 2021, or as early as 2020, subject to making of DCO. Scheme could be split into two sequential (with or without gap) or overlapping phases. Maximum durations for each element will never exceed those stated for a single phase e.g.</p> <ul style="list-style-type: none"> <li>• HVAC Booster station – maximum construction duration of 2 years for single phase; maximum duration of 5 years if two phases, comprising 2 years total construction with a 3 year gap);</li> <li>• HVDC converter/HVAC substation - maximum construction duration of 3 years for single phase; maximum duration of 6 years if two phases, comprising three years construction with a 3 year gap;</li> <li>• Onshore cable route – maximum construction duration of 2.5 years for single phase; maximum duration of 5.5 years for two phases, comprising 2.5 years construction with 3 year gap.</li> </ul> <p>Maximum construction period for onshore works is 8 years assuming two phases with 3 year gap in between.</p>	

The EIA indicates that there are a range of transmission options involving using either: (a) High Voltage Alternating Current (HVAC); or (b) High Voltage Direct Current (HVDC). Traditionally HVAC systems have been used in the UK for transmission as the technology is readily available and cheaper. However, HVDC technology is developing and becoming more economically viable. A HVDC solution would remove the need for both offshore and onshore Booster Stations. Hornsea Project Three may use HVAC or HVDC. The EIA shows the maximum infrastructure requirements needed (i.e. a worse case) for each topic of the EIA which may be based on either HVDC or HVAC technology depending on the receptor.

## 2. Evidence

- 2.1. The principal role of the County Council in responding to the above wind farm and ancillary onshore infrastructure application, is in respect of the Authority's statutory role as:
- Highways Authority;
  - Minerals and Waste Planning Authority;
  - Lead Local Flood Authority; and
  - Public Health responsibilities.
- 2.2. In addition the County Council has an advisory environmental role and economic development function, which also needs to feed into any response made to the above windfarm proposal.
- 2.3. Other statutory consultees include:

Natural England	Highways England
Historic England	Drainage Boards
Marine Management Organisation	Public Health England
Maritime and Coastguard Agency	Energy and utility companies with cable and pipeline interests
Civil Aviation Authority	Parish, District and other County Councils

- 2.4. The remainder of this section of the report assesses the EIA Environmental Statement in respect of the County Council's key functions and sets out the Authority's proposed response / comments. The response largely relates to the onshore infrastructure required to connect the electricity generated to the National Grid. The attached Appendix provides more detailed County Council comments; holding objections and proposed planning conditions/requirements.

## **ASSESSMENT of the Environmental Statement (ES)**

### **Overview**

- 2.5. The assessment below follows the same format as with the earlier consultation, which this Committee considered in September 2017 and addresses the points / issues previously raised by this Authority. The proposal is largely the same as set out at the pre-application (S42) stage, although there have been focussed "minor" changes to the onshore cable route and further details on proposed mitigation and design matters.
- 2.6. The proposal has a maximum capacity of 2.4 Giga Watts (2,400 MW) of electricity, sufficient to power approximately 2 million households (i.e. this represents almost five times as many dwellings in Norfolk (2011)). Current operational offshore capacity in the UK is just over 4 GW (2015), therefore if consented the Hornsea proposal would potentially increase the UK's installed capacity by 60%.
- 2.7. The proposal will generate forty times more energy than the Scroby Sands wind farm (60 MW) and more than seven times more energy than the Sheringham Shoal wind farm (317 MW). As such the proposal would contribute to the Government's Renewable Energy targets and objectives (see Section 5 below).

### **Comment**

- 2.8. The principle of this offshore renewable energy proposal should continue to be supported as it is consistent with national renewable energy targets and objectives, subject to the detailed comments, holding objections; and proposed planning conditions below being resolved.

### **Electricity Supply Issues –**

### **(a) Transmission Alternatives**

- 2.9. The applicant is continuing to pursue both options in respect of HVAC and HVDC. The ES acknowledges that both transmission types have a range of relative benefits and drawbacks. The main advantage of using HVDC would be that this removes the need for a Booster Station at Little Barningham. Orsted have indicated that they require flexibility in transmission system choice “to ensure anticipated changes in available technology and project economics can be accommodated within the scheme design and will make a decision during the detailed design phase post consent.”

**Comment** – the County Council’s preferred option would be for Orsted to pursue a HVDC solution which would overcome the need for a HVAC Booster Station, but recognises that the HVDC convertor station at Swardeston would have a greater height than the HVAC option.

### **(b) Grid Connection**

- 2.10. Orsted have indicated to officers that the transfer of electricity from the National Grid to the local network, or the current capacity of the local transmission network is beyond the projects control. Orsted understands that UK Power Networks (UKPN) has demand feeder connections at Norwich Main, which already supply the local area with power. Therefore any power produced by Hornsea Three and injected into Norwich Main 400kV substation, will feed into both local demand (through these feeders) and the National transmission system, as this is the nature of electrical interconnection.

**Comment** – welcome the flexibility within this application to allow for electricity generated to feed into the local network (from Norwich Main) but consider that Orsted should pursue with National Grid and UKPN the opportunities for a secondary interconnection along the cable route in order to supply electricity where it may potentially be required to support housing and employment growth.

### **Socio-Economic Issues**

- 2.11. As previously reported there are potentially significant economic benefits that may arise from the Hornsea proposal in terms of:

- Local employment creation;
- Business sectors affected by construction; and
- Operations and Maintenance (O&M) of the wind turbines.

- 2.12. The ES indicates that during the construction phase up to 880 jobs (Full Time Equivalents – FTE) could be supported and that a further 1,290 jobs (FTE) could be supported during the Operations and Maintenance phase. However, Orsted has indicated that the selection of a port for construction and operation will only be made post consent. In the meantime they will...

“explore the ability to use port facilities along the East Coast but are likely to use more than one port during construction, and cannot as yet ascertain where they would site an operations and maintenance base. A decision on which port to use will not be made until detailed discussions have taken place with potential suppliers, at a stage where they have a greater understanding of where the various components will come from and port capabilities.”

### **Comment**

- 2.13. It is felt that the County Council should continue to work pro-actively with Orsted to demonstrate the economic benefits of using the Port facilities at Great Yarmouth

for:

- Construction; assembly and manufacture of windfarm components; and
- Operations and maintenance.

### **Wider Community Issues and Impact on business**

- 2.14. Orsted have indicated that they have established voluntary Community Benefit Funds (CBFs) for a number of their projects, which are currently under construction. These funds can make a valuable contribution to the local area, by supporting projects such as community building improvements and recreation facilities, conservation and wildlife projects etc. It is understood that Hornsea Project Three will review the interactions of the project, as the proposal is refined and consider an appropriate way to feed benefits back into the local community. However, any decision to establish a CBF for Hornsea Project Three would be made post financial investment decision (FID), when the Project has been given the green light to go ahead.
- 2.15. **Comment** – welcome the commitment towards establishing a Community Benefit Fund and would ask Orsted to ensure all stakeholders/communities are made aware of such funds and have the opportunity to make appropriate bids.
- 2.16. Compensation to businesses –the applicant has indicated that the Project has committed to reducing the number of construction phases from three to two, which has subsequently resulted in a reduced maximum construction duration onshore from 11 years to 8 years. In respect to compensation, Orsted will compensate landowners who are directly affected by the cable route through their land. Compensation is paid for the freehold depreciation of the land affected by the easement and for all reasonable and substantiated losses arising from construction of the project.
- 2.17. **Comment** – while welcoming the reduction in construction duration, it is felt that Orsted should commit to providing appropriate compensation for businesses and communities adversely affected by the construction works.

### **Commercial Fishing**

- 2.18. The ES recognises that there will a number of potential impacts on commercial fisheries associated with the construction, operation, maintenance and decommissioning of the Hornsea Three project. These include, for example, potential reductions in access to fishing grounds; increased fishing pressure elsewhere; additional steaming times; and potential for gear snagging. These impacts are described as “moderate adverse” in the ES in respect of construction and decommissioning for UK potting vessels.
- 2.19. To overcome these impacts Orsted propose the following mitigation:
- Advance warning and accurate location details of construction operations;
  - Associated safety zones and advisory distances;
  - On-going liaison with all fishing fleets; and
  - Disturbance payments.

### **Comment**

- 2.20. Welcome the proposed mitigation and compensation measures set out in the ES and would ask that Orsted continue to work closely with the fishing community in order to minimise any potential impacts particularly during construction and decommissioning.

### **Local Highway Issues**

- 2.21. Detailed discussions and negotiations will remain on-going throughout the application process particularly in respect of any temporary road closures; construction traffic management plans; and other travel related planning.

Notwithstanding these ongoing discussions officers have assessed the traffic implications arising from all of the following:- the landfall area; onshore cable corridor; booster station; connection to the National Grid; compounds; storage areas; and construction accesses – as used by (and or affected by) construction; operational and decommissioning traffic.

- 2.22. The application includes a Transport Assessment (TA) submitted in accordance with DfT guidance. Proposed HGV routes have been identified and acceptable restrictions have been offered to avoid adverse impact on sensitive receptors for example schools. Where practical the routes seek to utilise trunk; principal; and main distributor roads. Lower classification routes are only intended to be used where no other realistic alternatives are available.
- 2.23. Up to two temporary haul roads will be constructed to enable vehicles to move along the cable corridor, thereby relieving the need for construction traffic to make longer journeys on the highway network. Where the cable corridor crosses main distributor roads, horizontal directional drilling will be used to avoid unacceptable disruption to traffic on the highway network.
- 2.24. While the TA addresses a number of highway matters there remains a number of serious issue/concerns, which are yet to be resolved with the Highway Authority relating to HGV access arrangements at:
- (a) Temporary Construction sites (e.g. along the cable route) requiring appropriate highways conditions;
  - (b) The HVAC Booster Station (Little Barningham); and HVDC Converter Station / HVAC Substation (Norwich Main) – holding highway objection proposed on highway safety grounds; and
  - (c) The proposed main compound at the former Oulton Airfield (see Appendix 3) - holding highway objection proposed on highway safety grounds.
- (See Appendix below for details).
- 2.25. In addition further highway comments relating to: damage to the highway; abnormal loads; cumulative impact; and travel plans are set out in the Appendix.

### **Local Highway Comments**

- 2.26. As a consequence of these outstanding highway access issues the County Council will need to raise a series of holding highway objections; and require a condition (known as a “requirement”) be imposed on the DCO requiring an up to date Construction Traffic Management Plan (see Appendix).

### **Wider Strategic Highway Issues**

- 2.27. The proposed cable route passes to the west of Norwich and as such the County Council had previously raised issues concerning the proposed dualling of the A47 (T) between Easton and North Tuddenham; and the County Council’s prioritised creation of the Norwich Western Link. It is understood that the applicant has been working closely with Highways England to ensure that their proposal (cable route) does not fetter any future plans for the proposed dualling of the A47 (T). In addition the applicant has also been working closely with the County Council on the potential Western Link Road.
- 2.28. **Comment** – It is felt that Orsted should continue to work closely with both Highways England and Norfolk County Council as Highway Authority to ensure that the proposed cable route does not fetter any future plans for the strategic highway network to the west of Norwich.

### **Minerals and Waste**

- 2.29. Orsted have worked closely with the County Council as Minerals and Waste Planning Authority. The County Council considers that the Environmental Statement adequately addresses minerals and waste issues and as such does not have any objection as Minerals and Waste Planning Authority

**Comment**

- 2.30. While the County Council does not have any minerals and waste planning concerns at this stage it is felt that the applicant should continue to work closely with the County Council as the application is progressed through to Examination.

