

# New local developments – transportation

New developments relating to roads or other transport are relevant to air quality as they may have an impact on ambient levels of carbon monoxide, benzene, NO<sub>2</sub> and PM<sub>10</sub>.

## New road developments

The Borough Council of King's Lynn & West Norfolk can confirm that no new roads have been constructed or proposed since the 2006 Updating and Screening Assessment. No roads have been identified which have AADTF greater than 10,000 vehicles per day, which were omitted from the previous Updating and Screening Report.

## Significant changes to existing roads

### Road layout changes and roadworks

The Borough Council has identified no significant road layout changes or roadworks in King's Lynn & West Norfolk since the previous Updating and Screening Assessment.

### Significant changes to annual average daily traffic flow (AADTF)

No roads have been identified for which updated traffic data have revealed that the annual average daily traffic flow (AADTF) is significantly higher (25% or more) than previously thought.

## Newly identified public exposure to vehicle emissions

Local Authorities are required to consider whether there are any of the following in their area, either new since the last Report, or newly identified:

1. Narrow congested streets meeting the following criteria:
  - Residential properties are within 5 m of the kerb
  - Average traffic speeds are 50 kph or less
  - The carriageway is less than 10 m wide, and
  - AADTF is greater than 10,000
2. Busy streets where people may spend 1 hour or more close to traffic (most likely in streets of shops, bars, cafes etc.) meeting the following criteria:
  - Public exposure for 1 hour or more within 5 m of the kerb
  - AADT > 10,000 vehicles per day.

There are no new, or newly identified, streets meeting these criteria since the previous report.

## Other transportation

As well as road vehicles, public exposure to emissions from planes, buses, trains, ships etc. must also be considered in a Progress Report.

### Trains

The King's Lynn mainline is electrified – these movements do not need to be considered further. There are no new, or newly identified, locations where diesel locomotives are regularly stationary with engines running for 15 minutes or more on at least two occasions per day, with relevant exposure to members of the public (within 15 m).

## **Airports**

There are no airports in King's Lynn & West Norfolk or neighbouring authorities that have a throughput of 5 million passengers per year and/or 500,000 tonnes of freight.

## **Bus stations**

Members of the public may spend 1-hour or more at King's Lynn bus station, therefore relevant public exposure is measured against the short-term objective for NO<sub>2</sub>. Results from two new NO<sub>2</sub> diffusion tube sites at the bus station show a marginal annual mean exceedence at Bay 5. Based on recommendations from AQC (2003), it is considered unlikely that the 1-hour objective at this location will have been exceeded in 2006.

No significant changes to the numbers of buses using King's Lynn bus station have been identified.

## **Shipping**

There have been no significant changes to the number or type of vessel movements at King's Lynn docks since the previous round of Review and Assessment.