

# Infrastructure and Development Select Committee

Date: 29 January 2020  
Time: 10am  
Venue: Edwards Room, County Hall, Norwich

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

**Membership:**

Cllr Barry Stone (Chairman)  
Cllr Graham Middleton (Vice-Chairman)

Cllr Stuart Clancy  
Cllr Jess Barnard  
Cllr Claire Bowes  
Cllr Tim East  
Cllr Brian Iles  
Cllr Mark Kiddle-Morris

Cllr Beverley Spratt  
Cllr Vic Thomson  
Cllr Colleen Walker (Spokes)  
Cllr Brian Watkins (Spokes)  
Cllr Tony White

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

Julie Mortimer on 01603 223053  
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**

To confirm the minutes of the meeting held on 13 November 2019.

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**3 Members to Declare any Interests**

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, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
  - Exercising functions of a public nature.
  - Directed to charitable purposes; or
  - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

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

**4 To receive any items of business which the Chairman decides should be considered as a matter of urgency**

**5 Public Question Time**

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 Friday 24 January 2020**. For guidance on submitting a public question please visit [www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-](http://www.norfolk.gov.uk/what-we-do-and-how-we-work/councillors-)

[meetingsdecisions-and-elections/committees-agendas-and-recent-decisions/ask-aquestion-to-a-committee](#)

## **6 Local Member Issues/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 Friday 24 January 2020**

- |  |                 |
|--|-----------------|
| <b>7 Update from Local Transport Plan Member Task and Finish Group</b><br>Report by the Executive Director of Community & Environmental Services | Page <b>19</b>  |
| <b>8 Holding Highways England to Account</b><br>Report by the Executive Director of Community & Environmental Services.                          | Page <b>43</b>  |
| <b>9 King's Lynn Transport Strategy and Implementation Plan</b><br>Report by the Executive Director of Community & Environmental Services        | Page <b>51</b>  |
| <b>10 Norfolk Rail Prospectus</b><br>Report by the Executive Director of Community & Environmental Services.                                     | Page <b>208</b> |
| <b>11 Market Town Transport Network Improvement Strategies</b><br>Report by the Executive Director of Community & Environmental Services         | Page <b>212</b> |
| <b>12 Norfolk Library Strategy</b><br>Report by the Executive Director of Community & Environmental Services.                                    | Page <b>227</b> |
| <b>13 Forward Work Plan</b><br>Report by the Executive Director of Community & Environmental Services  | Page <b>234</b> |

### **Group Meetings:**

Conservative	9:00am	Conservative Group Room, 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: 21 January 2020



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# Infrastructure and Development Select Committee

**Minutes of the Meeting Held on Wednesday 13 November 2019  
10am, Edwards Room, County Hall, Norwich**

**Present:**

Cllr Barry Stone – Chairman

Cllr Jess Barnard  
Cllr Claire Bowes  
Cllr Penny Carpenter  
Cllr Danny Douglas  
Cllr Phillip Duigan  
Cllr Tim East

Cllr Brian Iles  
Cllr Mark Kiddle-Morris  
Cllr Graham Middleton (Vice-Chairman)  
Cllr Beverley Spratt  
Cllr Brian Watkins

**Also Present:**

Cllr Alexandra Kemp

**Officers Present:**

Tom McCabe

Executive Director of Community & Environmental  
Services

Grahame Bygrave

Assistant Director – Highways and Waste

John Jones

Head of Environment

Sophie Leney

Head of Trading Standards

Sarah Rhoden

Head of Support and Development, CES

Denise Saadvandi

Head of Service Adult Learning

Ceri Sumner

Assistant Director, Community, Information and Learning

Kevin Townly

Asset and Capital Programme Manager

Matt Tracey

Growth & Infrastructure Group Manager

**1. Apologies and substitutions**

- 1.1 Apologies were received from Cllr Tony White (Cllr Phillip Duigan substituted); Cllr Colleen Walker (Cllr Danny Douglas substituted); Cllr Vic Thomson (Cllr Penny Carpenter substituting) and Cllr Martin Wilby, Cabinet Member for Highways, Infrastructure & Transport.

**2. To agree the minutes of the meeting held on 11 September 2019**

- 2.1 The minutes of the meeting held on 11 September 2019 were agreed as a correct record and signed by the Chairman.
- 2.2 Cllr Bev Spratt thanked the Chairman for allowing him to ask a question about the Mildenhall roundabout at the last meeting and reported that his request was being actioned.

### **3. Declarations of Interest**

- 3.1 Cllr Tim East declared an interest in agenda item 10 (CES Enforcement Policy) as he was in receipt of a Blue Badge disabled parking permit.

### **4. Items of Urgent Business**

- 4.1 There were no items of urgent business.

### **5. Public Question Time**

- 5.1 No public questions were received.

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

- 6.1 One Local Member question was received and answered which is attached at Appendix A.

### **7. Transport Asset Management Plan (TAMP) 2020/21 – 2024/25**

- 7.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out the details of the annual update to Norfolk County Council's Transport Asset Management Policy. The Select Committee was asked to review and comment on the latest revision to the Transport Asset Management Plan.

- 7.2 The following points were noted in response to questions from the Committee:

- 7.2.1 Members welcomed the document and found the track changes helpful in identifying the amendments.
- 7.2.2 The Assistant Director, Highways & Waste highlighted that the report would be presented to Cabinet at its meeting in January 2020 for final approval, after which it would be finalised and published.
- 7.2.3 The percentage figures relating to bridges were very complex and any Member wishing for further information should contact the Asset & Capital Programme Manager who would be able to provide a detailed explanation.
- 7.2.4 The self-assessment of 'level 3' in the Department for Transport (DfT) incentive fund would secure the maximum level of funding. The DfT had a set criterion and the self-assessment had been evidenced to show the document was live and kept updated, with the Section 151 Officer being responsible for final sign-off prior to its submission to DfT. The recent Peer Review had confirmed that Norfolk County Council was at 'level 3'.
- 7.2.5 The Highways Capital Programme 2020/21/22 Report to be presented to the January 2020 Cabinet meeting would include details of the highways improvements programme which covered road safety schemes. Together with the Parish Partnership Scheme report in March 2020, the reports would include details about the casualty reduction programme. The TAMP document detailed how the assets were managed.

- 7.2.6 Any Councillor who wanted to follow up issues regarding speeding or wanted to help reduce speeding in their divisions could raise them through the Safety Camera Partnership.
- 7.2.7 The Assistant Director - Highways and Waste confirmed that work was being undertaken with other authorities to ascertain the best ways to use recycled materials to increase the robustness of surface dressing and resurfacing of roads, although the environmental implications were still being tested. It was also confirmed that Norfolk County Council used non-toxic materials.
- 7.2.8 With approximately 20% of journeys undertaken on foot, the Select Committees' comments that highway assets should be of benefit to everyone, including pedestrians and cyclists, would be fed into future consultation documents.
- 7.2.9 Norfolk County Council worked closely with bus companies to ensure information about road closures due to utility works, was passed on to try to minimise the impact on bus timetables and ensure sufficient information was available so they could plan routes and alternative timetables.
- 7.2.10 Regarding Department for Transport funding, it was clarified that the Government's accounting rules had changed and that pot hole repairs were now classified as capital funding.
- 7.2.11 Members expressed an opinion that pavements (footways) should be included in the Plan, as the number of mobility scooter users had increased significantly recently and was likely to increase further in the future.
- 7.2.12 Regarding pavement (footway) widths, widening of pathways was often difficult and expensive due to clashes with utility companies and drainage systems. Opportunities were taken whenever possible and the Capital programme had an improvement budget to improve footways when possible.
- 7.2.13 There was no requirement for the County Council to hold a financial reserve for repairing fen roads which were susceptible to in-year movement in drought, as issues were dealt with using existing finances.
- 7.2.14 The Executive Director of Community & Environmental Services clarified that the Speed Management Strategy had been considered by Members and included a national set of guidelines from the DfT. The document was available on the website. ([Link to Speed Management Strategy](#)).
- 7.2.15 The TAMP document included information about how repairs and highway defects were prioritised for repair, with Norse Highways and Tarmac contracted to carry out the repairs. It was confirmed that wherever possible permanent repairs were carried out, although this was not always possible for out of hours emergencies.
- 7.2.16 The minimum width of newly constructed pavements was 1.5m in rural areas and 1.8m in urban areas. There were opportunities available to improve the environment for pedestrians and cyclists and these were taken whenever possible. The increasing trend for shared use pavements which were wider at 3m for footway and cycleways was also noted.

7.2.17 A proposal was made by Cllr Bev Spratt, seconded by Cllr Mark Kiddle-Morris that identified potholes should be repaired at the first visit which could reduce costs.

7.2.18 The Chairman invited Cllr Alexandra Kemp, Local Member for Clenchwarton and King's Lynn South, to address the Committee regarding an incident in her Division where a member of the public had caught her foot in a pothole, fallen and hit her head, leading to two broken fingers and the need to take time off work to recover. Cllr Kemp added that Highways had been unable to repair the pothole and asked the Committee for its help in pursuing a common sense approach to repairing potholes.

The Assistant Director, Highways and Waste advised that the West Area Highways team worked to the TAMP and had visited the site where they had found a small defect. The Assistant Director confirmed that work to repair the defect had been programmed and he would provide an update to Cllr Kemp.

7.2.19 The Select Committee agreed that a common sense and pragmatic approach should be taken to repairing defects and that empowerment should be given to those carrying out a site visit to fill a pothole if one had been identified.

The Assistant Director, Highways and Waste confirmed that Highways Rangers were empowered to repair defects identified when they visited Parishes.

The Executive Director of Community & Environmental Services agreed to bring a report to a future Select Committee meeting about how a common sense and pragmatic approach to repairing potholes could be applied.

7.2.20 The Select Committee Members considered that, in some cases, liaison between Norfolk County Council and Utility companies about road closures was insufficient. In reply, the Assistant Director, Highways and Waste said that programmed work was relatively straight forward and this was discussed regularly and coordinated with utility companies. Emergency closures were more difficult as utility companies had the right to carry out emergency work and apply for a road closure permit retrospectively. He added that Utility companies were fined if they did not submit a permit in the required timescale.

7.2.21 Regarding Highways Rangers, the Committee expressed its concerns that Parish Clerks were not always notified when Highways Rangers were due to visit a Parish. Members asked that they be notified when Highways Rangers were due to visit their Parishes and also ensure that Parish Clerks were notified, both about the date of the visit and also what works had been completed during the visit.

7.2.22 Norse had been contracted to undertake the work of the Highways Rangers and Members wishing to request or discuss Ranger concerns should continue to contact their local Area team and Highway Engineers.

7.3 The Select Committee **reviewed** the latest revision to the Transport Asset Management Plan 2020/21-24/25 as set out in Appendix A of the report; and unanimously **RESOLVED** to:

- **Note** the appended briefing notes on the following topics:
  - Repairing Potholes in Norfolk;
  - Road and Street Works;
  - Highway Rangers;

- Street-lighting.

## 8. Norfolk Strategic Infrastructure Plan (NSIDP) refreshed for 2019.

8.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out the details of the draft 2019 NSIDP plan. The NSIDP was a shared plan that contained Norfolk's high-level strategic infrastructure priorities for the next 10 years, pulling together information on key projects needed to support planned development and deliver economic growth in Norfolk.

8.2 The Growth and Infrastructure Group Manager introduced the report highlighting that the following projects had been added to the NSIDP:

- Fakenham A148 Roundabout Enhancement
- Attleborough Electricity Upgrade
- Snetterton Heath Electricity Upgrade
- North West Woodlands Country Park.

It was also proposed that the Broadland Business Park rail station should be removed from the current plan until all the identified issues had been resolved.

The Norfolk Strategic Infrastructure Plan would be considered by Cabinet at its meeting in December 2019.

8.3 In response to questions from the Select Committee, the following points were noted:

8.3.1 There had recently been significant changes made to Section 106 contributions.

8.3.2 Some Members felt there was insufficient information in the report about sustainability and reducing the carbon footprint and felt plans should include specific targets, focussing on green, sustainable public transport.

8.3.3 Cllr Danny Douglas proposed, seconded by Cllr Brian Watkins to retain the Broadland Business Park Rail Station project in the Plan. In response, it was confirmed that it had not been proposed to remove the proposal permanently; the removal would allow the focus to remain on what was deliverable within a ten-year time frame.

8.3.4 In response to a suggestion by the Executive Director of Community & Environmental Services, the Committee unanimously **agreed** to retain the Broadland Business Park Rail Station project in the Plan.

8.3.5 Further information about the Norfolk Rail Group and how it could help influence works to upgrade railway station buildings could be obtained from David Cumming, Strategic Transport Team Manager.

8.4 The Select Committee considered the report on the 2019 NSIDP and

- **endorsed** the strategic and inclusive approach to infrastructure planning in Norfolk;

- **supported** the continued production of the NSIDP, together with the annual review; and.
- **agreed** to retain the inclusion of the Broadland Business Park Rail Station project in the Plan.

## 9. Adult Education Strategy

- 9.1 The Select Committee received the report by the Executive Director of Community & Environmental Services asking it to consider a proposed Adult Education Strategy and the impact measures that the service proposed to use.
- 9.2 In introducing the report, the Assistant Director, Community, Information and Learning highlighted that the service continued to go from strength to strength. The Assistant Director, Community, Information and Learning also introduced the recently appointed Head of Service, Adult Learning to the Select Committee.
- 9.3 The Head of Service, Adult Learning highlighted the following:
- Since the report had been published and following the appointment of a new apprenticeship team, the performance of the apprenticeship programme had significantly improved, with an achievement rate of 73% which was 7% above the national average.
  - The Wensum Lodge redevelopment project was progressing well.
  - Work was being carried out with further education colleges in Norfolk to try to develop better progression routes for learners.
  - Learners from diverse and less advantaged groups were being actively targeted to encourage them to participate in courses.
- 9.4 In response to questions and comments from the Select Committee, the following points were noted:
- 9.4.1 Members welcomed the well-written and interesting report and recognised that the Adult Learning Service was well regarded by its users.
- 9.4.2 The Assistant Director, Community, Information and Learning advised that Wensum Lodge offered a unique opportunity in Norfolk and was particularly well known for its craft courses. Many of the courses were offered on a full-cost recovery basis and it was hoped that additional courses across the service could be offered in the future.
- 9.4.3 The Assistant Director, Community, Information and Learning advised that conversations were being held with District Council's to try to ascertain potential need and appetite for adult education leisure courses. Some opportunities had already been identified in King's Lynn and Great Yarmouth. The Assistant Director, Community, Information and Learning was confident courses in other areas would be possible in the future.
- 9.4.4 Following the appointment of the new Assistant Head of Service Operations & Learner Services, the service was being reorganised to offer an improved careers guidance service, with the national providers being utilised where necessary but a much stronger inhouse offer to meet learner needs. Changes had also been made to the way data was collated by staff which allowed learners to be contacted more easily and to track distance learning.

- 9.4.5 As this year marked the 100<sup>th</sup> anniversary of Adult Learning nationally, the Head of Service, Adult Learning had challenged staff to note down 100 impact stories which could then be published.
  - 9.4.6 The reference to Safeguarding in the report was mainly about staff not recording the appropriate training which would allow them to teach. Safeguarding training was very stringent, and the Assistant Director, Community, Information and Learning advised that no safeguarding issues existed within the service. It was also noted that Ofsted expected learners to know how to keep themselves safe.
  - 9.4.7 Apprenticeship funding was specific to the sector the apprentice was being trained in, for example an apprentice fire-fighter generated more funding than an apprentice administrator.
  - 9.4.8 There were currently 5 apprentices employed in the care professions. This was partly due to the many challenges faced by employers being able to release apprentice staff for 20% of their working time.
  - 9.4.9 Apprenticeship programmes were being taken up by some people under the age of 18 years.
  - 9.4.10 The Adult Learning Service advised learners that follow-on courses were available at further education colleges, although it recognised that some adults could find it difficult to take courses in colleges.
  - 9.4.11 Inter-generational learning was being offered through the family learning programme.
  - 9.4.12 There were opportunities to provide additional funding for learners through advanced learning loans which the learner would not have to repay if they progressed from an Access to Higher Education course and went into higher education.
  - 9.4.13 The Adult Learning Service considered its offer of IT courses was the first step into IT where learners could have their aspirations raised and be encouraged to attend further education colleges and progress to higher level courses and hopefully gain employment in IT professions.
- Any support Councillors could give in promoting the service would be welcomed.
- 9.4.14 The Service offered a low-level programme around counselling and would take away the suggestion of supporting people by offering counselling training in youth work to see if there was an appetite for offering these courses in future.
  - 9.4.15 The Head of Service, Adult Learning advised that there was a 30% uptake in courses last year among settled families and migrant people accessing the service, so it was doing well in attracting people into programmes.
  - 9.4.16 The service had been successful in working with Adult Social Services to help Syrian refugees access courses and gain employment in Norfolk.

9.5 The Select Committee:

- **Reviewed** the proposed Adult Learning Strategy; and
- **Noted** the service's performance outcomes and ongoing improvement journey.

## 10. Community & Environmental Services Enforcement Policy

10.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out how the Policy had been reviewed and updated to reflect recent changes to legislation and guidance.

10.2 The following points were noted in response to questions from the Select Committee:

10.2.1 The Head of Trading Standards confirmed that the enforcement of Blue Badges was a split function between the County Council and the seven District Councils in Norfolk. There was one Enforcement Officer employed by Norfolk County Council, and the Head of Trading Standards could not confirm how many Enforcement Officers were employed by the District Councils, but would provide this information to the Select Committee.

The Assistant Director, Community, Information and Learning said a number of other councils had worked together to ensure the interpretation of the Government's guidance criteria was consistently applied.

Enforcement Officers were able to check blue badges to identify if they were being appropriately used as the majority would include the holder's photograph and a stringent approach was undertaken in enforcement. The Assistant Director, Community, Information and Learning agreed to find out whose photograph was on a blue badge if it had been issued for a child with mobility/health problems and feed this back to the Select Committee.

10.2.2 The Blue badge team worked to set criteria when considering applications for blue badge parking permits.

10.2.3 A Member raised a concern about flooding caused by rivers not being cleaned regularly by the Environment Agency and the Executive Director of Community & Environmental Services highlighted that the report covered the enforcement duties of Norfolk County Council only.

10.3 The Select Committee:

- **Reviewed** the revised CES Enforcement Policy and its annex documents prior to consideration by Cabinet; and
- **Noted** the 2018/19 enforcement performance data provided at Appendix B of the report and the summary of stakeholder engagement at Appendix C of the report.

## 11. Environmental Policy for Norfolk County Council

11.1 The Select Committee received the report by the Executive Director of Community & Environmental Services setting out the key findings of the Task and Finish Group set up to develop further policy and measures for the Council to implement and combat climate change following a motion at full Council. The report also included



the proposed new Environmental Policy for Norfolk County Council which, after it had been considered by the Select Committee, would be presented to full Council for consideration on 25 November 2019.

- 11.2 The Chairman thanked the officers who had supported the Member Task and Finish Group for the work they had carried out in developing the Policy. He also thanked the Members of the Group who had contributed to the development of the Policy.

The Select Committee was advised that the Cabinet Member for Environment & Waste was keen to establish a Member Oversight Group to develop and oversee the obligations contained in the draft Environmental Policy to develop an Environmental Strategy. The Terms of Reference of the Group would be set by the Cabinet Member.

- 11.3 In introducing the report, the Head of Environment advised that the process had been both constructive and inclusive and that Members needed to be comfortable that the Strategy would provide the County Council with enough information to move forward.

- 11.4 The Sustainability Manager advised that the Member Task and Finish Group had taken its lead from the motion agreed at County Council to "Request the relevant Select Committee to work with officers in the development of further policy and measures for the Council to implement to combat climate change to become part of the Council's policy framework, and to report back to Council by the meeting on 25 November, ie six months from the formation of the Committee".

The Policy was a strategic over-arching document which sets out the intent, although it was highlighted achieving results would not be an easy task.

- 11.5 The following points were noted in response to questions and comments from the Select Committee:

- 11.5.1 On behalf of the Liberal Democrat Group, Cllr Brian Watkins welcomed the recommendations in the report and acknowledged the hard work and effort put in by officers and Members. He added that the report had highlighted the value of cross-party working and what could be achieved, and he hoped that constructive working could continue with a cross-party Oversight Group.

- 11.5.2 Members highlighted that coastal erosion should be included and requested that the Environment Agency should be asked to reconsider flood zone designations due to the recent flooding issues experienced across the country, which appeared to be happening more frequently than anticipated. The Chairman of the Select Committee agreed that this would form part of the work of the Oversight Board.

- 11.5.3 The Terms of Reference for the Member Oversight Group would be formulated by the Cabinet Member for Environment and Waste.

- 11.5.4 The Chairman advised that if Infrastructure & Development Select Committee agreed the recommendations, Council would receive a report at its meeting on 25 November for consideration. If Council agreed the recommendations, the Cabinet Member for Environment & Waste would develop the Terms of Reference and

establish and Chair a Member Oversight Group which would develop an Environmental Strategy.

- 11.5.5 The Chairman advised that budget provision had been agreed to take the work forward.
- 11.5.6 The Head of Environment confirmed that, although it would be a stretch, it would be possible to achieve the target of carbon neutrality by 2030 and that work was being carried out with Suffolk County Council and the Local Enterprise Partnership towards that aim. The elements under the control of Norfolk County Council were achievable.
- 11.5.7 Members requested information about current environmental issues to be included on each future report to show that officers had considered the environmental impact of the topic.
- 11.6 The Select Committee unanimously **agreed** to:
1. **Recommend** to Full Council that they approve a new Environmental Policy for Norfolk County Council, as set out in Appendix A of the report.
  2. **Recommend** to Full Council that they approve implementation of the following actions associated with the delivery of the new Policy:
    - (a) To establish a Member Oversight Group chaired by the Cabinet Member for Environment and Waste to develop and oversee the obligations contained in the Environmental Policy (including actions (b) to (e) below). The Terms of Reference for this group, including reporting processes, to be agreed.
    - (b) To task officers to audit the NCC carbon footprint, using appropriate Greenhouse Gas Reporting protocols). In addition, identify processes to engage with partners and neighbours to address the collective footprint of the area.
    - (c) To task officers to develop a number of early action demonstrator projects that showcase environmental excellence - such as developing 'rewilding' and carbon sequestration projects (including strategic tree-planting), subject to available funding.
    - (d) To task officers to take steps to actively bid for external resources through the emerging funding streams supporting the wider environmental agenda.
    - (e) Identify revenue funding to enable dedicated resource to be put in place to progress actions associated with the Policy and to support the Member oversight group to ensure synergy across the whole of the Council.

## 12. Forward Work Programme

- 12.1 The Select Committee received the report by the Executive Director of Community & Environmental Services which set out the Forward Work Programme for the Committee.
- 12.2 The Head of Support and Development, CES would check and feedback regarding whether the Norfolk Rail prospectus, due to be considered by the Select Committee at its meeting on Wednesday 29 January 2020 included freight.

- 12.3 The Select Committee **reviewed** and **agreed** the Forward Work Programme for the Select Committee.

The meeting closed at 12.45 pm

**Chairman**



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## INFRASTRUCTURE AND DEVELOPMENT SELECT COMMITTEE QUESTIONS 13 November 2019

### 6. Local Member Issues / Member Questions

#### Question from Cllr Ed Maxfield

What should I say to Parish Councils like Trimingham in my division who say to me that North Norfolk is considered to be a poor relation to Norwich and its surrounding areas? They feel they are not being listened to about the dangers of speeding on the coast road. Or on the need to prepare properly for the effects of coast erosion. Or on the sale of County Council land with no benefit coming to the local area

#### Response by the Chairman:

##### Response by Chairman of I&D Committee

1) They feel they are not being listened to about the dangers of speeding on the coast road.

The coast road in Trimingham has an existing 30mph speed limit within the village and 40mph on both approaches. This is consistent with the Council's speed management policy.

A number of existing road safety measures already exist within the village. There are additional warning signs for pedestrians in the road, at the western 40/30 terminals and in the village. Vehicle activated signs were installed on Cromer Road (for pedestrians in the road) in 2013 and on Mundesley Road (for 30mph) in 2014.

The parish may wish to consider a Parish Partnership Scheme application for small scale highway improvement works. The closing date for applications is 6<sup>th</sup> December 2019 and potential ideas should be discussed with the local Highway Engineer. Information on the schemes and the types of projects can be found on the Council's website at:  
<https://www.norfolk.gov.uk/what-we-do-and-how-we-work/policy-performance-and-partnerships/partnerships/parish-partnerships-scheme>

(2) Or on the need to prepare properly for the effects of coast erosion.

In terms of coastal protection responsibilities, the Environment Agency has strategic overview of the management of the whole coast, as well as being the responsible authority for both coastal and river flooding.

However, North Norfolk District Council maintains the coastal defences and related coastal infrastructure between Kelling Hard and Cart Gap. A map detailing coastal responsibilities within the district can be found at the following link: [View the map of coastal responsibilities in the district](#)

Shoreline plans are the responsibility of North Norfolk District Council and more information on this can be found on their website at:

The documents in SMP06 for Overstrand to Mundesley shows the indicative erosion zones to 2025, 2055 and 2105. It indicates the coast road is not in imminent threat. This information can be found at:

[http://www2.north-norfolk.gov.uk/smp6/files/SMP6\\_Individual/SMP6%20%20-%20Chapter%205%20-%20Policy%20Unit%20-%206.07%20Overstrand%20to%20Mundesley.pdf](http://www2.north-norfolk.gov.uk/smp6/files/SMP6_Individual/SMP6%20%20-%20Chapter%205%20-%20Policy%20Unit%20-%206.07%20Overstrand%20to%20Mundesley.pdf)

(3) Or on the sale of County Council land with no benefit coming to the local area.

Within the capital programme, the Council does not ring-fence any capital receipts for specific areas. Instead capital receipts help to fund the Council's overall capital programme, which includes the maintenance and development of the core infrastructure serving the County. Examples include the £120m Special Education Needs programme or the maintenance and development of roads. These programmes benefit all residents, including those living in Trimmingham.

**Infrastructure & Development Select Committee**  
**13 November 2019**  
**Action Note**

<b>Minutes Item No.</b>	<b>Report Title</b>	<b>Action</b>	<b>By Whom</b>	<b>Response</b>
7.2.19	Transport Asset Management Plan (TAMP) 2020/21 – 2024/25	<p>The Select Committee agreed that a common sense and pragmatic approach should be taken to repairing defects and that empowerment should be given to those carrying out a site visit to fill a pothole if one had been identified.</p> <p>The Assistant Director, Highways and Waste confirmed that Highways Rangers were empowered to repair defects identified when they visited Parishes.</p> <p>The Executive Director of Community &amp; Environmental Services agreed to bring a report to a future Select Committee meeting about how a common sense and pragmatic approach to repairing potholes could be applied.</p>	Executive Director Community & Environmental Services	Committee report on 'Potholes – A pragmatic approach to repair' to be presented to the 11th March 2020 meeting
10.2.1	CES Enforcement Policy	The Assistant Director, Community, Information and Learning agreed to find out whose photograph was on a blue badge if it had been issued for a child with mobility/health problems and feed this back to the Select Committee.	AD Community, Information & Learning	Blue Badges are always issued with a picture of the applicant – for clarity, this would be the child with the illness/ disability not the parent.
11.5.7	Environmental Policy for Norfolk County Council	Members requested information about current environmental issues to be included on each future report to show that officers had considered the environmental impact of the topic.	Report Authors	To note for future reports? - Completed
12.2	Forward Work Programme	The Head of Support and Development, CES would check and feedback regarding whether the Norfolk Rail prospectus, due to be considered by the Select Committee at its meeting on Wednesday 29 January 2020 included freight	Head of Support & Development CES	Completed

# Infrastructure and Development Select Committee

## Item No. 7

<b>Report title:</b>	<b>Update from Local Transport Plan Member Task and Finish Group</b>
<b>Date of meeting:</b>	<b>29 January 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Wilby (Cabinet Member for Highways and Infrastructure)</b>
<b>Responsible Director:</b>	<b>Tom McCabe (Executive Director Community and Environmental Services)</b>

### **Introduction from Chair of Task and Finish Group**

The Local Transport Plan sets out Norfolk County Council's plans, policies and programmes on transport. The plan shapes how the county council deals with a wide range of transport matters including the programmes and individual schemes we will deliver to achieve council objectives as well as how we shape the plans and programmes of other agencies where these are relevant to transport (such as district council growth plans or government programmes of schemes on the trunk road and rail network). It is a statutory document with the council being required to have one that is up to date. It is timely to refresh the current plan to ensure that it remains up to date.

Consultation, shaped by the Task and Finish Group, is currently underway, running until 28 February, to help determine the strategy. Select Committee is asked to provide any comments or views on the key issues covered so that these can be taken into account. Select Committee will be asked to review the final plan in May prior to Cabinet consideration shortly after.

### **Executive Summary**

The County Council is reviewing its Local Transport Plan. Consultation is ongoing on key issues that will help to shape the strategy. These key issues, on which we are asking for stakeholders' views, include how we: achieve the policy aim to work towards carbon neutrality by 2030 as agreed in the environmental policy recently adopted; improve air quality in urban areas; meet the challenge of technology and innovation in the transport system and the ways in which people work; and support the economy of the county by ensuring that people can make the connections they need.

Addressing some of the challenges, particularly around carbon, air quality and the economy, raises potentially difficult choices for the council to make when it comes to agreeing the revised Local Transport Plan; for example, whether the council would wish to adopt a strategy including the potential for introducing restrictions on vehicles, or certain types of vehicles, in town centres to address air quality.

The consultation outcome will be just one element that Members will need to consider in the summer when asked to adopt the revised plan. The consultation runs from Monday 13

January for eight weeks. A further report will be taken to Select Committee with a draft Local Transport Plan prior to its consideration by Cabinet and Full Council in late spring / early summer.

### **Actions required**

- 1. To make any comments on the Local Transport Plan to be considered as part of the public consultation process, the outcomes of which will be used to help determine the future strategy.**

## **1. Background and Purpose**

- 1.1. Local transport authorities are required to have an up to date Local Transport Plan. Members agreed to a review of Norfolk County Council's current plan, which dates from 2011, at Environment, Development and Transport Committee on 18 January 2019. Since that time officers have been taking forward the main elements of work, focussing on the completion of an evidence base and on the sustainability appraisal, which is ongoing.
- 1.2. Alongside the technical work being undertaken by officers, Members agreed to a Local Transport Plan Task and Finish Group, agreeing that this should also incorporate a review of rural transport, and that the Select Committee Deputy Chairman should Chair it. To date the Group has met four times.
- 1.3. The Task and Finish Group is helping to inform the review and development of the plan. We have discussed the consultation and believe that it covers the main strategic issues on which it would be helpful to have stakeholders' – and the public's – view before we move on to drafting the strategy itself.
- 1.4. This consultation is now taking place, running until Friday 28 February. Following consultation, the strategy will be drafted. The Group will make sure that we bring views from a wide perspective of Members as we complete this.
- 1.5. Consultation is important as it will provide an insight into the views of a range of stakeholders on the key issues. This will include the views of the general public as well as those of groups representing, amongst others, business and specific user groups. It is, however, just one element that will need to be considered when coming to a view about the preferred strategy. This will also need to consider a range of evidence on existing and future problems and issues; and an appraisal and analysis of the impacts of the proposed strategy across a broad range of social, environmental and economic indicators.
- 1.6. A final report from the Task and Finish Group will be taken to Select Committee in late spring / early summer, along with the revised Local Transport Plan strategy.

Members will be asked to agree the final strategy, ultimately at Full Council in early summer.



## **2. Proposals**

- 2.1. The questionnaire is included as Appendix A. It is on the county council's website on this [link](#). Select Committee is asked to note the consultation and provide any comments on the key issues. Members are, of course, able to respond individually to the on-line consultation.
- 2.2. Comments from Select Committee, alongside other responses to the consultation, will be taken into account in shaping the revised Local Transport Plan. This will be done alongside consideration of a range of evidence.

Members will be asked to agree the Local Transport Plan strategy at Full Council. Following this, an Implementation Plan for the LTP will be developed. This will come forward for agreement and adoption by Members at the end of the year.

## **3. Impact of the Proposal**

- 3.1. The proposal will help to shape the Local Transport Plan strategy. Comments from Select Committee on the key issues will therefore potentially affect how the council deals with some of the key strategic issues likely to affect transport for many years.
- 3.2. A report on the recommended strategy will be presented to Select Committee in due course providing Members with a further opportunity to shape the revised Local Transport Plan. The plan, when adopted, is likely to have significant longer-term impacts on shaping the future development of the county including on its residents and economy, and the impact that transport has across a range of social, environmental and economic indicators.

## **4. Financial Implications**

- 4.1. At this time there are no financial implications. The consultation is being undertaken within existing financial resources. Any financial implications arising from the revised plan will be considered prior to recommendations to members in early summer and summarised in the appropriate report at that time.

## **5. Resource Implications**

### **5.1. Staff:**

Current activities in terms of developing the Local Transport Plan, including consultation, are being undertaken within existing financial resources.

### **5.2. Property:**

None at this stage. Any impacts on property are only likely to arise from delivery of individual transport schemes. These will be identified at later stages of plan development, and in its implementation stage. Impacts will be considered at the appropriate time on the specific schemes. Generic impacts such as the impacts of noise will be considered at a plan level as part of the sustainability appraisal.

### 5.3. **IT:**

None at this stage although the review is considering the appropriate future strategy for managing and maintaining the transport network. IT systems are playing an increasingly important role for individuals using the network (eg through satnavs). The agreed strategy will also affect the types of systems that we, as transport authority, are deploying, or might want to deploy in the future (eg smart signs warning of hazards or public transport information). Over time, as IT systems become more connected and more things, such as vehicles, become connected there could be profound changes for how the council uses IT; or the impact that IT systems have on the way that people use the transport networks. Consideration will need to be given to, amongst other things, how we adapt to people's use of IT for transport advice and information given that this might be leading to people using the network differently or using different – perhaps unsuitable – routes; whether we actively pursue intelligent transport systems that might involve providing information directly into vehicles rather than via static road signs, or smart traffic lights giving real time control over how networks are used; and how we plan for and manage different vehicle types. This latter point might range from dealing with charging points for electric vehicles to dealing with autonomous or semi-autonomous vehicles.

The consultation asks for people's views and these, together with other factors, will be used to help shape the final strategy.

## **6. Other Implications**

### 6.1. **Legal Implications**

We have been careful that information collected in the consultation will be confined to data that will help the council to analyse the responses (how the person responding uses the transport network, their age and gender, etc...). It will not be possible to identify individuals from the requested information. This will not constitute personal data under the terms of the Data Protection Act.

A Strategic Environmental Assessment (SEA) is being undertaken alongside development of the strategy. SEA is a requirement of the Environmental Assessment of Plans and Programmes Regulations 2004.

### 6.2. **Human Rights implications**

None at this stage.

### 6.3. **Equality Impact Assessment (EqIA)**

An EqIA will be undertaken as part of the next stage of work. Equality impacts, together with a wider range of impacts across social, economic and environmental indicators (see below) will be assessed and help to inform the strategy prior to it being brought to members for agreement in early summer.

#### 6.4. **Sustainability implications**

A Sustainability Appraisal is being undertaken on the Local Transport Plan. This will consider its impacts across a range of social, economic and environmental indicators. This work will incorporate a Strategic Environmental Assessment, required to be undertaken on a plan, policy or programme document such as the Local Transport Plan (see 6.1).