**Flood and Drainage Issues –Lead Local Flood Authority (LLFA)**

- 2.31. The ES has assessed the risk from all sources of flooding and sets out proposed surface water strategies for the HVAC booster station at Little Barningham, the HVDC converter / HAVC substation near Swardeston and the onshore cable corridor study areas. If the infrastructure is considered to be crucial national infrastructure or strategic infrastructure then the LLFA would suggest that the development ensures that it is not at risk of the 0.1% annual probability flood event. This would include the proposed SuDS and associated drainage network. The majority of the project lies within areas of low risk of surface water flooding of 1 in 1000 (0.1% annual probability) flood event as shown in the Environment Agency's Risk of Flooding from Surface Water (RoFSW) maps, except in the locations where the cable corridor crosses main rivers and ordinary watercourses.

- 2.32. **Comment** – the LLFA welcome that Sustainable Drainage Systems (SuDS) have been proposed for the project where permanent above ground infrastructure is proposed to mitigate against additional impermeable surfaces creating an additional risk of flooding. Having considered the submitted documents, the LLFA are pleased to see that strategies have been supplied for the HVAC booster station and the HVDC converter / HAVC substation study areas. The cable corridor has not been considered in the drainage strategy due to the fact that the cable would be below ground and reinstatement to pre development state would mitigate the potential for increased runoff.

- 2.33. **Construction compounds** - It is noted that stockpiled material and construction compounds are proposed to be located outside of the floodplain (where possible), and as such have not been included in the study areas.

**Comment** - it is suggested that additional information regarding these areas is provided in the flood risk assessment and drainage strategy.

- 2.34. **Watercourses** - The Environmental Statement states that the crossing of ordinary watercourses would be by Horizontal Directional Drilling, open cut, temporary bridges or culverts. It is noted that all Norfolk County Council ordinary watercourses are proposed to be crossed by Horizontal Directional Drilling for permanent works and hence no consent from Norfolk County Council as Lead Local Flood Authority is required. If this changes, or any other temporary works proposed as part of this project are likely to affect flows in an ordinary watercourse, then the applicant would need the approval of Norfolk County Council. Other ordinary watercourse crossings would need consent approval from the relevant Internal Drainage Board (IDB).

- 2.35. **Comment** - Norfolk County Council appreciates that these are initial drainage proposals, however ideally the matters above (infiltration testing and drainage design) should be clarified prior to determination, to ensure that the site has a deliverable surface water drainage strategy. In particular there is no maintenance or management strategy supplied with the application and the LLFA have to assume that the applicant will take responsibility for maintaining the drainage for the lifetime of development.

- 2.36. **Comments continued** – The LLFA will require a series of issues to be resolved ahead of commencement, including, for example: detailed infiltration testing; detailed design modelling calculations; design of drainage structures; a

maintenance and management plan etc. These issues can be addressed through a pre-commencement condition (see Appendix) attached to a DCO.

- 2.37. On-going discussions will continue throughout the DCO process between LLFA officers and the applicant.

### **Public Health**

- 2.38. The County Council would expect detailed matters relating to construction noise and local environmental health to be addressed by the relevant District Councils. Providing the District Councils are satisfied with the proposal in relation to the above matters, the County Council would not wish to raise any public health concerns at this time.

### **Local Member Views**

- 2.39. The Local County Council Member for Melton Constable has made the following comments:
- 2.40.
  - Welcomes the fact that an experienced and respected developer has invested significant time and money preparing this proposal, which will help the UK reduce its reliance on carbon energy;
- 2.41.
  - Considers it is vital that local people's concerns are listened to, in terms of the effects of the proposed development on their lives, and the steps that could be taken to mitigate them;
- 2.42.
  - Mitigating the impact on work, life and the environment must be paramount, and no expense spared;
- 2.43.
  - It is essential that any application for which consent is granted must contribute strategically to the local area as well;
- 2.44.
  - Would like to see the developer propose ways in which the proposed development will benefit the local community in terms of infrastructure in the long term - be that through improved transport, digital infrastructure or otherwise.

## **3. Financial Implications**

- 3.1. Staff have engaged with the applicant at the technical scoping stage; attending steering group and topic based meetings and provided technical advice and information in respect of the County Council's statutory responsibilities. The County Council has charged for some of this advice and technical data provided.

## **4. Issues, risks and innovation**

- 4.1. The County Council is a statutory consultee on any Nationally Significant Infrastructure Project determined by the Secretary of State within Norfolk or on the borders with Norfolk. The County Council will also be invited to submit a Local Impact Report (LIR), the content of which is a matter for the Local Authority and can include local transport issues and the local area characteristics.
- 4.2. The Council's functions are subject to the public sector equality duties. However this report concerns a consultation response and no equality impact assessment issues have been identified at this stage.
- 4.3. The proposed internal procedures will allow for corporate response/s to be made to NSIP consultations ensuring all the County Council's statutory responsibilities are taken into account.

## **5. Background**

- 5.1. At a national level the key energy objectives are:
- Reducing greenhouse gases (carbon reduction);



- Providing energy security; and
- Maximising economic opportunities.

In order to meet these objectives more infrastructure is required with an increased emphasis on energy generation from renewable and low carbon sources.

- 5.2. The government's long term aspiration is to increase the diversity of the electricity mix, thereby improving the reliability of energy supplies as well as lowering carbon emissions. The Government is committed to the following targets by 2030:
- A 40% cut in greenhouse gas emissions compared to 1990 levels;
  - At least a 27% share of renewable energy consumption; and
  - At least 27% improvement in energy efficiency.

- 5.3. The Energy Act 2013 includes provision intended to incentivise investment in low carbon electricity generation, ensure security of supply and help the UK meet its emissions reduction and renewable energy targets. The Climate Change Act 2008 underlines the government's commitment to addressing both the causes and consequences of climate change. The Act aims to improve carbon management and help the transition towards a low carbon economy in the UK. The Planning Act 2008 also makes specific reference to the need for local authorities to tackle climate change.

- 5.4. In terms of planning the UK's commitment to renewable energy has been captured in the following National Policy Statements (NPSs):
- Overarching NPS for Energy (NPS EN 1);
  - NPS for Renewable Energy Infrastructure (NPS EN 3);
  - NPS for Electricity Networks Infrastructure (NPS EN 5).

The Planning Act 2008 requires the Secretary of State to have regard to the relevant NPSs when making their decision.

- 5.5. With regard to local planning issues the National Planning Policy Framework (NPPF 2012) indicates that the planning system has a key role in supporting the delivery of renewable and low carbon energy and associated infrastructure. To help increase the use and supply of renewable energy the NPPF (section 10) indicates, inter alia, that local planning authorities (LPAs) should:
- Have a positive strategy to promote energy from renewable and low carbon sources;
  - Design their policies to maximise renewable and low carbon development;
  - Consider identifying suitable areas for renewable development and supporting infrastructure.

- 5.6. As the above proposal is a NSIP it will be the Secretary of State (SoS) rather than the respective LPAs who will determine the application. The SoS will need to have regard to Local Plan policies and allocations when determining the application. The individual LPAs, including the County Council, are also statutory consultees in the NSIP process and will respond having regard to their Local Plan policies and other statutory responsibilities including environmental health (District Councils).

## Background Papers

The Planning Act (2008)

(<http://www.legislation.gov.uk/ukpga/2008/29/contents>)

The National Planning Policy Framework (2012) -

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Energy Act (2013)

<http://www.legislation.gov.uk/ukpga/2013/32/contents/enacted/data.htm>

Hornsea Project Three – Environmental Statement and other supporting documents

## Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.

## Detailed Highway and Environment Comments

## Highway Comments

## (a) Access Issues

- 1.1. During construction safety at the temporary accesses can be controlled and managed, however, these access points need to be removed upon completion of the project. The applicant has stated they will be removed “where appropriate” and “where agreed with landowners” which is not acceptable.

**Comment – A condition** is needed requiring an update to the Construction Traffic Management Plan (CTMP) whereby it includes written confirmation these accesses will be removed unless otherwise agreed by the Local Highway Authority (LHA) and that the highway verge will be re-instated to the satisfaction of the LHA together with timescales for completion of the works.

- 1.2. The applicant intend to design the proposed permanent accesses to the onshore HVAC Booster Station and HVDC converter stations / HVAC substation prior to the commencement of any construction works. This raises a serious issue as the applicant still needs to demonstrate that safe access points can be provided. As an absolute minimum, the application needs to include details of the proposed visibility splays for the permanent access points. If safe visibility cannot be achieved then it calls into question the viability of the project.

- 1.3. **Comment –** It is felt that a **holding objection** on highway safety grounds should be raised until safe visibility at the permanent access points in respect of the above onshore infrastructure works is clarified.

- 1.4. The main compound for the project is located at a completely different location to that included within the pre-application discussions. It is now located on the former Oulton Airfield and seeks to utilise an access and HGV route which the Planning Inspectorate identified in 2014 as being unsuitable for HGV’s to use (PINS Appeal ref – APP/K2610/A/14/2212257).

- 1.5. **Comment –** it is felt that the applicant needs to find a different site for their main compound. However, if they wish to pursue their chosen site then they will need to:

- (i) provide a scheme of permanent off-site highway improvement works comprising carriageway widening along the entire route from the compound to the main road; and
- (ii) demonstrate that such a scheme is capable of overcoming the issues previously identified by PINS.

In the meantime it is felt that a **holding objection** on highway safety grounds should be raised to the inclusion of this site.

- 1.6. **(b) Damage to the highway**

The applicant will undertake video condition surveys of the proposed routes before being used by HGV’s. A legal agreement between the applicant and the Highway Authority will ensure the applicant repair any damage caused.

**Comment –** welcome this approach

- 1.7. **(c) Abnormal Loads**

The number of abnormal loads is low in number, less than 20 in total and will be managed under separate consent from the Police and the County Council.

**Comment** – the County Council is satisfied the impact from abnormal loads will be insignificant and falls outside the current assessment.

1.8. **(d) Travel Plans**

It is recognised that the linear nature of the works; the absence of a fixed permanent work site along the cable route; and the rural nature of much of the cable corridor make it difficult to implement a standard travel plan (TP) for the onshore cable corridor working.

**Comment** – the County Council is satisfied that a TP has not been submitted with the current application.

- 1.9. The assembly of components for the off-shore wind turbines and also maintenance of the off-shore facilities does not form part of the current application. Accordingly, the County Council will review TP requirements in relation to the off-shore works at a later date.

**(e) Cumulative Impact**

- 1.10. The proposal has been satisfactorily assessed against the cumulative impact from construction traffic associated with other currently committed development.

**Highway Summary**

- 1.11. Subject to additional information of a quality sufficient to remove the above holding objections set out above, the County Council anticipate being able to agree with the overall conclusion that there would be no severe impact on highway safety or congestion.

**Ecology and Nature Conservation**

- 1.12. The involvement of the County Council with regards to ecology has been with onshore works only. Representatives from the Natural Environment Team have been involved in the On-shore Ecology Expert Group meetings and have had the opportunity to contribute to the scoping and methodology of ecological survey work, and have previously seen many of the results of the ecology surveys. The Ecology Chapter of the ES describes the ecological baseline and makes a robust assessment of impacts resulting from the onshore infrastructure requirements.
- 1.13. Construction of the onshore elements of Hornsea Three has the potential to cause damage to designated sites (including County Wildlife Sites) and habitats such as watercourses and woodland. However, with a cable corridor that avoids most important wildlife areas, and the inclusion of “designed-in” mitigation measures (most notably the use of horizontal directional drilling (HDD) techniques to avoid ecologically sensitive areas noted above), the effects on CWS and habitats is considered to be of negligible to minor adverse significance i.e. not significant in EIA terms.
- 1.14. In managing potential impacts on terrestrial ecology, the delivery and implementation of two documents will be key: the Construction Code of Practice (CoCP) and the Ecological Management Plan.
- 1.15. An Outline Construction Code of Practice includes a chapter on ecology with specific measures relating to: an Ecological Clerk of Works, biosecurity, invasive species, protective buffer zones, trees and hedgerows, amphibians and reptiles, water voles, otters, badgers, bats, and wintering birds (notably pink-footed geese in functionally-linked habitats to the North Norfolk SPA).

**Comment** - The County Council acknowledge that this is a live document and will be updated post-submission of the DCO as required. In addition the County Council welcome the above approach and agree the content of the outline CoCP.

1.16. An Outline Ecology Management Plan (EMP) has the aim of providing “*a single document that describes the ecology and nature conservation mitigation measures that will be implemented prior to, during and post construction of the onshore elements of Hornsea Three, and the long-term management measures to be set in place for reinstated and enhanced habitats*”. It is noted that the outline EMP is a ‘living’ document that will be updated as required post submission of the DCO, during the Examination Period and during the detailed design process as necessary prior to implementation. At this point, it is felt that the Outline EMP is appropriate. It is noted that the reference to the possible district licensing for great crested newts that may be in operation prior to commencement of works, and the potential need of a pink-footed goose mitigation strategy if construction work occurs within certain time periods.

1.17. **Comment** - It is stated that the Outline EMP will be “*prepared in consultation with the Local Planning Authority*”. It is assumed that the reference to “the LPA” in this context actually means all three district planning authorities through which the cable route passes (North Norfolk, Broadland and South Norfolk). The County Council would also wish to be involved in any consultation on the emerging EMP.

#### **Landscape**

1.18. It is noted that the Landscape and Visual Impact Assessment has been conducted using the Guidelines for Landscape and Visual Impact Assessment (GLVIA) 3<sup>rd</sup> Edition and other industry best practice guidance. The included visualisations using photomontages and wireframes are useful in viewing the likely effects of proposed development and change over time.

1.19. It is apparent that the construction of the onshore elements of Hornsea Three has the potential to impact on landscape and visual amenity, however it is noted that “designed-in” mitigation measures, such as the use of HDD techniques will minimise these impacts. This is further supported by measures suggested within the Outline Landscape Management Plan (LMP).

1.20. The Outline LMP is intended to provide a “*framework to agree detailed masterplans and operations for the management and maintenance of the soft landscape proposals (planting and seeding) for the onshore HVAC booster station (if required) and onshore HVDC converter/HVAC substation, and management and maintenance of hedges and trees replaced and additional planting along the onshore cable corridor to ensure that the design and mitigation intent is realised.*” It is noted that the Outline LMP has been produced in conjunction with, and should be read in conjunction with the Outline EMP.

**Comment** - Overall the Concept and Design Justification, as detailed within the Outline LMP, includes suitable measures to reduce the landscape and visual impacts, retain landscaping where possible and enhance and compliment landscape features going forward.

#### **Public Rights of Way**

1.21. In relation to the County Council as the Highways Authority, it is felt that the communication plan that will be developed as part of the Outline CoCP is very necessary and will be an important document. It should ensure local authorities

are kept informed of when and where works will be taking place. It is noted that the communications plan intends to ensure appropriate media (signage/leaflets/notices) will be used to inform residents, parish councils and visitors of temporary changes to the PRow network arising from the onshore construction works for Hornsea Three.

**Comment** – the County Council welcome the need for advanced warning notices that would be erected at key points where PRow would be affected by the onshore cable laying works to make users aware of the construction working area and associated construction noise. This will be important in reducing the burden on NCC in managing matters relating to the PRow network with regards to the cable laying works

- 1.22. The County Council welcomes the intention of the applicant to liaise with the PRow Officers over short-term temporary diversions of PRow.

### **Norfolk Trails**

- 1.23. It is noted that where the cable laying works cross the Marriott's Way Norfolk Trail HDD will be used. This should result in negligible disruption to users of this Trail.
- 1.24. The location of greatest concern for NCC is the landfall location at Weybourne where there will be disruption to users of the Norfolk Coast Path. It is accepted that the documentation in the ES recognises the sensitive nature and high usage of the beach and the coastal footpath. The Draft CoCP states that in the event that access along the beach is to be restricted or the coastal path needs to be temporarily diverted, the principal contractor for the landfall works will "*submit a PRow Management Plan to be approved by North Norfolk District Council as the relevant planning authority, developed in consultation with Norfolk County Council*".
- 1.25. **Comment** - The Norfolk Trails Team have had some discussions with the Hornsea Three team on this matter but are yet to be convinced that the initial proposals for managing users of the Trail at Weybourne are workable. As such it is felt that Orsted should continue discussions with the County Council and an appropriate plan be drawn up.

### **Archaeology**

- 1.26. The Historic Environment implications of the onshore cable route and infrastructure of the Hornsea Three Offshore Windfarm have been assessed in the ES in respect of the buried archaeological remains and the setting of designated heritage assets.
- Comment**
- 1.27. The following Planning Conditions / Requirements are sought in relation to buried archaeological remains:
- 1.28. (A) No development shall take place until an archaeological written scheme of investigation has been submitted to and approved by Norfolk County Council in writing. The scheme shall include an assessment of significance and research questions; and 1) The full programme and methodology of site investigation and recording, 2) The programme for post investigation assessment, 3) Provision to be made for analysis of the site investigation and recording, 4) Provision to be made for publication and dissemination of the analysis and records of the site investigation, 5) Provision to be made for archive deposition of the analysis and records of the site investigation and 6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

- 1.29. (B) No development shall take place other than in accordance with the archaeological written scheme of investigation approved under (A).
- 1.30. (C) The development shall not be operated until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under (A) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

### **Flood Risk – Proposed Condition**

- 1.31. Prior to commencement of development, in accordance with the submitted Environmental Statement for Application for Development Consent - The proposed Hornsea Project Three Offshore Wind Farm Order Application ref: EN010080, detailed designs of a surface water drainage scheme incorporating the following measures shall be submitted to and agreed with the Secretary of State or his delegated approving body. The approved scheme will be implemented prior to the first use of the development. The scheme shall address the following matters:
- I. Detailed infiltration testing to be undertaken in accordance with BRE Digest 365 within the study areas for the converter / booster station and sub-station for the design of SuDs features.
  - II. If infiltration is not possible surface water runoff rates will be attenuated to the pre development 1 in 1 year rate as stated within Annex 2.1 of Volume 4 of the Environmental statement (or 2 l/s/ha). Where applicable confirmation should be sought from the Internal Drainage Board that the proposed rates and volumes of surface water runoff from the development are acceptable.
  - III. Provision of surface water infiltration / attenuation storage should be sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 1 in 100 year return period, including allowances for climate change, flood event.
  - IV. Detailed designs, modelling calculations and plans of the of the drainage conveyance network in the:
    - 1 in 30 year critical rainfall event to show no above ground flooding on any part of the site.
    - 1 in 100 year critical rainfall plus 40% climate change event to show, if any, the depth, volume and storage location of any above ground flooding from the drainage network ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. electricity equipment required at the converter / booster station and substation) within the development.
  - V. The design of any drainage structures will include appropriate freeboard allowances. Plans to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1 in 100 year return period
  - VI. Details of how temporary works or temporary storage areas that will generate surface water runoff will be controlled to prevent a temporary increased risk of flooding. These details will also include

- what strategy/ plans will be provided to reinstate land to the pre-development state.
- VII. Finished ground floor levels of the converter / booster station and substation should have a freeboard such that all infrastructure is above expected flood levels from all sources of flooding, including fluvial flooding associated with the ordinary watercourse, tidal flooding and any above ground storage or flooding from the proposed drainage scheme.
  - VIII. Details of how all surface water management features are to be designed in accordance with The SuDS Manual (CIRIA C697, 2007), or the updated The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge.
  - IX. A maintenance and management plan detailing the activities required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development. This will also include the ordinary watercourse and any structures such as culverts within the development boundary.

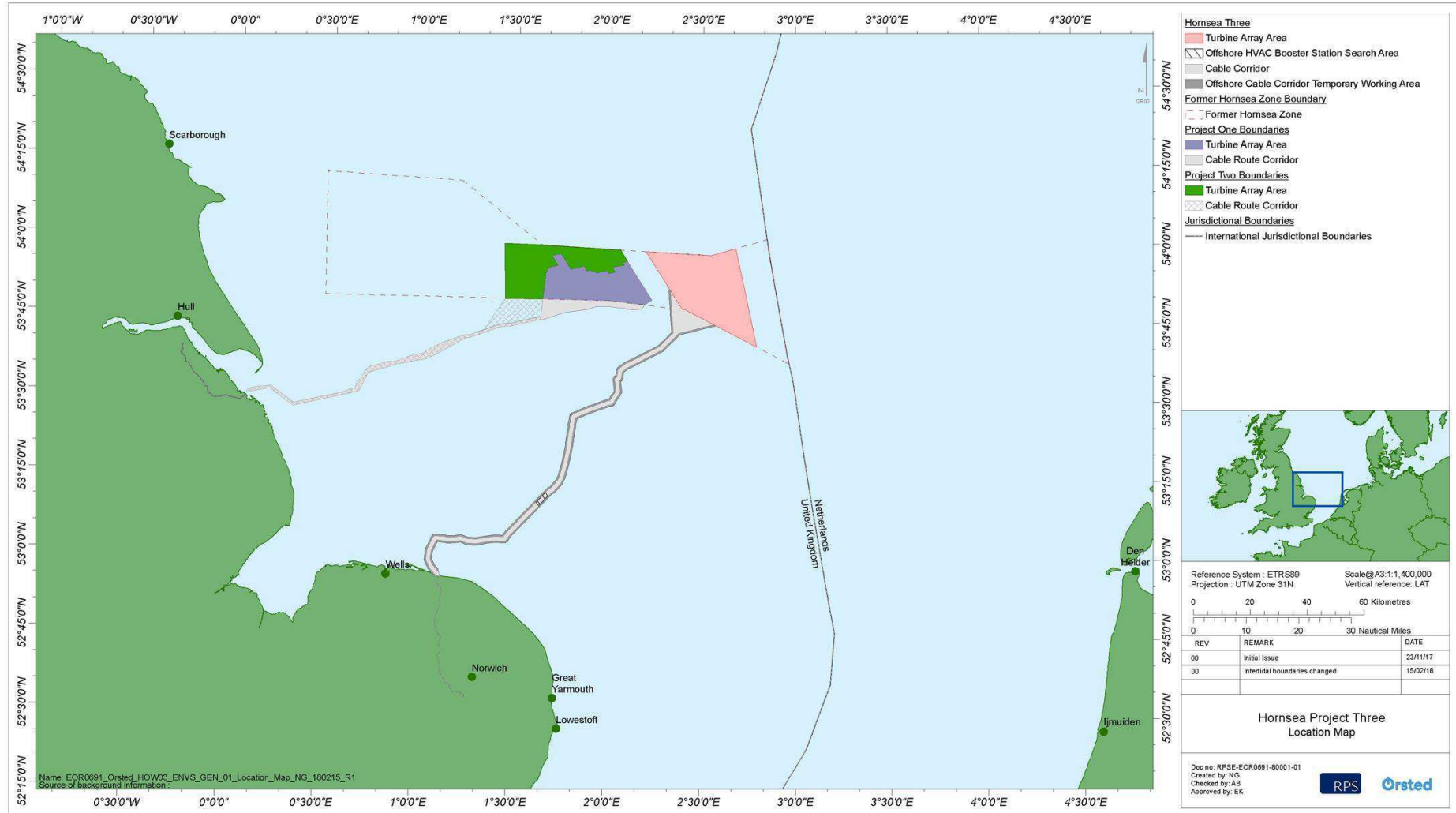
1.32. **Reason:**

To prevent flooding in accordance with National Planning Policy Framework paragraph 103 and 109 by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the surface water drainage system operates as designed for the lifetime of the development.