### 7. **Action required**

- 7.1. **1. To make any comments on the Local Transport Plan to be considered as part of the public consultation process, the outcomes of which will be used to help determine the future strategy.**

### 8. **Background Papers**

- 8.1
- [Connecting Norfolk: Norfolk's Transport Plan for 2026.](#)
  - [Consultation on Norfolk County Council Local Transport Plan 2020-2036](#)

### **Officer Contact**

If you have any questions about matters contained in this paper, 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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# Norfolk County Council Local Transport Plan 2020-2036

## Overview

We want your views on the key areas we are focusing on for our next Local Transport Plan. The current Local Transport Plan for Norfolk was agreed in 2011. Since that time there have been many changes to the way that people travel, and how much. Technology has meant that we are now increasingly able to live our lives without the need to travel, for example using online resources such as internet shopping. The way we travel is also changing, with more information and more technology being built into vehicles and more options such as car clubs and bike share schemes. Norfolk County Council has also recently adopted an environmental policy to achieve 'net zero' carbon emissions on our estates by 2030, but within our wider areas, work towards 'carbon neutrality' by 2030.

## Why we are consulting

We will use your feedback to help us update our Local Transport Plan, making sure that it considers local peoples' current and future priorities for transport to help us shape the future transport provision in Norfolk.

## Personal information, confidentiality and data protection

We will use any personal information to understand how different groups of people feel about the Local Transport Plan.

We will process any personal information we receive from you in line with the General Data Protection Regulation (GDPR) (Regulation (EU) 2016/679), the Data Protection Act 2018 and Norfolk County Council's data protection policy and guidelines. This means that Norfolk County Council will hold your personal data and only use it for the purpose for which it was collected, being this consultation. You can find a copy of our privacy statement at <https://www.norfolk.gov.uk/privacy>

We won't identify individuals when reporting back our findings and under our record management policy we will keep this information for five years. We will not share the information you provide us or pass your personal data on to anyone else. However, we may be asked under access to information laws to publish or disclose some, or all, of the information you provide in response to this consultation. We will only do this where such disclosure will comply with such relevant information laws which include the Freedom of Information Act 2000, the Data Protection Act 2018 and the Environmental Information Regulations 2004.



You can choose not to take part in the consultation, to stop responding at any time, or to ignore any personal questions that you do not want to answer. You can choose to provide your email address if you would like to save your response before submitting it or download a copy of your final response.

## Question 1

- ☐ **Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.**

*(Required)*

## Background to the Local Transport Plan

The current Local Transport Plan was agreed in 2011. It describes Norfolk County Council's strategy and policies for funding of roads and other transport infrastructure.

Norfolk County Council is the Highways Authority and is responsible for maintenance of most public roads in Norfolk except the A47 and A11 which are the responsibility of Highways England. The County Council is not responsible for the bus network, ports, airport or rail services but does work with partners, government and operators to improve these where possible.

This consultation is focused on the strategy. Once the strategy is agreed we will develop an Implementation Plan, looking at how we can deliver the aims of the strategy, and will consult on this in 2020.

## Existing Vision

A transport system that allows residents and visitors a range of low carbon options to meet their transport needs and attracts and retains business investment in the county.

## What has been achieved to date (2011- 2019)

Since the adoption of the current Local Transport Plan several schemes have been delivered, most notably the Broadland Northway (Norwich Northern Distributor Road (NNDR)), A11 dualling and Norwich to London in 90 minutes rail services. There has also been a commitment to improvements and funding for the Great Yarmouth Third River Crossing, A47 Great Yarmouth Junctions, Blofield to Burlingham dualling, Thickthorn Roundabout and Easton to Tuddenham dualling. We have also made significant improvements to walking and cycling.



## **Why we are updating the LTP**

- Key policy objectives, such as improvements to the A11 and building the Broadland Northway (NNDR), have been achieved.
- New priorities have arisen such as Norwich Western Link, A140 Long Stratton Bypass, A10 West Winch Relief Road, Attleborough Link Road, and full dualling of the A47 including Tilney to East Winch and Acle Straight.
- Priorities emerging from the new Norfolk County Council Environmental Policy.
- Local Enterprise Partnerships (LEPs) have been established and there is an emergence of sub-national transport bodies. An up-to-date Local Transport Plan will set out the County Council's position to inform and influence emerging strategies and plans.
- There have been changes in economic, societal, technological, environmental, political and legal circumstances. We need to have a plan that is fit for the future.

## **The draft aims and objectives of the new Local Transport Plan are:**

- **Well managed and maintained transport network**
- **Delivering a sustainable Norfolk**
- **Enhancing connectivity**
- **Enhancing Norfolk's quality of life**
- **Improving transport safety**
- **Increasing accessibility**



## The way you travel

Before we ask you about the proposed areas of focus for our new Local Transport Plan, we'd like to ask individuals some questions about how you travel in Norfolk.

### Question 2 Are you responding to this consultation ...?

**Please select only one item**

- ☐ On your own behalf
- ☐ On behalf of a group, organisation or business

### Question 3 How many cars or vans, if any, are there in your household?

**Please select only one item**

- ☐ No cars or vans in household
- ☐ 1 car or van in household
- ☐ 2 cars or vans in household
- ☐ 3 cars or vans in household
- ☐ 4 or more cars or vans in household
- ☐ 1 or more electric or hybrid cars or vans

### Question 4 How often, if at all, do you use each of the following types of transport?

**Please select one answer on each row:**

	<i>Most days a week</i>	<i>1-2 days a week</i>	<i>Once a Month</i>	<i>A few times a year</i>	<i>Once a year</i>	<i>Never</i>
<i>Car or van as driver</i>						
<i>Car or van as passenger</i>						
<i>Taxi</i>						
<i>Bus</i>						
<i>Bicycle</i>						
<i>On foot</i>						
<i>Motorbike/scooter</i>						
<i>Train</i>						



**Question 5** And what is the main way that you travel for each of the following reasons? Please select one only on each row:

	<i>Car or van as driver</i>	<i>Car or van as passenger</i>	<i>Taxi</i>	<i>Bus</i>	<i>Bicycle</i>	<i>On foot</i>	<i>motorbike/s cooter</i>	<i>Train</i>	<i>Other</i>	<i>Not Applicable</i>
<i>Travel to/ from work</i>										
<i>Recreation/ Sport</i>										
<i>Socialising</i>										
<i>Grocery shopping</i>										
<i>Drop- off/ pick up children from school</i>										
<i>Health appointments</i>										





## Well managed and maintained transport network

Norfolk has one of the largest transport networks in England, with the County Council being responsible for over 6,000 miles of road, managing all aspects of this network. This includes road maintenance, water drainage arising from the roads and street lighting. The County Council also has responsibility for maintaining 2,400 miles of public footpaths and other public rights of way and cycleways.

### Challenges

- Managing the transport network to encourage the use of walking and cycling and public transport, whilst maintaining accessibility for car users and overall network capacity and reliability.
- Funding is not available to fund all roads to the same standards. Choices are made based upon the type, age and condition of roads and importance of the location/route.
- There are limited times when road works can be undertaken, which leads to a conflict between closing roads and increasing congestion for a limited period.
- More and more data is becoming available through tools like apps on mobile phones. However, the County Council currently has no influence over some of the information provided by these technologies, and therefore has little or no control over how people use the network, especially route planning or choosing diversions.
- As transport networks become busier, they tend to become less reliable. That is, journey times become less predictable as even minor incidents can have disproportionate effects on travel. Businesses and the travelling public tell us that they would like shorter journey times, and also that these journeys should be reliable. However, there is a major challenge in being able to provide capacity for fast journeys at the same time as making sure that journeys are predictable.

### How we are tackling these challenges

Whilst we recognise all roads are important, we can't improve all the network, but we can keep it fit for purpose.

**Question 6** How far do you agree or disagree that we should prioritise maintenance of the highway network over making improvements to the network?

*Please select only one item*

- ☐ Strongly agree
- ☐ Agree



- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

We may need to manage the network by prioritising measures for some modes of transport, such as encouraging buses on one road, and cars on another. Not all roads in built up areas have the space for all types of transport and often we need to make a choice about what is most important.

**Question 7** How far do you agree or disagree that, where possible, we should consider making some roads more public transport friendly and other nearby roads more suitable for cars?

**Please select only one item**

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know

**Question 8** Here is a list of things that we could do to help manage the road network. Please rank these, with 1 being the most important to you and 4 the least important:

	Rank 1 - 4
<i>More information to be provided about the transport network, such as parking spaces, diversions and accidents, on automatic signs</i>	
<i>More information to be provided about the transport network via SatNavs</i>	
<i>More infrastructure to support different vehicles such as charging points to support electric cars</i>	
<i>Planning for future developments in the way we use the highway, such as tracks for autonomous cars</i>	



New technologies, such as self-driving vehicles, are emerging and the Council's priorities are changing. In our strategy we need to get the balance right between making sure the transport network works well at the moment and making sure it is fit for the future. We're interested in finding out how forward thinking you think we should be.

**Question 9** How do you think we should prioritise transport infrastructure?

*Please select only one item*

- ☐ We should aim to maintain and ensure that transport network is fit for its current use
- ☐ We should plan for future changes in the way we use the highway network

**Question 10** We have to get the right balance between the numbers of vehicles on our roads and the length of journey times. How do you think we should manage the road network?

*Please select only one item*

- ☐ We should aim to make journey times reliable, even if this makes journey times slower
- ☐ We should aim to make journey times as fast as possible, even if this makes journey times unreliable

**Question 11** Thinking of the future, if you have any suggestions, ideas or comments about any transport infrastructure that Norfolk needs, please write these below:



## Delivering a sustainable Norfolk

Delivering sustainable development is important to meet housing targets in locations where services and infrastructure are suitable and can sustain the levels of growth. A number of places are likely to receive significant housing growth, most notably Norwich, Thetford, King's Lynn and Attleborough.

### Challenges

- In some more rural areas it is difficult to access services.
- Some roads are considered to serve a more strategic role and the County
- Growth cannot be built all in one location it needs to be dispersed.
- There are limited funding opportunities to deliver infrastructure to support growth if it cannot all be provided by developers.
- Parking and electric vehicle charging points are often limited on new developments.

### How we are tackling these challenges

The County Council takes account of the environmental and distinct characteristics of areas when considering whether development sites are suitable from a Highways Authority perspective. The County Council supports new growth being in urban areas or villages which have schools and other services and sustainable transport options.

**Question 12** Currently we support new growth being in urban areas or villages that already have schools, other services and sustainable transport options. How far do you agree or disagree with this approach?

***Please select only one item***

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree
- ☐ Don't know



## Enhancing connectivity

Good connectivity is important because when people choose to travel it allows them to easily get to where they need to, whether to work, education or visiting friends and families.

Connectivity is especially important for businesses because delays in delivering goods, or unpredictable journey times, cost money. Without good connections to other parts of the country many businesses might not choose to stay in, or move to, Norfolk.

### Challenges

- Slow and unreliable road journeys for motorists and busses, especially on congested networks in the towns and cities.
- Slow rail journeys.
- Many parts of the county are not close to rail stations, and even then, rail services have a limited number of connections.
- Journey times between Norfolk and major destinations like London, Cambridge and major airports are lengthy. It can be quicker to get from London to many other parts of the country than to Norfolk, even if these places are further away from London than we are.

### How we are tackling these challenges

The County Council is making major improvements to its road network including the recently constructed Broadland Northway (NNDR) and improving walking and cycling connections in urban areas and market towns. We have also worked with others to secure improvements and government funding for major improvements on the trunk roads (A11 and A47) and railways, for which we are not responsible.

Our focus has been on improving major road and rail connections between larger places in the county, and to major ports, airports and cities in the rest of the UK. This focus concentrates on quick, reliable journey times for longer-distance journeys. We have targeted this towards the main trunk road and busier A road connections rather than on B class roads or minor roads.

**Question 13** Here is a list of different types of transport connections. Please rank these, with 1 being the most important to you and 5 the least important:

	Rank 1 - 5
<i>Major A road connections</i>	
<i>Urban road connections</i>	
<i>Rural road connections</i>	
<i>Public transport connections</i>	
<i>Walking and cycling connections</i>	



## Enhancing Norfolk's quality of life

Enhancing the quality of life of Norfolk's residents is important. The County Council wants to improve the health of its residents through improvements in air quality and encouraging active travel options to improve health and fitness. Transport is a significant source of UK greenhouse gas emissions.

### Challenges

- There are issues with pollution from vehicles causing local air quality issues which can contribute to climate change.
- It is difficult for some people to get to services and there are limited alternatives to the car especially over longer distances in large areas of Norfolk.
- There is currently limited infrastructure to support a significant uptake in electric vehicles.
- Some approaches that can work in urban areas are more difficult in rural areas where there is currently no obvious alternative to the car.

### How we are tackling these changes

The County Council supports travel choice, making sure there are a range of sustainable travel options by promoting wider choices such as public transport and cycling.

The County Council has recently adopted an Environmental Policy including an aim to work towards becoming carbon neutral by 2030. The Local Transport Plan will set out what actions we need to take to achieve this. It is likely that, to be successful – and also to make improvements to air quality – we will all need to change how we travel. We want to understand how you feel about a range of approaches.



**Question 14** Two main challenges are to reduce the impact transport has on air quality, and to reduce carbon emissions from transport to reach our aim to be carbon neutral by 2030. Please say how far you agree or disagree that we should explore the following approaches by selecting one answer on each row:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
<i>Encouraging people to walk, cycle and use more public transport</i>						
<i>Investing more in measures to support less polluting forms of transport such as charging points for electric cars</i>						
<i>Restricting all petrol and diesel vehicles from larger urban areas</i>						
<i>Restricting only the most heavily-polluting vehicles from larger urban areas</i>						
<i>Charging for vehicles to enter certain areas; or on certain roads</i>						
<i>Introducing a charge for businesses on their car parking spaces, which would be re-invested in sustainable transport</i>						



## Improving transport safety

Safety is important on the transport network, both to reduce casualties and help residents feel safe on the network when using any mode of transport.

### Challenges

- Casualties on the rural road network are often isolated incidents.
- There are higher rates of casualties on sustainable modes of transport, such as walking and cycling, in urban areas.
- There is a perception that some modes are more dangerous than others and that issues such as speeding in villages appear worse than the reality.
- We recognise that people make mistakes.

### How we are tackling these changes

The County Council focuses on death or serious injury incidents and impacts on vulnerable users. We also need to consider how we can encourage people to use the roads in a safer manner by encouraging a change in behaviour.

**Question 15** Here is a list of things we could do to help improve road safety. Please rank these, with 1 being the most important to you and 5 being the least important.

	Rank 1 - 5
<i>Improving the safety standards of Norfolk's main A-roads and B-roads so that traffic levels can grow without increasing the risk of collisions or casualties</i>	
<i>Making minor roads less attractive to traffic, and therefore safer for other modes of transport</i>	
<i>Improving safety for pedestrians and cyclists in urban areas by, for example, lowering and enforcing speed limits and improving cycling and walking provision</i>	
<i>Influencing behaviour through a range of education programmes and publicity campaigns</i>	
<i>Investing in measures like CCTV to make people feel safer</i>	





## Increasing accessibility

Increasing accessibility is important so that everyone has access to the services and opportunities they require; poor accessibility can lead to social exclusion. Inaccessibility can be caused through a lack of public transport availability, lack of awareness of travel options, the cost of travel, long distances or simply having infrastructure that is not accessible.

### Challenges

- Norfolk is the fifth largest county in England with a limited rail network and dispersed population.
- Public transport is frequently seen as a less attractive mode of transport to the car.
- The bus and community transport market are very fragile, and the County Council subsidises several routes.
- There are a variety of services provided throughout Norfolk and these are dispersed, with varying degrees of public transport accessibility.
- There is limited funding for transport interventions.

### How we are tackling these challenges

The County Council works in partnership with providers to tackle accessibility issues for everyone and aims to improve movement for all modes of transport.

**Question 16** Here is a list of statements about bus services. Please say how far you agree or disagree with each by selecting one answer on each row:

	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly Disagree	Don't know
<i>Bus services should be direct to people's end destination and people should not be expected to change service mid-route</i>						
<i>Increase services into the evenings and weekends would encourage me to use the bus more often</i>						
<i>I would like clearer information explaining travel options and prices</i>						
<i>Newer and cleaner buses, for example electric buses, should be provided, even if passengers then have to pay higher fares</i>						



<i>I am happy with the bus services running along main roads/corridors rather than providing services from each village, as long as they are frequent and reliable</i>						
--	--	--	--	--	--	--

**Question 17** Where do you think we should prioritise our investment in bus services?  
***Please select only one item***

- ☐ Daytime services in rural areas
- ☐ Evening and Saturday services between towns and urban centres
- ☐ Other - please write in below



## Our overall strategy

**Question 18** These are our main draft aims and objectives. What do you feel is the most and least important, with 1 being the most important to you and 6 being the least important.

	Rank 1 - 6
<i>Well Managed and Maintained Transport Network</i>	
<i>Delivering a Sustainable Norfolk</i>	
<i>Enhancing Connectivity</i>	
<i>Enhancing Norfolk's Quality of Life</i>	
<i>Improving Transport Safety</i>	
<i>Increasing Accessibility</i>	

**Question 19** How far do you agree or disagree that these are the right aims and objectives for the focus of this strategy?

**Please select only one item**

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

**Question 20** If you disagree or strongly disagree, why do you say that? Please write in below:



## About you

### **Question 21** Are you responding as...?

***Please select only one item***

- ☐ A member of the public
- ☐ On behalf of a voluntary or community group
- ☐ On behalf of a statutory organisation
- ☐ On behalf of a business
- ☐ A Norfolk County Councillor
- ☐ A Norfolk County Council employee
- ☐ A city, borough or district councillor
- ☐ A town or parish councillor

**Question 22** If you are responding on behalf of an organisation, what is the name of the organisation, group or business? Please note: If you are responding on behalf of an organisation it should be in an official capacity.

**Question 23** If you are responding on behalf of an organisation, please provide an email contact below:

### **Question 24** Are you...?

***Please select only one item***

- ☐ Male
- ☐ Female
- ☐ Prefer to self-describe (please specify below)
- ☐ Prefer not to say

If you prefer to self-describe please write in here:



**Question 25** How old are you?

*Please select only one item*

- ☐ 0-15
- ☐ 16-29
- ☐ 30-44
- ☐ 45-64
- ☐ 65-84
- ☐ 85+

**Question 26** Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do?

*Please select only one item*

- ☐ Yes
- ☐ No

**Question 27** How would you describe your ethnic background? Please select one only

*Please select only one item*

- ☐ White British
- ☐ White Irish
- ☐ White other
- ☐ Mixed
- ☐ Asian or Asian British
- ☐ Black or Black British
- ☐ Chinese
- ☐ Other ethnic background - please describe below

**Question 28** What is your first language?

**Please write your answer here:**



**Question 29** Which of the following best describes where you live? Please select one only:

***Please select only one item***

- ☐ Norwich, King's Lynn or Great Yarmouth
- ☐ A market or coastal town
- ☐ A village or rural area

**Question 30** What is the first part of your postcode? (e.g. NR4)

**Please write your answer here:**

**You can fill in our online feedback form at:** [www.norfolk.gov.uk/localtransportplan](http://www.norfolk.gov.uk/localtransportplan)

**You can send back a paper feedback form to:**

Freepost Plus RTCL-XSTT-JZSK, Norfolk County Council, Ground floor - south wing, County Hall, Martineau Lane, Norwich NR1 2DH.

However, if you want to help the council save money please use a stamp and send to this address: Stakeholder and Consultation Team, Norfolk County Council, Ground floor - south wing, County Hall, Martineau Lane, NR1 2DH.

You may wish to keep a copy of your response to our consultation for your own records.

**Your opinions are valuable to us. Thank you for taking the time to read this document and respond.**



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**January 2020**

# Infrastructure and Development Select Committee

## Item No. 8

<b>Report title:</b>	<b>Holding Highways England to Account</b>
<b>Date of meeting:</b>	<b>29 January 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways and Infrastructure)</b>
<b>Responsible Director:</b>	<b>Tom McCabe (Executive Director Community and Environmental Services)</b>

### **Introduction from Cabinet Member**

Trunk roads are of vital importance to the county, supporting the needs of residents, businesses and visitors in connecting major locations in the county, and to major locations elsewhere. The standard of trunk roads in Norfolk, particularly the A47, means that their performance in serving the strategic transport need is compromised. Improvement of the A47 is urgently required. Despite major schemes being committed by government for the A47 in 2014, development and delivery by Highways England has been slow and no major improvement will be started until 2021 at the earliest. In addition, we know that the A11 will need investment in the future-with the Thetford roundabouts (and the Mildenhall junction in Suffolk) already causing delay and inconvenience to road users.

Responding to this consultation is important as it will help to inform how Highways England can be more effectively held to account, and future operation of the trunk roads network and delivery of new schemes improved.

### **Executive Summary**

The Office of Rail and Road (ORR) has issued consultation on Holding Highways England to Account. This sets out that this is a duty of the ORR and the office follows a staged approach of routine monitoring and assessment, investigation and early resolution, and enforcement. Enforcement sanctions are in the form of issuing a notice, which can require Highways England to take certain action, and/or requiring Highways England to pay a fine. It is suggested that Norfolk County Council responds to the consultation. The development of improvement schemes by Highways England on the A47 has been slow and delivery of the first major improvement is not programmed to start until 2021. Responding to the consultation will enable the county council to set out its experiences and concerns and help ensure that in future Highways England is more effectively held to account. The full draft response to the consultation is set out in this report, and the Select Committee is asked for its views on this to help shape the final draft for Cabinet to consider in February (the closing date is 14 February). The draft response sets out that, in general, the County Council supports the proposals but considers that the ORR should intervene on geographical clusters of schemes rather than only on “systemic and significant issues.” There is also a need for better mechanisms to ensure that the performance of Highways England is improved. We do not consider that fines should be sanctioned where they will only in effect

reduce the amount of funding available to Highways England for scheme delivery. They could instead be funded from staff or contractor bonuses.

### **Action required**

#### **1. To review and comment on the draft response to the consultation.**

## **1. Background and Purpose**

- 1.1. The Office of Rail and Road (ORR) is the regulatory body for trunk roads and railways. It has issued consultation on their revised policy for Holding Highways England to Account. It is inviting responses to the consultation by 14 February.

The ORR's monitoring role is defined in the Infrastructure Act 2015 and requires them to monitor how Highways England is carrying out its functions. The ORR states that, in independently monitoring Highways England's management of the motorways and main A-roads in England it provides "independent assurance to users of the Strategic Road Network (SRN), government and wider stakeholders that Highways England is held to account."

The ORR is consulting on an updated monitoring framework and enforcement policy for Highways England ahead of the start of the second road investment strategy (RIS2). This is the trunk road programme for delivery from 2020 to 2025. It has yet to be announced, although this is expected shortly. Working with the A47 Alliance, Norfolk County Council has outlined its priorities as dualling the Acle Straight and Tilney to East Winch. We also support improvements on the A11 including improvements of junctions at Thetford and Mildenhall Fiveways in Suffolk.

- 1.2. The ORR states that its current monitoring framework and enforcement policy, instigated when it first took on its role as Highways Monitor, "have worked as intended." The review will update the policy documents in preparation for the second road investment strategy, which is expected to start in April 2020. The main changes being proposed are:

- Combining the monitoring framework and enforcement policy
- Focusing on early resolution
- Fines: Wherever possible, ensuring that fines are set at a level that enables Highways England to fund them from management or contractor remuneration (rather than being set at a percentage of Highways England funding, which resulted in them being paid from money that would otherwise have been spent on scheme delivery).

- 1.3. In 2014 government committed some £300m for A47 improvements, including Gt Yarmouth Junctions, Blofield to Burlingham dualling, Thickthorn Junction and Easton to Tuddenham dualling, for delivery in RIS1: 2015 to 2020. These schemes are critical to help Norfolk unlock growth, improve outcomes for businesses, residents and visitors, and deal with congestion. However, to date



none of these major schemes have been started. Current programmed delivery dates are set out in 1.6.

- 1.4. The draft policy in the consultation document sets out that the ORR will take a staged approach where potential issues or concerns are identified. This staged approach, in summary, involves:

#### Routine Monitoring and Assessment

- This will determine how Highways England is performing
- Identifies whether obligations or commitments are at risk and whether action needs to be taken.

#### Investigation and Early Resolution

- A staged approach to escalating performance concerns
- Try to resolve issues and agree actions early
- Activities might include:
  - Gathering information
  - Engaging on/requiring an improvement plan
  - Engaging external advisers
  - Making public comment
  - Initiating an investigation
  - Holding an ORR hearing.

#### Enforcement

- Statutory enforcement action
  - Issuing a notice (which can require Highways England to take certain action) and/or
  - Requiring it to pay a fine.

- 1.5. It should be noted that the draft document sets out that whilst the ORR monitors some data for individual major schemes, they do not primarily hold Highways England to account for delivery on a scheme-by-scheme basis. Instead their approach is to focus on systemic and significant issues by monitoring trends in the delivery of the major scheme programme of work.

However, the document notes that individual major schemes have the potential to have a material impact on road users and stakeholders and that there should be scrutiny of their delivery performance, eg significant cost or schedule changes.

- 1.6. This is a major area of concern for the county council. The expectation when government announced RIS1 and the inclusion of the A47 schemes within the programme for 2015 to 2020 was that they would be constructed within that period. We have, however, yet to see a start on any of the schemes. The only measures that have been delivered have been at Great Yarmouth where the county council took a proactive, lead role to ensure early delivery. Works included a right-turn from the station / supermarket onto the Acle New Road to remove traffic that would otherwise use the A47 Vauxhall Roundabout to

complete a U-turn. This is the only measure that has been delivered. This was completed by the county council on behalf of Highways England.

No other scheme has been delivered.

The current programme for delivery, as published on Highways England's website, is as follows:

- A47 Easton to Tuddenham: Start 2022 End 2023/24
- A47 Blofield to Burlingham: Start 2021/22 End tbc
- A47 Thickthorn: Start 2020/21 End tbc
- Gt Yarmouth Junction Improvements: Start tbc End tbc

Even for those schemes that have published start dates it appears challenging for Highways England to be able to deliver the schemes to those promised dates.

## 1.7. Enforcement

ORR will generally consider issuing a notice requiring Highways England to take certain action as a step prior to issuing a fine. In deciding whether a fine is appropriate they would consider the seriousness of the contravention, looking at:

- Highways England's culpability in the contravention, including whether the company has acted knowingly or intentionally with regard to the contravention
- The actual and potential impact caused to third parties, including users of the trunk road network and government, because of the non-compliance
- The public interest purpose of the condition in the Licence or other statutory directions and guidance and/or the RIS that Highways England has contravened or is contravening.

- 1.8. The amount of any fine will be determined on a case-by-case basis, taking account of the seriousness of the contravention, ensuring it is proportionate, and considering any mitigating factors. The policy being consulted on notes that "Wherever possible we want to avoid a situation where a fine results in money being taken out of the business that would otherwise be spent on the network. While decisions on how to fund a fine are ultimately for Highways England, it may be appropriate for us to consider limiting the size of a fine so that if it chose to do so, Highways England could fund it from management remuneration."

## 2. Proposals

- 2.1. This section covers the questions being asked in the consultation and a suggested response from Norfolk County Council. Select Committee is asked to comment on the suggested answers so that the views of the Select Committee can be taken into account in informing the council's response to the consultation.
- 2.2. **Question 1:** Do you agree with our approach in setting out a single document covering our monitoring framework and enforcement policy?

## **Suggested response**

Norfolk County Council agrees that setting out the monitoring framework and enforcement in a single document is a straightforward way of setting out the issues and makes the information easier to access with it all being in one place.

However, Norfolk County Council is concerned that the policy does not give ORR the ability to effectively hold Highways England to account.

The schemes of most importance to Norfolk in RIS1 are improvements on the A47 comprising dualling schemes from Blofield to Burlingham and Easton to Tuddenham, and junction improvement schemes at the A11/A47 Thickthorn, Norwich, and in Great Yarmouth. We are now almost at the end of the RIS1 period and none of these schemes have been delivered. The dates published on Highways England's website show a programmed start on Thickthorn Junction in 2020/21, and the two dualling schemes starting in 2021/22 and 2022. However, for the Great Yarmouth Junction schemes no dates at all are published.

The County Council has worked closely with Highways England and has regularly offered advice and assistance in an effort to accelerate delivery. As the local transport authority, we are well aware of the issues with regard to the strategic nature of the road as well as local issues including traffic and highways, environmental concerns and connections important for local communities and non-motorised road users. We have seen however a constant churn in representation from Highways England and their consultants coupled with a lack of knowledge about the county due to the geographical remoteness of Highways England's operations from Norfolk.

Progress in development and delivery of the schemes has been agonisingly slow. Norfolk County Council is extremely concerned about the ability of Highways England to deliver such projects. Despite repeated assurances from Highways England senior managers (that the schemes will be delivered as per the commitments) we cannot see how construction will start to the published dates. As well as the delay, we have concerns that the funding for the projects – because they are now being delivered in RIS2 – will come out of the budgets for RIS 2 and hence reduce the funding available to deliver the next round of the programme.

Too often the challenge to support measure to create economic growth and housing/jobs delivery is not met with a commitment from Highways England.

Norfolk County Council considers that the ORR should be able to meaningfully intervene on projects such as this (either at an individual scheme level, or clusters of schemes such as those on the A47), rather than only on “systemic and significant issues” as is set out in the document. And that this intervention should be at the earliest stage.

In addition to ORR focussing on geographical clusters of schemes, we believe that there needs to be better mechanisms to ensure that the performance of Highways England is improved so that, for example, where issues are identified

such as slippage in delivery, remedial action can be taken to ensure effective delivery and work can be accelerated to achieve original programme dates.

Norfolk County Council supports the range of measures set out in the document including the staged approach of routine monitoring and assessment, investigation and early resolution and ultimately enforcement. However, the council is not aware of the effectiveness of the mechanisms available to ORR and whether in practice they will be effective in holding Highways England to account.

We support the sanction of fines especially where this is funded from management or contractor remuneration. We do not consider that fines should be sanctioned where they will only in effect reduce the amount of funding available to Highways England for scheme delivery.

The county council also considers that, as well as focussing on Highways England's delivery of the RIS (paragraph 2.3 of the consultation), the holding to account should also be rigorously applied to delivery of Highways England's plans as set out in its strategic business plan and delivery plan, as referred to in paragraph 2.6 of the consultation. By doing this, it will ensure that issues that cause continued concern at a more local level, such as maintenance, road closures and generally poor liaison, can be adequately addressed.

- 2.3. **Question 2.** Do you agree that we should focus on early resolution to resolve issues wherever possible?

**Suggested response**

Norfolk County Council agrees that ORR should focus on early resolution wherever possible. Early resolution could help to resolve and overcome, at an early stage, some of the issues described in our response to Question 1.

- 2.4. **Question 3.** Do you agree with our proposal to include hearings as a tool in our policy?

**Suggested response**

Norfolk County Council strongly supports this. The county council believes that this should be able to take into account the views of localities, especially those of the local transport authority and other representative groups such as local councils. These hearings should not be to decide the details of the schemes, but to examine the performance of Highways England in reaching the decisions.

- 2.5. **Question 4.** Do you agree that a fine should always be a last resort?

**Suggested response**

Norfolk County Council supports the sanction of fines where this is funded from management or contractor remuneration. We do not consider that fines should be sanctioned where they will only in effect reduce the amount of funding

available to Highways England for scheme delivery as this would unfairly penalise areas where performance is unacceptable.

- 2.6. **Question 5.** Do you agree that we should seek to avoid taking money out of the business that would otherwise be spent on operating and maintaining the network and, where appropriate, consider setting fines at a level that enables Highways England to fund them from management remuneration?

**Suggested response**

Norfolk County Council supports this approach; see answer to Question four.

**3. Impact of the Proposal**

- 3.1. Responding to the consultation will ensure more effective development and delivery of major transport schemes being delivered on some of the most important roads in the county.

**4. Financial Implications**

- 4.1. No financial implications for the County Council. Any fines that the ORR impose on Highways England will be paid into the Consolidated Fund (the government's general bank account).

**5. Resource Implications**

- 5.1. **Staff:**

None

- 5.2. **Property:**

None

- 5.3. **IT:**

None

**6. Other Implications**

- 6.1. **Legal Implications**

None

- 6.2. **Human Rights implications**

None

- 6.3. **Equality Impact Assessment (EqIA)**

None. Equality Impact Assessment will be undertaken by Highways England as part of their work in development of the schemes. A range of social, environmental and economic impacts will be considered by the county council in responding to consultations by Highways England on individual scheme proposals.

**6.4. Health and Safety implications**

None

**6.5. Sustainability implications**

None. Sustainability implications will be considered by Highways England as part of their work in development of the schemes, and also by the county council in responding to consultations by Highways England on individual scheme proposals.

**6.6. Any other implications**

None

**7. Actions required**

**7.1. 1. To review and comment on the draft response to the consultation.**

**8. Background Papers**

**8.1 Holding Highways England to Account**

ORR's monitoring framework and enforcement policy for Highways England (consultation version)

06 January 2020

<https://orr.gov.uk/highways-monitor/road-consultations/consultation-on-holding-highways-england-to-account>

**Officer Contact**

If you have any questions about matters contained in this paper, please get in touch with:

**Officer name:** David Cumming

**Tel No.:** 01603 224225

**Email address:** David.cumming@norfolk.gov.uk



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# Infrastructure and Development Select Committee

Item No. 9

<b>Report title:</b>	<b>King's Lynn Transport Strategy and Implementation Plan</b>
<b>Date of meeting:</b>	<b>29 January 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Wilby (Cabinet Member for Highways and Infrastructure)</b>
<b>Responsible Director:</b>	<b>Tom McCabe (Executive Director Community and Environmental Services)</b>

## **Introduction from Cabinet Member**

A transport study has been carried out for King's Lynn by the Borough and County Councils. This has included extensive data collection, model building, option testing and stakeholder engagement. A draft King's Lynn Transport Strategy report – August 2019 has been prepared and this includes an implementation plan of transport schemes that address the priorities and objectives. Delivering the measures identified in the strategy and implementation plan will have positive benefits for the town. Not only will they address issues on the transport network such as congestion and accessibility, but they should also help to make King's Lynn more attractive to economic investment and help existing businesses within the town.

## **Executive Summary**

The draft King's Lynn Transport Strategy report – August 2019 and the implementation plan have been presented to stakeholders and they have provided written feedback. We have taken account of the key issues raised in the consultation. The main stakeholder issues are addressed in paragraphs 2.2 to 2.5 and the full summary of the responses are in Appendix A.

The implementation plan will provide a pipeline of possible transport schemes and measures, agreed between the Borough and County Councils, that can be developed to respond to funding opportunities as they arise.

Further work is in train to develop some measures in the plan and further scheme development work is proposed in 2020 subject to identifying additional revenue funding.

The Borough Council of King's Lynn and West Norfolk also propose to endorse and agree the strategy. A report will be taken to their Regeneration and Development Panel on 28 January and to their Cabinet on 3 February 2020.

## **Actions required**

- 1. To review and consider the draft King's Lynn transport strategy and implementation plan**
- 2. To note that work on a Sustainability Appraisal is being carried out in conjunction with work on the Local Transport Plan**

## **1. Background and Purpose**

- 1.1. Working in partnership with the Borough Council of King's Lynn and West Norfolk, officers have carried out study work and devised a transport strategy report for King's Lynn. This work includes an implementation plan of transport schemes which address the identified issues and challenges and can be developed further for implementation subsequent to identifying suitable funding sources and any further scheme specific consultation. The strategy report and implementation plan has undergone a stakeholder consultation.  
  
Both county council and borough council Members will be asked to endorse and agree the strategy at their respective meetings following this committee.
- 1.2. This work has come forward to prepare the two local authorities for when future transport funding opportunities arise for King's Lynn projects. Often there is very little time to develop schemes when funding streams are announced, so this work will enable us to be in a strong position to respond.
- 1.3. The study commenced in early 2018 with a data gathering exercise including a stakeholder workshop to present and get feedback on the identified issues and opportunities. Stakeholders invited included a range of representative organisations including cycle groups, business representatives such as the Chamber of Commerce and King's Lynn Business Improvement District, bus and rail operators and interest groups and environmental bodies.  
  