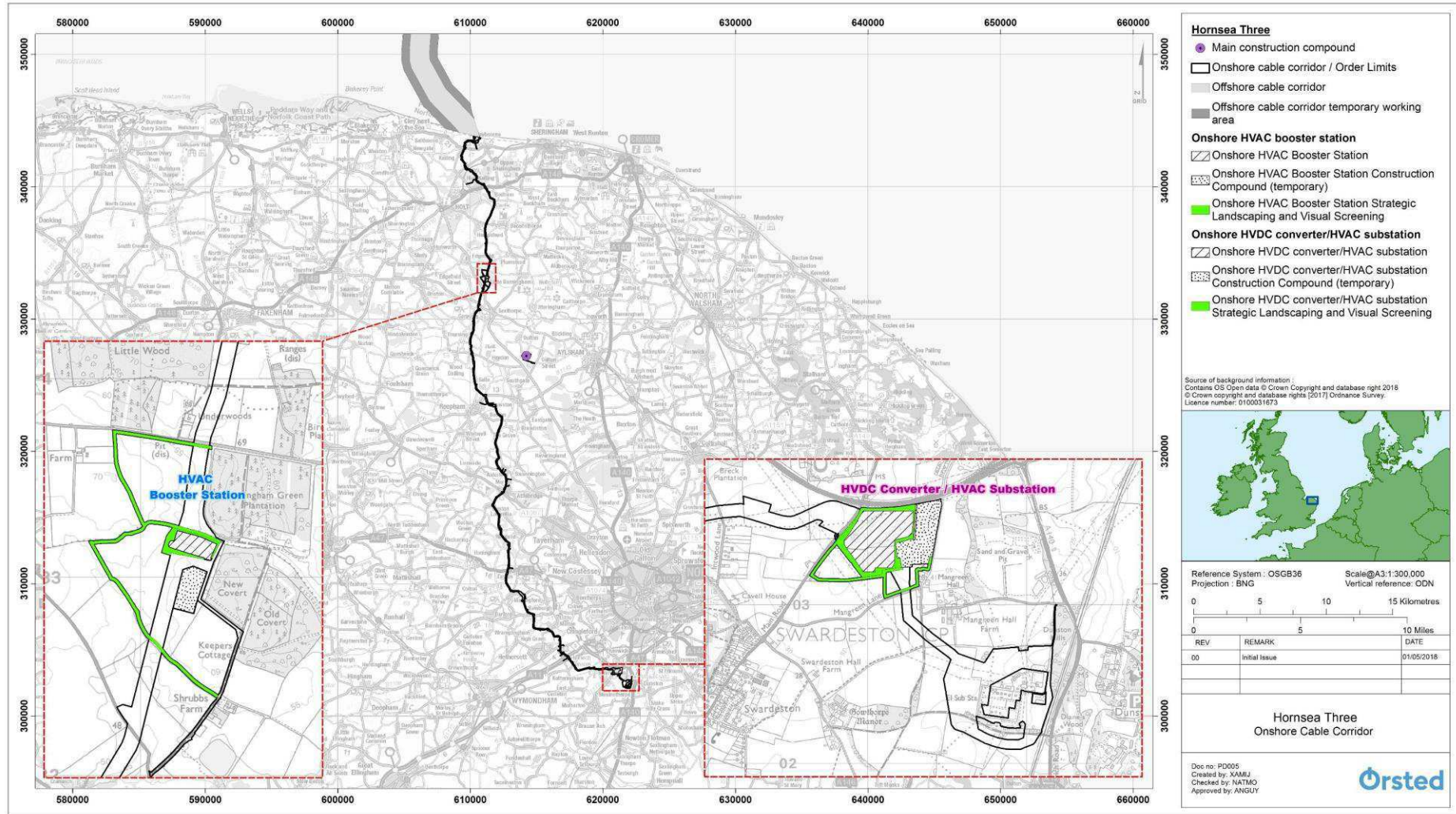
## Appendix 2

### Map1 – Location of the proposed Hornsea Three Wind Farm



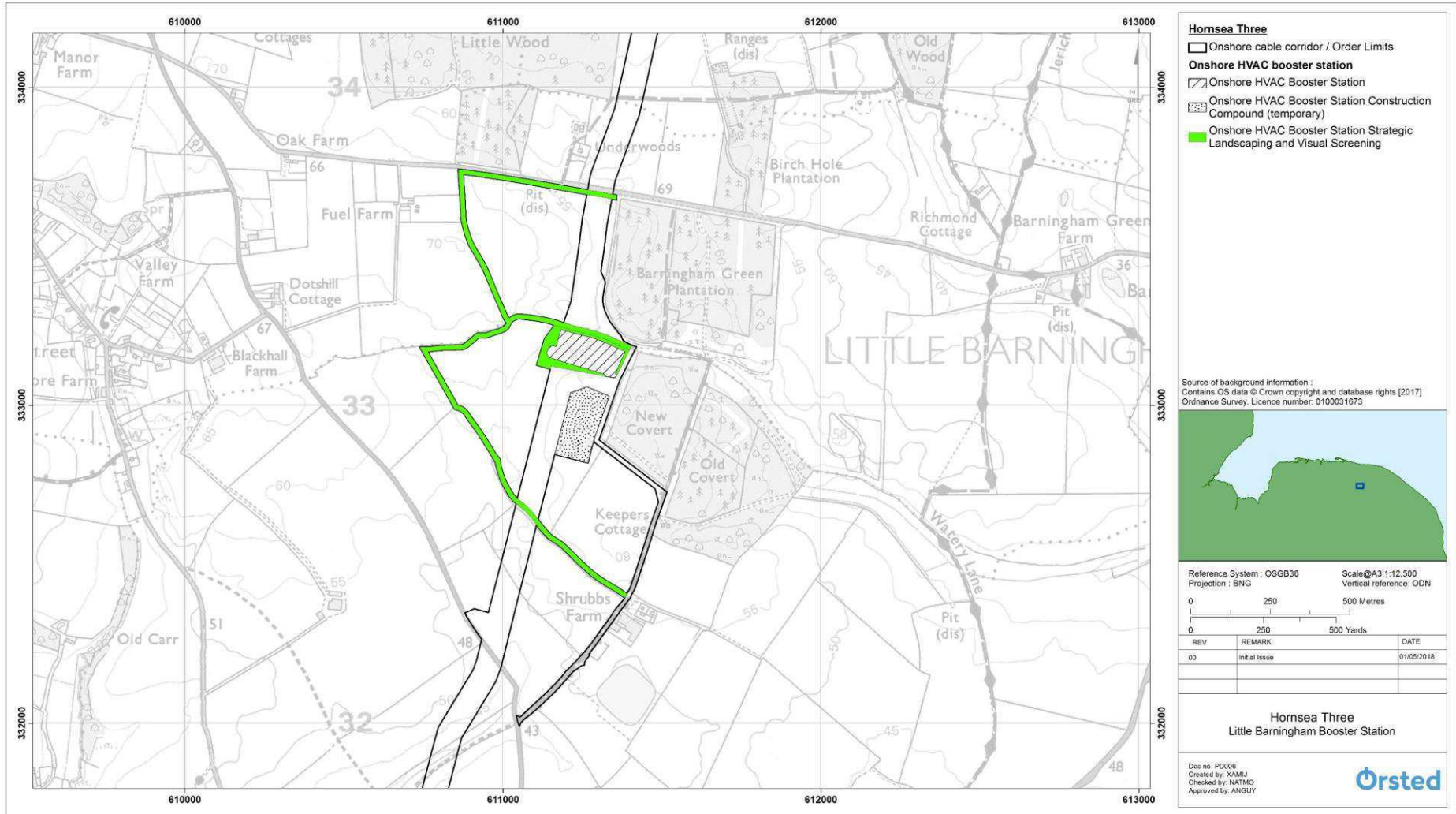
# Appendix 3

## Map 2 – Onshore Cable Route and Location for onshore HVAC Booster Station and HVDC Converter / HVAC Substation



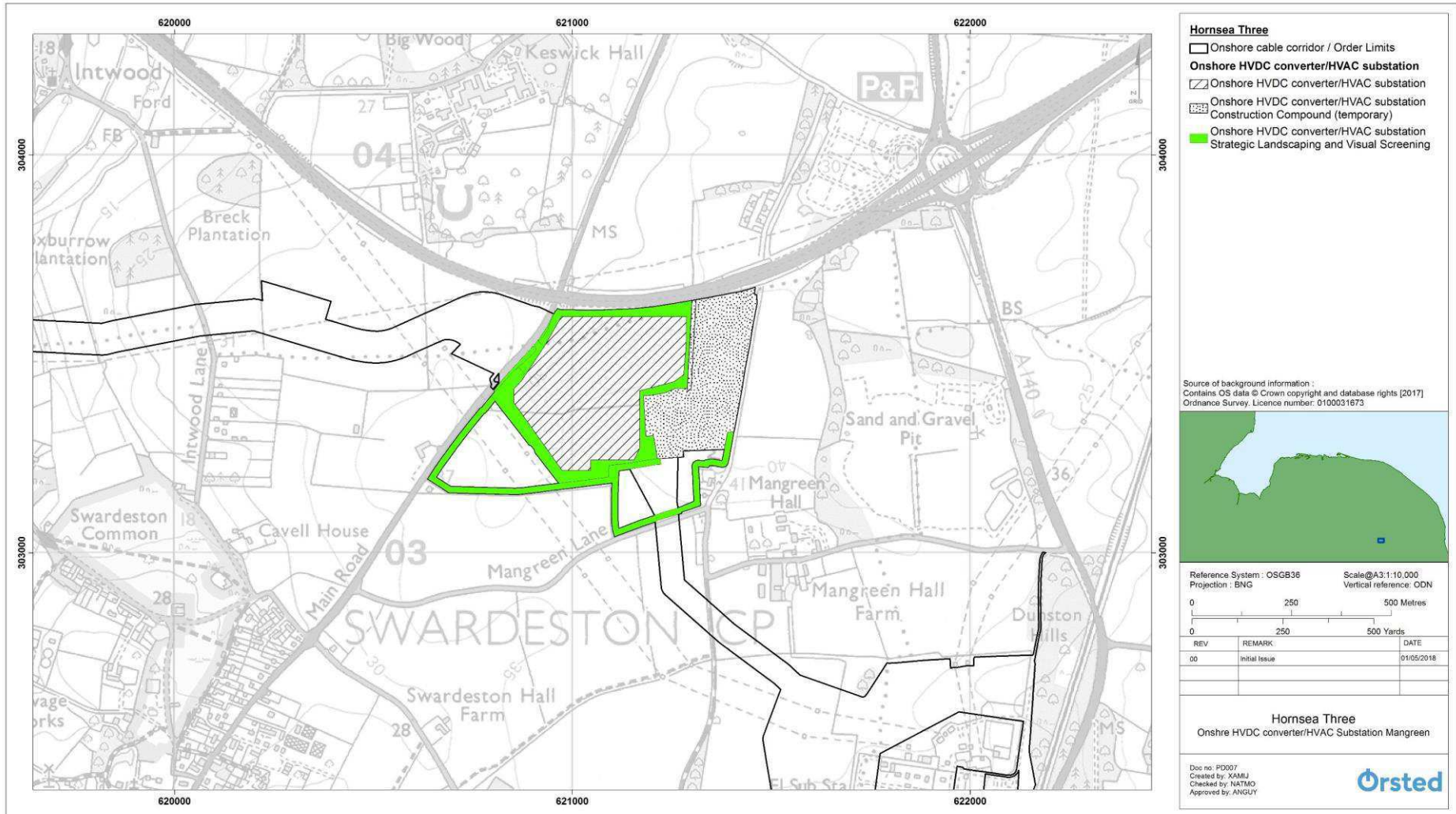
# Appendix 4

## Map 3 - Onshore Booster Station Location



Appendix 5

Map 4 – Location Onshore HVDC Converter / HVAC Substation



# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Tri-LEP area Local Energy Strategy</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe - Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> In keeping with the ambitions within the corporate strategy 'Norfolk Futures', this regional strategy provides the platform to support future growth within the county, insofar as opportunities to deliver local energy solutions are concerned.	

## Executive summary

<p>Since April 2017, New Anglia, Greater Cambridgeshire/Greater Peterborough (and later the Cambridge/Peterborough Combined Authority) and Hertfordshire Local Enterprise Partnerships have been working together to research, map, analyse and co-design a local energy strategy for the combines area. This strategy is the culmination of that work, funded by the Department of Business, Energy and, Industrial Strategy (BEIS).</p> <p>This Tri-LEP Energy East Project, as one of the first in the country, will, in addition, form the basis for a new energy hub in the Greater South East of England, already funded through BEIS, to unblock some of the current challenges concerning grid connectivity, as well as capitalising on opportunities for local energy generation, storage, distribution and supply. The development of the strategy has been through the combined efforts of a number of institutions within the region, including many of the local authorities.</p> <p><b>Recommendations:</b></p> <p><b>Committee are asked to endorse the Strategy on behalf of NCC</b></p>
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## 1. Proposal

- 1.1. New Anglia have circulated an endorsement copy of the Strategy for consideration by all stakeholders (this is over 300 within the Tri-LEP area). This includes all 38 local authorities within the catchment. (accessed via this [link](#))

The LEPs have not sent the strategy for consultation but to each local authority within their areas for endorsement. It has already been presented to the Norfolk Chief Executives Group (June 14) for them to designate it to the appropriate committee within their local authority.

At the same time they have circulated some outlined questions to help shape the delivery of the Strategy going forward (the questions can be seen [here](#)). For Norfolk County Council these were co-ordinated by the Economic Development Team, and a copy of the questions is included for information. Feedback on these was requested by 15 June 2018, and a response was duly returned. The LEPs have requested formal endorsement by 6 July 2018. All organisations will be formally acknowledged when the Strategy is published in the summer.

## 2. Evidence

- 2.1. Underpinning the strategy is a 'Mapping Analysis Report' (a link to this is [here](#)). This captures the data analysis exercise that was used to inform the shape of the energy strategy. An output from this analysis work, was the creation of an interactive tool, available through an online portal, which has layers of energy-related data. It enables planners, developers, land owners and decision makers to understand the energy landscape within the area covered by the strategy. This portal tool will go live on the launch of the strategy, although a beta version has been trialled by users prior to this alongside the analysis work.

## 3. Financial Implications

- 3.1. Endorsement of the strategy has no financial implications at this stage. If and when the Council becomes involved with initiatives that support delivering on the objectives of the strategy, the Council, and the appropriate committee(s) will be consulted. It is intended that the strategy will form the springboard for a delivery plan that will be available by the autumn of 2018. This will be developed by a range of stakeholders. All local authorities within the area covered by the strategy will have the opportunity to input to the development of this plan.

## 4. Issues, risks and innovation

- 4.1. This work commenced with a comprehensive exercise to map energy demand, supply, generation, distribution and storage, within the context of critical attributes that are deemed to underpin the prevailing energy system. These included:

- Grid power and gas networks and any constraints that might exist;
- Areas of projected housing and commercial growth;
- Development of electric vehicle charging infrastructure;
- Indices of fuel poverty
- Domestic and non-domestic electricity and gas consumption

The work in developing the strategy has enabled the three LEP areas to consolidate their work alongside 9 other LEPs within the Greater South East of England. The consequence of this was to successfully bid to BEIS for £2.7m to develop an Energy Hub in the Greater South East of England (from April 2018), spanning these collective LEP areas.

**Other resource implications** - At this moment in time there are no other implications related to the endorsement of this strategy.

## 5. Background

- 5.1. A copy of the 'Endorsement' version of the 'Local Energy East Strategy' is included, which has only been circulated to stakeholders. Based on feedback from the stakeholders, the 'official' version will be launched in the summer. As referred to in the 'Evidence' section above, the key background document to the Strategy itself is the 'Mapping Analysis Report', which is included for reference. However, the Strategy has also been informed by the Government's 'Industrial Strategy' and 'Clean Growth Strategy'. Which can be viewed on the Gov.uk website. [www.gov.uk](http://www.gov.uk)

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# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Finance monitoring</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> This report provides the EDT Committee with financial monitoring information for the services reporting to this Committee for 2018-19.	

## Executive summary

The services reporting to this Committee are delivered by Community and Environmental Services.

The 2018-19 net revenue budget for this committee is £103.429m

The total capital programme relating to this committee for the years 2018 to 2020 is £96.173m, with £50.878m currently profiled to be spent in 2018-19. Details of the capital programme are shown in section 3 of this report.

The balance of EDT Committee reserves as of 1 April 2018 was £27.434m. The reserves at the beginning of the year included committed expenditure, unspent grants and contributions which were carried forward from 2017-18. Details are shown in Section 4 of this report.

### Recommendations:

Members are recommended to note:

- a) **The note 2018-19 revenue budget the Environment, Development and Transport Committee and the current forecast outturn position**
- b) **The Capital programme for this Committee.**
- c) **The balance of reserves brought forward to 2018-19.**

## 1. Proposal

- 1.1. Members have a key role in overseeing the financial position for the services under the direction of this committee, including reviewing the revenue and capital position and reserves held by the service. Although budgets are set and monitored on an annual basis it is important that the ongoing position is understood and the previous year's position are considered.
- 1.2. This report reflects the budgets for 2018-19 budget and forecast outturn position as at the end of May 2018.



## 2. Evidence

- 2.1. The services reporting to this Committee are delivered by Community and Environmental Services which also manage services reporting to Communities Committee, Digital and Innovation Committee and Business and Property Committee.
- 2.2. The 2018-19 NET revenue budget for this committee is £103.429m.

<b>Table 1: Environment, Development &amp; Transport NET revenue budget 2018-19</b>				
	2018-19 Budget	2018-19 forecast Outturn	Forecast Variance	Actual spend to period 2
	£m	£m	£m	£m
Business Support and development	2.096	2.096	0.000	0.359
Culture and Heritage – Environment	1.116	1.116	0.000	0.126
Culture and Heritage – Historic Environment	0.250	0.250	0.000	0.122
Culture and Heritage – Planning	0.440	0.440	0.000	0.079
<b>Highways and Waste</b>				
Flood and Water management	0.419	0.419	0.000	0.063
Highways Operations	16.134	16.134	0.000	2.654
Major projects	0.392	0.392	0.000	0.150
Highways Network	0.636	0.636	0.000	(0.005)
Highways depreciation	26.248	26.248	0.000	0.000
Travel and Transport Services	14.327	14.327	0.000	5.451
Residual Waste	23.591	23.591	0.000	2.367
Recycling and Closed landfill sites	17.235	17.235	0.000	0.235
<b>Total highways and Waste</b>	<b>98.982</b>	<b>98.982</b>	<b>0.000</b>	<b>10.915</b>
Infrastructure and Economic Growth	0.545	0.545	0.000	0.102
<b>Total for Committee</b>	<b>103.429</b>	<b>103.429</b>	<b>0.000</b>	<b>11.703</b>

- 2.3. Table 1 above reflects the services net revenue budget and therefore the actuals to date are affected by patterns of income and expenditure.

<b>Table 2 – Gross Budgets</b>			
	Current year budget	Actuals to period 2	
	£m	£m	
Expenditure	189.325	18.045	9%
Income	(85.896)	(6.342)	7%
<b>Net</b>	<b>103.429</b>	<b>11.703</b>	<b>11%</b>

- 2.4. We are very early in the financial year and at this stage we are not forecasting any variances to budget. As budget risks emerge in the year they will be reported to member at the earliest opportunity.

### 3. Capital Programme

3.1. The total capital budget for the services reporting to this committee is £96.173m, with £50.878m profiled for delivery in 2018-19.

Table 3 Capital Programme			
	2018-19	2019-20	Total Programme
	£m	£m	£m
Major Schemes	8.345	13.206	21.551
Bus Infrastructure Schemes	0.160	0.070	0.230
Bus Priority Schemes	0.500		0.500
Public Transport Interchanges	0.140	0.090	0.230
Cycling schemes (County)	0.575	1.855	2.430
Cycling schemes (Norwich "City Cycle Ambition 2")	0.460		0.460
Walking schemes	0.794	0.756	1.550
Road Crossings	0.245	0.261	0.506
Local Road Schemes	4.034	6.229	10.263
Great Yarmouth sustainable transport package (LGF Funded)	2.798	0.900	3.698
Attleborough Sustainable transport package (LGF Funded)	1.950	1.100	3.050
Theftford Sustainable Transport package (LGF Funded)	1.200	0.675	1.875
Traffic management and calming	0.929	0.010	0.939
Local Safety Schemes	0.250	0.250	0.500
Other Schemes, Future fees and Carry over costs	0.559	0.559	1.118
<b>Integrated transport</b>	<b>22.939</b>	<b>25.961</b>	<b>48.900</b>
Structural Maintenance	31.885	32.465	64.350
<b>Total Highways programme</b>	<b>46.479</b>	<b>45.22</b>	<b>91.699</b>
<b>Other capital schemes</b>			
Transport related budget - clean bus technology	0.036		0.036
Public Access - related projects	0.350		0.350
Waste management	4.013	0.075	4.088
	<b>4.399</b>	<b>0.075</b>	<b>4.474</b>
<b>Total Programme</b>	<b>50.878</b>	<b>45.295</b>	<b>96.173</b>

3.2. The highways programme reflects the current known funding. The service has a strong track record of securing additional external funding which will be added to the programme as this gets confirmed.

3.3. The highways programme is actively managed throughout the year to aim for full delivery within the allocated budget. Schemes are planned at the start of the year but may be delayed for a variety of reasons e.g. planning consent or public consultation. When it is identified that a scheme may be delayed then other schemes will be planned and progressed to ensure delivery of the programme and the original schemes will be included at a later date. Over/(under)spends and slippage will be carried forward and delivered in future years.