From this a vision and objectives were defined. Extensive traffic surveys were carried out in summer 2018 and transport models were built to test and examine possible highway schemes designed to address the issues. As well as testing potential highway schemes, a raft of other measures were identified across all modes of transport and a long list of schemes was prepared. These measures were influenced by the current and emerging Local Transport Plan for Norfolk and were then assessed against the objectives to determine a list of suitable schemes or implementation plan.
- 1.4. The stakeholder consultation comprised a presentation of the emerging plan to stakeholders on 24 September 2019, including a question and answer session, followed by a three-week period for written responses.



## **2. Proposals**

- 2.1. The Stakeholder feedback is summarised in a table at Appendix A which includes a column of responses to each point or issue. These responses have been prepared jointly by the Borough and County officers.
- 2.2. A key issue raised was the need for a comprehensive car parking strategy for the town. This has already been recognised and the Borough Council has engaged consultants Aecom to carry out this work to feed into their Future High Street Fund bid and potentially work on their Town Fund/Deal. Both of these funding streams have the potential to deliver key schemes in the implementation plan.
- 2.3. It was also pointed out by stakeholders there is more emphasis on capital schemes in the plan than revenue schemes (e.g. supporting bus services). The reason for this is that both councils have limited revenue streams for transport funding and most of the funding opportunities that arise are usually grant funding for capital schemes. Government has recently committed to increasing investment into supporting bus services. Officers will investigate how this might be drawn down to benefit bus services in the county.
- 2.4. References were also made by stakeholders to the Bus Services Act 2017 in the expectation that this would provide a source of revenue funding to Local Authorities for supporting additional bus services. However, in reality, this act sets out how local authorities can work side by side with operators to deliver a shared vision for bus services in their area with the operators providing the services and the local authority a free-flowing road network often with priority measures for the buses to run on. Where practicable, the implementation plan includes such measures.
- 2.5. Some comments were also made about the plan being “business as usual” with no references to reducing carbon emissions. Following the recent adoption of the new Norfolk County Council Environmental policy, which includes working towards carbon neutrality by 2030, and the updating of the Norfolk Local Transport Plan (and its Sustainability Appraisal, which is being overseen by a Member Task and Finish Group established by this Select Committee), these two documents will be followed in the development of the transport measures in the implementation plan.
- 2.6. Stakeholders also raised public transport issues, in particular that the strategy should accommodate public transport and be more ambitious about it. The strategy sets out a package of measures including a variety of options across all modes of transport. Table 6.1, in Appendix B, sets out the short-term actions on public transport. These include improved access to the bus station, reducing outbound delays at various locations and improvements for the ferry. Medium and long-term actions are included in Tables 6.6 and 6.10 in the appendix.
- 2.7. In view of the actions identified in paragraphs 2.2 to 2.6 it proposed that the implementation plan is not changed from that set out in the King's Lynn

Transport Strategy report – Draft for consultation August 2019. This is included as Appendix B.

- 2.8. The implementation plan see Appendix B, for the strategy sets out a range of strategic and local highway capacity improvement schemes alongside improvement schemes that could address issues with reliability on the existing bus network. These sit alongside the potential to make further improvements to the existing cycling and walking network to further support the already high mode share for journey to work for these active modes of travel.
- 2.9. A single mode or option cannot address the transport issues in King's Lynn. As such a package of measures is required including strategic and local car and non-car-based options, that enhance:
- Local Highway Network capacity;
  - Strategic Highway Network capacity
  - The bus provision;
  - Rail services and King's Lynn Railway Station;
  - Walking and Cycling infrastructure;
  - Parking provision and management; and
  - Smarter Choices (e.g. Travel Plans).
- 2.10. Within the Implementation Plan the transport schemes have been categorised and labelled as:
- Timescale
    - Short Term (S)
    - Medium Term (M)
    - Long Term (L)
  - Mode / Type of Scheme
    - Public Transport (PT)
    - Active Modes (AM)
    - Traffic Signals (TS)
    - Highway Network (HN)
    - Travel Management (TM)
- 2.11. The Implementation Plan is set out in Appendix B. The timeframes indicate how long it would take to develop and implement each scheme assuming funding is available.
- 3. Impact of the Proposal**
- 3.1. The proposal will provide a pipeline of possible transport schemes and measures, agreed between the Borough and County Councils, that can be developed to respond to funding opportunities as they arise.
- 3.2. An early agreed priority was developing a congestion improvement scheme at the Southgates roundabout, which is a known pinchpoint for traffic entering the town, and changes to London Road at the South Gate itself to enable the

Borough Councils regeneration aspirations for that area of the town. These measures are subject to ongoing feasibility work which is expected to be completed in January 2020. This work will also provide a conclusion to the experimental trial of removing the traffic lights from the London Road/Valingers Road junction.

- 3.3. The proposed changes to London Road emerging from the ongoing feasibility work are to widen the southbound approach to the roundabout and to divert the northbound traffic around the South Gate rather than through it. This will enable the Borough Councils Heritage Action Zone (HAZ) regeneration proposals. NCC officers are working with the Borough Council to make a funding bid for these measures from the Future High Streets Fund (FHSF).
- 3.4. The emerging proposal for Southgates Roundabout is to elongate it to the southwest using land the Borough Council have acquired and to fully signalise the approaches including facilities for pedestrians and cyclists. This improvement measure could form part of a Towns Fund bid that will build on the FHSF work.
- 3.5. The trial scheme at the London Road/Valingers Road junction, where the traffic lights have been turned off and the lane markings changed, is overdue as we hoped to announce the conclusion in autumn 2019. The report recommends putting the signals back and incorporating the adjacent signalised pedestrian crossing closer to Valingers Road. It also recommends some other changes to pedestrian crossings along London Road. We are presently reviewing these recommendations to consider what should be implemented and how it is funded.
- 3.6. The study work to develop the implementation plan included examining initial proposals to improve traffic flow on Railway Road to reduce emissions and improve local air quality. It also investigated high level proposals to allow other vehicle types to use Hardings Way. No firm conclusions were reached, and further detailed work is required and revenue funding is currently being identified to develop these ideas further.
- 3.7. We are awaiting the outcome of a Business Rates Pool bid for investigating improvements to the one-way system on Railway Road and to look at options for Hardings Way in terms of whether it is useful to let other vehicle types use it, or if measures to encourage greater use by buses should be pursued.

#### **4. Financial Implications**

- 4.1. There are no further financial implications to finalising the implementation plan and King's Lynn Transport Strategy report. This work has been funded by £150k from the Norfolk Business Rates Pool fund, with £75k match funding provided by both the Borough and County Councils to make a total of £300k.
- 4.2. As set out in 3.7, the outcome of a bid for funding to take forward some of the measures identified in the work is awaited. Officers will continue to investigate all sources of potential funding for the other measures identified. The work done to

date provides vital evidence, and an up to date government approved traffic model, that puts the council in a strong position for successful bids.

## **5. Resource Implications**

### **5.1. Staff:**

None.

### **5.2. Property:**

None at this stage. Any impacts on property are only likely to arise from delivery of individual transport schemes. These will be identified at the implementation stage.

### **5.3. IT:**

None at this stage.

## **6. Other Implications**

### **6.1. Legal Implications**

Some schemes in the implementation plan will require Traffic Regulation Orders (TRO) but these will be devised and consulted upon as part of the development of individual schemes.

A Strategic Environmental Assessment (SEA) is being undertaken alongside the development of the Local Transport Plan. This is a requirement of the Environmental Assessment of Plans and Programmes Regulations 2004 and the implementation plan will sit under this overarching SEA.

### **6.2. Human Rights implications**

None at this stage.

### **6.3. Equality Impact Assessment (EqIA)**

An EqIA will be undertaken as part of the development of individual schemes and measures in the plan.

### **6.4. Sustainability implications**

A Sustainability Appraisal for the Local Transport Plan includes the SEA work referred to in paragraph 6.1.

## **7. Action required**

### **7.1. 1. To review and consider the draft King's Lynn transport strategy and implementation plan**

**2. To note that work on a Sustainability Appraisal is being carried out in conjunction with work on the Local Transport Plan**

## 8. Background Papers

- 8.1.
  - King's Lynn Transport Strategy report – Draft for consultation August 2019 (Appendix C)

### Officer Contact

If you have any questions about matters contained in this paper, please get in touch with:

**Officer name:** Ian Parkes

**Tel No.:** 01603 223288

**Email address:** [ian.parkes@norfolk.gov.uk](mailto:ian.parkes@norfolk.gov.uk)



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## Appendix A – Stakeholder feedback summary

Issue Raised	Response
<b>Car Parking</b>	
No progress on car parking strategy which was required before the strategy work	The need for an over-arching car parking strategy which encourages the use of public transport, cycle and walking trips is identified as a challenge and a short term measure STM17 is proposed to Develop a Car Parking Strategy for King's Lynn including an assessment of opportunities for Park and Ride
Car parking too cheap	It is recognised that bus fare levels in King's Lynn are not competitive with town centre car parking charges so this will be a material consideration in the car parking strategy work
Friars residents parking	A residents parking scheme for The Friars area was considered but scored low in the appraisal process due to its limited transport impact. However, residents parking schemes could be investigated as part of the parking strategy work
Alternative approach is to take cars out of town using external car parks and rapid bus delivery into town, which could be called a strategy to optimise people movement	"Providing an over-arching car parking strategy which encourages use of public transport particularly for short journeys, outside the scope of cycle and walking trips, to support the bus network and leverage additional investment" has been identified as a challenge and will be considered during the forthcoming short term measure STM17, to Develop a Car Parking Strategy for King's Lynn including an assessment of opportunities for Park and Ride
Need more work on Park and Ride	The need for an over-arching car parking strategy which encourages the use of public transport, cycle and walking trips is identified as a challenge and a short term measure STM17 is proposed to Develop a Car Parking Strategy for King's Lynn including an assessment of opportunities for Park and Ride
Need higher charges for car parks	This will be a material consideration in the car parking strategy work

Need to pursue an alternative strategy approach which includes demand management	This can be considered as part of the development of a parking strategy
<b>Public Transport</b>	
Options favour car use over public transport and will increase traffic  not ambitious enough and fails to achieve the laudable objectives	The strategy sets out a package of short, medium and long-term options to address the transport issues in King's Lynn and support sustainable economic growth. It includes a variety of options across all modes of transport
Adding ferry schemes is good but political	Although the improvements associated with the ferry scored low in the formal appraisal process they have widespread local support so were included
2017 Bus Services Act	<p>This sets out how local authorities can work side by side with operators to deliver a shared vision for bus services in their area with the operators providing the services and the local authority a free flowing road network often with priority measures for the buses to run on.</p> <p>2017 Bus Services Act – section 3.7 <i>The local authority's "side of the bargain" can involve providing bus-related facilities (such as bus stops, shelters, bus stations or even depots) and/or committing to take measures that directly or indirectly encourage bus patronage. Such measures could include - but are not limited to:</i></p> <ul style="list-style-type: none"> <li>• <i>parking policies that encourage the use of public transport;</i></li> <li>• <i>traffic management policies that prioritise buses; and</i></li> <li>• <i>advertising and marketing campaigns to promote the use of local bus services</i></li> </ul>
Against opening Hardings Way keep it bus only  Hardings Way is part of a Doorstep Green so opposed to other traffic using it and what would happen at ends?	All options for Hardings Way will require further investigation and development. This will include what changes would need to be made to the existing road network at the ends of the route and potentially beyond. It will be during that process, beyond the completion of the transport strategy

	work, that a conclusion will be arrived at as to what is the best option
Parkway station on NORA	A parkway station has previously been considered in conjunction with housing and employment growth south of the A47 between the A10 and the river. This area no longer features in the current KLWN Local Plan and for this reason one was considered but was not recommended to be taken forward. The idea of a parkway station on NORA could be considered.
Active travel at the expense of public transport which is needed for less able	The strategy proposes both active travel and public transport but is limited to capital schemes due to the limited availability of revenue funding
Need partnerships with bus companies  Promote bus for those who can't travel actively	The strategy notes ongoing work to secure improved bus services ref 1.8 and working with operators to improve the fleet to encourage patronage ref 1.16. The key partnership with bus companies is providing an efficient highway network for the operators to run their services on and many measures in the strategy are targeted towards this.
Need higher frequency on 505 and earlier and later services	These are desirable outcomes but are not something the local authorities are empowered to deliver.
Need to focus more on public transport and solving the poor air quality problem	Alterations to the central one-way system are proposed in strategy measure MTP2 to smooth the traffic flow and reduce harmful emissions. Bus lanes and access to the bus station are proposed in strategy measure SPT1.
Supports bus priority measures and those to improve general traffic flow	There is limited scope for bus priority provision in King's Lynn due to road widths. In view of this measures to reduce congestion feature and these will benefit bus services. Notwithstanding measure MHN6 to improve traffic flows at Southgates roundabout will seek to incorporate bus priority measures.
Signal improvements at either end would enable buses to use Hardings Way more, in the off peak London Road is quicker	All options for Hardings Way will require further investigation and development. It is acknowledged that changes to traffic signal junctions at



	Millfleet, Wisbech Road and Southgates roundabout could make it more attractive to buses to use Hardings Way but it is also understood that in off peak periods, London Road may be a better routeing for bus services.
New housing will cause more traffic so need public transport alternatives	Developers of the proposed new housing growth will be required to assess and mitigate their transport impacts to the satisfaction of the local authorities. This is likely to include agreement on levels of public transport services. As set out in the 2017 Bus Services Act, <i>The local authority's "side of the bargain" can involve providing bus-related facilities (such as bus stops, shelters, bus stations..... traffic management policies that prioritise buses.....</i>
<b>Cycling</b>	
Need a cycle Route on the Edward Benefer Way from Estuary Road junction to the St Nicholas Retail Park	Strategy measure SAM5 refers to cycle lane continuity throughout the town and areas like this could be addressed under that measure
not adventurous enough – need more on public transport and cycling	The strategy sets out a package of short, medium and long-term options to address the transport issues in King's Lynn and support sustainable economic growth. It includes a variety of options across all modes of transport
Southgate roundabout – lights cause congestion, bad for cyclists	Measure MHN6 is proposed to improve traffic flows at Southgates roundabout will seek to incorporate measures for non-motorised users.
Add references to the Norfolk Greenway work	This work looks at links for non motorised users between King's Lynn and Hunstanton and will include links to the West Winch/North Runcton growth area using this former rail corridor and a culvert under the A47.
<b>Pedestrians</b>	
Crossing point needed near Vancouver Avenue/Goodwins Road	This was not suggested by stakeholders during the engagement process but can be considered further

Need more pedestrian priority  Traffic volumes could cause severance in the town	There are various pedestrian priority schemes in the strategy spread across the town with a strong focus on crossing roads at key junctions.
Better pedestrian crossings on London Road	This issue has been identified and is being addressed by strategy measure SAM8 and a scheme could be implemented in conjunction with other schemes in the area.
More traffic free areas in the town centre	Pedestrianisation was not identified as a key driver of the study. However, measures arising from the Heritage Action Zone (HAZ) regeneration work could reduce traffic levels in certain areas making further pedestrianisation of parts of the town centre possible
<b>Air Quality</b>	
To improve air quality we need to reduce the dependency on car use. Greener vehicles and smoothing traffic flow is helpful but not as good	This is recognised and why the strategy includes Public Transport (PT) and Active Modes (AM) schemes as well as measures to smooth traffic flow and reduce congestion
Need balanced strategy favouring active modes  More focus on active modes would help AQ	The strategy sets out a package of short, medium and long-term options to address the transport issues in King's Lynn and support sustainable economic growth. It includes a variety of options across all modes of transport
Not enough on AQ	<p>The key air quality areas are Railway Road and around the Gaywood Clock. The following measures have been identified.</p> <ul style="list-style-type: none"> <li>• STS11 looking at the traffic signals at the Gaywood clock</li> <li>• MAM4 new traffic link across the Sandline to distribute traffic away from the Gaywood Clock</li> <li>• MPT2 Town centre one-way system redesign</li> <li>• SPT1 Bus lane on Railway Road and bus station access via Albion Street</li> </ul>
<b>Congestion</b>	
Congestion problems at Southgates Gates roundabout and need pedestrian	These problems are understood and feasibility work is in hand to devise

crossings but any improvement needs to be sensitive to the Historic Southgate	improvements to the junction and to divert the road from the Southgate to enable a HAZ project to regenerate the area
Extra road space for forecasts unlikely therefore congestion and air quality will get worse	Highway schemes are being investigated that make the best use of the existing road space. Alterations to the central one-way system are proposed to smooth the traffic flow and reduce harmful emissions Alterations to the central one-way system are proposed to smooth the traffic flow and reduce harmful emissions (MTP2)
Agrees that A149 needs dualling	Improvements to A149 form part of the strategy
Congestion outside QEH site	This is an acknowledged issue and measures have been implemented in recent years to improve the road outside the hospital entrance and at the A149 roundabout. A new hospital access onto the A149 has been proposed previously and this is still a possibility if a funding mechanism could be found.
Valingers Road - unconvinced by the 'trial'	Work has recently been completed on reviewing the trial and an announcement will be made shortly
Freezing of fuel duty has nationally added 4% to car use between 2011 and 2016 and converted 200m bus journeys per annum to car. This has increased congestion and caused bus services to be reduced and left non-car owners isolated	This is outside of the control of the Borough and County Council and indicates the background to the problems the strategy has to overcome
<b>Planning</b>	
The land use planning has generated disproportionate traffic growth and West Winch will increase congestion	The land use planning is set out in the Local Plan which identifies key constraints, which include flooding issues, and indicates why West Winch was the favoured location for large scale growth
Need to keep future housing growth in the town	The land use planning is set out in the Local Plan and recognises the key constraints for where new housing is located and on balance allocates the best locations. Due to the high numbers of houses required, of

	necessity many will be located outside the town
No jobs so greater outward commuting with impacts on the road network	The transport modelling has taken account of the growth set out in the Local Plan which includes locations of employment opportunities. Therefore, the impact of additional trips on the road network has been considered in understanding future conditions.
<b>General comments</b>	
Need a mode hierarchy	A mode hierarchy concept has not been adopted in determining the strategy but all modes are considered and the relative priority assigned to each will be location dependent
Focussed more on capital rather than revenue schemes	This is because the councils have limited revenue streams for transport funding and most of the funding opportunities that arise are usually grant funding for capital schemes
Shouldn't include maintenance schemes in strategy	These schemes have been presented in section 4 to indicate works that are already in train or programmed
Staggering school times is dismissed	We have examined schools start and finish times and between the different establishments they range between 8:00 and 8:55 for start times and 14:55 to 15:15 for finish times so there is already some stagger. As this would require wider policy decision-making it is not considered a transport initiative
Weightings in appraisal don't reflect stakeholder concerns and are political	The weightings are designed to reflect the relative importance of the transport issue as perceived by the public and politicians
Incomplete data and flawed conclusions – more of the same	Comprehensive data collection has been carried out for the study and this is set out in section 3
Members need to consider the social investment of moving people and support revenue as well as capital investments in roads.	This is understood but because the councils have limited revenue streams for transport funding, capital schemes feature prominently as the funding opportunities that arise tend to be capital grant funding
Need to model people not vehicle movements	The traffic modelling carried has been focussed on assessing the impact of

	key schemes that could have a beneficial impact on the town
Government forecasts are always too high	It is necessary to use government forecasts in economic appraisal of schemes otherwise they are unlikely to receive funding
Strategy is unstructured and has no focus	The strategy is based on a comprehensive data gathering exercise and the views of stakeholders. The focus has been to provide a balance across all modes and to improve travel mode choice
No representation for pro car lobby at stakeholder event	All relevant stakeholders were invited. Measures that could reduce congestion have been identified and further feasibility work is ongoing to develop solutions.
Need disability impact assessments on schemes	These impacts are best assessed during the detailed development stage of individual transport schemes that form the strategy
Need higher charges for car parks	This will be a material consideration in the car parking strategy work
No reference to reducing carbon emissions and changing business as usual	Norfolk County Council has just adopted a new Environmental policy, including carbon reduction aspirations, and is revising the Norfolk Local Transport Plan. These two documents will be followed in the development of the transport measures in the implementation plan.
Prioritise electric vehicles	Measures to prioritise electric vehicles are set out in Reference 8.3 way of infrastructure provision and engagement with employers

### SHORT TERM (OPTIONS EXPECTED TO BE DELIVERED BY 2022)

The location of the short-term options is included in the figure below, detailed in tables 6-1 to 6-5.

### Figure 6-1 - Transport Strategy Short Term Options



**Table 6-1 – Options to encourage journeys by public transport (Short-term Public Transport – SPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SPT1 (1.10)	Access for buses to bus station via Albion Street; Improved Albion Road exit for buses	Bus lane on Railway Road and bus station access via Albion Street to reduce delay and journey times for buses. Improve the road layout design to provide an improved left turn onto Railway Road from Albion Street which is a tight turn. Current traffic light timings only allow 2 buses through (usually cars + buses to exit). More green time needed / change quicker when there are a number of vehicles waiting to exit	Benefits for bus access, egress and routing to the bus station, providing more reliable journeys and reducing journey time on some routes. Potential for switch from car to improved bus services. Local air quality benefits.	Provision of a bus lane may reduce capacity for other vehicular traffic	Prepare highway design options and test in tracking and the micro-simulation model. Adjust/optmise signal timings for exit from Albion Road	Norfolk County Council Bus Operators
SPT2 (1.19)	Reduction in outbound delays at Hansa Road, Hardwick Road junction outbound for public transport; Hansa Road yellow box improvements for traffic exiting retail park	Address traffic signal delays at the junction in the outbound direction which cause queues back to Southgate and beyond and impact on bus journey times as well as Southgates roundabout and London Road; Review yellow box usage and improvements at B&Q / Next to allow people to exit the retail park more easily	Benefits for all main road traffic in terms of journey times and queues.	Potential for additional delays for exiting retail park traffic and/or pedestrian movements	Prepare alternative highway design layouts to address the problem. Adjust/optmise the traffic signal timings for the main road outbound traffic flow / rationalisation of the pedestrian movements	Norfolk County Council
SPT3 (2.1)	Enhanced signage and publicity for King's Lynn ferry	Provide improved information and signage for the Ferry around the town and through information technology to further promote and encourage its use	Benefits for travel in King's Lynn and for the retention of this facility within the community	None	Design and provide locations for additional signing and information through web and social media	BCKL&WN and current Ferry Operator
SPT4 (2.2)	Additional car parking at West Lynn for the Ferry and secure storage for cycles	Provide improved and additional car parking at West Lynn alongside provision for secure cycle storage	Benefits for travel in King's Lynn and for the retention of this facility within the community	None	Develop a scheme for the improved parking provision and identify location for the cycle storage	BCKL&WN and NCC

**Table 6-2 – Options to encourage journeys by active modes (Short-term Active Modes – SAM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SAM5 (4.2)	Cycle lane continuity through the town (including improved provision for cyclists including new routes / infrastructure / signage)	A number of areas where cycle provision and infrastructure could be improved have already been identified and it is proposed that these could be taken forward through further development of schemes to further optimise and promote their use. Areas where it would be beneficial to expand the cycle network around King's Lynn will also be included  Historic Quayside route, town centre access and alternatives, major road crossing and safety provision	Improved uptake of cycling for all to provide greater social inclusion and a level of infrastructure provision that matches the already high level of people who use cycling as their main mode of travel for their work journey.	Disbenefits of improved cycle provision on other modes would be managed to ensure minimal impact	Develop designs for the identified locations where improvements are required and consult with local cycling group on specific schemes and measures for implementation.	BCKL&WN Norfolk County Council Cycle Action Group
SAM6 (4.10)	Port of King's Lynn highway design access improvements including pedestrians and cyclists at North Street and Cross Bank Road	In the vicinity of the Port of King's Lynn (North Street and Cross Bank Street) improve operations to reduce risks to vulnerable road users through better provision for industrial vehicles, incorporating appropriate pedestrian crossings and cycle lanes.	Improved safety and permeability for pedestrians and cyclists. Safer vehicular access arrangements.	Additional delay to main road traffic where signalised intervention is provided.	Prepare highway design options.	Norfolk County Council Port of King's Lynn
SAM7 (4.13)	Tennyson Avenue Pedestrian & Cycle improvements: King George V Avenue pedestrian improvements; Tennyson Road, The Walks, Tennyson Avenue pedestrian improvements; Tennyson Avenue, Gaywood Road pedestrian improvements; Review of pedestrian crossing facilities on Extons Road and Tennyson Avenue	King George V Ave: cluster of pedestrian/cycle accidents, provide improved crossing facilities to accommodate pedestrian movements. At access point to The Walks pedestrians and cyclists are not provided with crossings over B1144 except dropped kerbs and footway marking-provide improved crossing provision. Gaywood Road: cluster of pedestrian/cycle accidents, provide improved crossing facilities to accommodate pedestrian movements. Identify locations for more pedestrian crossings including signalised ones on Extons Road and Tennyson Avenue to improve road safety for pedestrians in this area.	Improved safety for pedestrians and cyclists and continuity of routes provision for these modes in this area of King's Lynn.	Additional delay to main road traffic where signalised intervention is provided.	Prepare highway design options at the specified locations in this area and consult with user groups. Undertake feasibility study through Capital Improvement Budget for the improvements at Tennyson Avenue/Gaywood Road junctions (already underway)	Norfolk County Council Network Rail Office of Road and Rail (ORR) Cycle Action Group



<p>SAM8 (4.14 4.18)</p>	<p>Review pedestrian crossing provision on London Road.</p> <p>South Lynn to Hardwick pedestrian crossing review.</p>	<p>Cluster of pedestrian/cycle accidents identified a lack of provision for access from residential areas to the west across London Road. Review crossing locations and facilities on London Road</p>	<p>Safety improvement for pedestrians, cyclists and other vulnerable road users. Improve vehicular traffic flow if these can be rationalised. Improvements in local air quality if traffic flow is improved</p>	<p>Potential for improved traffic flow</p>	<p>Undertake optioneering and initial design feasibility including desire line assessment in conjunction with the wider feasibility study for highway capacity improvements at Southgates roundabout junction</p>	<p>Norfolk County Council BCKL&amp;WN</p>
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**Table 6-3 – Options to reduce delay and congestion on the local highway network (Short-term Traffic Signals – STS)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STS9 (5.1 5.5)	Review traffic signal timings at various locations to optimise traffic movements, including reviewing junctions where priority for buses is feasible	Review signal timings (too much signal green time) for North Street approach / retail park traffic at Hardwick / at Estuary Road approach / at Hamburg Way. Right turn into Millfleet. A 6-month trial that fitted the buses in King's Lynn with detector equipment for the traffic signals to address reliability and journey time issues leading ultimately to reductions in costs and improvements to the attractiveness and reliability of bus services in King's Lynn	Improve traffic flow and local air quality benefits. Reduced journey times for all main road vehicular traffic. Improve reliability of bus services and relieve congestion on primary routes through King's Lynn. Potential for switch from car to improved bus services. Local air quality benefits	May lead to increased delay from side roads. May encourage more vehicular travel	Undertake a detailed review of traffic signal timings at the identified locations. Feasibility study into improvements and /or upgrade to traffic signal operations Initiate discussions to re-instate the bus detection at the signals and undertake a trial including collection of traffic data to understand the benefits/disbenefits to enable informed decision-making	Norfolk County Council
STS10 (5.2)	Linked and co-ordinated traffic signals	Co-ordinated traffic signals would help with bus scheduling and reliability as currently the traffic signals are out of sync with each other so there is a perception that it is very stop/start and slow journeys particularly for buses	Improve traffic flow and local air quality benefits. Reduced journey times for all main road vehicular traffic. Improved bus service reliability	May lead to increased delay from side roads. May encourage more vehicular travel.	Undertake a detailed review of traffic signal timings from Hardwick to Gayton Road. Feasibility study into improvements and /or upgrade to traffic signal operations	Norfolk County Council
STS11 (5.4)	Gaywood Clock / Queen Mary Road traffic light improvements and junction redesign	Consider improvements to the traffic light phasing at Gaywood Clock/Queen Mary Road and junction re-design	Improved traffic flow and reduced delays. Should also aim to improve cycle/pedestrian accessibility. Initial modelling results show some benefit to journey times and delay in this area if junction is re-designed	Scheme should not dis-benefit cyclist/pedestrian movements	Initial scheme design without signals has been prepared and tested in the traffic modelling (with the location below) to provide initial understanding of traffic impacts. Further feasibility required including impacts on other road users. Study the potential for traffic signal improvement	Norfolk County Council

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STS12 (5.4)	Loke Road John Kennedy Road traffic signal optimisation or junction redesign	Phasing issue between lights needs to be addressed to link the phasing together / check phasing to let traffic out for a shorter period. Options also to be developed to provide an alternative junction arrangement to assist with traffic flow at this location	Improved traffic flow and reduced delays. Should also aim to improve cycle/pedestrian accessibility. Initial modelling results show some benefit to journey times and delay in this area if junction is re-designed	Scheme should not dis-benefit cyclist/pedestrian movements	Initial scheme design without signals has been prepared and tested in the traffic modelling (with the locations above) to provide initial understanding of traffic impacts. Further feasibility required including impacts on other road users. Study the potential for traffic signal improvement	Norfolk County Council

**Table 6-4 – Options to reduce delay and congestion on the local highway network (Short-term Highway Network – SHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SHN13 (6.1)	Railway station bus layby re-design	Consider re-design for the layby outside the rail station to prevent cars stopping in the layby and also address issues with getting the bus on the loop in the road to activate the traffic lights to change to let them out	Improvement to bus journey times and access to the rail station bus stops	None	Develop alternative layby design for preventing car use and to ensure bus the bus can effectively egress from the bus stop	Norfolk County Council Network Rail Govia Thameslink Railway (GTR) Bus Operators
SHN14 (6.5)	Southgates roundabout highway capacity improvement scheme - small-medium scale	Undertake a review of lane marking and usage at Southgates roundabout to provide improvements in traffic flow, including 2-lanes southbound. Also undertake a review of the traffic signal operation to optimise the traffic flow at this key junction that provides access to King's Lynn. Enhance crossing provision for cyclists and pedestrians at the South Gate alongside highway improvement measures to improve traffic flow also considering access for buses from Hardwick Road to Hardings Way	Initial traffic modelling shows benefits in PM peak to have 2-lanes continuous southbound	May lead to increased severance with additional traffic lanes. Potential removal of car parking on London Road	Initial design sketch for 2-lanes southbound considered within traffic modelling. Further feasibility review of signal operation, lane usage and potential for upgrade within existing highway boundary including access to Hardings Way for buses. Funding already in place to undertake further design and feasibility work at this location during next 12 months	Norfolk County Council BCKL&WN Bus Operators
SHN14a (6.7)	Vancouver Avenue - improved lane management	Vancouver Avenue - investigate improved lane management - left lane = straight and left / right lane = right - to ease traffic congestion, also provide a longer left filter lane / increase length of the left turn lane to ease traffic congestion on this approach. Also consider provision of a left filter lane with give-way onto Hardwick Road to ease the traffic using the roundabout and provide potential for improvement to traffic signal operation.	to be considered in conjunction with the above. Improve traffic flow.	See above	See above	See above

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SHN15 (6.14)	Estuary Road / Edward Benefer Way junction improvements	New junction arrangements submitted to planning - phasing of traffic lights with alternative priorities / take out private access and make two-lanes over the traffic lights / remove left turn from traffic lights	Improved journey times for all traffic. Maintain cycle and pedestrian crossing arrangements	Adverse impacts on journey times from side roads	NCC review of junction arrangement proposals, being progressed through development planning	Norfolk County Council
SHN16 (6.17)	Low Road Castle Rising Rd Wootton Rd Grimston Rd junction improvements	New junction arrangements have been submitted to planning - phasing of traffic lights with alternative priorities / take out private access and make two-lanes over the traffic lights / remove left turn from traffic lights	Improved journey times for all traffic. Maintain cycle and pedestrian crossing arrangements	Adverse impacts on journey times from side roads	NCC review of junction arrangement proposals, being progressed through development planning	Norfolk County Council

**Table 6-5 – Options to manage travel behaviour (Short-term Travel Management – STM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STM17 (7.2)	Provide a comprehensive Car Parking Strategy for King's Lynn	Develop a Car Parking Strategy for King's Lynn including an assessment of opportunities for Park & Ride	Town-wide approach to car parking management in conjunction with delivering Transport Strategy improvements	Potential changes may not be well-received if alternatives aren't in place. Perception of impacts on town centre business	BCKL&WN to commission development of Strategy for car parking during next 6 months	BCKL&WN
STM18 (4.7)	Work with schools and education in King's Lynn to provide safe alternatives to private car for school children	Develop a campaign for King's Lynn to encourage parents not to drive children to school. Work with the schools to develop safer routes to school, walking buses, safe cycle routes, provision for secure cycle storage at the schools and provide the schools with the tools they need to improve localised parking issues around schools and the impacts on the town. Address air quality impacts on Wisbech Road at the schools.	Health, safety and wellbeing benefits for children. Opportunities to influence mode choice of future generations	n/a	NCC to work with schools to develop and deliver improved access for children through safety measures and information campaigns. Led by NCC, with potential funding through LTP4?	Norfolk County Council



**Table 6-6 – Options to encourage the use of public transport (Medium-term Public Transport – MPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MPT1* (see also MHN5) (1.3)	Increased use of Harding's Way for buses - address issues at Millfleet and Wisbech Road to Hardwick Road to make more advantageous for buses	Harding's Way as a bus only route to accommodate an increase in buses and bus usage with buses also continuing to serve London Road. A combination of routes is required. Retain Hardings Way as traffic-free except buses. Encourage more buses to make use of the route and the potential reliability/journey time benefits. Retain high level of provision for pedestrians / cyclists and especially vulnerable road users and mobility scooters.	Enhanced bus reliability and journey time experience in peak hours. Retains benefits of this route for active modes of travel.	Impact on vehicular traffic on London Road at Millfleet and Wisbech Road between Southgate and Hardings Way.	Develop initial scheme designs for Wisbech Road and Millfleet junctions. Short-term amendments to the traffic signal timings to be investigated. Considered alongside Southgate roundabout improvements.	Norfolk County Council Bus Operators
MPT2 (1.12)	Town centre gyratory re-design. Various Options - Bus Lanes - Railway Rd, London Rd, Blackfriars Rd	Redesign of traffic movements around gyratory to assist with AQMA, congestion, connectivity and road safety objectives. Various schemes developed through workshop and tested in the transport model. Investigate potential for providing bus-only lanes through Railway Road, London Road, Blackfriars Road to take out areas that generate air pollution and improve air quality with modal shift.	Potential for improved air quality and road safety. Potential for improvements to buses for access to bus station.	Initial modelling suggests that there may be additional congestion at some locations around the gyratory and benefits to vehicular traffic are limited.	Air quality benefits need further assessment. Bus lane / access/ egress alternative schemes need initial design and assessment.	Norfolk County Council BCKL&WN
MPT3 (2.3)	Provide enhanced access to the Ferry throughout the day / year to provide a more usable service for all.	Look further at the previously developed options for the ferry service to enable access for a wider range of people and provide improvements / alternatives to access during low tides.	Benefits for travel in King's Lynn and for the retention of this facility within the community. Promote social inclusion.	May have an impact on Ferry journey times if alternative preferred location.	Re-appraise the alternative locations and/or means of providing safe access to the ferry service for all.	BCKL&WN Ferry Operator

\*following further modelling and design assessment work the most appropriate use of Hardings Way, either for buses or additional traffic will be determined. Both cannot be pursued together but are included for further evaluation purposes.