## 4. Reserves 2017-18

- 4.1. The reserves relating to this committee are generally held for special purposes or to fund expenditure that has been delayed, and in many cases relate to external grants and contributions. They can be held for a specific purpose, for example where money is set aside to replace equipment or undertake repairs on a rolling cycle, which help smooth the impact of funding.
- 4.2. A number of the reserve balances relate to external funding where the conditions of the grant are not limited to one financial year and often are for projects where the costs fall in more than one financial year.
- 4.3. Services continue to review the use of reserves to ensure that the original reasons for holding the reserves are still valid.
- 4.4. The balance of unspent grants and reserves as at 1<sup>st</sup> April 2018 stood at £26.725m
- 4.5. Table 4 below shows the balance of reserves held and the current actual usage for 2018-19

4.6. Table 4: Environment, Development and Transport reserves

	Balance at 1 April 2018	Forecast Balance 31 March 2019	Forecast Net change	
	£m	£m	£m	
Culture and Heritage - Environment	0.299	0.299		
Support and Development	0.180	0.180		
Highways and Waste	26.852	26.852		
Economic Development	0.104	0.104		
<b>Total</b>	<b>27.434</b>	<b>27.434</b>	<b>0.000</b>	

- 4.7. The department is currently reviewing the planned use of reserves and this will be updated to member as part of future monitoring reports.
- 4.8. Significant reserves balances

	Balance 1 April 2018 £m	Reason for holding
<b>Highways and Waste</b>		
Closed land fill Provision	12.357	Provision for the long term impairment costs arising from Closed Landfill sites. This is required to cover the legal requirements, but there is currently no specific call on the provision.
Street lighting PFI	5.081	Reflects receipt of the government PFI grant for the Street Lighting contract, which will be needed to meet the future financial years to meet contract payments.
Highways Commuted Sums	3.972	Committed sums contributions from Developers to cover the additional maintenance work arising from

		developments. The service will assess the annual requirement to draw down from this fund.
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## 5. Financial Implications

- 5.1. There are no decisions arising from this report and all relevant financial implications are set out in this report

## 6. Issues, risks and innovation

- 6.1. This report provides financial performance information on a wide range of services in respect of this committee.

## Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Risk Management</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe - Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> One of the Environment, Development, and Transport (EDT) Committee's roles is to consider the management of EDT's risks. Assurance on the effectiveness of risk management and the EDT departmental risk register helps the Committee undertake some of its key responsibilities. Risk management contributes to achieving departmental objectives, and is a key part of the performance management framework.	

## Executive summary

This report provides the Committee with information from the latest EDT risk register as at July 2018, following the latest review conducted in June 2018. The reporting of risk is aligned with, and complements, the performance and financial reporting to the Committee.

### Recommendations:

Members are asked to consider:

- a) **The changes to EDT departmental risks since the last Risk Management report was reported to this Committee in March 2018, in Appendix A;**
- b) **The risks reported by exception in Appendix B;**
- c) **The summary of EDT departmental risks in Appendix C;**
- d) **The list of possible actions, suggested prompts and challenges presented for information in Appendix D;**
- e) **The background information to put the risk scoring into context, shown in Appendix E.**

## 1. Proposal

- 1.1 The Community and Environmental Services (CES) Departmental Management Team (DMT) continues to be engaged in the preparation and management of the Communities departmental level risk register.
- 1.2 The recommendations for Members to consider are set out above.

## 2. Evidence

- 2.1. The EDT Committee risk data detailed in this report reflects those key business risks that are managed by the Community and Environmental Services Departmental Management Team, and Senior Management Teams of the services that report to the Committee including amongst others Planning and Economy, and Highways. Key business risks materialising could potentially result in a service failing to achieve one or more of its key objectives and/or suffer a financial loss or reputational damage. The EDT risk register is a dynamic document that is regularly reviewed and updated in accordance with the Council's Risk Management Policy and Procedures. The current risks are those linked to departmental objectives.
- 2.2. The Exceptions Report, in **Appendix B**, focuses on risks that have a current risk score of 12 and above with prospects of meeting the target score by the target date of amber or red. There is currently one risk that meets this criteria, as seen in this appendix.
- 2.3. The EDT risk register contains four corporate and departmental level risks that fall under the remit of this Committee. **Appendix C** provides the Committee members with a summary of these risks. Of these four risks, one risk has a green prospects score of meeting the target score by the target date, and three have an amber prospects score. None of the risks have a red prospects score. Please see Appendix C for details of Prospects scoring.
- 2.4. To assist Members with considering whether the recommended actions identified in this report are appropriate, or whether another course of action is required, a list of such possible actions, suggested prompts and challenges are presented for information in **Appendix D**.
- 2.5. Of these four risks, one risk has a green prospects score of meeting the target score by the target date, and three have an amber prospects score. None of the risks have a red prospects score. Please see **Appendix E** for details of Prospects scoring.

## 3. Financial Implications

- 3.1. Whilst the likelihood of not delivering the NDR to its revised budget has significantly reduced, there remain project risks of not delivering the NDR to budget. This risk will remain open until the final account for the construction works is closed, which project officers are focussing on.

## 4. Issues, Risks and Innovation

- 4.1 There is an element of Risk RM14200 - Failure to meet NCC carbon reduction target, which is covered by the street lighting team, under the remit of EDT, reported to the Business and Property Committee. Risk RM14250 - Infrastructure is not delivered at the required rate to support existing needs and the planned growth of Norfolk, is also reported to the Business and Property Committee.

## 5. Background

- 5.1. Background information regarding risk scoring, and definitions can be found in **Appendix E**.

## **Officer Contact**

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## Risk Reconciliation Report

Significant changes\* to the EDT departmental risk register since the last Environment, Development, and Transport (EDT) Committee Risk Management report was presented in March 2018.

Since the last Environment, Development, and Transport (EDT) Committee Risk Management report was presented in March 2018, there have been changes to risks. For information, please find the full list of changes below as follows;

### Risk Closures

#### **RM14292 - Failure to development test and implement the Accounts Payable (AP) interface following the replacement of the HMS system.**

This risk has been closed following the successful implementation of the Accounts Payable (AP) interface. The interface is fully functioning.

#### **RM14050 - Rising transport costs**

This risk has been closed following reprofiling of the risk.

### Change to risk title and description

#### **RM14248 - Failure to deliver the Broadland Northway within agreed budget (£205m)**

The risk title now incorporates the new name of Broadland Northway, and removes the construction element of the risk, as construction of the Broadland Northway road was completed in April 2018. The risk description has also been updated to reflect these updates.

\* A significant change can be defined as any of the following;

- A new risk
- A closed risk
- A change to the risk score
- A change to the risk title, description or mitigations (where significantly altered).



<b>Risk Number</b>	RM14336		<b>Date of update</b>		04 June 2018					
<b>Risk Name</b>	Failure to construct and deliver the Great Yarmouth Third River Crossing (3RC) within agreed budget (£121m), and to agreed timescales (construction completed early 2023)									
<b>Risk Owner</b>	Tom McCabe		<b>Date entered on risk register</b>		05 December 2017					
<b>Risk Description</b>										
There is a risk that the Third River Crossing (3RC) project will not be delivered within budget and to the agreed timescales. Cause: delays during statutory processes, or procurement put timescales at risk and/or contractor prices increase project costs. Event: The 3RC is completed at a later date and/or greater cost than the agreed budget, placing additional pressure on the NCC contribution. Effect: Failure to construct and deliver the 3RC within budget would result in the shortfall having to be met from other sources. This would impact on other Norfolk County Council programmes.										
<b>Original</b>			<b>Current</b>			<b>Tolerance Target</b>				
Likelihood	Impact	Risk score	Likelihood	Impact	Risk score	Likelihood	Impact	Risk score	Target Date	Prospects of meeting Target Risk Score by Target Date
3	4	12	3	4	12	2	3	6	Jan-23	Amber
<b>Tasks to mitigate the risk</b>										
The project was agreed by Full Council (December 2016) as a key priority infrastructure project to be delivered as soon as possible. Since then, March 2017, an outline business case has been submitted to DfT setting out project costs of £120m and a start of work in October 2020. 80% of this project cost has been confirmed by DfT, but this will be a fixed contribution with NCC taking any risk of increased costs. Mitigation measures are:										
1) Project Board and associated governance to be further developed to ensure clear focus on monitoring cost and programme at monthly meetings.										
2) NCC project team to include specialist cost and commercial resource (bought in to the project) to provide scrutiny throughout the scheme development and procurement processes. This will include independent audits and contract/legal advice on key contract risks as necessary.										
3) Programme to be developed that shows sufficient details to enable overall timescales to be regularly monitored, challenged and corrected as necessary by the board.										
4) Project controls and client team to be developed to ensure systems in place to deliver the project and to develop details to be prepared for any contractual issues to be robustly handled and monitored.										
5) All opportunities to be explored through board meetings to reduce risk and programme duration.										
Overall risk treatment: Treat, with a focus on maintaining or reducing project costs and timescales										
<b>Progress update</b>										

## Progress update

The outline business case was submitted on 30 March 2017, and DfT confirmed approval of this following the autumn statement in November 2017. There is a risk that the scheme development could see changes to the scheme, and therefore to the agreed business case, and any changes will need to be addressed/agreed with DfT. Progress against actions are:

- 1) Project board in place. Gateway review highlighted a need to assess and amend board attendance and this has been implemented.
- 2) Specialist cost and commercial consultants have been appointed and will continue to review project costs. The first element of work for the cost consultant was to review current forecasts. They will continue to assess on a monthly basis, reporting to the board. No issues highlighted and budget is considered sufficient - this work has been used to update the business case submitted to DfT.
- 3) An overall project programme has been developed and will be owned and managed by the dedicated project manager. Any issues will be highlighted to the board as the project is delivered. Programme updated to fully align procurement and DCO processes.
- 4) Learning from the NDR and experience of the commercial specialist support has been utilised to develop contract details ahead of the formal commencement of the procurement process, which was 27 February 2018. Further work has been ongoing and will feed into the engagement processes (competitive dialogue) with the bidders.
- 5) The project board will receive regular (monthly) updates on project risks, costs and timescales.

**Norfolk County Council, Appendix C - EDT Risk Register Summary**

Risk Register Name:		Appendix C - EDT Risk Register Summary						Red		↓ Worsening		
Prepared by:		Thomas Osborne						Amber		↔ Static		
Date updated:		June 2018						Green		↑ Improving		
Next update due:		August 2018						Met				
Area	Risk Number	Risk Name	Risk Description	Current Likelihood	Current Impact	Current Risk Score	Target Likelihood	Target Impact	Target Risk Score	Prospects of meeting the Target Risk Score by the Target Date	Change in Prospects of meeting the Target Risk Score by the Target Date	Risk Owner
Planning and Economy - Strategic Infrastructure	RM14336	Failure to construct and deliver the Great Yarmouth Third River Crossing (3RC) within agreed budget (£121m), and to agreed timescales (construction completed early 2023)	There is a risk that the Third River Crossing (3RC) project will not be delivered within budget and to the agreed timescales. Cause: delays during statutory processes, or procurement put timescales at risk and/or contractor prices increase project costs. Event: The 3RC is completed at a later date and/or greater cost than the agreed budget, placing additional pressure on the NCC contribution. Effect: Failure to construct and deliver the 3RC within budget would result in the shortfall having to be met from other sources. This would impact on other Norfolk County Council programmes.	3	4	12	2	3	6	Amber	↔	Tom McCabe
Planning and Economy - Strategic Infrastructure	RM14248	Failure to deliver the Broadland Northway within agreed budget (£205m)	There is a risk that the NDR will not be constructed and delivered within budget. Cause: environmental and/or contractor factors affecting construction progress. Event: The NDR is completed at a cost greater than the agreed budget. Effect: Failure to construct and deliver the NDR within budget would result in the shortfall having to be met from other budgets. This would impact on other NCC programmes.	3	3	9	3	3	9	Amber	↔	Tom McCabe
Planning and Economy	RM14202	Insufficient drainage controls in place as new development continues to take place increasing local flood risk on site or downstream.	The SUDS (Sustainable Drainage Systems) Approving Body role recommended by the Pitt Review and included in the Flood and Water Management Act 2010 has been abandoned. Flood risk controls on new development is to be continued through the planning process. The Local Lead Flooding Authority has been given a role as a statutory consultee but no funding to deliver this role. Without high levels of support, planning authority may continue to overlook flood risk in decision making.	3	3	9	3	2	6	Green	↑	Nick Tupper
Highways	RM14203	The allocation and level of funding for flood risk mitigation does not reflect the need or priority of local flood risk within Norfolk.	There are 37,000 properties at risk from surface water flooding caused by intense rainfall within Norfolk. Historically funding for flood risk management has focused on traditional defence schemes to protect communities from the sea and rivers and not surface water flooding. There is a risk that funding continues to ignore properties at risk of surface water flooding. This is exacerbated by a reduction in the overall level of funding from government and governments requirement to seek local contributions for schemes to be successful.	3	3	9	3	2	6	Amber	↔	Nick Tupper

## Risk management discussions and actions

Reflecting good risk management practice, there are some helpful prompts that can help scrutinise risk, and guide future actions. These are set out below.

### Suggested prompts for risk management improvement discussion

In reviewing the risks that have met the exception reporting criteria and so included in this report, there are a number of risk management improvement questions that can be worked through to aid the discussion, as below:

1. Why are we not meeting our target risk score?
2. What is the impact of not meeting our target risk score?
3. What progress with risk mitigation is predicted?
4. How can progress with risk mitigation be improved?
5. When will progress be back on track?
6. What can we learn for the future?

In doing so, committee members are asked to consider the actions that have been identified by the risk owner and reviewer.

### Risk Management improvement – suggested actions

A standard list of suggested actions have been developed. This provides members with options for next steps where reported risk management scores or progress require follow-up and additional work.

All actions, whether from this list or not, will be followed up and reported back to the committee.

#### Suggested follow-up actions

	Action	Description
1	Approve actions	Approve recommended actions identified in the exception reporting and set a date for reporting back to the committee
2	Identify alternative/additional actions	Identify alternative/additional actions to those recommended in the exception reporting and set a date for reporting back to the committee
3	Refer to Departmental Management Team	DMT to work through the risk management issues identified at the committee meeting and develop an action plan for improvement and report back to committee
4	Refer to committee task and finish group	Member-led task and finish group to work through the risk management issues identified at the committee meeting and develop an action plan for improvement and report back to committee
5	Refer to County Leadership Team	Identify key actions for risk management improvement and refer to CLT for action
6	Refer to Policy and Resources Committee	Identify key actions for risk management improvement that have whole Council 'Corporate risk' implications and refer them to the Policy and Resources committee for action.

## Background Information

A **corporate risk** is one that requires:

- strong management at a corporate level thus the County Leadership Team should direct any action to be taken.
- appropriate management. If not managed appropriately, it could potentially result in the County Council failing to achieve one or more of its key corporate objectives and/or suffer a significant financial loss or reputational damage.

A **departmental risk** is one that requires:

- strong management at a departmental level thus the Departmental Management Team should direct any action to be taken.
- appropriate management. If not managed appropriately, it could potentially result in the County Council failing to achieve one or more of its key departmental objectives and/or suffer a significant financial loss or reputational damage.

Each risk score is expressed as a multiple of the impact and the likelihood of the event occurring.

- Original risk score – the level of risk exposure before any action is taken to reduce the risk
- Current risk score – the level of risk exposure at the time the risk is reviewed by the risk owner, taking into consideration the progress of the mitigation tasks
- Target risk score – the level of risk exposure that we are prepared to tolerate following completion of all the mitigation tasks.

The prospects of meeting target scores by the target dates reflect how well the risk owners consider that the mitigation tasks are controlling the risk. It is an early indication that additional resources and tasks or escalation may be required to ensure that the risk can meet the target score by the target date. The position is visually displayed for ease in the “Prospects of meeting the target score by the target date” column as follows:

- Green – the mitigation tasks are on schedule and the risk owner considers that the target score is achievable by the target date.
- Amber – one or more of the mitigation tasks are falling behind and there are some concerns that the target score may not be achievable by the target date unless the shortcomings are addressed.
- Red – significant mitigation tasks are falling behind and there are serious concerns that the target score will not be achieved by the target date and the shortcomings must be addressed and/or new tasks introduced.

# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Performance management</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> Robust performance management is key to ensuring that the organisation works both efficiently and effectively to develop and deliver services that represent good value for money and which meet identified need.	

## Executive summary

This management report to Committee is based upon the revised Performance Management System, which was implemented as of 1 April 2016. Additionally, this is the first report to provide data against the new 2018/19 vital signs list derived from measures contained within the 'plans on a page' previously presented to and agreed by Committee.

There are currently nine vital signs indicators under the remit of this Committee.

Performance is reported on an exception basis using a report card format, meaning that only those vital signs that are performing poorly or where performance is deteriorating are presented to Committee. To enable Members to have oversight of performance across all vital signs, all report cards (which is where more detailed information about performance is recorded) will be made available to view upon request.

Of the nine vital signs indicators that fall within the remit of this Committee, none have met the exception criteria in this reporting period.

### **Recommendations:**

**Review and comment on the performance data, information and analysis presented in the body of the report.**

## 1. Introduction

- 1.1. This management report to Committee is based upon the revised Performance Management System, which was implemented as of 1 April 2016. Additionally, this is the first report to provide data against the new 2018/19 vital signs list derived from measures contained within the 'plans on a page' previously presented to and agreed by Committee.
- 1.2. There are currently nine vital signs indicators under the remit of this Committee.
- 1.3. Work continues to see what other data may be available to report to Committee on a more frequent basis and these will in turn be considered for inclusion as vital signs indicators.

1.4. Of the nine vital signs indicators that fall within the remit of this Committee, no indicators have met the exception criteria in this reporting period.

## **2. Performance dashboard**

2.1. The performance dashboard provides a quick overview of Red/Amber/Green rated performance across all vital signs. This then complements the exception reporting process and enables committee members to check that key performance issues are not being missed.

2.2. The vital signs indicators are monitored during the year and are subject to review when processes are amended to improve performance, to ensure that the indicator correctly captures future performance. A list of all vital signs indicators currently under the remit of the Committee is available at Appendix 1.

2.3. Vital signs are reported to Committee on an exceptions basis. The exception reporting criteria are as follows:

- Performance is off-target (Red RAG rating or variance of 5% or more)
- Performance has three consecutive months/quarters/years of Amber RAG rating (Amber RAG rating within 5% worse than the target)
- Performance is adversely affecting the council's ability to achieve its budget
- Performance is adversely affecting one of the council's corporate risks.

2.4. Where cells have been greyed out on the performance dashboard, this indicates that data is not available due either to the frequency of reporting or the vital sign being under development. In this case, under development can mean that the vital sign has yet to be fully defined or that baseline data is being gathered.

Key to services on the performance dashboard:

- FBP – Finance Business Partner
- HW – Highways
- CH – Culture and Heritage

2.5. The performance dashboard for the EDT Committee is as follows:

NOTES:

In most cases the RAG colours are set as: Green being equal to or better than the target; Amber being within 5% (not percentage points) worse than the target; Red being more than 5% worse than target. 'White' spaces denote that data will become available; 'grey' spaces denote that no data is currently expected, typically because the Indicator is being finalised. The target value is that which relates to the latest measure period result in order to allow comparison against the RAG colours. A target may also exist for the current and/or future periods.

Monthly	Bigger or Smaller is better	May 17	Jun 17	Jul 17	Aug 17	Sep 17	Oct 17	Nov 17	Dec 17	Jan 18	Feb 18	Mar 18	Apr 18	May 18	Target
(HW) Percentage of bus services on time	Bigger	83.0%	81.2%	81.0%	79.9%	80.4%	80.5%	78.4%	76.4%	81.9%	81.4%	80.7%	81.6%		78.0%
		57306 / 81064	54987 / 80040	70625 / 87538	57132 / 94047	66660 / 83224	58119 / 84858	50884 / 77279	58179 / 78185	62756 / 83877	50526 / 71858	61402 / 78194	55216 / 67873		
(CH) Planning service – speed of determination	Bigger	92.3%	86.7%	100.0%	100.0%	100.0%	87.5%	100.0%	100.0%	100.0%	88.9%	100.0%			95.0%
		12 / 13	2 / 3	13 / 13	8 / 8	8 / 8	7 / 8	7 / 7	1 / 1	10 / 10	8 / 8	8 / 8			
(HW) % of formal highway inspections completed within the timescales set out in the TAMP	Bigger														
(HW) % of dangerous highway defects dealt with within the timescale set out in the TAMP	Bigger														
(FBP) Amount of external investment secured to enable projects to be delivered	Bigger		0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m	0.0m
Quarterly / Termly	Bigger or Smaller is better	Jun 15	Sep 15	Dec 15	Mar 16	Jun 16	Sep 16	Dec 16	Mar 17	Jun 17	Sep 17	Dec 17	Mar 18	Jun 18	Target
(HW) Kilograms of residual household waste per household per week	Smaller				10.0				10.1						10.1
(HW) Unit cost (per tonne) of disposing of/dealing with residual waste	Bigger				£115.31				£107.65				£109.78		£109.42
(HW) % of parishes that meet their target level of public transport service	Bigger												70.0%	72.7%	70.0%
															386 / 540
Annual (financial / academic)	Bigger or Smaller is better	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Target
(HW) % of reports on flooding incidents published as planned	Bigger														



### **3. Report cards**

- 3.1. A report card has been produced for each vital sign. It provides a succinct overview of performance and outlines what actions are being taken to maintain or improve performance. The report card follows a standard format that is common to all committees.
- 3.2. Each vital sign has a lead officer, who is directly accountable for performance, and a data owner, who is responsible for collating and analysing the data on a monthly basis. The names and positions of these people are specified on the report cards.
- 3.3. Vital signs are reported to committee on an exceptions basis. The report cards for those vital signs that do not meet the exception criteria on this occasion, and so are not formally reported, are also collected and are available to view if requested.

### **4. Recommendations**

- 4.1. Committee Members are asked to:  
Review and comment on the performance data, information and analysis presented in the body of the report.

### **5. Financial Implications**

- 5.1. There are no significant financial implications arising from the performance management report.

### **6. Issues, risks and innovation**

- 6.1. There are no significant issues, risks and innovations arising from the performance management report.