**Table 6-7 – Options to encourage journeys by active modes (Medium-term Active Modes – MAM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MAM4 (4.11 6.12)	Queen Mary Road, Fairstead, Hardwick improvements in linkages for pedestrians and cyclists	Investigate how best to provide access across the railway line and around the town for modes other than private car to relieve some of the congestion pressure in Gaywood area. Enhancements to pedestrian link from Parkway to Rollesby Road to provide year-round use.	Enhanced high quality pedestrian route to access employment	Possible impacts on open parkland	Develop a scheme to improve the route including lighting, surfacing and signing to facilitate improved accessibility	Norfolk County Council BCKL&WN Network Rail User Groups

**Table 6-8 – Options to reduce delay and congestion on the local highway network (Medium-term Highway Network – MHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MHN5 (see also MPT1*) (6.2)	Hardings Way opened for additional traffic	Investigate options to allow additional traffic to use Hardings Way to alleviate the congestion on London Road and assist with air quality management. This could include specific additional vehicle types being permitted to use the route; open only at specified times of the day; as an emergency measure to assist with incident management; directional to provide alternative routes for inbound traffic in the AM peak and outbound traffic in the PM peak; or to provide access to specific parts of the town centre only. Mitigation measures would be needed to ensure there are no impacts on the historic core.	Improved journey times/reduced congestion/improved air quality on London Road	Increased traffic in historic core	Initial modelling shows some congestion relief on London Road, introduction of restriction to access for historic core provides lower benefit for London Road traffic. Further design work to understand outcomes and combine with enhancements for higher bus use	Norfolk County Council BCKL&WN
MHN6 (6.6)	South Gate highway capacity enhancements - providing two lanes in both directions / large scale redesign	Make South Gate traffic-free by providing two lanes northbound and two lanes southbound using the park to provide the extra lanes (based on previous proposal for CIF). Opportunity to also provide improved access for buses to/from Hardings Way	Improve traffic flow in King's Lynn. Opportunity to also provide improved access for buses to Hardings Way. Improved public realm/heritage	Taking land from the park / development viability. Potential severance impacts by providing 4-lane carriageway for pedestrians and cyclists	Further feasibility design and viability checks. Option testing in modelling work alongside bus priority/access improvement options	Norfolk County Council BCKL&WN Developers
MHN7 (6.12)	Queen Mary Road link to Fairstead	Link to development land at Parkway with potential link to Fairstead - traffic to go through Fairstead / route coming out of Fairstead and along Sand line / bridge over Sand line / road alongside railway line / park and ride	Vehicular link between the two estates could provide relief for Gayton Road and Gaywood with benefits to journey times and air quality	May lead to rat-running (highway design layout could address this)	Undertake initial highway design layout for link road scheme. Potential funding source is via developers	Norfolk County Council Network Rail Developers
MHN8 (6.13)	Winston Churchill Drive QEH access widening	Investigate a scheme to provide widening of the access to allow improved movement onto roundabout / improved traffic flow. Also look at widening of Winston Churchill Drive closest to Corbyn Shaw Road where on-street parking is prevalent	Improved journey times	n/a	Consider design improvements at Winston Churchill Drive junction with A1046	Norfolk County Council BCKL&WN QEH

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MHN9 (6.20)	QEH roundabout capacity improvements	The slip road onto A149 northbound needs improvement and the roundabout needs to be able to accommodate forecast traffic levels	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN
MHN10 (6.21)	A149 Dualling up to Knights Hill; Knights Hill junction capacity improvements	Dualling of the A149 / crawler lane up to Knights Hill / two lanes up to Knights Hill / mark lanes from bottom of hill / increase width / lanes at roundabout which are too narrow at the junctions onto / off the roundabout (QE to King's Lynn) - suitable for emergency services; Consider a redesign of this junction to improve traffic capacity and traffic flow to accommodate forecast traffic levels associated with development	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN Highways England
MHN11 (6.19)	A149 Jubilee Roundabout capacity improvements	Jubilee Roundabout capacity improvements to improve traffic flow and accommodate planned growth	Management of traffic through town centre / reduced journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN Highways England
MHN12 (6.22)	West Winch Housing Access Road	Highway improvement access road to enable the housing growth at West Winch and to provide some relief to the A10	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN Highways England Developer



## LONG TERM (OPTIONS TO BE DELIVERED AFTER 2030)

The locations of the Long-term options are shown in the figure below, detailed in tables 6-9 to 6-10.

**Figure 6-3 - Transport Strategy Long Term Options**



**Table 6-9 - Options to reduce delay and congestion on the local highway network (Long-term Highway Network - LHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
LHN1 (6.4)	Hospital to A149 direct access link	Provide an additional exit onto A149 for exiting traffic from the hospital to ease local congestion issues around the hospital	Local congestion relief and air quality management	Environmental	Provide initial feasibility design with HE. Model to test the level of benefits that could be achievable	Norfolk County Council BCKL&WN QEH
LHN2 (6.8)	Wisbech Road to Nar Ouse Way link Road	Investigate the potential for providing a highway link between Wisbech Road and Nar Ouse Way to assist in alleviating Southgates roundabout	Local congestion relief at Southgates	Land and environmental	Investigate alongside options for Southgates roundabout	Norfolk County Council BCKL&WN Developer

**Table 6-10 - Options to encourage the use of public transport (Long-term Public Transport - LPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
LPT3 (3.1)	Train frequency improvements	Implementation of Ely Area Enhancement Scheme to deliver doubling of train frequency to half-hourly (2025-2030). Improve rail links to Cambridge and London. Improve connecting services - connections to Norwich from Ely. King's Lynn 8 Car Project will increase train capacity from 4 Car trains between King's Lynn, Cambridge and London by December 2020.	Improved service level for passengers and reduction in car mode share for outbound and inbound trips to/from King's Lynn	Potential increase in vehicular traffic to the rail station. Additional traffic delay at level crossing	Ely Area - Funding in place for current phase of work (GRIP 2). Further development stages to be funded separately under the new RNEP processes.	Network Rail Govia Thameslink Railway (GTR) NCC BCKL&WN



Norfolk County Council & Borough Council of  
King's Lynn & West Norfolk

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# KING'S LYNN TRANSPORT STRATEGY

DRAFT FOR CONSULTATION



Norfolk County Council & Borough Council of King's  
Lynn & West Norfolk

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# **KING'S LYNN TRANSPORT STRATEGY**

## **DRAFT FOR CONSULTATION**

**TYPE OF DOCUMENT (VERSION) PUBLIC**

**PROJECT NO. 70042492**

**DATE: DECEMBER 2019**





Norfolk County Council & Borough Council of King's  
Lynn & West Norfolk

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# **KING'S LYNN TRANSPORT STRATEGY**

## **DRAFT FOR CONSULTATION**

WSP

Unit 9, The Chase  
John Tate Road, Foxholes Business Park  
Hertford  
SG13 7NN

Phone: +44 1992 526 000

Fax: +44 1992 526 001

WSP.com

# QUALITY CONTROL

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Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	1st Draft	1 <sup>st</sup> Revision	2 <sup>nd</sup> Revision	3 <sup>rd</sup> Revision
Date	2 <sup>nd</sup> August 2019	13 <sup>th</sup> August 2019	22 <sup>nd</sup> August 2019	18 <sup>th</sup> December 2019
Prepared by	S Biggs	S Biggs	S Biggs	S Biggs
Signature				
Checked by	S Biggs / S Thomas	S Biggs / S Thomas	S Biggs / S Thomas	S Biggs / S Thomas
Signature				
Authorised by			Neil Poulton	Neil Poulton
Signature				
Project number	700424292	700424292	70042492	70042492
Report number	3	4		
File reference	190802_KLTS Stage 3.docx	190812_KLTS Stage 3.docx	190822_KLTS Stage 3_v1.1.docx	191218_KLTS Stage 3_v1.2.docx



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#### EXCLUDED SCHEMES (STAGE 2 TO STAGE 3)

# EXECUTIVE SUMMARY

This Transport Strategy sets out the vision, objectives and short, medium and long-term transport improvements required to support the existing community of King's Lynn and to assist in promoting economic growth in the area. The Local Plan development data shows that an additional 3,627 dwellings could be provided up to 2026, with further development growth also highlighted during the following 10 years.

The Transport Strategy concludes by setting out a high-level Action Plan to deliver improved transport infrastructure that addresses existing transport barriers and supports sustainable housing and economic growth.

The study stages have been clearly defined during the process and included: information gathering on the issues and opportunities; identification of potential schemes; and a bespoke appraisal and sifting exercise using the study aims and objectives as well as Department for Transport guidance on early option appraisal.

The transport infrastructure presented in the strategy has been sifted from an initial long-list of options which have been subject to stakeholder engagement, appraisal and prioritised using a bespoke Strategic Assessment tool and a Department for Transport's (DfT) based Early Assessment and Sifting Tool (EAST), which compares the Strategic, Economic, Managerial, Financial and Commercial case for each transport option. An Action Plan has then been produced to take forward the identified options along with a series of recommended next steps

In support of this process a traffic model building exercise has been undertaken to reflect existing transport and traffic conditions; followed by traffic forecasting to include and assess the impacts of the planned development growth. Following this the traffic models have been used to provide an initial understanding of a number of potential highway improvement schemes which were identified to understand impacts on congestion relief at the gyratory, Southgates and Hardings Way in particular.

The outcome of all of this work culminates in the Transport Strategy and initial action plan that is presented in this document and lays the foundations for further supporting transport investment in King's Lynn over the short-term (up to 2022); medium-term (2023-2030); and long-term (2030-2036).

It sets out a focus and direction for addressing transport issues and opportunities in the town by understanding the transport barriers to sustainable housing and economic growth and identifying the short, medium and long-term infrastructure requirements to address these barriers.

The Transport Strategy includes a range of strategic and local highway capacity improvement schemes alongside improvement schemes that could address issues with reliability on the existing bus network. These sit alongside the potential to make further improvements to the existing cycling and walking network to further support the already high mode share for journey to work for these active modes of travel.

A single mode or option cannot address the transport issues in King's Lynn. As such a package of measures are required including strategic and local car and non-car based options, that enhance:

- i Local Highway Network capacity;
- i Strategic Highway Network capacity
- i The bus provision;
- i Rail services and King's Lynn Railway Station;
- i Walking and Cycling infrastructure;
- i Parking provisions and management; and
- i Smarter Choices (e.g. Travel Plans).

A proposed Transport Strategy including 18 Short-term schemes is provided, along with 12 medium term and 3 long term schemes. A total of 33 schemes are prioritised for pursuing through the Transport Strategy. A number of general policy and maintenance type schemes have also been identified for early implementation.

Most of these options are at a very early stage of development and very high level, although a few are actively being developed by Norfolk County Council. The options identified in this Transport Strategy are intended to steer the development of more detailed options at a variety of spatial scales.

One of the first actions will be to broaden the dialogue and engagement with local and strategic partners. To deliver as many of the options in the Transport Strategy as possible, a number of options will require a more detailed evidence base before funding opportunities can be successfully pursued.

It is recommended that highway options are developed and assessed using the strategic and micro-simulation models of King's Lynn. These models cover large parts of King's Lynn and were developed to assess the traffic impacts of the planned development and the outcomes of the Transport Study.

None of the options included in the Transport Strategy have secured funding for implementation. However, there is some funding which may be available to develop and assess the options to a greater degree to provide a recommended scheme for implementation including design, initial cost estimates and programme for delivery. Notably this is for Southgates roundabout and London Road initially and also the gyratory and potential Hardings Way initiatives.

Critical to the delivery of the options in this Transport Strategy is the identification of possible funding sources. There is the potential for options to be funded by both the public sector (Local Government and Central Government funding allocations and initiatives) and private sector (through other funding mechanisms and avenues associated with development opportunities). To identify and secure funding for the options outlined in this Transport Strategy it is recommended that relevant stakeholders are engaged during the further scheme development.



# 1 TRANSPORT STRATEGY CONTEXT

## 1.1 INTRODUCTION

- 1.1.1. This Transport Strategy sets out the vision, objectives and short, medium and long-term transport improvements required to support the existing community of King's Lynn and to assist in promoting economic growth in the area.
- 1.1.2. The study and strategy is intended to assist in unlocking the significant potential of King's Lynn by identifying transport barriers to growth and economic development and setting out a focus and direction for how this can be addressed. The Borough Council of King's Lynn and West Norfolk (BCKL&WN) Local Plan - Core Strategy sets out that the town has a role as a sub-regional centre. It states that it is important to strengthen the retail function alongside tourist, leisure facilities and employment development and regeneration.

### Vision

*To support sustainable economic growth in King's Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improve air quality; safety; and protection of the built environment.*

- 1.1.3. An understanding of the current and future transport issues including modelling of the options available, a preferred strategy has been developed including a number of schemes to take forward for further detailed design and implementation. It is designed to provide a focus for activities in and around the town particularly with regard to:
- Development of allocated sites and future sites coming forward in the Local Plan review to meet housing and employment growth;
  - Regeneration of underutilised land;
  - Car parking (rationalisation and capacity);
  - Resolving air quality issues in the town; and
  - Growing traffic congestion within the town.
- 1.1.4. The Transport Strategy has been developed around the following transport objectives which were agreed with stakeholders during Stage 1 of the process for developing the Strategy.

### Objectives

1. *Provide a safe environment for travel by all modes;*
2. *Encourage town centre accessibility by all modes whilst conserving and enhancing King's Lynn's rich historic environment;*
3. *Support sustainable housing and economic growth;*
4. *Reduce the need to travel by car through development planning;*
5. *Manage traffic congestion in King's Lynn;*
6. *Increase active travel mode share for short journeys;*
7. *Promote and encourage the use of public transport; and*
8. *Reduce harmful emissions and air quality impacts.*

## 1.2 THE OPPORTUNITIES

- 1.2.1. As the principal town in the Borough, the study has focussed on providing for economic growth, social inclusion, environmental improvements, reduced emissions, as well as better accessibility and connectivity for the town.
- 1.2.2. The BCKL&WN Local Plan is currently under review and will seek to identify how further growth can be accommodated in the borough. This will cover the period up to 2036 and the Transport Study and Strategy will need to consider the emerging proposals from this work within the forecasting work and in the development of appropriate potential mitigation and/or enabling schemes to accommodate the development and growth potential of King's Lynn.
- 1.2.3. King's Lynn was 1 of 10 locations to be designated Heritage Action Zone (HAZ) status by Historic England in March 2017. The key aims of the HAZ are to:
  - Stimulate local economic growth
  - Maximise the economic potential of heritage assets
  - Strengthen the character of King's Lynn conservation areas
  - Improve King's Lynn's Town Centre's competitiveness as a sub-regional centre
- 1.2.4. The HAZ Partnership Board has agreed a 5-year Delivery Plan setting out a number of interventions to deliver against the HAZ aims including identification of 7 brownfield town centre sites (including 4 existing surface car parks) for redevelopment. A town wide Transportation Strategy is required to understand the impact of these collective developments on the network, and identify solutions including suitable locations for alternative car parking provision to enable these sites to be unlocked.
- 1.2.5. It is very evident that expected changes in the way people and goods move could impact significantly on the way our towns and cities look in the future. Whilst we are on the cusp of potential significant change it will be difficult to predict exactly how these changes in technology, behaviour and movement could impact on the transport and travel in King's Lynn in detail. However, the Transport Study and Strategy will need to acknowledge that these potential changes in transport provision are on the horizon and seek to accommodate the potential implications during the study development.

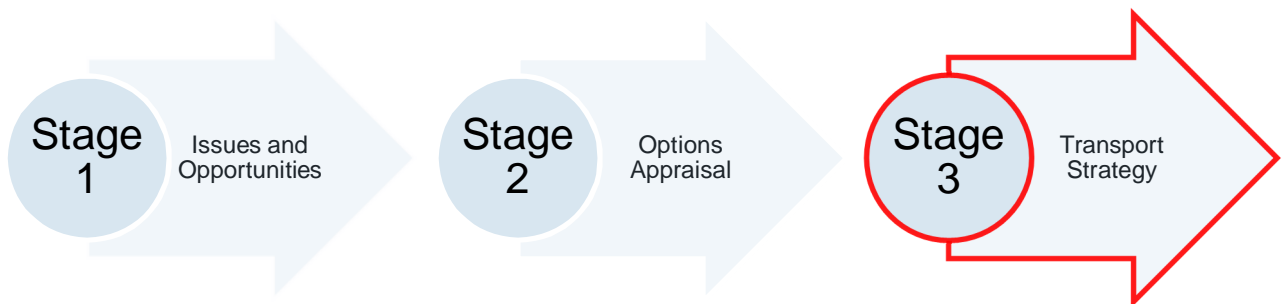
## 1.3 THE CHALLENGES

- 1.3.1. King's Lynn has been identified as an area for growth in the council's development plan documents. It is identified as a sub-regional centre and a number of development sites have been identified within the plan period up to 2026. Geographically these are in the north, centre, east and south of the town with a small number of sites in West Lynn. Sites for both employment and residential use have been identified.
- 1.3.2. The figures show in the region of 7,000 additional residential units in King's Lynn up to and beyond the current development plan period. With the current traffic and travel problems that have been identified in King's Lynn it will be important that the development contributes to improvements in transport infrastructure for all modes of travel to accommodate the level of additional trips that could result from the prospective residential development.
- 1.3.3. Notable additional employment areas have also been identified to the south of the town: east of Hardwick next to the A149; and to the south of Saddlebow. An enterprise zone (Nar Ouse Business Park) has been identified in the Nar-Ouse regeneration area.

- 1.3.4. There have been a number of local congestion issues already identified within this document as well as limiting issues with all modes of travel. A holistic approach to addressing these alongside each other will be required to accommodate the level of growth that is currently planned for King's Lynn. This Transport Study has identified where problems and issues currently exist in the town and the development of the Transport Strategy will aim to consider how existing issues can be addressed alongside forecasting for future travel needs to identify and develop measures that could enable the planned levels of development to stimulate local economic growth.
- 1.3.5. Of particular importance in the future growth of King's Lynn will be the potential worsening of current congestion areas in the town centre during weekday peak hours and also for accessing the leisure and tourism in the nearby coastal towns:
- Central gyratory / London Road / Gaywood Road / Lynn Road
  - A47 / A149 junctions to the south and east
  - A10 corridor
  - Southgate / Hardwick and Wisbech Road junctions
  - South Wootton A148 / Castle Rising Road
- 1.3.6. It will be imperative that walking and cycling modes of travel are developed and supported to promote and encourage continued growth in these modes that already provide a valuable contribution to supporting King's Lynn as a sustainable urban centre.

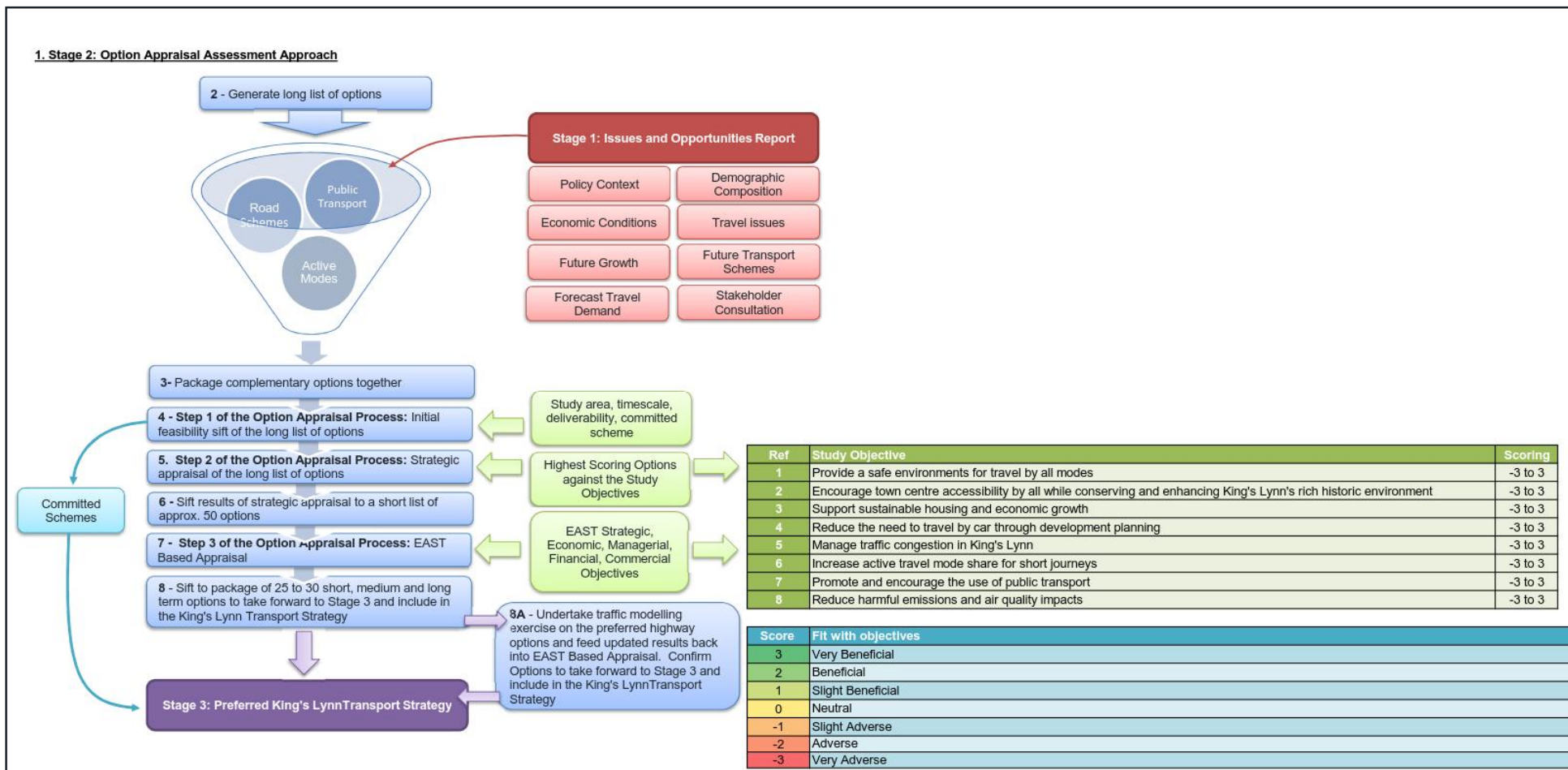
## 1.4 STUDY STAGES

- 1.4.1. The Transport Strategy is the final part of a suite of reports covering the three stages of the Study. A summary of the two previous stages of the Study is provided below.



- 1.4.2. **Stage 1** of the Study was the production of an issues and opportunities report. This sets out the existing transport situation in King's Lynn and serves as an evidence base for the development of a long list of options for appraisal.
- 1.4.3. **Stage 2** of the Study was an options appraisal report. This was the appraisal of a long list of options using a three-step process outlined in **Section 5** of this Transport Strategy.

1.4.4. The diagram below summarises the Study Stages and options appraisal process.



## **1.5 PURPOSE OF TRANSPORT STRATEGY**

- 1.5.1. The purpose of this Transport Strategy is to support regeneration and help to unlock the economic and growth potential of King's Lynn, whilst supporting the travel needs of the existing community.
- 1.5.2. It sets out a focus and direction for addressing transport issues and opportunities in the town by understanding the transport barriers to sustainable housing and economic growth and identifying the short, medium and long-term infrastructure requirements to address these barriers.
- 1.5.3. The Transport Strategy concludes by setting out a high-level Action Plan to deliver improved transport infrastructure that addresses existing transport barriers and supports sustainable housing and economic growth.

## 2 SPATIAL SCOPE AND OBJECTIVES

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### 2.1 SPATIAL SCOPE

- 2.1.1. King's Lynn is the largest town in the borough of King's Lynn and West Norfolk and it provides important services and retail for its catchment. Since the rapid expansion of the town's population in the 20<sup>th</sup> century, the latest data identifies the usual residents population is now approximately 41,590 in 2016 (48,200 in the built-up area (King's Lynn and the Woottons). The latter is closer to the area covered by the strategy. The inclusion of West Winch adds another 2,850 people. The Core Strategy outlines housing, retail and employment growth strategies in the town. By 2025, the population of the King's Lynn area is expected to reach more than 50,000.
- 2.1.2. The River Great Ouse is in a North/south alignment that acts as constraint to the western side of King's Lynn. Furthermore, given the location of the shoreline, large areas of undeveloped land are at risk of tidal and/or fluvial flooding. This limits the expansion options. The areas of lower flood risks are identified in the Core Strategy for potential development schemes. As this is a town of historic value, there are more than 200 listed buildings, a Conservation area and two historic market squares. Moreover, the Area of Outstanding Natural Beauty (AONB) to the north, Reffley Wood, Gaywood Valley and the various parks and gardens throughout King's Lynn restrict development opportunities.
- 2.1.3. Notably there are key areas of employment that are located both to the north and south of the town. The Queen Elizabeth Hospital, located on the eastern edge of the town on the A1076 close to its junction with the A149 is a key employer in the area with around 2,400 staff and 515 beds. These employment opportunities give rise to a number of potential cross-town and inter-urban movement patterns. The hospital has a wide catchment for employment and health needs and contributes to heavy peak period traffic levels in this area of King's Lynn.
- 2.1.4. There are a number of retail and employment opportunities in the town which are located centrally and also prominently on the southern edge of the town in the Hardwick area close to the A149/7 junction. Leisure and recreation activities take place at various locations, with Alive Lynnsport being the largest location for these activities and serving a wide area.
- 2.1.5. Education in King's Lynn is spread throughout the town with a number of localised primary schools serving the immediate and surrounding areas, as well as a smaller number of secondary schools serving wider catchment areas. There are three secondary schools in King's Lynn:
  - King Edward VII Academy
  - Springwood High School
  - King's Lynn Academy
- 2.1.6. These are mainly concentrated to the east of the town centre and gyratory, with St Michael's Primary School located in the south, giving rise to a number of cross-town movements.
- 2.1.7. The College of West Anglia, King's Lynn Campus is located to the east of the town centre on Tennyson Avenue / Gaywood Road with a high concentration of public transport opportunities available in this area of King's Lynn as well as being on a highly congested corridor.

- 2.1.8. The main retail centre is in the heart of King's Lynn at the Vancouver Quarter which offers a wide range of retail choice. Tuesday is still a market day in King's Lynn with stalls in New Conduit Street and Tuesday Market Place.

## 2.2 OBJECTIVES

- 2.2.1. The agreed objectives which were established with Stakeholders at the beginning of the Study and have been used in the scheme evaluation and led the direction for the schemes included in the Transport Strategy are as follows:
- | Provide a safe environment for travel by all modes;
  - | Encourage town centre accessibility by all modes whilst conserving and enhancing King's Lynn's rich historic environment;
  - | Support sustainable housing and economic growth;
  - | Reduce the need to travel by car through development planning;
  - | Manage traffic congestion in King's Lynn;
  - | Increase active travel mode share for short journeys;
  - | Promote and encourage the use of public transport;
  - | Reduce harmful emissions and air quality impacts.



## 3 TRANSPORT CHALLENGES AND OPPORTUNITIES

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### 3.1 KING'S LYNN AS A PLACE TO LIVE AND WORK

- 3.1.1. King's Lynn is the largest town in the borough of King's Lynn and West Norfolk. King's Lynn functions as the borough's administrative and cultural centre. King's Lynn acts as a sub-regional centre to the surrounding areas (including some beyond the borough boundary), providing an important service and retail function.
- 3.1.2. The main employment destinations within the study area are the town centre, North Lynn Industrial Estate, the Port, Austin Fields, Hardwick Industrial Estate, Horsley's Fields, Wisbech Road Industry, East Coast Business Park, Saddlebow Industrial Estate, Willows Business Park, Hardwick Narrows Industrial Estate, the College of West Anglia and The Queen Elizabeth Hospital.

### 3.2 THE ROLE OF KING'S LYNN IN THE WIDER REGIONAL ECONOMY

- 3.2.1. King's Lynn is the centre of a sub-region that extends beyond the borough of King's Lynn and West Norfolk. King's Lynn is a key service centre with the potential to be the driver for the economic well-being of the sub-region. At present, King's Lynn is underperforming in terms of services, the economy, housing and tourism, given its role as a significant centre.
- 3.2.2. There are approximately 62,000 jobs in West Norfolk, of which 55% of these jobs are located in King's Lynn, acting as the principal economic driver for the borough. King's Lynn and West Norfolk's labour market is fairly self-contained, with relatively low levels of in-and-out commuting.
- 3.2.3. Whilst isolation and deprivation issues exist in King's Lynn, the economic base is changing and several world-leading businesses in pharmaceuticals, precision and aerospace engineering and advanced manufacturing sectors including commercial refrigeration, robotics, electronics and specialist chemicals are now located in the borough. The key employment sectors now fall within advanced engineering and manufacturing, added value food activity and tourism.

### 3.3 CURRENT LOCAL TRANSPORT PROVISION

#### ACTIVE TRAVEL

- 3.3.1. A summary of the main issues identified for cyclists and pedestrians during the early study stages are as follows:
  - i Cycling on the roads is considered dangerous around King's Lynn due to the following: parked cars on the road / footway; narrow roads with cars parked on both sides; potholes and drains.
  - i Notable areas include Gaywood Clock and London Road/ Railway Road which could benefit from on-road protected cycle provision where space allows.
  - i There is no safe place for cyclists to safely cross the A149 to access King's Lynn which limits opportunities for cycle trips from here.
  - i Awareness and enforcement of cycling on the footways is a grey area which needs to be dealt with through education and policy.
  - i The road network in King's Lynn at peak times is not conducive to on-road cycle usage and cyclists should make themselves visible to other road users at all times to assist with their safety.
  - i Cycle provision from the villages outside King's Lynn urban area is limited and could be improved to encourage increased cycle trips from these neighbouring areas.



- i Hardings Way and South Quay is a very valuable asset for cyclists in King's Lynn offering a traffic-free environment, there is a fear that this would be lost if Hardings Way was used for additional traffic to provide relief to other congested parts of the town centre. This is an important leisure and tourism route for cyclists.
- i Safety of crossing B1144-Tennyson Avenue. Areas of concern include the junction with Gaywood Road, as well as the junction at King George V Avenue. Notable areas either side of the railway level crossing on Tennyson Avenue. Considering the NCN1 runs through The Walks park and continues over this road the safe passage of cyclists and pedestrians should be facilitated – assessments of collision data, desirable locations and related desire-lines further support these recommendations.
- i Overall, wayfinding signs and road markings were observed as acceptable and consistent. General maintenance to ensure information displayed to pedestrians and cyclists is clearly presented is necessary.
- i Observable pavement defects did not indicate major structural issues such as subgrade failures; rather, assessment of the area realised faults with surface/binder layers that require general localised maintenance.
- i The relationship of cycling and other modes is a general issue in King's Lynn, cycles on trains and buses could be beneficial to overall transport mode share and making these modes more attractive to users.
- i More journeys associated with education could be provided for by bicycle if safe routes and crossings could be provided along with improved secure storage.
- i Lack of secure storage for bicycles in the town centre.
- i Not all parts of the cycle network in King's Lynn are linked together.
- i King's Lynn has a high level of walking within the town. Due to the layout of the road network it is often quicker to get around by walking and routes which provide important cross-town connections should be encouraged.
- i Footway maintenance is important to ensure people are able to safely continue to walk within the town.
- i Provision needs to be made for pedestrians on desire lines to enable them to access their destination as easily as possible within a safe environment. A number of locations have been identified where accident clusters have occurred during a five-year period and improvements to provision at these locations should be considered.
- i Hardings Way and South Quay provide an important route for pedestrians wishing to avoid London Road to access the town centre and education in the Friars area.
- i There are some areas where improved way-marking for pedestrians would be beneficial, such wayfinding signs were observed to be weathered/dirty which obstructs the displayed information at the footway between Blackfriars Road to Lynn Road.
- i The road width is very wide with 3-4 lanes of traffic at the pedestrian crossings on Railway Road with no central island for protection in instances when the traffic lights change before walking all the way across causing a serious hazard for pedestrians and vulnerable road users in particular.
- i Protection for pedestrians crossing the gyratory where it is 4-lanes wide with no central island is lacking making it very hazardous.
- i During the pedestrian and cycle audit it was observed that vehicles were forced to mount footways at Friars Street as drivers negotiated around parked vehicles which could compromise pedestrian safety.

- i General maintenance issues were also observed during the pedestrian and cycle audit that may improve safety standards if addressed. These include re-painting of surface marking (for example, to indicate cycle lanes), replace or repair guard rail at Blackfriars Road and address parked vehicles mounting footways obstructing pedestrian movements.

## **BUS, RAIL & FERRY**

3.3.2. A summary of the main issues with the bus, ferry and rail provision that have been identified are as follows:

- i Bus journey time reliability is severely impacted on by the delays encountered on the highway network through the centre of the town. All bus services in King's Lynn have to travel through the central gyratory in the town centre.
- i Time efficient access to and from the bus station is constrained by the one-way nature of the gyratory system that provides the point of access for all bus services in King's Lynn. This means that journey time reliability is a problem in the peak hours and additional buses / reduced frequencies have to be employed on the services to accommodate this which leads to increased costs for the operators.
- i The rising costs of bus provision and the constrained nature of the bus network in King's Lynn has been contributory to recent changes to operations in the town and notably the withdrawal of Stagecoach from King's Lynn. Whilst the bus network has been taken over by other companies, this demonstrates the fragile nature of providing public transport in King's Lynn in current transport and economic conditions
- i There is very limited bus priority provision in King's Lynn and the width of the highway network is constrained to provide dedicated on-road provision for buses without severely impacting on the highway network generally.
- i The frequency of traffic signalised junctions on the bus routes impact on bus journey time and reliability as they seem to be uncoordinated with buses being stopped frequently at the traffic signalised junctions and crossings.
- i The villages outside King's Lynn have a relatively poor level of service which means the buses are unattractive to use because of their limited times and/or days of operation.
- i As well as the inherent delays in the town centre the bus services also suffer from significant levels of delay at Hardwick Interchange on their inter-urban routes.
- i Passengers travelling from north to south of the town need to change bus services via the bus station which does not offer an attractive option for passengers and increases the passenger journey times. Connections between the Queen Elizabeth Hospital and the Woottons also necessitates a change of service at Gaywood Clock.
- i Whilst the network coverage of bus services in King's Lynn is good and there are some areas that have a very high level of service frequency, the employment areas are poorly served in terms of their times of operation which often do not cover the shift times with the last service being relatively early in the evening.
- i Sunday bus operations also offer a relatively poor level of service.
- i As a result of the cumulative impacts of these issues the bus services have a relatively low mode share for the journey to work.
- i The bus fare levels in King's Lynn are not competitive with town centre car parking charges.
- i There is opportunity for improved ticketing between the operators which could offer a better public transport experience to users.

- i The bus services on London Road / Railway Road in congested stationary traffic conditions are considered to exacerbate the local air quality issues in the area, possibly due to the type of fuel used and the duration of the congested peak periods.
- i The Hardings Way bus link is under used. However, whilst it provides an excellent opportunity for traffic-free bus travel avoiding the congestion on London Road, it also takes the buses away from their potential passenger base.
- i Onward connections to travel to Norwich for rail services at Ely (for example) are un-coordinated and potentially discouraging use of rail for longer journeys.
- i The ferry service provides a valuable asset for King's Lynn and notably the residents of West Lynn, Clenchwarton, Terrington St Clement and further afield. It is a popular service among residents and the car parking at West Lynn is currently insufficient to cater for the demand.
- i Access to the ferry from the town centre is via Ferry Street and there is scarce signing and promotion of the Ferry from the town centre which could be developed to build an even greater passenger base which in turn could lead to more opportunities for investment in the boats and infrastructure in the future.
- i The tidal nature of the river means that the conditions are operationally difficult at low tide with a need to walk along gang-planks to access the boat. This makes it an inaccessible service for disabled users / pushchairs / elderly or very young people as there is also a stepped access to the water from the Quayside in King's Lynn.
- i The operation for the ferry is being offered for sale by the current owners and it is generally considered that it would be a huge loss to the town's transport system if a suitable buyer did not continue to run the service. The loss of the ferry service could prove to have detrimental impacts on the highway network that links West Lynn with King's Lynn, particularly during the peak hours when the ferry is currently well used.
- i An hourly rail service is available in King's Lynn through the day and half hourly during the peak hours. This is limited by the nature of the single-track sections south of King's Lynn.
- i For the journey to work rail accounts for 1% of trips.
- i Cycle storage provision at the rail station is not covered by CCTV and is therefore not attractive to use due to security issues.
- i The disused railway line between King's Lynn and Hunstanton could be better utilised for pedestrian and cycle use and/or a high quality public transport corridor.

## LOCAL HIGHWAY NETWORK

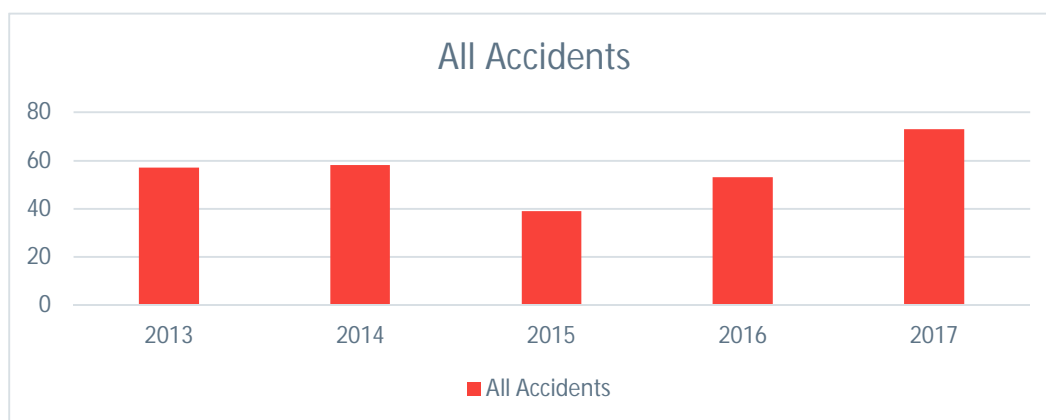
3.3.3. A summary of the main issues with the local highway network that have been identified are as follows:

- i The traffic signals in King's Lynn are perceived to not always cope with the congested traffic situation in King's Lynn in the most effective way, which is considered partly a result of the control room monitoring not being full-time. There are also instances where the traffic lights appear to have long pauses.
- i The traffic lights on Hardwick Road outbound after the railway bridge at Hansa Road cause queueing back to Southgate roundabout causing issues for buses and other vehicular traffic.
- i Gayton Road / Gaywood Road is a major route for all the residential estates to access central King's Lynn with no alternative route available for vehicular traffic. It is also where three high schools and colleges are located. Air quality issues are present in the Gaywood Clock area and with proposed levels of growth in the town this is likely to get worse.

- i Congestion on the A10 through West Winch is also problematic during the peak hours.
- i Car parking in the town consists mainly of surface level car parking and analysis has shown that a number of these car parks reach capacity on an average weekday and weekend, and particularly during the pre-Christmas period. The analysis has also highlighted the car parks that have available capacity and management of space availability that if utilised could benefit traffic flow in the town.
- i With additional development the car parks will reach capacity and additional provision will be required.
- i The traffic associated with the Hospital and traffic from the adjacent residential area (Bishops Park) causes peak hour congestion problems.
- i The Southgate and London Road experiences high levels of congestion in the peak hours and increased journey times.
- i The central gyratory in the town centre experiences air quality issues, particularly on Railway Road and London Road.
- i A number of locations where traffic congestion typically occurs have been identified.
- i Car parking is relatively cheap in the town centre and buses sit in the general traffic making the bus unattractive for people who have a car.
- i Increased development is going to give rise to more travel and trips in the town exacerbating existing issues. Investment in the transport infrastructure to support the additional development is required.
- i With the revised road layout, it is perceived that it is more difficult for vehicles to exit from Valingers Road to London Road during the peak hours.
- i When incidents occur on the highway network either within King's Lynn or on the surrounding strategic highway network (A149/A47) there is no alternative routing to deal with this and the existing highway network is unable to cope.

## PERSONAL INJURY ACCIDENTS

- 3.3.4. There were 280 accidents recorded in the area over the 5-year period (2013-2017): 57 in 2013, 58 in 2014, 39 in 2015, 53 in 2016 and 73 in 2017. This is based on all recorded collisions. Figure 3.1 sets out the number of collisions by year over the 5-year period.



**Figure 3-1 – All Collisions (Five Years: January 2013 to December 2017)**

(Note; 16 accident data records are incomplete)

3.3.5. In terms of severity the fatal accidents comprised the following:

- i Fatal; 1 x fatal accident;
- i At the A148 Railway Road/Norfolk Street junction, a pedestrian was hit by a vehicle which had failed to stop at a red light on a signalised crossing, the road is one way, three/four lanes.

3.3.6. The serious accidents comprised the following:

- i Serious; 37 serious accidents;
- i All accidents occurred on single carriageway or one-way streets except 3 accidents on roundabouts and 2 accidents on dual carriageways;
- i 13 accidents occurred in darkness, 24 in daylight;
- i All serious accidents occurred in fine weather without winds except 3 listed under weather conditions of 1 'unknown', 1 'other' and 1 raining without winds'; and
- i The road surface condition for all serious accidents break down to; 'Dry conditions' 23 accidents and 'Wet/damp conditions' 14 accidents.

3.3.7. The remainder of accidents were slight in nature.

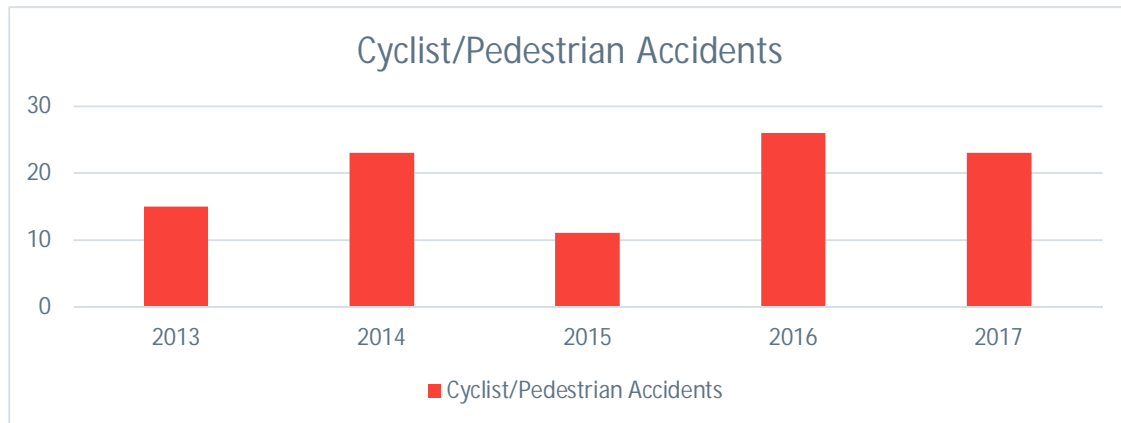
3.3.8. In terms of cluster locations for serious accidents there are 2 areas identified as clusters for serious accidents:

- i 5 serious accidents at Southgates Roundabout and 3 arms of the roundabout within 120m (30mph speed limit).
- i 5 serious accidents on Hardwick Road between Hardwick Roundabout and Hanse Road (40mph speed limit)

3.3.9. The cluster locations for slight and serious recorded accidents, show there are 4 areas of note:

- i Southgates Roundabout Area:
  - 19 slight/serious accidents
  - The accidents predominantly related to contributory factors 'disobeyed signals' and 'failed to look properly at this location'.
- i A148 near Valingers Road and Greyfriars School Area:
  - 4 accidents near Valingers Road;
  - Attributed to 'Careless/ reckless', caused vehicle shunt, 'failed to look properly (pedestrian)', caused injury to pedestrian, 'failed to look properly', caused a bus and vehicle collision and 'exceeding speed limit' caused vehicle to lose control.
- i South of College of West Anglia, Tennyson Avenue:
  - 5 slight accidents;
  - The contributory factors in these accidents were; 'failed to judge other persons path or speed', 'failed to look properly', 'dazzling sun', inexperienced/learner' and 'failed to look properly (pedestrian)'.
- i North of College of West Anglia, Tennyson Avenue:
  - 6 slight accidents;
  - The majority of accidents were caused by 'disobeyed signals' and 'failed to judge other persons path or speed'.

- 3.3.10. Collisions involving cyclists and pedestrians over the same 5-year period (January 2013 – December 2017) have been considered separately to identify areas where improvements may be required.
- 3.3.11. 98 accidents involving either pedestrians or cyclists were recorded over the 5-year period out of the total 280 accidents. Figure 3.2 sets out the number of collisions involving cyclists / pedestrians by year over the 5-year period.



**Figure 3-2 - Pedestrian and Cyclist Collisions (five years January 2013 to December 2017)**

(Note; 3 accident data records are incomplete)

- 3.3.12. In terms of severity a fatal accident was recorded as follows:
- i Fatal; 1 accident (already described in All Collisions).
- 3.3.13. Serious accident summary information shows the following:
- i 16 serious accidents;
  - i 4 accidents occurred at a non-junction pedestrian light crossing, e.g. pelican/puffin/toucan or similar crossing;
  - i 2 accidents were listed as deliberate acts (aggressive driving) injuring a pedestrian in one incident and a cyclist in another; and
  - i 5 accidents have a contributory factor of 'failed to look properly (pedestrian)'.
- 3.3.14. For the accident clusters involving pedestrians and cyclists, the following locations are notable:
- i College of West Anglia, Tennyson Road from A148 to King George V Avenue:
    - 2 slight accidents, 1 serious accident;
    - The serious accident at this location states 'pedestrian walking along Tennyson Avenue when V1 hit them and drove off. Possible CCTV'.
  - i A148 London Road between Hospital Walk and N Everard Street:
    - 7 slight accidents, 2 serious accidents;
    - The serious accidents at this location state contributory factors as 'crossing masked by a stationary vehicle' and 'failed to look properly 'pedestrian'.



- 3.3.15. This analysis of accidents demonstrates an upward trend in total collisions over the last 2 years and with an increased number of collisions involving pedestrians and cyclists during the last year. This has highlighted the following locations where additional mitigation and road safety/design measures may be beneficial given the potential for continued increases in the attractiveness of walking and cycling in King's Lynn allied to policy decisions to further promote these active travel modes.
- 3.3.16. For pedestrians and cyclists, the main areas are:
- ┆ Railway Road;
  - ┆ London Road / Valingers Road / Windsor Road;
  - ┆ Tennyson Avenue / Lynn Road; and
  - ┆ Southgate junction
- 3.3.17. For all modes the main areas are:
- ┆ Hardwick Road;
  - ┆ A47 / A149 at Hardwick; and
  - ┆ A149 Hardwick Industrial Estate.

## CAR PARKING

- 3.3.18. King's Lynn has a number of car parks available in the town centre serving a mixture of purposes, some are privately operated, but most are owned and operated by the council.
- 3.3.19. Some of the car parks in King's Lynn are connected to variable message signs (VMS) that gives users an indication of space availability to assist in their decision-making about which car park to use.
- 3.3.20. Car parks are a key destination for trips to the central area of King's Lynn and access to them needs to be easy to ensure additional trips are not put through the historic central core. Sign-posting for the car parking is comprehensively provided at the entry points to the town centre including some information on space availability through VMS (variable message signs) on London Road, Edward Benefer Way and Gaywood Road.
- 3.3.21. The total stock of car parking spaces in car parks in the centre of King's Lynn is summarised as follows:
- ┆ 1,100+ short stay public parking spaces;
  - ┆ 1,450+ long stay public parking spaces;
  - ┆ 1,050+ private retail / rail station spaces; and
  - ┆ 3,600+ car parking spaces available in King's Lynn.
- 3.3.22. The typical cost of car parking is in a range of £1.80 to £4.70 for between 1 to 5 hours for the Council owned car parks. The cost of the supermarket (free, but time limited) and rail station car parks is separately managed. The above numbers exclude on-street parking provision. There are currently 6 electric car charging points at St James Multi-Storey car park.
- 3.3.23. A car park analysis showed the busiest month of the year as December, with the busiest day being Saturday across all car parks collectively.
- 3.3.24. A number of car parks were also shown to be over-capacity on a number of days during the year as shown in Table 3-1 over page.

**Table 3-1 – Number of Days in 2016 when Car Parks were Full**

Car Park	Number of Days when car park was Full (2016)
Austin Street East	220
Albert Street	12
Austin Street West	237
Blackfriars Street	215
Baker Lane	137
Boal Quay	65
Common Staithe Quay	242
Vancouver Car Park	8
Saturday Market Place	195
Tuesday Market Place	202
St James Multi-storey, Chapel Street, South Quay, St James Court, Juniper, Surrey Street	No data collected – some reach capacity
Supermarket Car Parks (Morrisons / Matalan)	No data available

- 3.3.1. Overall the analysis indicates that of the 2,560 spaces that are available at the Borough Council car parks, there is a demand for 2,306 spaces at the busiest time of the year. However, permit usage for the long-term car parks (and Vancouver short-term) as well as the permits that have been issued for use in any car park which amounts to 1,065 permits that are currently valid for use in King's Lynn car parks needs to be taken into account. The addition of these users would mean there is less capacity in Austin Street / Boal Quay / Chapel Street / Common Staithe Quay, Juniper and Vancouver. Permit holders account for a potential additional 1,065 users and their impact on the car park capacity analysis depends on the time of day they park and whether this impacts on the peak occupancy levels ascertained from the data.
- 3.3.2. On Saturday the car parks that get close to capacity (90%+) are Blackfriars, St James Court, Saturday Market Place and Tuesday Market Place. Those that have more than 60% of their spaces occupied are Chapel Street, Surrey Street, Albert Street, Vancouver and St James Multi-storey car park. This excludes any permit holders.
- 3.3.3. As identified in paragraph 3.3.1 and the assumptions made, the actual occupancy and remaining capacity of the car parks would be impacted by the permit holder car park usage and it is noted that the car parks can be full on a number of days during the year at certain locations.
- 3.3.4. There are currently four established residents parking zones in King's Lynn, which restrict parking in these areas to residents and their visitors only at certain times of the day. The areas included are:
- ▮ South Quay and King's Staithe Square (South Quay and College Lane);
  - ▮ Portland Street and Waterloo Street;
  - ▮ Highgate and Eastgate area (Kettlewell Lane, Eastgate Street, Archdale Street, Highgate, Littleport Terrace, parts of Gaywood Road); and
  - ▮ Springwood (parts of Elvington and Langland, Rodinghead, Horton Road, Sawston).

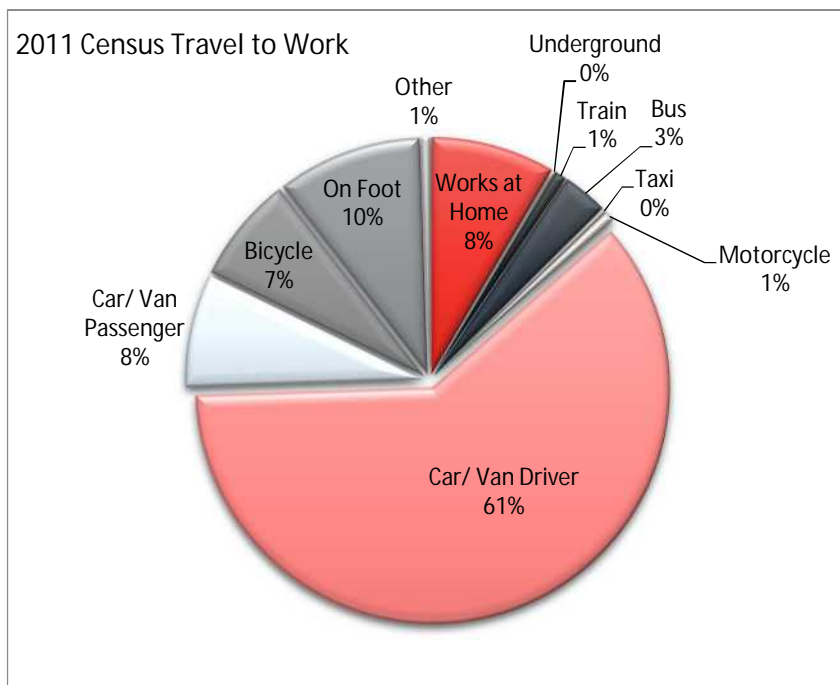


## AIR QUALITY

- 3.3.5. Studies have identified parts of King's Lynn as having unsatisfactory levels of air quality, these assessments are in accordance with the *National Air Quality Strategy* (NAQS).
- 3.3.6. As a result, areas of Gaywood and Railway Road/London Road were assigned as *Air Quality Management Areas* (AQMA) due to the levels of Nitrogen Dioxide emitted from road traffic.

## 3.4 CURRENT TRIP MAKING PATTERNS

- 3.4.1. The latest available Census data (2011) provides a valuable insight into the journey to work catchment of King's Lynn as an origin and a destination alongside indicators of the primary mode of transport used for the work journey. An overview of the mode share for the journey to work for the residents of King's Lynn is provided in Figure 3-3.



**Figure 3-3 - 2011 Journey to Work Mode Share for King's Lynn**

- 3.4.2. This pie chart shows that active modes (cycling and walking) account for 17% of journey to work trips and 61% are car drivers. The public transport mode share is 4% (train and bus). Comparisons with the national average statistics are shown in Table 3-2.

**Table 3-2 – Census Journey to Work National Average Comparison**

Travel Mode	King's Lynn	England & Wales
Active Modes	17%	8%
Bus	3%	7%
Car Driver	61%	54%

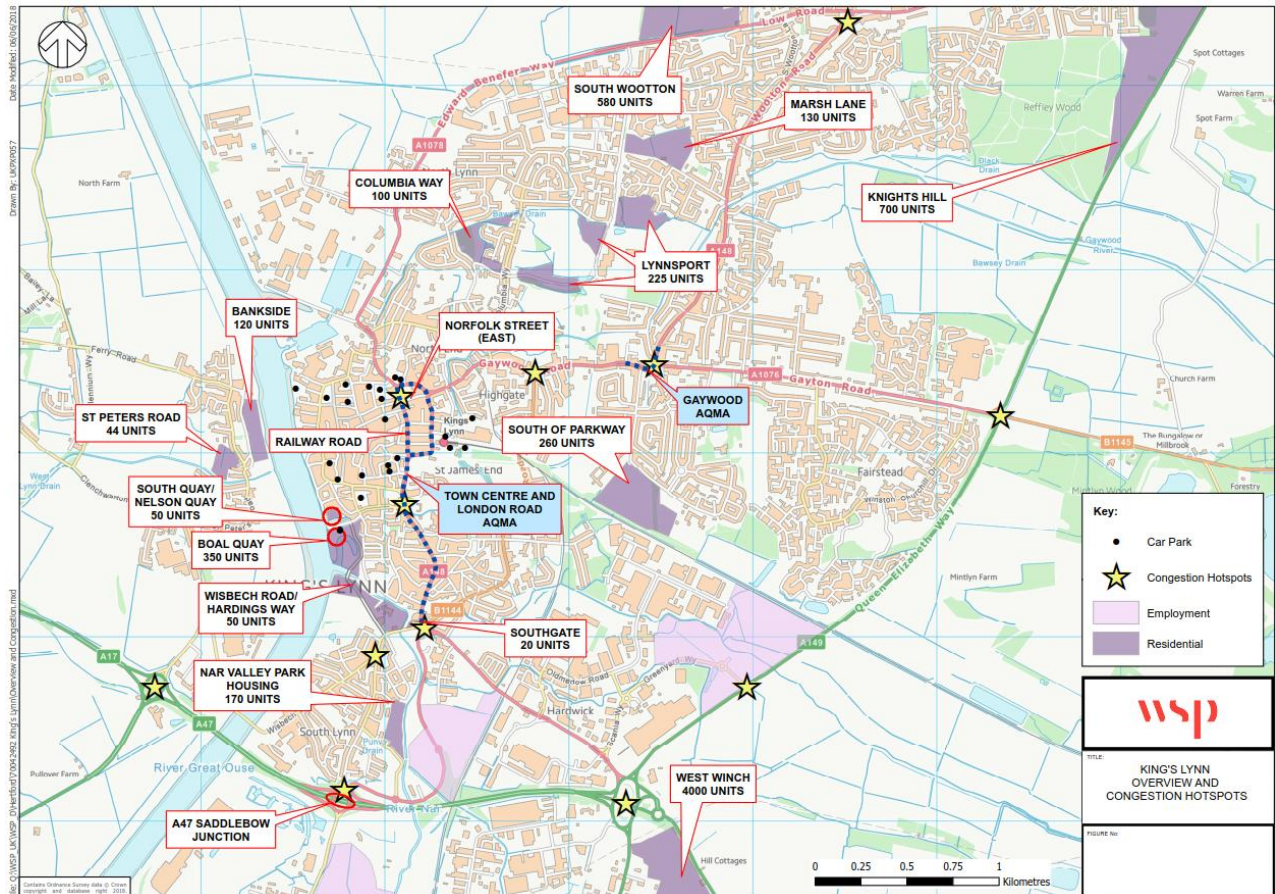
- 3.4.3. Table 3-2 demonstrates that King's Lynn achieves a relatively high proportion of work trips by active modes compared with the national average and a relatively low percentage by bus. The car driver percentage is also higher than the national average. A comparison of the 2011 Census data with 2001 data has shown that there has been negligible change in the mode shares over the intervening 10 years.
- 3.4.4. The analysis of the census data provides the following insights into King's Lynn transport:
- i Mode share by active modes (cycling and walking) is high compared with the national average, providing an indication that King's Lynn is well suited to the use of this mode and also has a good level of provision;
  - i Bus usage for the journey to work is low in King's Lynn compared with the national average, those trips that do take place by bus tend to be over a short distance and within close proximity of the town; and
  - i Car driver trips are relatively high with a large proportion being over a short distance and within the boundary of the town.

## 3.5 SUPPORTING PLANNED GROWTH

### LOCAL PLANNED GROWTH

- 3.5.1. The areas that have been identified for growth within the vicinity of King's Lynn are shown in Figure 3-4.

**Figure 3-4 - Study Overview and Development Areas**



## GROWTH FORECASTS

- 3.5.2. For the purposes of the transport modelling exercise Base year strategic and local micro-simulation models have been prepared using traffic data collected during 2018. Planned development data has then been applied on a site by site basis using data provided by the Borough Council to predict potential traffic growth in 2026 for this initial assessment and to 2036 for the separate study of the West Winch development proposals which are being assessed separately from this study. Figure 3-4 provides an overview of the locations of the developments that have been included in the transport modelling.
- 3.5.3. The Local Plan development information showed that 3,627 dwelling units could be provided up to 2026, with this development included in the 2026 development matrix. In addition, the information provided by the Borough Council in January 2019 identified the Hardwick Extension employment site which will provide 1500 jobs by 2026 and is also included in the forecast model.
- 3.5.4. The detailed local area micro-simulation model for the main town centre area uses traffic data from the Strategic model to predict the localised impacts of the forecast traffic growth. The overall resulting growth assumptions have then been adjusted to match TEMPro growth factors which use the National Trip End Model (NTEM) forecasts.

- 3.5.5. Overall resulting growth in the Strategic model is provided in Table 3-3, which shows growth from 2018 to 2026 at 6.2% in the AM for trip origins and 7.1% in the PM for trip origins in the area.

**Table 3-3 – Adjusted TEMPro Growth 2018 - 2026**

Period	2018 – 2026	
	Origin	Destination
AM	1.0622	1.0715
PM	1.0712	1.0693

- 3.5.6. The impact of the West Winch housing development is further assessed in the forecast 2036 model which has been used for the West Winch study. The 2026 traffic growth forecasts have been used for the purposes of this town centre study.

## 3.6 HIGHWAY NETWORK IMPROVEMENT SCHEMES

- 3.6.1. The transport models have been used to understand the potential impacts of some of the initial highway schemes that have been developed for addressing some of the identified problems and issues in King's Lynn. Following consideration of the primary issues that were identified as causing congestion in King's Lynn an officer working group developed a number of potential highway schemes which could be tested in the transport models to provide an initial understanding of the impacts. The primary areas of congestion concern were the gyratory, Gaywood Clock and Southgates roundabout. The schemes are therefore focussed in these areas with additional measures for Hardings Way also being considered to test the potential for contributing to alleviating some of the congestion issues at these locations.
- 3.6.2. A summary of the scenarios that have been tested are included in Table 3-4.
- 3.6.3. A series of draft initial drawings which have been used in the traffic models are provided in Appendix A. The outputs from the traffic models show that some revisions to these designs will be required.

**Table 3-4 – Option Summary for Traffic Models**

Option	Name	Description
Reference	2026 Forecast	Forecast traffic growth from SATURN model applied to 2018 Base matrix No changes to highway network
1	Hardings Way	Use Hardings Way for general traffic as well as buses: - inbound only (northbound) 7.00-11.00 -am - outbound only (southbound) 15.30-18.30 -pm Slight alterations to junction with Wisbech Road
2	Hardings Way complimentary measures	Variant of test 1 with mitigation of any adverse impacts of 1
3	Hardings Way	Use Hardings Way for general traffic & buses in both directions throughout the day - weight limit to restrict HGV - Wisbech Road alterations
4	Hardings Way complimentary measures	Variant of test 3 with mitigation of any adverse impacts of 3
5	Traffic Signals	Remove traffic signals at the following junctions: - Loke Road / Gaywood Road (SK02) - Tennyson Avenue / Gaywood Road (SK01) - Loke Road / John Kennedy Road (SK03)
6	Gyratory – Blackfriars Road two-way	Eastern half 2-way (SK061+2)
7	Gyratory – Railway Road two-way	Convert Railway Road to 2-way, leave rest as existing (existing Norfolk Street) (SK04) a. With Southgates 2-lanes southbound (option 9) b. With a. plus northbound 2-lanes at St James Street
8	Gyratory – Railway Road two-way	Convert Railway Road to 2-way, leave rest as existing with Norfolk Street flow direction reversed (SK05) a. With Southgates 2-lanes southbound (option 9) b. With a. plus northbound 2-lanes at St James Street
9	Southgates	Widening of southbound approach to reduce outbound delays. Review results of Hardings Way tests on Southgates

## 3.7 TRAFFIC MODEL EXTENTS

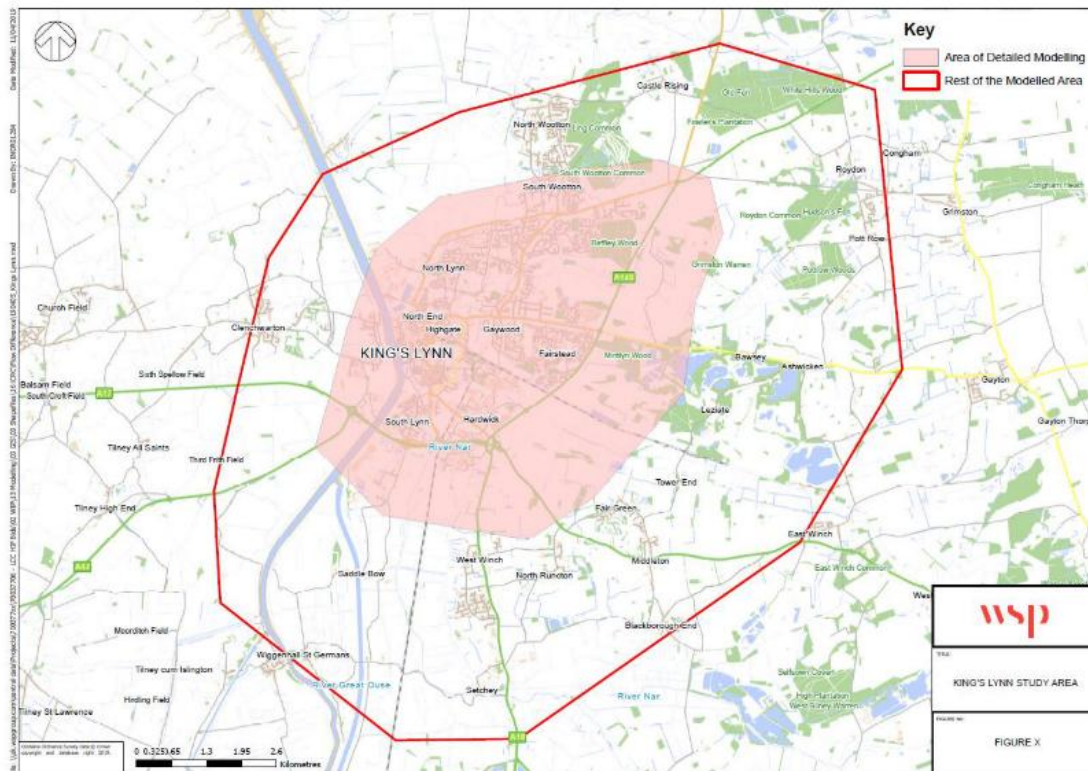
3.7.1. The traffic modelling work includes two types of models:

- i A strategic (wider area) SATURN model
- i A local (town area) Paramics model

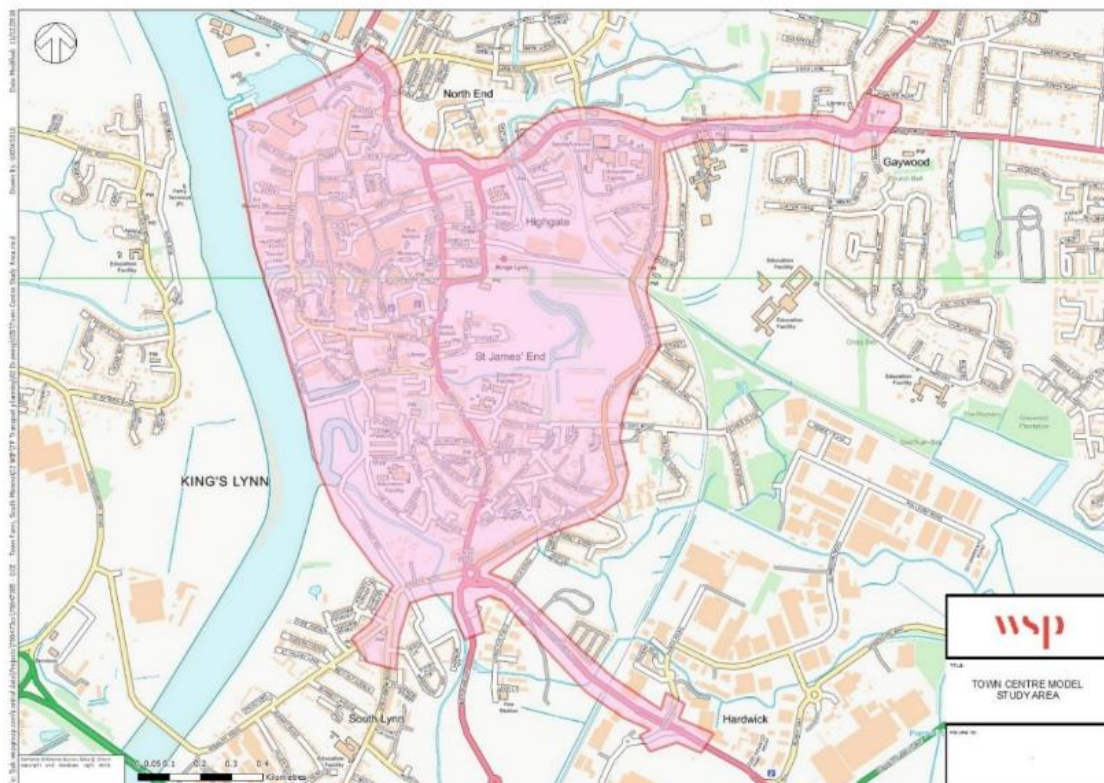
3.7.2. The model extents are provided figures 3-5 and 3-6.



**Figure 3-5 - Strategic (wider area) SATURN Model Extent**



**Figure 3-6 - Local (town area) Paramics Model Extent**



## 3.8 STRATEGIC (WIDER AREA) SATURN MODEL SUMMARY

- 3.8.1. The following provides a summary of the main findings from the SATURN modelling work, with a more detailed technical breakdown of the results provided in Appendix B.

### SCENARIOS 1 TO 4

- 3.8.2. Scenarios 1 to 4 present a combination of Scenarios relating to the opening of Hardings Way to traffic for some or all of the day. All 4 Scenarios have similar impacts on traffic reassignment.
- 3.8.3. In all there is a reduction in traffic on the A148 London Road, with a counter increase in traffic on Wisbech Road. Further junction testing and signal optimisation of the Wisbech Road / Hardings Way junction may reduce the delay.
- 3.8.4. In all four scenarios the consequence of the opening of Hardings Way to traffic leads to increased traffic on roads such as King's Street (except in Scenario 2 and 4 where this is banned), South Quay, St. James Street. The level of traffic deemed desirable on these sorts of roads needs to be determined to allow for consideration of potential mitigation if the levels forecast are deemed undesirable.
- 3.8.5. Although the opening of the link provides additional route choice in the town, overall benefits are limited as reductions in queues on existing routes are offset by an increase on queues on the routes where flows have increased as a result of the re-assignment.

### SCENARIO 5

- 3.8.6. In Scenario 5 three different junctions are proposed to be converted from signalised junctions to roundabouts and priority junctions.
- 3.8.7. The three different junction schemes cause a number of reassignments to occur, from changes in flow along Gaywood Road and Tennyson Avenue to Edward Benefer Way. The schemes tend to reduce traffic within the town centre / gyratory area.
- 3.8.8. A set of sensitivity tests looking at each junction independently may be advisable to isolate the reassignment impacts to achieve desired rerouting. The increases in traffic along Loke Road are not desirable given the residential nature of the street, and some form of mitigation may therefore be required.

### SCENARIOS 6 TO 8

- 3.8.9. These Scenarios all reassign traffic away from the gyratory. Consequently, there are some wider reassignment impacts on roads such as Edward Benefer Way. There is a need to consider whether the roads on which traffic reassigns to is desirable and are not too residential. Specific mitigations could alleviate such specific impacts if deemed appropriate.
- 3.8.10. Overall network performance has little benefit from any of the proposed schemes.

### SCENARIO 9

- 3.8.11. Scenario 9 is shown to have minimal impact on its own within the SATURN model. Within the Paramics model this Scenario was tested in combination with other Scenarios and further work could seek to replicate this to understand if Scenario 9 provides greater benefit when combined with one or more of Scenarios 1-8.

## OVERALL SUMMARY FROM WIDER AREA MODEL

- 3.8.12. The proposed mitigation scenarios demonstrate that the majority of schemes have significant effects upon the assignment of traffic within King's Lynn, however the reassignment has limited overall benefit on highway network performance.
- 3.8.13. The potential wider benefits of schemes associated with the re-assignment of traffic should therefore be considered given the limited network capacity benefits. This could include the benefits that could be provided to active modes on links with reduced traffic flows as a result of the schemes.