### **Officer Contact**

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

**Officer name :** Andrew Brownsell                      **Tel No. :** 01603 222056

**Email address :** [andrew.brownsell@norfolk.gov.uk](mailto:andrew.brownsell@norfolk.gov.uk)



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## Appendix 1 – EDT Committee Vital Signs Indicators

A vital sign is a key indicator from one of the Council’s services which provides members, officers and the public with a clear measure to assure that the service is performing as it should and contributing to the Council’s priorities. It is, therefore, focused on the results experienced by the community. It is important to choose enough vital signs to enable a good picture of performance to be deduced, but not so many that strategic discussions are distracted by detail.

There are currently nine vital signs performance indicators that relate to the EDT Committee. The indicator in bold (on the Table below) is a vital signs indicator deemed to have corporate significance and therefore will also be reported to the Policy and Resources Committee.

Key to services:

- CH – Culture and Heritage
- FBP – Finance Business Partner
- HW – Highways

Service	Vital Signs Indicator	What it measures	Why it is important	Data
HW	Bus journey time reliability	% of bus services that are on schedule at intermediate time points	Better transport networks bring firms and workers closer together, and provide access to wider local markets.	Monthly
CH	Planning determination	Speed of planning determination	Timely planning decision are important to economic growth and development	Monthly
HW	Formal highway inspections completed	% of formal highway inspections completed within the timescales set out in the TAMP	Highway safety	Monthly
HW	Dangerous highway defects dealt with	% of dangerous highway defects dealt with within the timescale set out in the TAMP	Highway safety	Monthly

Service	Vital Signs Indicator	What it measures	Why it is important	Data
FBP	External investment secured	Amount of external investment secured to enable projects to be delivered	High quality organisations are successful in being able to attract and generate alternative sources of funding.	Monthly
HW	<b>Residential house waste collection</b>	<b>Weekly kg of residential house waste collected per household</b>	<b>The amount of household waste collected and the costs arising from processing it have risen for the past three years. Housing growth (65,000 new houses between 2013 and 2026) will create further pressures.</b>	<b>Quarterly</b>
HW	Disposing of/dealing with residual waste	Unit cost (per tonne) of disposing of/dealing with residual waste	Less waste means that by proportion more of the waste can use the lowest cost options.	Quarterly
HW	Parishes showing access to key services using public transport	% parishes that meet their designated target level of service.	Access to public transport is important for those living in rural areas so that they can access not only work but also health and other essential services like shopping, education and leisure activities. This supports rural communities and reduces social and rural isolation, contributing to overall wellbeing of residents.	Quarterly
HW	Reports on flooding incidents published	% of reports on flooding incidents published as planned	Flooding undermines existing infrastructure and impacts directly on health and economy.	Annually

# Environment, Development and Transport Committee

Item No.

<b>Report title:</b>	<b>Forward Plan and decisions taken under delegated authority</b>
<b>Date of meeting:</b>	<b>6 July 2018</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> Providing regular information about key service issues and activities supports the Council's transparency agenda and enables Members to keep updated on services within their remit. It is important that there is transparency in decision making processes to enable Members and the public to hold the Council to account.	

## Executive summary

This report sets out the Forward Plan for EDT Committee. The Forward Plan is a key document for this committee to use to shape future meeting agendas and items for consideration, in relation to delivering environment, development and transport issues in Norfolk. Each of the Council's committees has its own Forward Plan, and these are published monthly on the County Council's website. The Forward Plan for this Committee (as at 8 June) is included at Appendix A.

This report is also used to update the Committee on relevant decisions taken under delegated powers by the Executive Director (or his team), within the Terms of Reference of this Committee. There are four relevant delegated decisions to report to this meeting.

### Recommendations:

Members are recommended to:

- 1. Review the Forward Plan at Appendix A and identify any additions, deletions or changes to reflect key issues and priorities the Committee wishes to consider.**
- 2. Note the delegated decisions set out in section 2 of the report.**

## 1. Forward Plan

- 1.1. The Forward Plan is a key document for this committee in terms of considering and programming its future business, in relation to communities issues in Norfolk.
- 1.2. The current version of the Forward Plan (as at 8 June) is attached at Appendix A.
- 1.3. The Forward Plan is published monthly on the County Council's website to enable service users and stakeholders to understand the planning business for this Committee. As this is a key document in terms of planning for this Committee, a live working copy is also maintained to capture any changes/additions/amendments identified outside the monthly publishing schedule. Therefore, the Forward Plan attached at Appendix A may differ

slightly from the version published on the website. If any further changes are made to the programme in advance of this meeting they will be reported verbally to the Committee.

## 2. Delegated decisions

2.1. The report is also used to update on any delegated decisions within the Terms of Reference of this Committee that are reported by the Executive Director as being of public interest, financially material or contentious. There are four relevant delegated decisions to report for this meeting.

2.2. **Subject: Government consultation: Supporting housing delivery through developer contributions - Reforming developer contributions to affordable housing and infrastructure**

Decision: To submit a response to the consultation.

A copy of the consultation response can be provided to Members, on request.

Taken by: Executive Director in consultation with the Committee Chair and Vice Chair. Note that this decision was taken under the Urgent Business Procedure.

Taken on: 8 May 2018

Contact for further Information: Stephen Faulkner – Principal Planner  
Email [stephen.faulkner@norfolk.gov.uk](mailto:stephen.faulkner@norfolk.gov.uk)  
Phone 0344 800 8020

2.3. **Subject: Government consultation: Draft revised National Planning Policy Framework**

Decision: To submit a response to the consultation.

A copy of the consultation response can be provided to Members, on request.

Taken by: Executive Director in consultation with the Committee Chair and Vice Chair. Note that this decision was taken under the Urgent Business Procedure.

Taken on: 10 May 2018

Contact for further Information: Phil Morris – Principal Planner  
Email [phil.morris@norfolk.gov.uk](mailto:phil.morris@norfolk.gov.uk)  
Phone 0344 800 8020

2.4. **Subject: Natural England England Coast Path consultation: Weybourne to Hunstanton**

Decision: To submit a response to the consultation.

A copy of the consultation response can be provided to Members, on request.

Taken by: Executive Director in consultation with the Committee Chair and Vice Chair. Note that this decision was taken under the Urgent Business Procedure.

Taken on: 11 May 2018

Contact for further Information: Su Waldron – Project Officer  
Email [su.waldron@norfolk.gov.uk](mailto:su.waldron@norfolk.gov.uk)

Phone 0344 800 8020

2.5. **Subject:** **Consultation: King's Lynn B Power Station – Proposed Combined Cycle Gas Turbine Power Station – Section 36 Variation Application**

Decision: To submit a response to the consultation.

A copy of the consultation response can be provided to Members, on request.

Taken by: Executive Director in consultation with the Committee Chair and Vice Chair. Note that this decision was taken under the Urgent Business Procedure.

Taken on: 16 May 2018

Contact for further Information: Stephen Faulkner – Principal Planner

Email [stephen.faulkner@norfolk.gov.uk](mailto:stephen.faulkner@norfolk.gov.uk)

Phone 0344 800 8020

### 3. Financial Implications

3.1. There are no financial implications arising from this report.

### 4. Issues, risks and innovation

4.1. There are no other relevant implications to be considered by Members.

### 5. Background

5.1. N/A

#### Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

**Officer name :** Sarah Rhoden

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**Email address :** [sarah.rhoden@norfolk.gov.uk](mailto:sarah.rhoden@norfolk.gov.uk)



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# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
<b>Meeting: Friday 7 September 2018</b>			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies they sit on	None	To receive feedback	Members
Statement of Community Involvement for the Norfolk Minerals and Waste Local Plan	No	Agree the revised updates to the document	Head of Planning (Nick Johnson)
Finance monitoring	None	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
Commercialisation of Highways Services	Communities Committee - Highways services include providing a fleet service to Fire and Rescue'	To consider a Business Plan from Norse (NPS) to ascertain whether delivery of traded highway services is financially viable through a Joint Venture with Norse	Assistant Director, Highways (Nick Tupper)
Fly Tip Campaign	None	To receive an update on the service since the introduction of the new DIY waste policy in April 2018, including information about fly-tipping.	Head of Waste (Joel Hull)
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Head of Support and Development (Sarah Rhoden)
<b>Meeting: Friday 12 October 2018</b>			
Verbal update/feedback from Members of the Committee regarding Member Working	None	To receive feedback	Members

# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
Groups or bodies they sit on			
Annual review of the Enforcement Policy	Communities Committee is also asked to confirm the CES Enforcement Policy meets the requirements of Communities services Policy & Resources Committee is the approval body for the policy	To confirm the revised CES Enforcement Policy and its annex documents meet the requirements of Communities services, prior to consideration by Policy & Resources committee.	Head of Trading Standards (Sophie Leney)
Strategic and Financial Planning 2019-20 to 2022-23	None	To consider budget savings proposals.	Executive Director of CES (Tom McCabe)
Annual Local Levy Setting for the Regional Flood and Coastal Committee	Decision will affect the amount of levy paid out of NCC's General Finance budget.	To decide on NCC's preferred position on the annual Local Levy setting to support member appointees in their levy setting vote at the Regional Flood and Coastal Committee meetings in October 2018 and January 2019.	Executive Director of CES (Tom McCabe)
Performance management	None	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin Goreham)
Risk management	None	Review and comment on the risk information and consider any areas of risk that require a more in-depth analysis	Chief Internal Auditor (Adrian Thompson) / Risk Management Officer (Thomas Osborne)
Finance monitoring	None	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)



# Forward Plan for EDT Committee

## Appendix A

Issue/decision	Implications for other service committees?	Requested committee action (if known)	Lead Officer
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Head of Support and Development (Sarah Rhoden)
<b>Meeting: Friday 9 November 2018</b>			
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies they sit on	None	To receive feedback	Members
Waste services	None	To agree the preferred site for a Norwich Recycling Centre beyond 2021. To identify a preferred approach to funding district recycling and waste reduction activities. To consider whether to extend existing waste arrangements from 2020 to 2021.	Head of Waste (Joel Hull)
Finance monitoring	None	To review the service's financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
Forward Plan and decisions taken under delegated authority	None	To review the Committee's forward plan and agree any amendments/additions and to note the decisions taken under delegated authority	Head of Support and Development (Sarah Rhoden)

Regular items	Frequency	Requested committee action (if known)	Lead officer
Forward Plan and decisions taken under	Every meeting	To review the Committee's forward plan and agree any amendments/additions and	Head of Support and Development (Sarah

# Forward Plan for EDT Committee

## Appendix A

Regular items	Frequency	Requested committee action (if known)	Lead officer
delegated authority		to note the decisions taken under delegated authority	Rhoden)
Performance management	Four meetings each year – January, March, June/July, October	Comment on performance and consider areas for further scrutiny.	Business Intelligence and Performance Analyst (Austin Goreham)
Risk management	Four meetings each year – January, March, June/July, October	Review and comment on the risk information and consider any areas of risk that require a more in-depth analysis	Chief Internal Auditor (Adrian Thompson) / Risk Management Officer (Thomas Osborne)
Finance monitoring	Every meeting	To review the service’s financial position in relation to the revenue budget, capital programme and level of reserves.	Finance Business Partner (Andrew Skiggs)
Highway Asset Performance	Annually – July	Review and comment on the highway asset performance report against the performance and asset management strategy. To consider whether any changes are required.	Assistant Director (Nick Tupper)
Highway capital programme and Transport Asset Management Plan (TAMP)	Annually - January	To approve the highways capital programme/funding, and any proposed changes to the Transport Asset Management Plan.	Assistant Director (Nick Tupper)
Verbal update/feedback from Members of the Committee regarding Member Working Groups or bodies they sit on	Every meeting	To receive feedback	Members