## 3.9 LOCAL (TOWN AREA) PARAMICS MODEL SUMMARY

- 3.9.1. The following provides a summary of the main findings from the Paramics modelling work, with a more detailed technical breakdown of the results provided in Appendix C.
- 3.9.2. The application of the Strategic model growth to the zones in the Paramics micro-simulation model resulted in the development of scenario models to understand the impact on individual junctions within the town. The application of the trip growth to the localised town centre area resulted in growth levels varying for each scenario between 6.9% and 12.8% in the AM peak between 2018 and 2026 and between 7% and 12.5% in the PM peak for the area included in the model.
- 3.9.3. The 2018 Base model has been used along with forecast traffic flows from the SATURN model to develop a 2026 town centre Reference Paramics model. Development data and background traffic growth has been included in the SATURN model and constrained to forecast TEMPRO growth levels for the area. In turn each of the highway option scenarios has been tested in the SATURN model and changes in traffic flows have been applied to the Paramics model matrices to take account of wider area routing outside the localised Paramics network that results from the scenarios.
- 3.9.4. The following conclusions can be drawn from the modelling work that has been undertaken in the local town centre micro-simulation model:
  - i The 2026 Reference case model shows an increase in traffic congestion and a reduction in average vehicle speeds across the model network compared with the 2018 Base model for both the AM and PM peak hours;
  - i The PM peak shows a greater level of additional delay than the AM peak model with the additional 2026 predicted traffic flows;
  - i During the AM peak, the network-wide scenario test results do not show a noticeable improvement over the 2026 Reference case model;
  - i During the PM peak, more benefits are realised though the schemes.
  - i Notably in the PM peak Reference model the addition of the 2026 traffic flows increase the level of delay for vehicles exiting from Millfleet as a result of additional southbound delay associated with Southgate roundabout. Options 1 and 3, (Hardings Way without additional restrictions in King Street); options 7b and 8b (gyratory reconfiguration with 2-lanes southbound Southgate and 2-lanes northbound on Railway Road); and option 9 (2-lanes southbound to Southgates) all provide improvements to the network performance compared to the 2026 reference model, as a result of addressing this issue in the PM peak;
  - i In the AM peak the Hardings Way (without additional mitigation) scenarios (1 and 3) and gyratory scenarios with the Southgates scheme and northbound 2-lanes on Railway Road (7b and 8b) have the most positive impact on network performance, queues, journey times and traffic flow within the town centre model network;



- i The Hardings Way scenarios (1 and 3) and gyratory scenario with the Southgates scheme (8b) have the most positive impact on network performance, queues, journey times and traffic flow within the town centre model network in the PM peak;
- i Overall in the AM peak the gyratory options do not show an improvement over the Reference case model in terms of network performance, journey times, queues or traffic link flows;
- i Overall in the PM peak, gyratory options 7b and 8b show an improvement over the Reference case model in terms of network performance, journey times, queues or traffic link flows;
- i Option 7b and 8b and Option 9 have a positive impact on traffic capacity and congestion levels compared with the alternative gyratory options which do not provide capacity improvement measures southbound to Southgates or northbound to Railway Road;
- i The scenario tests have more of an impact in the PM models compared with the AM models. The PM models are generally more congested than the AM models;
- i Scenario 5 which removes the traffic signals at locations to the north and east of the gyratory shows some benefit to traffic congestions at these locations, in this scenario the Southgates improvement has not been included; and
- i The car park options which included matrix changes only (options 10, 11 and 11a) show that Option 11a would require mitigation at the junction of North Street / John Kennedy Road due to the large increase in traffic flows around the junction as a result of the new car park at the Patrick and Thompson's site. The other car park scenarios show minor localised impacts.

3.9.5. As a result of the conclusions from the modelling work, it is recommended that further work could be undertaken on the following scenarios to explore whether further benefits could be realised from their implementation:

- i Use of Hardings Way for additional traffic and how this could be managed / implemented. Restrictions on King Street have been tested in the modelling work (options 2 and 4) and have shown some of the benefits may be reduced as a result. It could be beneficial to test alongside the Southgates roundabout improvements.
- i Further investigation into making improvements for buses to make better use of Hardings Way, as highlighted in the Options Appraisal also needs further consideration in design options going forward;
- i Southgates southbound improvement scheme combined with Option 5 (conversion of specified junctions to roundabouts) could provide further additional benefits particularly in the PM peak for this scenario;
- i Generally, the gyratory options on their own do not present favourably compared with the Reference case in terms of traffic capacity, delay and link flow. Further design options could be explored to alleviate the constraints that are currently evident in these scenarios and understand potential additional benefits for other modes, including design options that assist access for buses to the bus station;
- i Further clarification on the specific scheme objectives is required since the highway measures that have been tested in both the wider area model and local model appear to show limited benefit for traffic capacity in the forecast scenarios when considered on their own. A focus on providing specific benefits for buses, cycles, pedestrians, air quality and public realm would help to support specific measures;

- i The potential predicted impacts on air quality through an assessment of the traffic flows and speeds within the network can be explored to further support the gyratory options. However, options 7b and 8b may be deemed undesirable in air quality terms due to the provision of a 2-lane northbound section on Railway Road which may negate some of the potential benefits of the gyratory options for air quality improvement; and
- i Further work to develop improvements on all approaches at Southgates with a focus on also improving the pedestrian environment on London Road, and facilitating the use of Hardings Way for enhanced use by buses by providing better connections to Hardwick Road via Southgates and London Road via Millfleet junction.

## RECOMMENDATIONS FROM MODELLING WORK

- 3.9.6. The following provides a summary of the conclusions from these initial model tests:
- i In the AM options 1, 3, 8b and 9 provide the highest performance statistics;
  - i In the PM options 1, 3, 5, 8b, 9 provide the highest performance statistics; and
  - i Overall options 1, 3, 5, 8b and 9 have potential for further work in terms of combining and resolving current design related issues.
- 3.9.7. Options 1 and 3 (Hardings Way (without restrictions to town centre access) perform better overall than those with the additional mitigation on King Street. Further investigation on the town centre mitigation is required to fully appreciate the potential impacts of this option on local traffic flows. Further investigation of combining this option with the option 9 Southgates southbound improvement scheme could also realise further benefit.
- 3.9.8. Options 8b and 9 (2-way gyratory with 2-lanes northbound and Southgates option 9) show some potential in assisting with relieving some of the additional problems brought about by the traffic growth up to 2026. Further work to establish whether the gyratory changes bring wider benefits for other users and further feasibility of options for London Road and Southgates design would be beneficial. There is also an opportunity to reduce the scheme scope at the gyratory alongside the potential for specific additional public transport enhancements which is recommended to be considered further.
- 3.9.9. Option 5, whilst not showing much benefit on its own in the AM peak does show some benefits in the PM peak and if combined with Option 9 Southgates southbound improvements further benefits to traffic flow could be realised. It is recommended that the combination of schemes is further considered.

## 4 PLANNED INFRASTRUCTURE IMPROVEMENTS

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### INTRODUCTION

- 4.1.1. Whilst there are no planned infrastructure improvements within King's Lynn there were a number of areas for improvement identified on the local highway network which were not taken through the full appraisal process and were sifted out during the early sifting process. The sifting out for these options was primarily in relation to their scope being very localised, maintenance or signage related; and the dependency on commercial bus operator investment decisions which meant that these schemes would have afforded low scores in further appraisal but are nonetheless worthwhile improvements which could provide an immediate localised benefit and are relatively simple short-term measures that could be addressed through local maintenance budgets. These are included in this Strategy document for reference and further uptake.
- 4.1.2. Whilst these schemes were taken out of the appraisal process they have not been discounted from being implemented. During the Stage 2 appraisal they were identified as suitable for taking forward and retaining I the Strategy should future changes be made. For example, the option for bus operators to make further investments in ticketing initiatives is supported by the Transport Strategy.

4.1.3. Table 4-1 sets out the options to promote and encourage bus travel.

**Table 4-1 – Options to promote and encourage bus travel**

Ref	Theme	Timescale	Option	Description
1.2	Buses	Short	Bus stop hard-standing - opposite Bepak A1078 Edward Benefer Way	Hardstanding for bus stop opposite Bepak (A1078 Edward Benefer Way)
1.8	Buses	Short	Improve bus service offer in King's Lynn on evenings, Sunday and Bank Holiday where feasible	Provide earlier and evening weekday buses for King's Lynn as well as Sunday and Bank Holiday service to relieve traffic congestion to access employment and address social inclusion
1.9	Buses	Short	Multi-operator ticketing on bus services and investigate provision of town-wide real-time information at bus stops	Investigate with the bus operators measures to improve multi-operator ticketing including rail services. Improve passenger information experience at bus stops
1.16	Buses	Medium	Work with bus operators to provide the best possible vehicle stock in King's Lynn	With continuous improvement in bus service reliability and patronage the possibilities for further vehicle investment can be realised in King's Lynn. However, for the bus services to become more viable in the town further support for providing greater service journey time reliability and complimentary parking measures are required in the first instance
-	Buses	Short	Provision of bus stop on the town-bound side at Hardwick retail park	To be sought through developer contributions or existing public transport improvement budgets

4.1.4. Table 4-2 sets out the options to promote and encourage travel on foot and bicycle.

**Table 4-2 – Options to promote and encourage travel by active modes**

Ref	Theme	Timescale	Option	Description
4.3	Active Travel	Short	Provide cycle lanes and cycle lane cameras (relevant to on-road cycle lanes only)	Provide more on-road space for cyclists and cycle lane cameras for safety
4.4	Active Travel	Short	Unified cycle signage strategy for Kings Lynn	Cycle paths, cycle hire docking stations, signage, etc. needs a unified public realm strategy to aid brand identity for King's Lynn and provide further enhancement
4.6	Active Travel	Short	Secure cycle parking located at CCTV camera locations	Secure cycle parking located near CCTV cameras is required throughout the town and notably at the rail station.
4.12	Active Travel	Short	Formalise pedestrian desire line between John Kennedy Road and Austin Street	Provide for the desire line (between John Kennedy Road and Austin Street over the Norfolk County Council grounds of Priory House) in the street design or take measures to encourage pedestrians to use the existing footway
4.17	Active Travel	Short	Way-finding & signage issues: Saturday Market Place cycle signing; Norfolk Street wayfinding signs; Hardings Way/Wisbech Road wayfinding signs;	Misleading on-street signage - sign in foreground indicates a shared use unsegregated cycle and pedestrian route while just after cycling is prohibited; no wayfinding signage available along Norfolk Street-provide signing along this link; Hardings Way/Wisbech Road no wayfinding signs available-provide signage at this location
4.20	Active Travel	Short	Various locations for repair, repainting and cleaning	Evidence of surface wear, cracking and potholes at entrance to Austin Street West Car Park
4.21	Active Travel	Short	Various locations for repair, repainting and cleaning	In proximity of Priory House is worn. Wear and fading of cycle markings on southern section of John Kennedy Road - junction with Railway Road
4.22	Active Travel	Short	Various locations for repair, repainting and cleaning	Pedestrian footway marking in car park are faded, especially around the disabled parking provision
4.23	Active Travel	Short	Various locations for repair, repainting and cleaning	Wear of step markings at entrance. Maintenance to footway has removed cycle route pavement markings outside the station
4.24	Active Travel	Short	Various locations for repair, repainting and cleaning	Damage to pavement slabs may create a trip hazard in the pedestrianised shopping are
4.25	Active Travel	Short	Various locations for repair, repainting and cleaning	Faded cycle route markings at western end and footway edges cracked

4.26	Active Travel	Short	Various locations for repair, repainting and cleaning	Cycle parking racks have been damaged and need repair
4.27	Active Travel	Short	Various locations for repair, repainting and cleaning	Pedestrian guard railings damaged and need repair
4.28	Active Travel	Short	Various locations for repair, repainting and cleaning	On-road cycle lane markings are faded
4.29	Active Travel	Short	Various locations for repair, repainting and cleaning	Weathered and obscured wayfinding signs need cleaning
4.30	Active Travel	Short	Various locations for repair, repainting and cleaning	Improvised asphalt ramp located between the footway and road to assist with transitioning between grades. Recommend incorporating dropped kerbs
4.31	Active Travel	Short	Various locations for repair, repainting and cleaning	Connections with villages to the east - maintain cutting back of foliage
6.9	Active Travel	Short	Valingers Road improvement scheme / remove right turn into Valingers Road / monitor the trial layout	Investigate providing three lanes southbound, one lane northbound between Checker Street and Valingers Road to aid traffic flow at this location. Monitor the Trial layout; alternative option to remove the right turn into Valingers Road

4.1.5. Table 4-3 sets out the options to promote air quality improvements

**Table 4-3 – Options to promote air quality improvements**

Ref	Theme	Timescale	Option	Description
4.7	Other	Short	Work with schools and education in King's Lynn to provide safe alternatives to private car for school children	Develop a campaign for King's Lynn to encourage parents not to drive children to school. Work with the schools to develop safer routes to school, walking buses, safe cycle routes, provision for secure cycle storage at the schools and provide the schools with the tools they need to improve localised parking issues around schools and the impacts on the town. Address air quality impacts on Wisbech Road at the schools.
-	Other	Medium	Continue to engage with employers in King's Lynn to promote and provide alternative modes of travel and contribute towards reducing congestion.	Continued work through the County Council Travel Planning to engage further with current and particularly new developments to provide travel planning incentives to deliver sustainable travel mode shares in the future
8.3	Other	Medium	Promote provision for Electric Vehicles in King's Lynn through engagement with employers and infrastructure provision	Electric vehicle uptake is increasing at a high rate in response to climate change impacts and a desire for change. King's Lynn should keep supporting these developments to ensure adequate town centre provision is made and to provide a step change in new developments, both commercial and residential
8.4	Other	Medium	Keep under review the development of autonomous vehicle technology and its application in King's Lynn, particularly in respect of scheme implementation and having a network that is 'future ready'	Smart transport initiatives are starting to happen and be implemented across larger cities in the UK, Norfolk County Council and King's Lynn will need to remain informed about these initiatives and their potential application in the town.

## 5 THE NEED FOR PRIORITISED INVESTMENT

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### 5.1 TRANSPORT CHALLENGES AND OPPORTUNITIES

- 5.1.1. The transport challenges and opportunities set out in Section 3 have been used to inform the development of a long list of potential transport infrastructure interventions that can support the Vision and Objectives of this Transport Strategy.
- 5.1.2. In summary the main transport challenges and opportunities that need to be considered are:
- Improved conditions and opportunities for cycling and walking;
  - Address the local highway network issues including the traffic signals, gyratory and Southgates in particular;
  - Address the strategic highway network issues to help relieve through traffic during incidents and seasonal high traffic demand;
  - Help to support improving bus journey time reliability in King's Lynn by addressing the capacity issues on the highway network whilst also providing schemes that provide overall improvements to the bus journey experience and provide a more socially inclusive service for all;
  - Support the local ferry provision to both provide for increased demand and provision of an improved passenger experience at low tides in particular and to promote social inclusion; and
  - Providing an over-arching car parking strategy which encourages use of public transport particularly for short journeys, outside the scope of cycle and walking trips, to support the bus network and leverage additional investment.
- 5.1.3. These issues and opportunities form the main basis of the transport strategy development and align with the strategy vision and objectives.

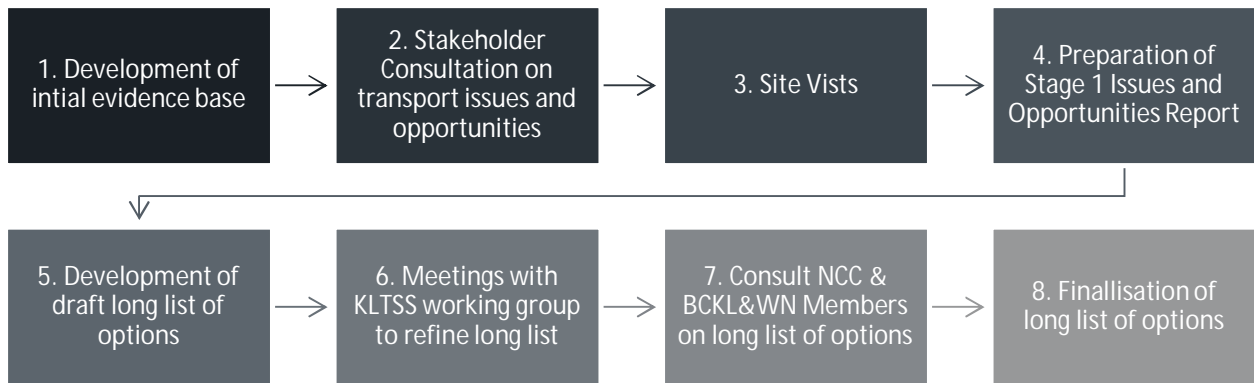
### 5.2 PRIORITISED INVESTMENT

- 5.2.1. To address the above challenges and opportunities there is a need for prioritised investment in transport infrastructure. This can help address the reasons for social exclusion by providing better access to jobs and services, but also help promote sustainable housing and economic growth in the town by reducing the need to travel by car and improving access to supply chains and labour markets.
- 5.2.2. The investment in transport infrastructure is envisaged to be through a package of short, medium and long-term infrastructure interventions that could be delivered during the current local plan period to 2026 and beyond to 2036.
- 5.2.3. The following sections summarise the option development process used to identify a recommended shortlist of transport infrastructure schemes, currently uncommitted, that are recommended for progression over the next 10+ years.

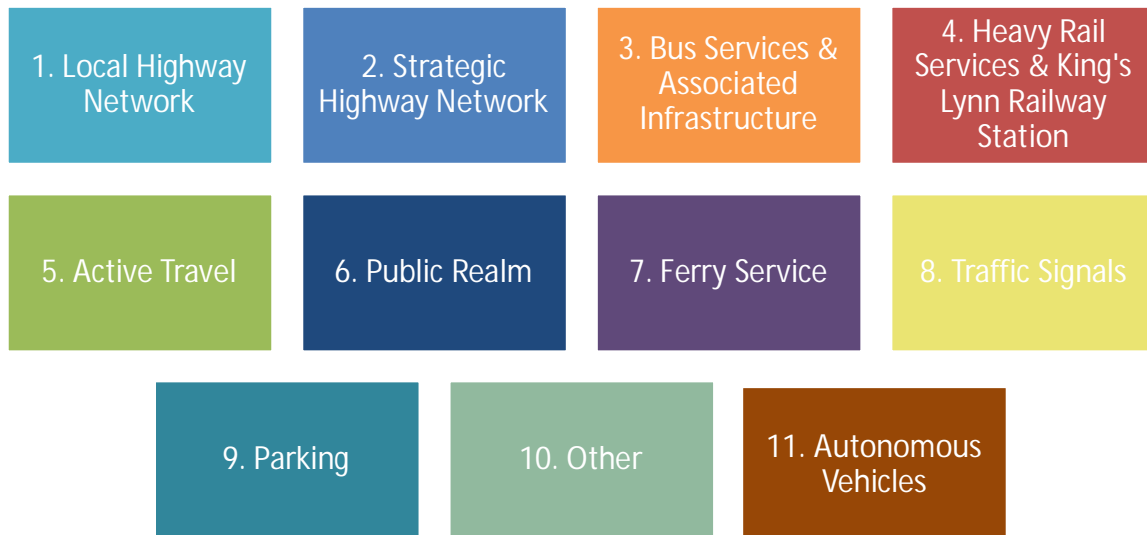
### 5.3 TRANSPORT INFRASTRUCTURE OPTION DEVELOPMENT

- 5.3.1. The initial step was to develop a long list of short (0 to 3 years), medium (3 to 10 years) and long-term (10+ years) options based on the evidence base in the Stage 1 Transport Issues and Opportunities Report (summarised in Section 3 above), working group meetings with Norfolk County Council and BCKL&WN and consultation with stakeholders and Members of BCKL&WN. This process is set out in the diagram on the next page.





- 5.3.2. No single option was considered capable of solving all the identified issues or achieve all the study specific objectives. Therefore, a number of overarching transport themes that are complementary to each other have been used to group the identified options. The transport themes are:



## 5.4 STAKEHOLDER ENGAGEMENT

- 5.4.1. A stakeholder consultation event was held on 16 April 2018. The purpose of this event was for the project team to introduce the Transport Strategy to key stakeholders and Council Members. The workshop consisted of a presentation by WSP setting out the transport issues and opportunities in the Transport Strategy study area.
- 5.4.2. The presentation was followed by a feedback session where key Stakeholders and Council Members could provide comment on the transport issues and opportunities identified in the presentation.

5.4.3. Comments were received in regard to the following:

- Walking and cycling infrastructure;
- Travel patterns of residents;
- Visitors and workers of King's Lynn;
- Rail and bus services; and
- The local and strategic road network.

5.4.4. Feedback received was incorporated into the Stage 1 Issues and Opportunities report and taken into consideration during the development of the long list of options.

5.4.5. Further engagement has been undertaken with BCKL&WN and NCC member groups as follows:

- Thursday 31<sup>st</sup> August 2017;
- Thursday 7<sup>th</sup> December 2017;
- Wednesday 14<sup>th</sup> February 2018;
- Wednesday 9<sup>th</sup> May 2018;
- Thursday 12<sup>th</sup> July 2018;
- Thursday 15<sup>th</sup> November 2018;
- Wednesday 10<sup>th</sup> April 2019; and
- Wednesday 7<sup>th</sup> August 2019.

## 5.5 LONG LIST OF OPTIONS

5.5.1. In total, 100 conceptual options were initially identified for King's Lynn, this was shortened to take account of compatible schemes that were similar in scope or located in the same area. Following this initial review, the schemes comprised:

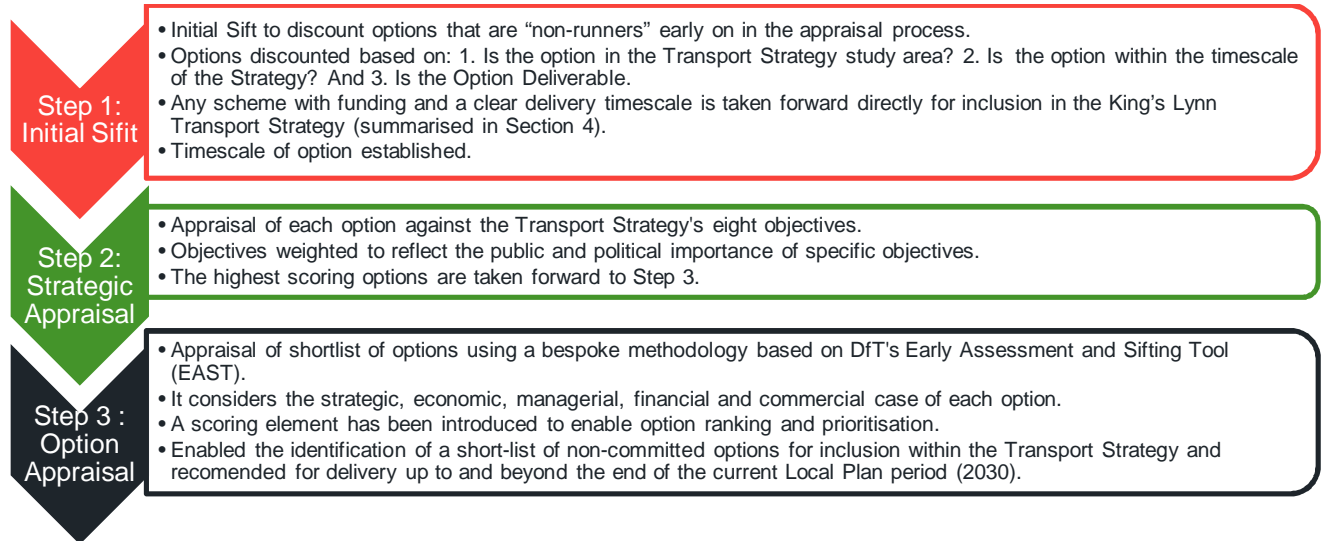
- 24 General local highway improvement schemes;
- 4 Ferry Service improvement schemes;
- 5 improvement schemes related to traffic signals in King's Lynn;
- 21 Bus service & associated infrastructure improvement schemes;
- 2 Public Realm improvement schemes;
- 4 Rail improvement schemes;
- 30 Active travel improvement schemes;
- 6 Parking policies / improvement schemes;
- 1 Electric vehicle scheme;
- 2 Smarter choices initiatives; and
- 1 Autonomous vehicle technology initiative.

## 5.6 OPTION APPRAISAL

5.6.1. It is not possible to deliver all of the options identified on the long list due to timescale, funding and deliverability constraints. Therefore, in order to identify a prioritised list of options for inclusion in the Transport Strategy an option appraisal of the long list of options was undertaken. This appraisal was undertaken using a bespoke Strategic Assessment tool based on the Department for Transport's Early Assessment and Sifting Tool (EAST) which compares the Strategic, Economic, Managerial, Financial and Commercial case for each transport option.

5.6.2. The purpose of the option appraisal was to produce a shortlist of short, medium and long-term options recommended for delivery up to and beyond the end of the current local plan period (2030).

5.6.3. The appraisal was a three-step process which is reported in full in the Stage 2 document:



5.6.4. The following section identifies the shortlist of short, medium- and long-term options recommended for delivery by the end of the current local plan period (by 2026) with a view to also taking these forward to accommodate the potential additional growth currently being identified to 2036.

## 5.7 OPTION MODELLING

- 5.7.1. Initial design work has been undertaken on some of the highway schemes that look to alleviate congestion and air quality issues at key locations in King's Lynn. These have been used in the strategic and local area traffic models to begin to understand the possible traffic and air quality implications of certain changes to the highway network.
- 5.7.2. This process has identified a number of options that could be worth considering in more detail in terms of design and modelling to establish whether alternative design arrangements could bring greater levels of benefit in terms of traffic flow and air quality objectives.
- 5.7.3. Where appropriate these outline measures have been included within the proposed Transport Strategy for King's Lynn and are identified as warranting some further analysis and design at this stage.
- 5.7.4. Specifically, the modelling work has found the following initiatives show some benefits and are should be considered further in terms of both design detail and also benefit.
- A scheme for Southgates roundabout;
  - A scheme for Hardings Way; and
  - A scheme for the Gyratory.

## 6 AN INTEGRATED TRANSPORT STRATEGY FOR KING'S LYNN

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### 6.1 OVERVIEW

- 6.1.1. This section sets out a package of short, medium and long-term options to address the transport issues in King's Lynn and support sustainable economic growth. The selection of schemes for the strategy that are presented within this section has focussed on where the investment has potential to have the greatest impact, based on the information-gathering exercise, the results of the detailed scheme appraisal process and the transport modelling work that has been undertaken to date. The initial scheme selections detailed here have come out of the option appraisal assessment approach detailed in paragraph 1.4.4 and has also been verified through local Member engagement meetings.
- ▮ **Short-term** options are planned for delivery by 2022;
  - ▮ **Medium-term** options are planned to be delivered between 2023 and 2030; and
  - ▮ **Long-term** options are planned for delivery beyond 2030.
- 6.1.2. All of the options identified in this section of the Transport Strategy and Action Plan are non-committed, have no identified funding source and have no confirmed timescale for delivery. As such the expected delivery should be treated as a recommendation and may change based on funding opportunities and/or further option feasibility.
- 6.1.3. It should be noted that all the options presented in the Transport Strategy are unranked and presented in terms of timescale (short, medium and long) and also by mode and geographical coverage.
- 6.1.4. The Stage 2 report identified a wide range of options for inclusion in the Strategy. The focus of this transport strategy is to identify those areas where the investment will have the greatest impact, based on the information-gathering exercise, the results of the detailed scheme appraisal process and the transport modelling work that has been undertaken to date. The schemes which were identified in the Stage 2 report which have not been included in the Transport Strategy and this Stage 3 Report are included in Appendix D with further reasoning provided.
- 6.1.5. A list of 18 Short-term schemes is provided, along with 12 medium term and 3 long term schemes. A total of 33 schemes are prioritised for pursuing in the Transport Strategy.

### 6.2 A MULTI-MODAL STRATEGY

- 6.2.1. The Transport Strategy includes a range of strategic and local highway capacity improvement schemes alongside improvement schemes that could address issues with reliability on the existing bus network. These sit alongside the potential to make further improvements to the existing cycling and walking network to further support the already high mode share for journey to work for these active modes of travel.
- 6.2.2. A single mode or option cannot address the transport issues in King's Lynn. As such a package of measures are required including strategic and local car and active mode based options, that enhance:
- ▮ Local Highway Network capacity;
  - ▮ Strategic Highway Network capacity
  - ▮ The bus provision;
  - ▮ Rail services and King's Lynn Railway Station;

- Walking and Cycling infrastructure;
- Parking provision and management; and
- Smarter Choices (e.g. Travel Plans).

## 6.3 ENVIRONMENTAL AND AIR QUALITY IMPACTS

- 6.3.1. The potential changes to the transport infrastructure will consider the environmental impacts to provide overall improvements in air quality where feasible. Research suggests that transportation is a significant emitter of pollutants harmful to health, habitats, ecologies, the local built and natural environment as well as having links to climate issues. Combustion-engine powered transportation produce destructive pollutants such as Carbon Dioxide (CO<sub>2</sub>), Nitrogen Oxides (NO<sub>x</sub>) and Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) which are linked to concerns such as rising climate temperatures, respiratory issues and acid rain.
- 6.3.2. Overall, the transport options highlighted in tables 6-1 to 6-10 aim to provide an improvement in traffic flow with potential positive impacts on environmental conditions, particularly in terms of air quality. For example, schemes may incorporate the optimisation of traffic flows which reduces idling vehicles and can lead to improved journey times which is in accordance with good practice and promoting sustainable transport systems.
- 6.3.3. Further work on understanding and quantifying the air quality impacts will be undertaken from the traffic modelling exercise with the traffic flows from the option traffic models being used to inform this.

## 6.4 TRANSPORT STRATEGY AND ACTION PLAN

- 6.4.1. The proposed Transport Strategy is included in this section which provides tables and plans identifying the scheme location, mode of travel and timescale.
- 6.4.2. In order to realise the ambitious vision and objectives of this Transport Strategy and to help deliver the infrastructure solutions identified, an outline Action Plan has been developed in Tables 6-1 to 6-10. This is intended to:
- Help identify initial actions to develop each option; and
  - Identify stakeholder engagement that is likely to be required.
- 6.4.3. The initial actions are intended to help steer the development of business case for the programme of work as a whole and individual projects within the programme, and to assist with securing future funding.
- 6.4.4. The initial actions and likely stakeholders are provided alongside the description of each option in the tables in each Section 6.4, 6.5 and 6.6.
- 6.4.5. Figures 6-1, 6-2 and 6-3 show the locations of the short-term, medium-term and long-term options respectively.

6.4.6. Within the tables the schemes are categorised and labelled as follows:

**i Timescale**

- Short Term (S)
- Medium Term (M)
- Long Term (L)

**i Mode / Type of Scheme**

- Public Transport (PT)
- Active Modes (AM)
- Traffic Signals (TS)
- Highway Network (HN)
- Travel Management (TM)

**i Scheme reference number**





**Table 6-1 – Options to encourage journeys by public transport (Short-term Public Transport – SPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SPT1 (1.10)	Access for buses to bus station via Albion Street; Improved Albion Road exit for buses	Bus lane on Railway Road and bus station access via Albion Street to reduce delay and journey times for buses. Improve the road layout design to provide an improved left turn onto Railway Road from Albion Street which is a tight turn. Current traffic light timings only allow 2 buses through (usually cars + buses to exit). More green time needed / change quicker when there are a number of vehicles waiting to exit	Benefits for bus access, egress and routing to the bus station, providing more reliable journeys and reducing journey time on some routes. Potential for switch from car to improved bus services. Local air quality benefits.	Provision of a bus lane may reduce capacity for other vehicular traffic	Prepare highway design options and test in tracking and the micro-simulation model. Adjust/optmise signal timings for exit from Albion Road	Norfolk County Council Bus Operators
SPT2 (1.19)	Reduction in outbound delays at Hansa Road, Hardwick Road junction outbound for public transport; Hansa Road yellow box improvements for traffic exiting retail park	Address traffic signal delays at the junction in the outbound direction which cause queues back to Southgate and beyond and impact on bus journey times as well as Southgates roundabout and London Road; Review yellow box usage and improvements at B&Q / Next to allow people to exit the retail park more easily	Benefits for all main road traffic in terms of journey times and queues.	Potential for additional delays for exiting retail park traffic and/or pedestrian movements	Prepare alternative highway design layouts to address the problem. Adjust/optmise the traffic signal timings for the main road outbound traffic flow / rationalisation of the pedestrian movements	Norfolk County Council
SPT3 (2.1)	Enhanced signage and publicity for King's Lynn ferry	Provide improved information and signage for the Ferry around the town and through information technology to further promote and encourage its use	Benefits for travel in King's Lynn and for the retention of this facility within the community	None	Design and provide locations for additional signing and information through web and social media	BCKL&WN and current Ferry Operator
SPT4 (2.2)	Additional car parking at West Lynn for the Ferry and secure storage for cycles	Provide improved and additional car parking at West Lynn alongside provision for secure cycle storage	Benefits for travel in King's Lynn and for the retention of this facility within the community	None	Develop a scheme for the improved parking provision and identify location for the cycle storage	BCKL&WN and NCC



**Table 6-2 – Options to encourage journeys by active modes (Short-term Active Modes – SAM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SAM5 (4.2)	Cycle lane continuity through the town (including improved provision for cyclists including new routes / infrastructure / signage)	A number of areas where cycle provision and infrastructure could be improved have already been identified and it is proposed that these could be taken forward through further development of schemes to further optimise and promote their use. Areas where it would be beneficial to expand the cycle network around King's Lynn will also be included  Historic Quayside route, town centre access and alternatives, major road crossing and safety provision	Improved uptake of cycling for all to provide greater social inclusion and a level of infrastructure provision that matches the already high level of people who use cycling as their main mode of travel for their work journey.	Disbenefits of improved cycle provision on other modes would be managed to ensure minimal impact	Develop designs for the identified locations where improvements are required and consult with local cycling group on specific schemes and measures for implementation.	BCKL&WN Norfolk County Council Cycle Action Group
SAM6 (4.10)	Port of King's Lynn highway design access improvements including pedestrians and cyclists at North Street and Cross Bank Road	In the vicinity of the Port of King's Lynn (North Street and Cross Bank Road) improve operations to reduce risks to vulnerable road users through better provision for industrial vehicles, incorporating appropriate pedestrian crossings and cycle lanes.	Improved safety and permeability for pedestrians and cyclists. Safer vehicular access arrangements.	Additional delay to main road traffic where signalised intervention is provided.	Prepare highway design options.	Norfolk County Council Port of King's Lynn
SAM7 (4.13)	Tennyson Avenue Pedestrian & Cycle improvements: King George V Avenue pedestrian improvements; Tennyson Road, The Walks, Tennyson Avenue pedestrian improvements; Tennyson Avenue, Gaywood Road pedestrian improvements; Review of pedestrian crossing facilities on Extons Road and Tennyson Avenue	King George V Ave: cluster of pedestrian/cycle accidents, provide improved crossing facilities to accommodate pedestrian movements. At access point to The Walks pedestrians and cyclists are not provided with crossings over B1144 except dropped kerbs and footway marking-provide improved crossing provision. Gaywood Road: cluster of pedestrian/cycle accidents, provide improved crossing facilities to accommodate pedestrian movements. Identify locations for more pedestrian crossings including signalised ones on Extons Road and Tennyson Avenue to improve road safety for pedestrians in this area.	Improved safety for pedestrians and cyclists and continuity of routes provision for these modes in this area of King's Lynn.	Additional delay to main road traffic where signalised intervention is provided.	Prepare highway design options at the specified locations in this area and consult with user groups. Undertake feasibility study through Capital Improvement Budget for the improvements at Tennyson Avenue/Gaywood Road junctions (already underway)	Norfolk County Council Network Rail Office of Road and Rail (ORR) Cycle Action Group

SAM8 (4.14 4.18)	<p>Review pedestrian crossing provision on London Road.</p> <p>South Lynn to Hardwick pedestrian crossing review.</p>	Cluster of pedestrian/cycle accidents identified a lack of provision for access from residential areas to the west across London Road. Review crossing locations and facilities on London Road	Safety improvement for pedestrians, cyclists and other vulnerable road users. Improve vehicular traffic flow if these can be rationalised. Improvements in local air quality if traffic flow is improved	Potential for improved traffic flow	Undertake optioneering and initial design feasibility including desire line assessment in conjunction with the wider feasibility study for highway capacity improvements at Southgates roundabout junction	Norfolk County Council BCKL&WN
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**Table 6-3 – Options to reduce delay and congestion on the local highway network (Short-term Traffic Signals – STS)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STS9 (5.1 5.5)	Review traffic signal timings at various locations to optimise traffic movements, including reviewing junctions where priority for buses is feasible	Review signal timings (too much signal green time) for North Street approach / retail park traffic at Hardwick / at Estuary Road approach / at Hamburg Way. Right turn into Millfleet. A 6-month trial that fitted the buses in King's Lynn with detector equipment for the traffic signals to address reliability and journey time issues leading ultimately to reductions in costs and improvements to the attractiveness and reliability of bus services in King's Lynn	Improve traffic flow and local air quality benefits. Reduced journey times for all main road vehicular traffic. Improve reliability of bus services and relieve congestion on primary routes through King's Lynn. Potential for switch from car to improved bus services. Local air quality benefits	May lead to increased delay from side roads. May encourage more vehicular travel	Undertake a detailed review of traffic signal timings at the identified locations. Feasibility study into improvements and /or upgrade to traffic signal operations Initiate discussions to re-instate the bus detection at the signals and undertake a trial including collection of traffic data to understand the benefits/disbenefits to enable informed decision-making	Norfolk County Council
STS10 (5.2)	Linked and co-ordinated traffic signals	Co-ordinated traffic signals would help with bus scheduling and reliability as currently the traffic signals are out of sync with each other so there is a perception that it is very stop/start and slow journeys particularly for buses	Improve traffic flow and local air quality benefits. Reduced journey times for all main road vehicular traffic. Improved bus service reliability	May lead to increased delay from side roads. May encourage more vehicular travel.	Undertake a detailed review of traffic signal timings from Hardwick to Gayton Road. Feasibility study into improvements and /or upgrade to traffic signal operations	Norfolk County Council
STS11 (5.4)	Gaywood Clock / Queen Mary Road traffic light improvements and junction redesign	Consider improvements to the traffic light phasing at Gaywood Clock/Queen Mary Road and junction re-design	Improved traffic flow and reduced delays. Should also aim to improve cycle/pedestrian accessibility. Initial modelling results show some benefit to journey times and delay in this area if junction is re-designed	Scheme should not dis-benefit cyclist/pedestrian movements	Initial scheme design without signals has been prepared and tested in the traffic modelling (with the location below) to provide initial understanding of traffic impacts. Further feasibility required including impacts on other road users. Study the potential for traffic signal improvement	Norfolk County Council

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STS12 (5.4)	Loke Road John Kennedy Road traffic signal optimisation or junction redesign	Phasing issue between lights needs to be addressed to link the phasing together / check phasing to let traffic out for a shorter period. Options also to be developed to provide an alternative junction arrangement to assist with traffic flow at this location	Improved traffic flow and reduced delays. Should also aim to improve cycle/pedestrian accessibility. Initial modelling results show some benefit to journey times and delay in this area if junction is re-designed	Scheme should not dis-benefit cyclist/pedestrian movements	Initial scheme design without signals has been prepared and tested in the traffic modelling (with the locations above) to provide initial understanding of traffic impacts. Further feasibility required including impacts on other road users. Study the potential for traffic signal improvement	Norfolk County Council

**Table 6-4 – Options to reduce delay and congestion on the local highway network (Short-term Highway Network – SHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SHN13 (6.1)	Railway station bus layby re-design	Consider re-design for the layby outside the rail station to prevent cars stopping in the layby and also address issues with getting the bus on the loop in the road to activate the traffic lights to change to let them out	Improvement to bus journey times and access to the rail station bus stops	None	Develop alternative layby design for preventing car use and to ensure bus the bus can effectively egress from the bus stop	Norfolk County Council Network Rail Govia Thameslink Railway (GTR) Bus Operators
SHN14 (6.5)	Southgates roundabout highway capacity improvement scheme - small-medium scale	Undertake a review of lane marking and usage at Southgates roundabout to provide improvements in traffic flow, including 2-lanes southbound. Also undertake a review of the traffic signal operation to optimise the traffic flow at this key junction that provides access to King's Lynn. Enhance crossing provision for cyclists and pedestrians at the South Gate alongside highway improvement measures to improve traffic flow also considering access for buses from Hardwick Road to Hardings Way	Initial traffic modelling shows benefits in PM peak to have 2-lanes continuous southbound	May lead to increased severance with additional traffic lanes. Potential removal of car parking on London Road	Initial design sketch for 2-lanes southbound considered within traffic modelling. Further feasibility review of signal operation, lane usage and potential for upgrade within existing highway boundary including access to Hardings Way for buses. Funding already in place to undertake further design and feasibility work at this location during next 12 months	Norfolk County Council BCKL&WN Bus Operators
SHN14a (6.7)	Vancouver Avenue - improved lane management	Vancouver Avenue - investigate improved lane management - left lane = straight and left / right lane = right - to ease traffic congestion, also provide a longer left filter lane / increase length of the left turn lane to ease traffic congestion on this approach. Also consider provision of a left filter lane with give-way onto Hardwick Road to ease the traffic using the roundabout and provide potential for improvement to traffic signal operation.	to be considered in conjunction with the above. Improve traffic flow.	See above	See above	See above

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
SHN15 (6.14)	Estuary Road / Edward Benefer Way junction improvements	New junction arrangements submitted to planning - phasing of traffic lights with alternative priorities / take out private access and make two-lanes over the traffic lights / remove left turn from traffic lights	Improved journey times for all traffic. Maintain cycle and pedestrian crossing arrangements	Adverse impacts on journey times from side roads	NCC review of junction arrangement proposals, being progressed through development planning	Norfolk County Council
SHN16 (6.17)	Low Road Castle Rising Rd Wootton Rd Grimston Rd junction improvements	New junction arrangements have been submitted to planning - phasing of traffic lights with alternative priorities / take out private access and make two-lanes over the traffic lights / remove left turn from traffic lights	Improved journey times for all traffic. Maintain cycle and pedestrian crossing arrangements	Adverse impacts on journey times from side roads	NCC review of junction arrangement proposals, being progressed through development planning	Norfolk County Council

**Table 6-5 – Options to manage travel behaviour (Short-term Travel Management – STM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
STM17 (7.2)	Provide a comprehensive Car Parking Strategy for King's Lynn	Develop a Car Parking Strategy for King's Lynn including an assessment of opportunities for Park & Ride	Town-wide approach to car parking management in conjunction with delivering Transport Strategy improvements	Potential changes may not be well-received if alternatives aren't in place. Perception of impacts on town centre business	BCKL&WN to commission development of Strategy for car parking during next 6 months	BCKL&WN
STM18 (4.7)	Work with schools and education in King's Lynn to provide safe alternatives to private car for school children	Develop a campaign for King's Lynn to encourage parents not to drive children to school. Work with the schools to develop safer routes to school, walking buses, safe cycle routes, provision for secure cycle storage at the schools and provide the schools with the tools they need to improve localised parking issues around schools and the impacts on the town. Address air quality impacts on Wisbech Road at the schools.	Health, safety and wellbeing benefits for children. Opportunities to influence mode choice of future generations	n/a	NCC to work with schools to develop and deliver improved access for children through safety measures and information campaigns. Led by NCC, with potential funding through LTP4?	Norfolk County Council







**Table 6-6 – Options to encourage the use of public transport (Medium-term Public Transport – MPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MPT1* (see also MHN5) (1.3)	Increased use of Harding's Way for buses - address issues at Millfleet and Wisbech Road to Hardwick Road to make more advantageous for buses	Harding's Way as a bus only route to accommodate an increase in buses and bus usage with buses also continuing to serve London Road. A combination of routes is required. Retain Hardings Way as traffic-free except buses. Encourage more buses to make use of the route and the potential reliability/journey time benefits. Retain high level of provision for pedestrians / cyclists and especially vulnerable road users and mobility scooters.	Enhanced bus reliability and journey time experience in peak hours. Retains benefits of this route for active modes of travel.	Impact on vehicular traffic on London Road at Millfleet and Wisbech Road between Southgate and Hardings Way.	Develop initial scheme designs for Wisbech Road and Millfleet junctions. Short-term amendments to the traffic signal timings to be investigated. Considered alongside Southgate roundabout improvements.	Norfolk County Council Bus Operators
MPT2 (1.12)	Town centre gyratory re-design. Various Options - Bus Lanes - Railway Rd, London Rd, Blackfriars Rd	Redesign of traffic movements around gyratory to assist with AQMA, congestion, connectivity and road safety objectives. Various schemes developed through workshop and tested in the transport model. Investigate potential for providing bus-only lanes through Railway Road, London Road, Blackfriars Road to take out areas that generate air pollution and improve air quality with modal shift.	Potential for improved air quality and road safety. Potential for improvements to buses for access to bus station.	Initial modelling suggests that there may be additional congestion at some locations around the gyratory and benefits to vehicular traffic are limited.	Air quality benefits need further assessment. Bus lane / access/ egress alternative schemes need initial design and assessment.	Norfolk County Council BCKL&WN
MPT3 (2.3)	Provide enhanced access to the Ferry throughout the day / year to provide a more usable service for all.	Look further at the previously developed options for the ferry service to enable access for a wider range of people and provide improvements / alternatives to access during low tides.	Benefits for travel in King's Lynn and for the retention of this facility within the community. Promote social inclusion.	May have an impact on Ferry journey times if alternative preferred location.	Re-appraise the alternative locations and/or means of providing safe access to the ferry service for all.	BCKL&WN Ferry Operator

\*following further modelling and design assessment work the most appropriate use of Hardings Way, either for buses or additional traffic will be determined. Both cannot be pursued together but are included for further evaluation purposes.

**Table 6-7 – Options to encourage journeys by active modes (Medium-term Active Modes – MAM)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MAM4 (4.11 6.12)	Queen Mary Road, Fairstead, Hardwick improvements in linkages for pedestrians and cyclists	Investigate how best to provide access across the railway line and around the town for modes other than private car to relieve some of the congestion pressure in Gaywood area. Enhancements to pedestrian link from Parkway to Rollesby Road to provide year-round use.	Enhanced high quality pedestrian route to access employment	Possible impacts on open parkland	Develop a scheme to improve the route including lighting, surfacing and signing to facilitate improved accessibility	Norfolk County Council BCKL&WN Network Rail User Groups

**Table 6-8 – Options to reduce delay and congestion on the local highway network (Medium-term Highway Network – MHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MHN5 (see also MPT1*) (6.2)	Hardings Way opened for additional traffic	Investigate options to allow additional traffic to use Hardings Way to alleviate the congestion on London Road and assist with air quality management. This could include specific additional vehicle types being permitted to use the route; open only at specified times of the day; as an emergency measure to assist with incident management; directional to provide alternative routes for inbound traffic in the AM peak and outbound traffic in the PM peak; or to provide access to specific parts of the town centre only. Mitigation measures would be needed to ensure there are no impacts on the historic core.	Improved journey times/reduced congestion/improved air quality on London Road	Increased traffic in historic core	Initial modelling shows some congestion relief on London Road, introduction of restriction to access for historic core provides lower benefit for London Road traffic. Further design work to understand outcomes and combine with enhancements for higher bus use	Norfolk County Council BCKL&WN
MHN6 (6.6)	South Gate highway capacity enhancements - providing two lanes in both directions / large scale redesign	Make South Gate traffic-free by providing two lanes northbound and two lanes southbound using the park to provide the extra lanes (based on previous proposal for CIF). Opportunity to also provide improved access for buses to/from Hardings Way	Improve traffic flow in King's Lynn. Opportunity to also provide improved access for buses to Hardings Way. Improved public realm/heritage	Taking land from the park / development viability. Potential severance impacts by providing 4-lane carriageway for pedestrians and cyclists	Further feasibility design and viability checks. Option testing in modelling work alongside bus priority/access improvement options	Norfolk County Council BCKL&WN Developers
MHN7 (6.12)	Queen Mary Road link to Fairstead	Link to development land at Parkway with potential link to Fairstead - traffic to go through Fairstead / route coming out of Fairstead and along Sand line / bridge over Sand line / road alongside railway line / park and ride	Vehicular link between the two estates could provide relief for Gayton Road and Gaywood with benefits to journey times and air quality	May lead to rat-running (highway design layout could address this)	Undertake initial highway design layout for link road scheme. Potential funding source is via developers	Norfolk County Council Network Rail Developers
MHN8 (6.13)	Winston Churchill Drive QEH access widening	Investigate a scheme to provide widening of the access to allow improved movement onto roundabout / improved traffic flow. Also look at widening of Winston Churchill Drive closest to Corbyn Shaw Road where on-street parking is prevalent	Improved journey times	n/a	Consider design improvements at Winston Churchill Drive junction with A1046	Norfolk County Council BCKL&WN QEH

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
MHN9 (6.20)	QEH roundabout capacity improvements	The slip road onto A149 northbound needs improvement and the roundabout needs to be able to accommodate forecast traffic levels	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN
MHN10 (6.21)	A149 Dualling up to Knights Hill; Knights Hill junction capacity improvements	Dualling of the A149 / crawler lane up to Knights Hill / two lanes up to Knights Hill / mark lanes from bottom of hill / increase width / lanes at roundabout which are too narrow at the junctions onto / off the roundabout (QE to King's Lynn) - suitable for emergency services; Consider a redesign of this junction to improve traffic capacity and traffic flow to accommodate forecast traffic levels associated with development	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN Highways England
MHN11 (6.19)	A149 Jubilee Roundabout capacity improvements	Jubilee Roundabout capacity improvements to improve traffic flow and accommodate planned growth	Management of traffic through town centre / reduced journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk Conty Council BCKL&WN Highways England
MHN12 (6.22)	West Winch Housing Access Road	Highway improvement access road to enable the housing growth at West Winch and to provide some relief to the A10	Management of through traffic in King's Lynn town centre / improved journey times / air quality management	Environmental	Develop and test feasibility design options with HE	Norfolk County Council BCKL&WN Highways England Developer



## 6.7 LONG TERM (OPTIONS TO BE DELIVERED AFTER 2030)

6.7.1. The locations of the Long-term options are shown in the figure below, detailed in tables 6-9 to 6-10.

**Figure 6-3 - Transport Strategy Long Term Options**



**Table 6-9 - Options to reduce delay and congestion on the local highway network (Long-term Highway Network - LHN)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
LHN1 (6.4)	Hospital to A149 direct access link	Provide an additional exit onto A149 for exiting traffic from the hospital to ease local congestion issues around the hospital	Local congestion relief and air quality management	Environmental	Provide initial feasibility design with HE. Model to test the level of benefits that could be achievable	Norfolk County Council BCKL&WN QEH
LHN2 (6.8)	Wisbech Road to Nar Ouse Way link Road	Investigate the potential for providing a highway link between Wisbech Road and Nar Ouse Way to assist in alleviating Southgates roundabout	Local congestion relief at Southgates	Land and environmental	Investigate alongside options for Southgates roundabout	Norfolk County Council BCKL&WN Developer

**Table 6-10 - Options to encourage the use of public transport (Long-term Public Transport - LPT)**

Ref	Option	Description	Benefits	Dis-Benefits	Initial Actions	Stakeholders
LPT3 (3.1)	Train frequency improvements	Implementation of Ely Area Enhancement Scheme to deliver doubling of train frequency to half-hourly (2025-2030). Improve rail links to Cambridge and London. Improve connecting services - connections to Norwich from Ely. King's Lynn 8 Car Project will increase train capacity from 4 Car trains between King's Lynn, Cambridge and London by December 2020.	Improved service level for passengers and reduction in car mode share for outbound and inbound trips to/from King's Lynn	Potential increase in vehicular traffic to the rail station. Additional traffic delay at level crossing	Ely Area - Funding in place for current phase of work (GRIP 2). Further development stages to be funded separately under the new RNEP processes.	Network Rail Govia Thameslink Railway (GTR) NCC BCKL&WN



## 7 NEXT STEPS

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### 7.1 OVERVIEW

- 7.1.1. This Transport Strategy has identified a short-list of 33 non-committed transport infrastructure options to address the transport challenges and opportunities in King's Lynn and support the overarching vision and objectives.
- 7.1.2. Most of these options are at a very early stage of development and very high level, although a few are actively being developed by Norfolk County Council. The options identified in this Transport Strategy are intended to steer the development of more detailed options at a variety of spatial scales.
- 7.1.3. This section sets out the work required to progress the options presented in this Transport Strategy further.

### 7.2 COLLABORATIVE ACTION

- 7.2.1. One of the first actions will be to broaden the dialogue and engagement with local and strategic partners.
- 7.2.2. A King's Lynn Transport Strategy Implementation group should be established to help guide the development and delivery of options and include a range of stakeholders. This should include:
  - Borough Council of King's Lynn and West Norfolk (BCKL&WN);
  - Norfolk County Council;
  - Highways England;
  - New Anglia Local Enterprise Partnership;
  - Network Rail;
  - Govia Thameslink Railway (GTR) (main operator) and Greater Anglia (secondary operator);
  - Bus operators; and
  - Cycle groups.
- 7.2.3. The level of collaboration required will depend on the scale of the options being progressed. Local options are likely to be developed by Norfolk County Council and BCKL&WN. Whereas strategic road or rail options, such as the schemes relating to capacity improvements on the A149 will require greater collaboration with Highways England. The rail schemes are currently under development. The King's Lynn 8 car train project is about to commence construction of necessary enabling works. With regards to the Ely Area Capacity Enhancements (EACE), funding is in place for the current phase of work (GRIP 2), with further development stages to be funded separately under the new RNEP processes. Borough and County officers and Members will keep a watching brief on these schemes to realise their delivery within the suggested timescales.
- 7.2.4. The priority of the implementation group meetings will be to establish the delivery priority of options, progress the development and design of options and identify and progress funding options.



- ## 7.4 EVIDENCE BASE

- ## 7.5 SCHEME DEVELOPMENT

- 7.5.2. At this stage it is anticipated that this work will include:

- New Anglia Local Enterprise Partnership;
- Norfolk County Council;
- BCKL&WN;
- Highways England;
- Network Rail;
- GTR (main operator) and Greater Anglia (secondary operator);
- Local bus operators; and
- Local businesses.

- Highways England's East of England Route Strategies;
- Norfolk County Councils Local Transport Plans;
- Regional Transport Strategies (EAST)
- BCKL&WN Local Plan;
- BCKL&WN Heritage Action Zone / Town Centre Masterplan;
- Air Quality Action Plan; and
- Car Parking Strategy.

**Undertake a high-level costing exercise** to assist with identifying and securing option funding.

- i **Option Assessment to understand the impact of the proposed option** (e.g. e.g. impact on other junctions, environmental impacts etc.).

#### i **Development of Highways Schemes**

- 7.5.3. It is recommended that highway options are developed and assessed using the strategic and micro-simulation models of King's Lynn. These models cover large parts of King's Lynn and were developed to assess the traffic impacts of the planned development and the outcomes of the Transport Study.

## **7.6 FUNDING SOURCES**

- 7.6.1. None of the options included in the Transport Strategy have secured funding for implementation. However, there is some funding which may be available to develop and assess the options to a greater degree to provide a recommended scheme for implementation including design, initial cost estimates and programme for delivery. Notably this is for the Southgates roundabout and London Road initially. Critical to the delivery of the options in this Transport Strategy is the identification of possible funding sources.
- 7.6.2. There is the potential for options to be funded by both the public sector (Local Government and Central Government funding allocations and initiatives) and private sector (through other funding mechanisms and avenues associated with development opportunities).
- 7.6.3. Potential sources of funding include:
- i **New Anglia Local Enterprise Partnership:** NCC previously received a £1m contribution for the £4.5m Lynn Sport link road.
  - i **Highways England:** Funding allocation in their next Road Investment Strategy.
  - i **Network Rail:** Funding allocation in their next Control Period.
  - i **Central Government Funds:** Local Sustainable Transport Fund, National Productivity Investment Fund, Pinch-point funding for local highway networks, etc.
  - i **Norfolk County Council**
  - i **Borough Council of King's Lynn & West Norfolk**
  - i **S106 Contributions / Planning Conditions** associated with development applications
  - i **Private Operators:** (e.g. GTR and Greater Anglia, bus operators etc.).
  - i **Social Enterprises and partnerships.**
- 7.6.4. To identify and secure funding for the options outlined in this Transport Strategy it is recommended that relevant stakeholders are engaged during the further scheme development.

## **7.7 BUSINESS CASE DEVELOPMENT**

- 7.7.1. To access public funding streams and attract private funding, business cases for some of the short and medium-term options will need to be developed.
- 7.7.2. This will build on the evidence base presented in the Stage 1 Issues and Opportunities Report and Stage 2 Options Appraisal Report.
- 7.7.3. It is expected that the business case will follow DfT guidance and set out the following:
- i **A case for the scheme,** the strategic case;
  - i **The value for money,** the economic case;
  - i **Commercial viability,** the commercial case;



- | **The financial affordability**, the financial case; and
- | **Achievability**, the management case.

7.7.4. The decision-making process typically takes place in three phases:

1. Strategic Business Case;
2. Outline Business Case; and
3. Full Business Case.

7.7.5. At each stage there is an investment decision point on whether to proceed to the next stage.

7.7.6. Critical to the business cases will be identifying funding sources including innovative funding streams across all modes.

## **7.8 TRANSPORT STRATEGY REVIEW**

7.8.1. The Transport Strategy has presented a package of high-level short, medium and long-term options for delivery at a strategic, area wide and local scale.

7.8.2. It is recognised that as options are developed and further studies are undertaken there is the potential for the scope, deliverability, funding options and delivery timescale of the options to change.

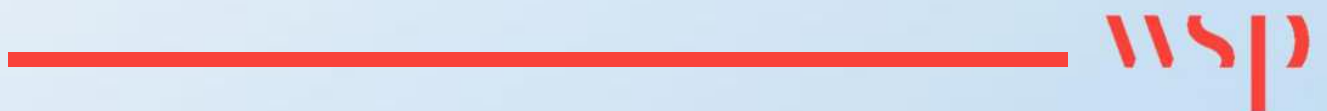
7.8.3. For this reason, the Transport Strategy will be a 'living plan' that will be regularly reviewed throughout the plan period as further studies are undertaken and as more detail on the proposed options becomes available. This will include:

- Additional clarity and detail on the option proposals;
- Updates to the list of planned improvement schemes;
- Updates to the delivery timescales; and
- Updates to option funding sources.

7.8.4. It is recognised that over the timescale of the Transport Strategy there will be opportunities for additional transport improvements, particularly in view of changing technology and development opportunities, updates and reviews of this Transport Strategy should embrace these potential changes in policy and technological direction.

# Appendix A

DRAFT SCHEME DRAWINGS



# Appendix B

## SUMMARY SATURN TECHNICAL MODEL OUTPUTS



## 5 SCENARIO APPRAISAL

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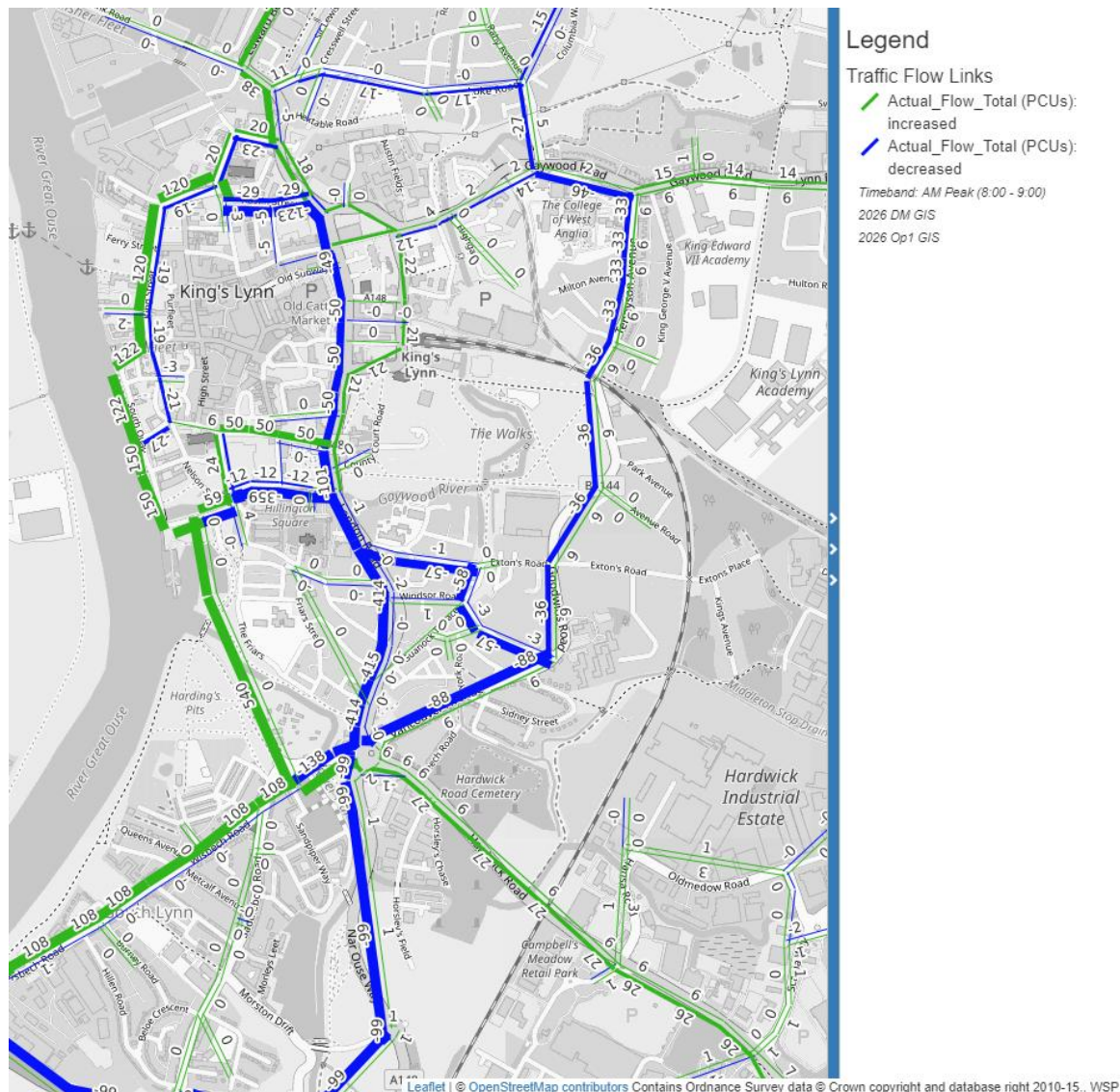
### 5.1 INTRODUCTION

- 5.1.1. Each scheme has been tested within the 2026 Do Minimum model and this chapter focuses on a comparison of each of the scheme scenarios with respect to 2026 Do Minimum scenario (DM). For each scenario the following performance statistics are considered:
- i Change in traffic flow
  - i Change in delay
  - i Volume / capacity ratio
  - i Select Link Analysis (where appropriate)
- 5.1.2. In addition to the plots presented within Section 5, Appendix C provides additional plots, and reference to these is made throughout this section.
- 5.1.3. For each scenario there is a comparison against network summary statistics. Appendix D provides the full network summary statistics for all the scenarios:
- 5.1.4. These statistics include the following:
- i Transient Queues (PCU-Hrs)
  - i Over-capacity Queues (PCU-Hrs)
  - i Link Cruise Time (PCU-Hrs)
  - i Total Travel Time (PCU-Hrs)
  - i Total Travel Distance (PCU-kms)
  - i Average Speed (kph)



## 5.2 SCENARIO 1 - HARDINGS WAY

- 5.2.1. The primary impact of opening of Hardings Way is the redistribution of traffic within the town as a result of the new route choice introduced to the network. Figure 5-1 shows the traffic flow differences between Scenario 1 and DM for the AM Peak in 2026.

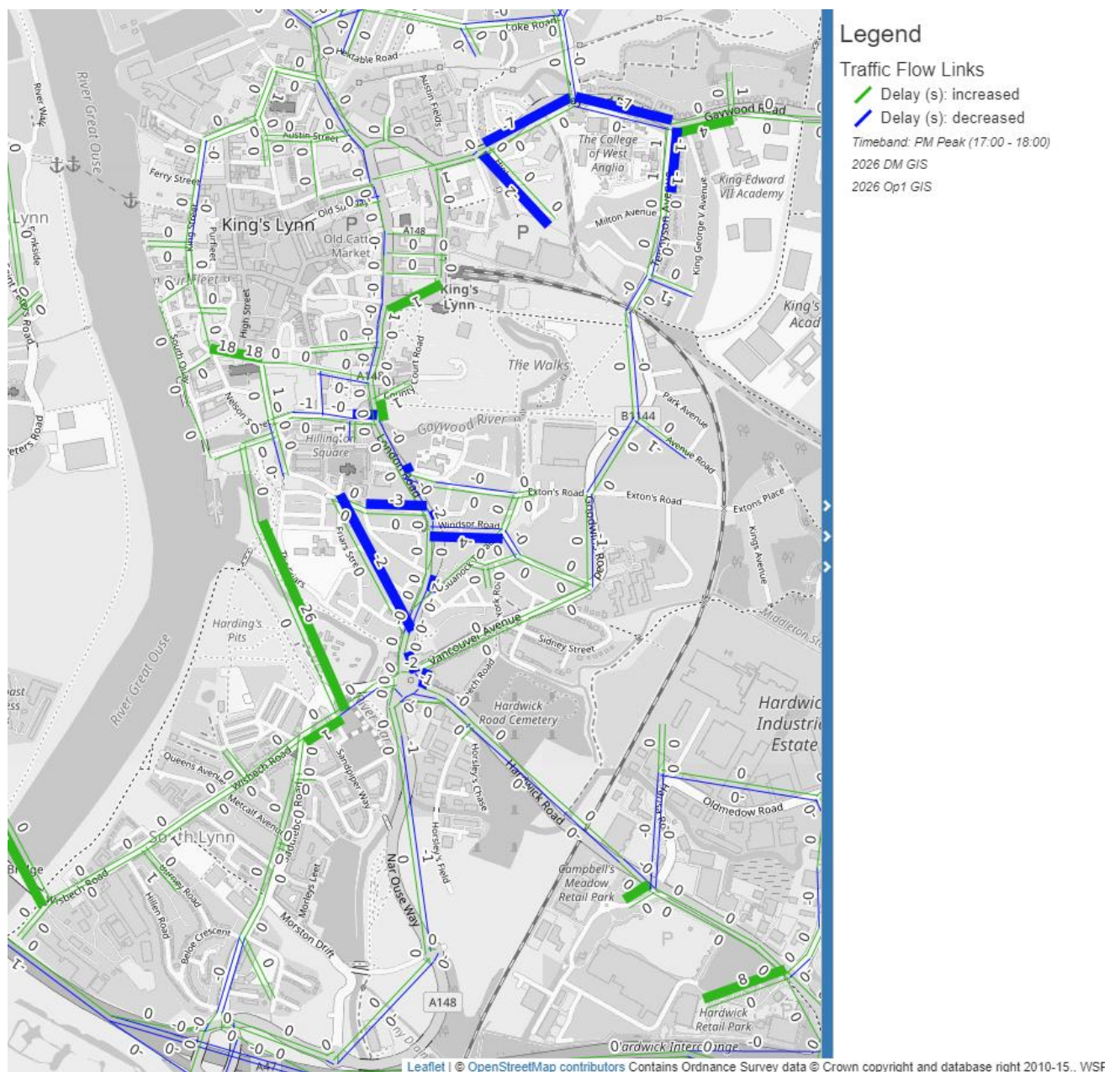


**Figure 5-1: Scenario 1 - DM Actual Flow Difference Plot AM Peak**

- 5.2.2. Figure 5-1 shows that an increase in traffic on Hardings Way is anticipated due to the removal of the ban, with traffic redistributing to this route away from Railway Road. Additionally, there is a similar reassignment of traffic onto Wisbech Road, instead of A148, connecting the A47 Road with King's Lynn Town Centre. There is also an associated increase in traffic on South Quay and King Street, with a decrease within the gyratory.
- 5.2.3. Overall the changes in flow have limited impact upon network delay and this is illustrated in Figure C.1-2 of Appendix C. There are minor reductions to delays on Railway Road and the network surrounding it during the AM Peak, however these are balanced by minor increases in delay associated with increased traffic in the vicinity of Hardings Way.



- 5.2.4. There is limited impact on link capacity, with a small number of links with a high V/C ratio (above 85%), and thus a poor level of service and they are illustrated on Figure C.1-3 of Appendix C. This highlights likely congestion at junctions including Hardings Way with Boal Street, and Purfleet Place with King Street.
- 5.2.5. In the PM the reassignment of traffic is very similar to the AM. There is an increase in traffic on Hardings Way Southbound as anticipated due to the removal of traffic bans on it, with traffic redistributing to this route from Railway Road and from B1144 Road. Unlike in the AM there is limited redistribution to King Street and this is illustrated in Figure C.1-4.
- 5.2.6. The delay comparison of between Scenario 1 and DM for PM Peak in 2026 show greater impacts than in the AM as demonstrated in Figure 5-2.

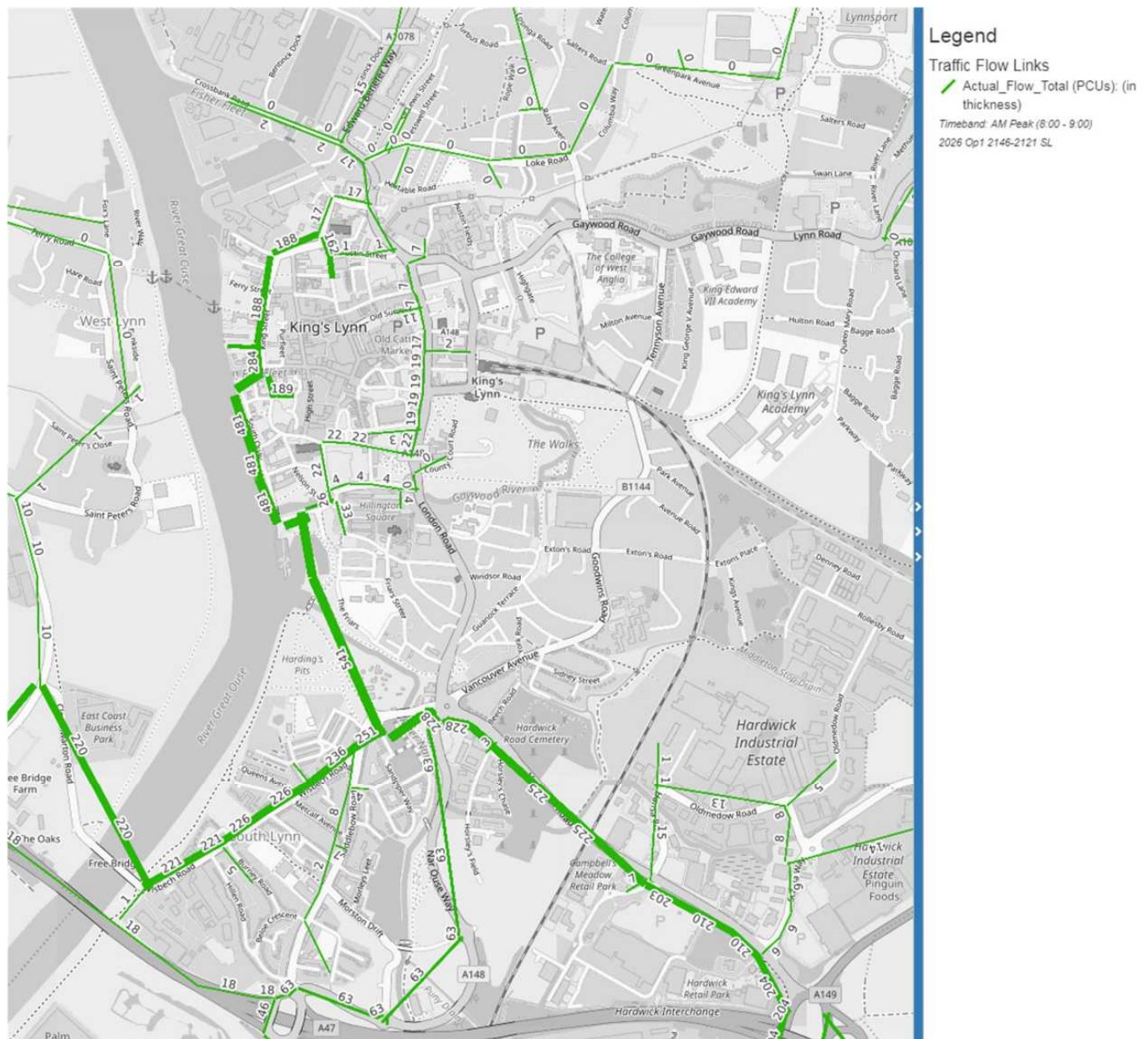


**Figure 5-2: Scenario 1 - DM Delay Difference Plot PM Peak**

- 5.2.7. Figure 5-2 shows that there is an increase in delay on Hardings Way southbound. This is due to the rise in traffic exiting on Wisbech Road and heading towards Southgates junction. Signal optimisation at this junction could potentially reduce this delay. Figure C.1-6 shows the corresponding Volume/Capacity ratio as a percentage for Scenario 1 in the PM Peak in 2026.
- 5.2.8. There are a few links where the V/C ratio falls in the range of 90-100%, which is a high V/C ratio and will lead to congestion and a poor level of service during the PM Peak, especially at Southgate's roundabout.

## SELECT LINK ANALYSIS

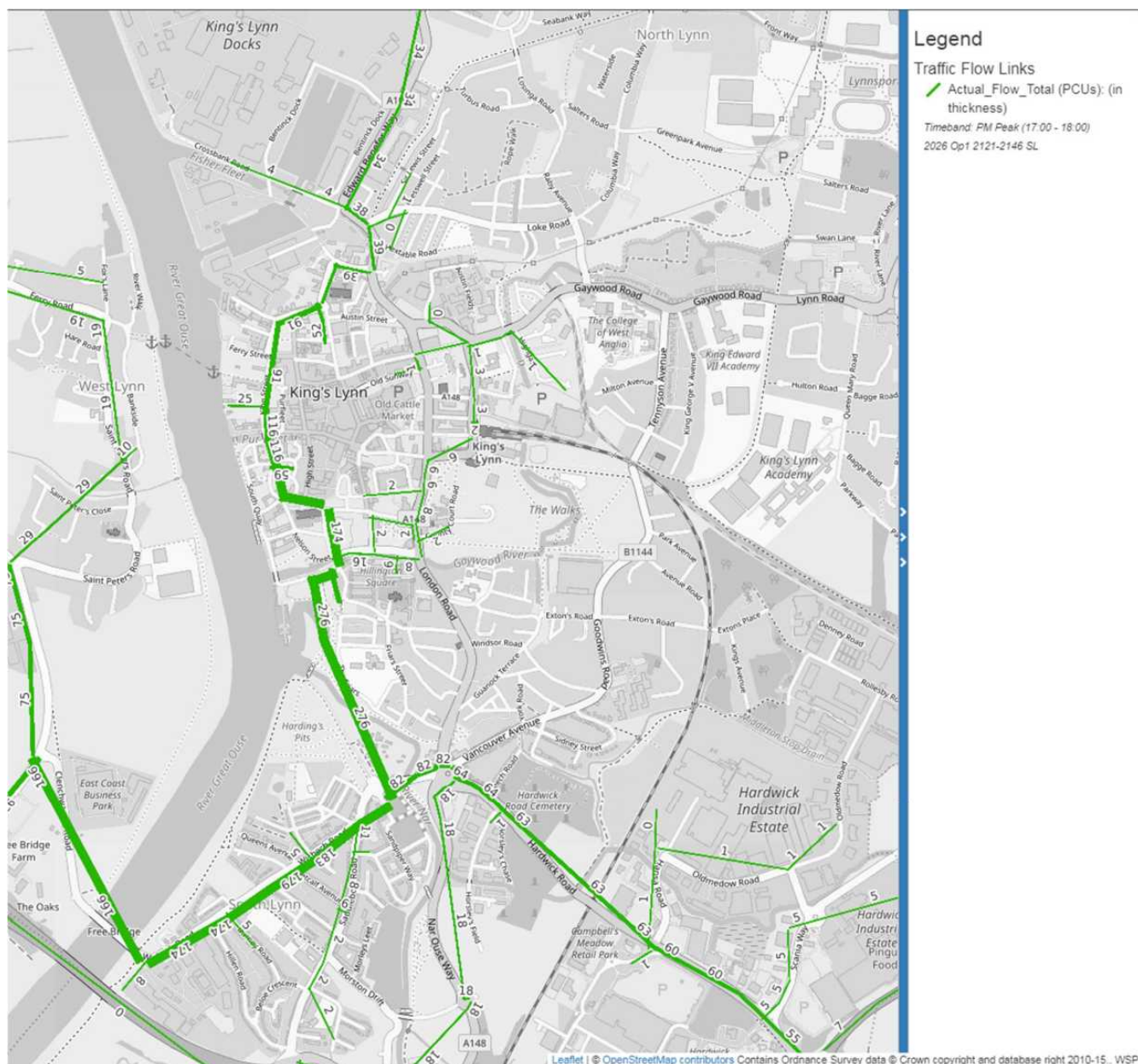
- 5.2.9. Select Link Analysis has been undertaken along Hardings Way to understand the routing of traffic using the road.



**Figure 5-3: Scenario 1 Select Link Analysis AM Peak Hardings Way Northbound**



5.2.10. Figure 5-3 shows the routing of traffic on Hardings Way Northbound within Scenario 1. A considerable amount of traffic uses South Quay and then King Street in the AM Peak. Consideration should be given as to whether this level of reassignment is desirable given the nature of the King Street and surrounding roads. Figure 5-4 provides the corresponding information for the evening peak period.



**Figure 5-4: Scenario 1 Select Link Analysis PM Peak Hardings Way Southbound**

5.2.11. Figure 5-4 shows that there is a high number of vehicles that use Hardings Way southbound in the PM peak, particularly those heading west out of King's Lynn and using Wisbech Road.

## SCENARIO 1 NETWORK SUMMARY STATISTICS

5.2.12. Table 5-1 presents network summary statistics for Scenario 1 and a comparison against the Do Minimum case.

**Table 5-1: Scenario 1 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 1</b>		<b>Scenario 1 - DM</b>	
		<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	486.6	585.6	-25.5	-13.8
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	28.7	32.6	5.2	-6.8
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1236.5	1335.3	-1.0	6.0
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1751.8	1953.5	-21.3	-14.6
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	70974.4	75587.7	-113.2	152.9
<i>Average Speed</i>	kph	40.1	38.3	40.5	38.7	0.4	0.4

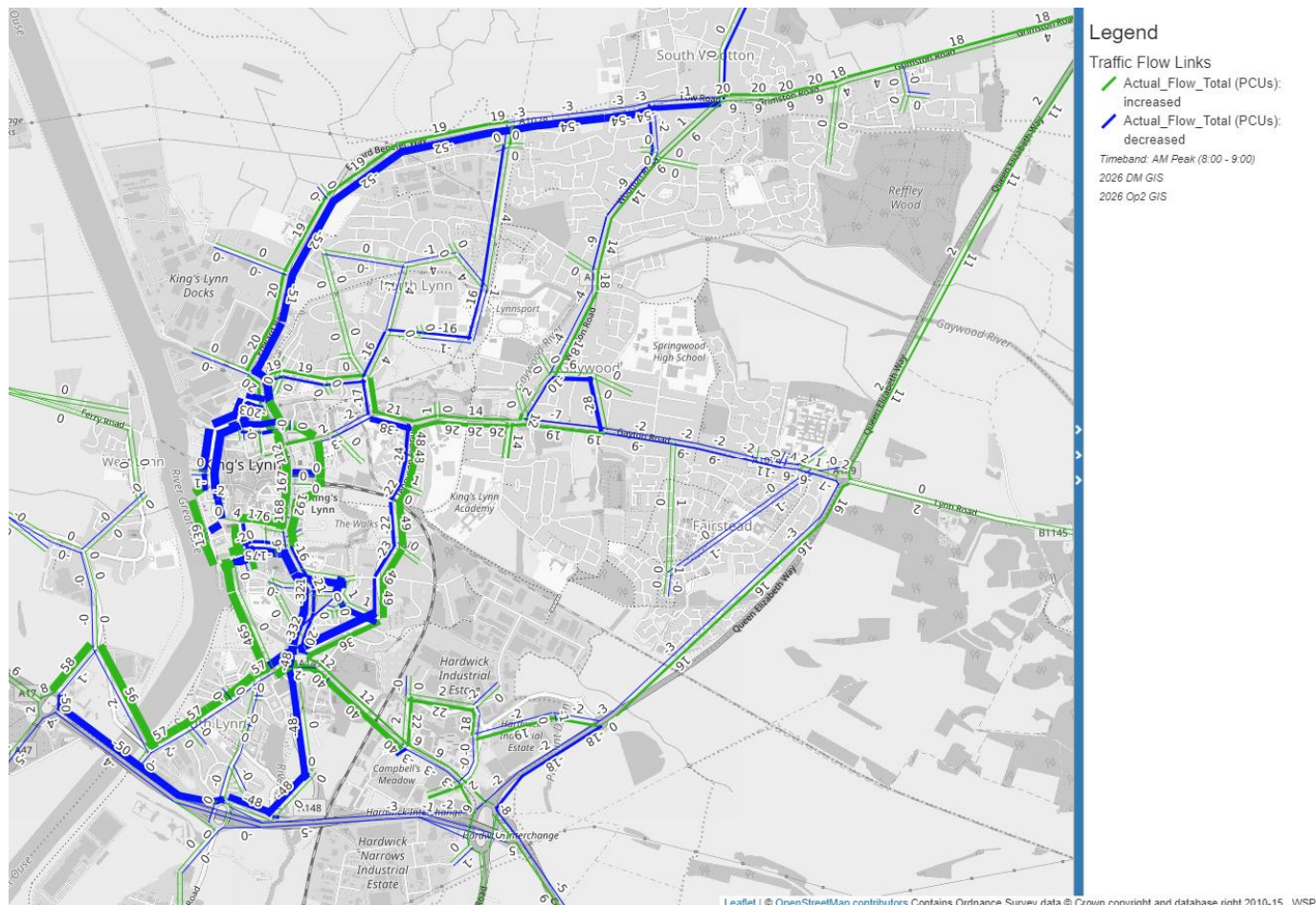
5.2.13. Table 5-1 shows that Scenario 1 has a positive impact on levels of queuing and reduces total travel times whilst speeds increase.

### **SCENARIO 1 SUMMARY**

5.2.14. Scenario 1 causes traffic levels using London Road to reduce by over 400 PCUs northbound in the AM by causing reassignment to Hardings Way and King Street. In the PM the scheme causes an increase in traffic on Hardings Way southbound as well as the gyratory southbound. One of the main delay impacts is in the PM at the Hardings Way / Wisbech Road signalised junction, although signal optimisation may alleviate this.

## 5.3 SCENARIO 2 - HARDINGS WAY COMPLIMENTARY MEASURES

- 5.3.1. Scenario 2's primary impact also the reassignment of traffic. Figure 5-5 shows the traffic flow difference between Scenario 2 and the Do Minimum Network in 2026 for AM Peak, and thus the wider reassignment impact of the proposals.

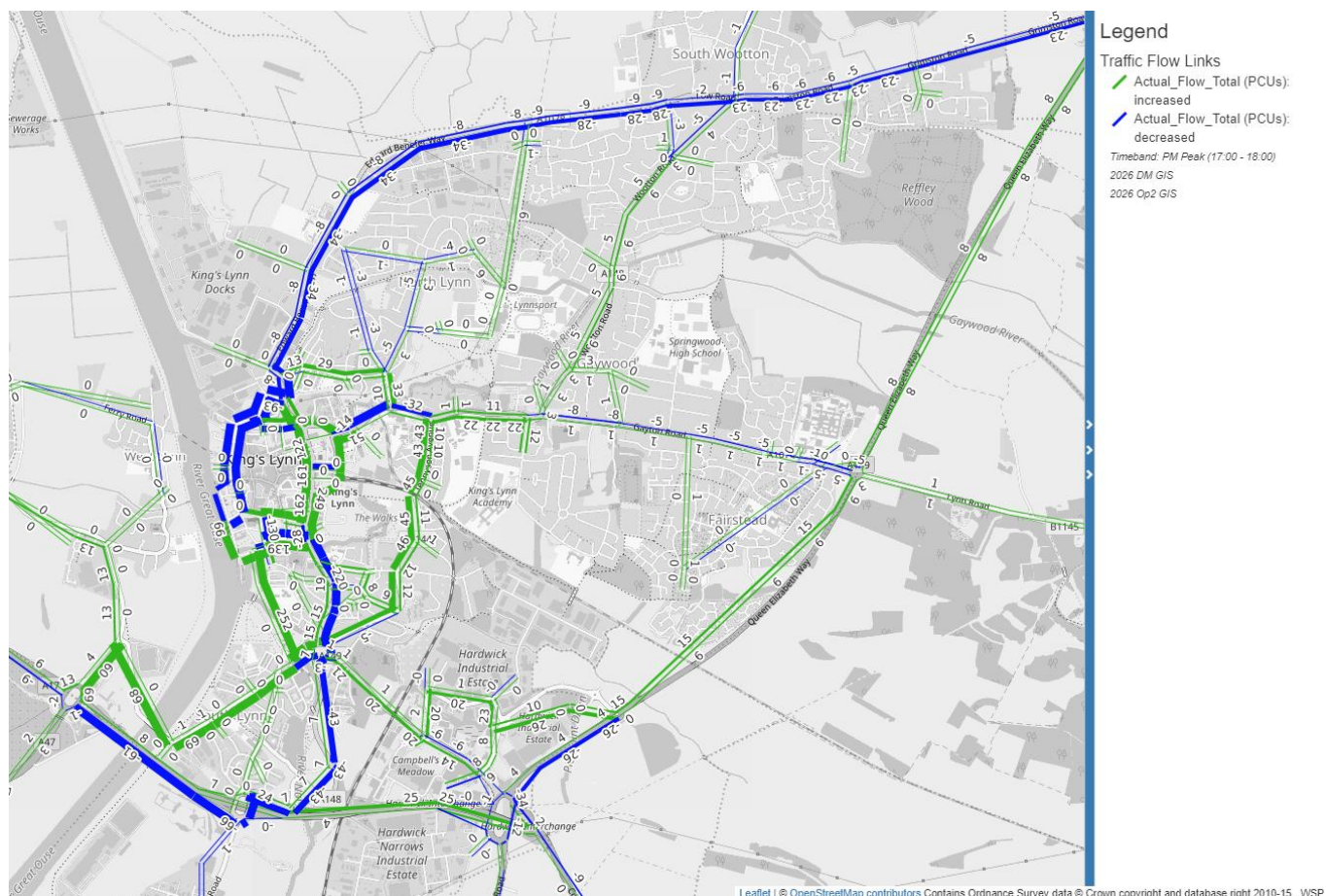


**Figure 5-5: Scenario 2 - DM Actual Flow Difference Plot AM Peak (Wider Area)**

- 5.3.2. Figure 5-5 shows that in 2026 there are increase in traffic on Wisbech Road and decrease of traffic on A47 and on Edward Benefer Way. It can be seen that in 2026 there is an increase in traffic on Hardings Way due to opening the road to traffic. This results in a decrease in traffic movements between the A148/ London Road junction and London Road / St James Street junction. Traffic on Railway Road increases, due to the banning of both direction movements for traffic on King Street. Additionally, traffic on B1144 Road increase in the southbound direction. Figure C.2-7 of Appendix C shows the traffic flow difference between Scenario 2 and the Do Minimum Network in 2026 for the AM Peak period although zoomed in on the town centre.
- 5.3.3. Despite these changes in flow there is minimal impact on delay and this is illustrated in Figure C.2-9. Figure C.2-9 shows there is reduction in delay on London Road and the surrounding roads. Additionally, there is an increase in delay of 8 seconds at the junction of Hardings Way with Boal Street. Whilst not significant, this is a consequence of the increased traffic through this junction.



- 5.3.4. The network level of service in King's Lynn Town Centre is generally good, Figure C.2-10 shows the Volume/ Capacity ratio as a percentage in Scenario 2. Whilst there are a few instances, where links are above capacity, namely Purfleet Place and King Street, in most cases links are well below operating capacity. On London Road there are a couple of links with a range of 70-85% of its capacity and the St James' Road approach to the junction of London Road with Blackfriars Road is at 90% so nearing full capacity.
- 5.3.5. Figure 5-6 shows the flow difference plot between Scenario 2 and the Do Minimum in 2026 for the PM Peak.



**Figure 5-6: Scenario 2 - DM Actual Flow Difference Plot PM Peak**

- 5.3.6. Figure 5-6 shows a decrease in flow on the A47 and an increase on Wisbech Road leading to A47 Road through Clenchwarton Road. Additionally, there is a reduction of traffic on Edward Benefer Way. There is a decrease in flow on London Road southbound. The decrease in traffic is due to the opening of the Hardings Way, which provides the network with additional capacity. Similar increases in traffic can be seen on Wisbech Road instead of A148 Road, which connects the A47 Roads with King's Lynn Town Centre. Figure C.2-11 of Appendix C shows the traffic flow difference between Scenario 2 and the Do Minimum Network in 2026 for the PM Peak period although zoomed in on the town centre.
- 5.3.7. Over most of the town centre there are no significant delays, but there is an increase in delay of 16 seconds on Hardings Way Southbound. This is illustrated in Figure C.2-13 showing delay differences between Scenario 2 and the Do Minimum in 2026 for PM Peak.

- 5.3.8. In terms of the level of service at the St James' Road approach to the Railway Road / Blackfriars Road junction the V/C ratio reaches 85%. Additionally, at Southgates roundabout the London Road approach and exit arm of Hardwick Road reach V/C levels above 100. This is illustrated in Figure C.2-14.

## SCENARIO 2 NETWORK SUMMARY STATISTICS

- 5.3.9. Table 5-2 presents network summary statistics for Scenario 2 and a comparison against the Do Minimum case.

**Table 5-2: Scenario 2 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 2</b>		<b>Scenario 2 - DM</b>	
		AM	PM	AM	PM	AM	PM
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	512.4	607.4	0.4	8.0
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	31.8	37.3	8.3	-2.1
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1239.8	1334.9	2.3	5.5
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1784.0	1979.5	11.0	11.4
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	71278.4	75692.6	190.8	257.8
<i>Average Speed</i>	kph	40.1	38.3	40.0	38.2	-0.1	-0.1

- 5.3.10. Table 5-2 shows that Scenario 2 causes marginally more queuing, reduces average speeds and increases total travel time and distance.

## SCENARIO 2 SUMMARY

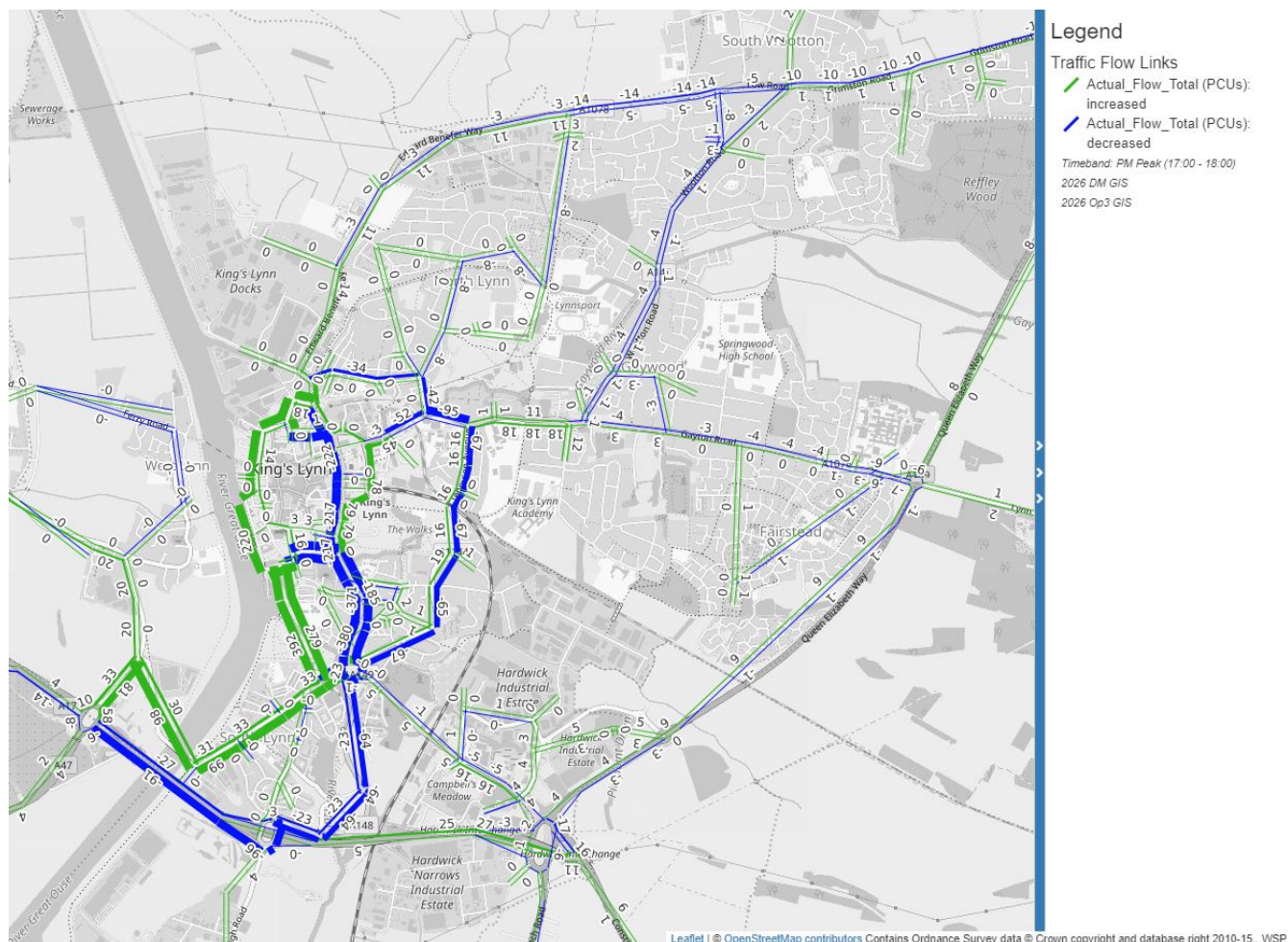
- 5.3.11. Scenario 2 has similar routing impacts to Scenario 1 although reduces the traffic flow on King Street and encourages the use of the gyratory instead as a result of the link closure. Overall the complimentary measures to the link closure are having no positive impact on overall network performance.

5.4.1. The primary impact of Scenario 3 is also the reassignment of traffic away from London Road and Railway Road to Hardings Way. Figure 5-7 shows the traffic flow differences between Scenario 3 and DM for the AM Peak in 2026.



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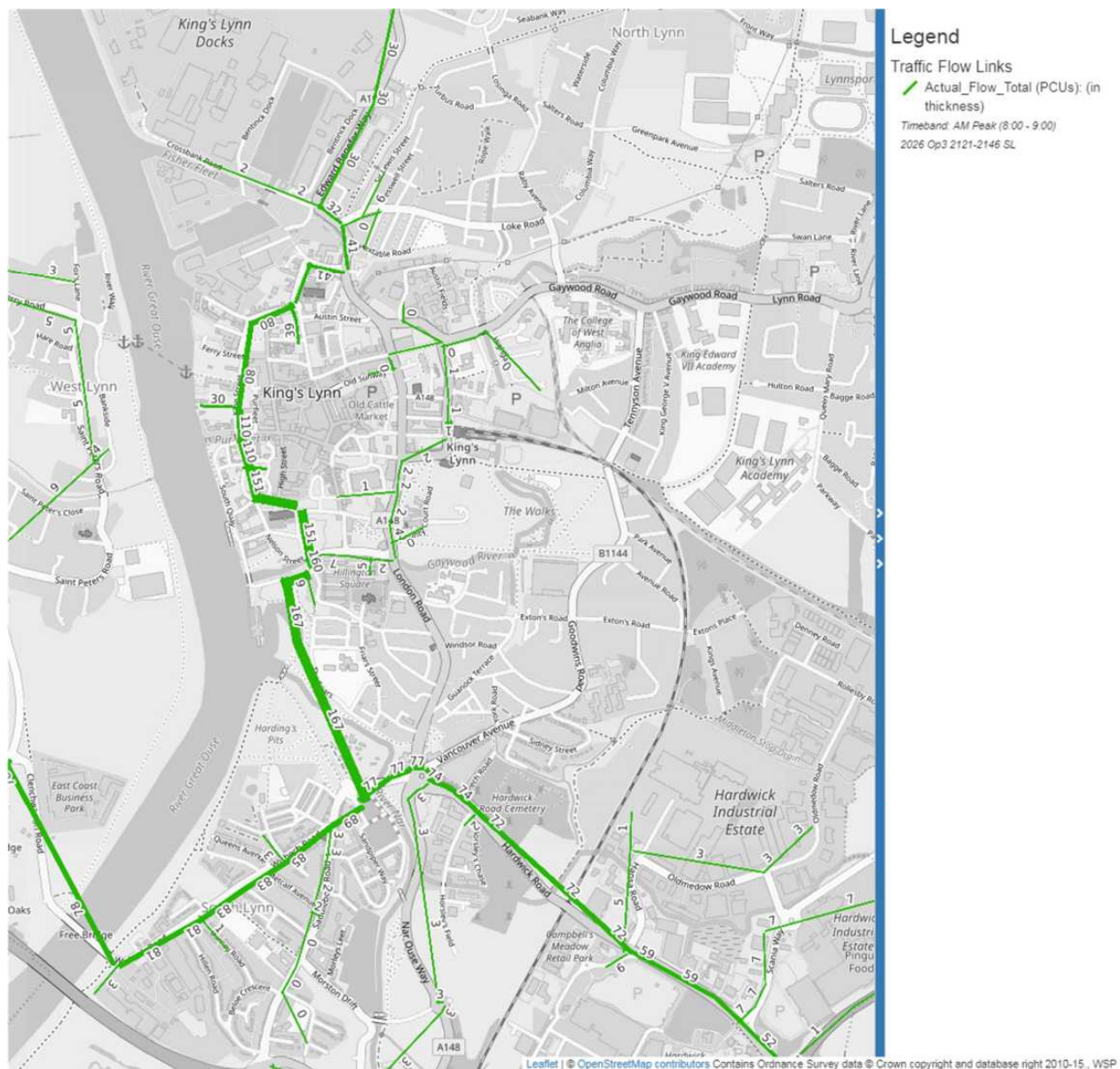


**Figure 5-8: Scenario 3 - DM Actual Flow Difference Plot PM Peak**

- 5.4.6. Figure 5-8 shows that there is a significant increase in traffic on Hardings Way in both directions as a result of the removal of traffic bans on it. This reduces the traffic flow on London Road and Railway Road. Furthermore, it reduces the traffic on A148, in turn increasing the traffic on Wisbech Road whilst reducing the flow on the A47 road connecting between these two roads.
- 5.4.7. Over most of the town centre there are limited changes in delay. There are small decreases in delay on London Road, whilst there is an increase in delay of 36 seconds on Hardings Way southbound, as expected given the road has been opened to traffic. Figure C.3-21 illustrates this delay.
- 5.4.8. There are a number of junctions where a high V/C is observed within the King's Lynn Town centre, namely the junction of Purfleet Place with King street, Southgates roundabout, and Saturday Market Place. Figure C.3-22 illustrates the Volume/ Capacity ratio as a percentage for Scenario 3 in the 2026 PM Peak.

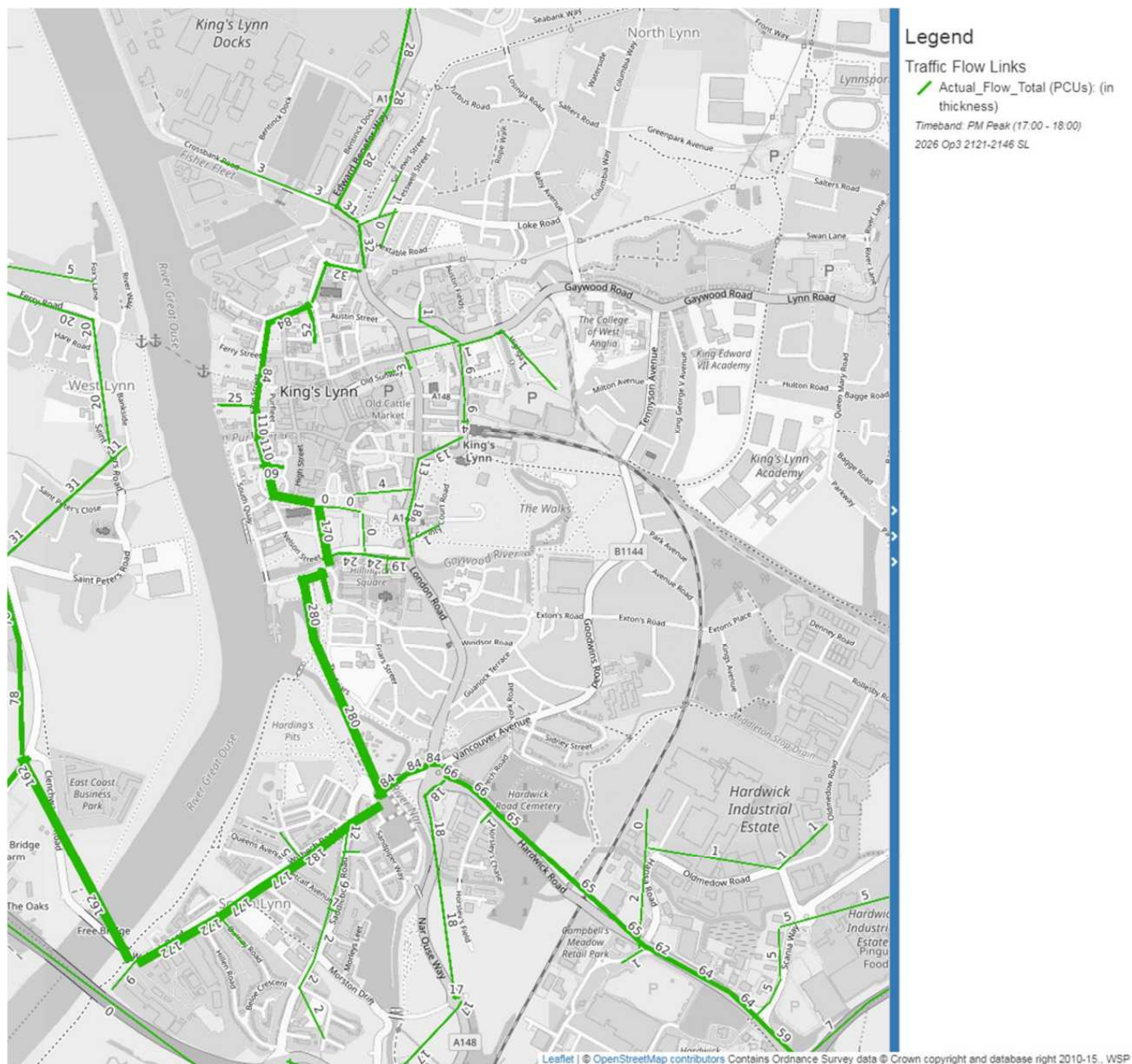
## SELECT LINK ANALYSIS

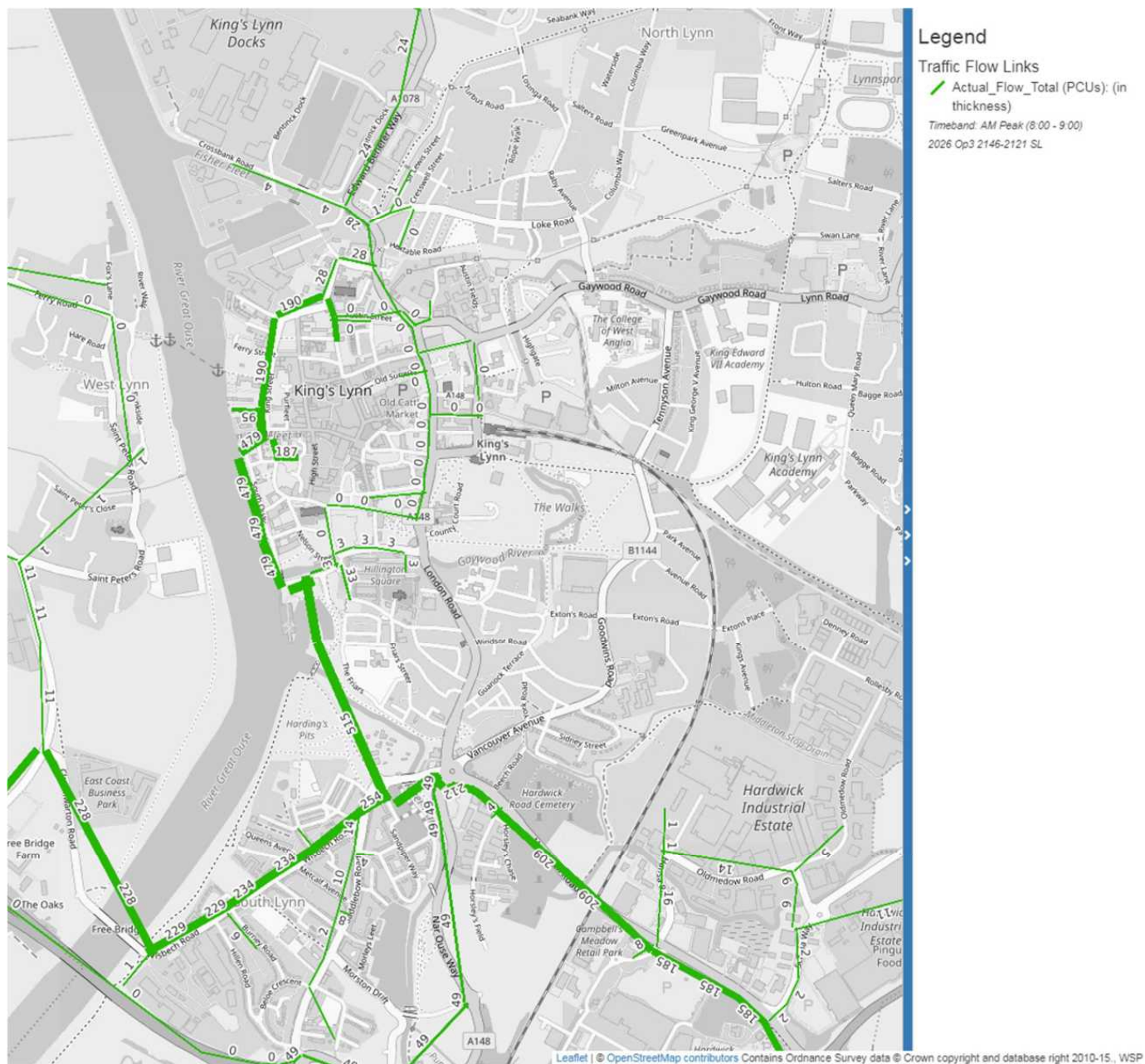
- 5.4.9. Select Link Analysis has been undertaken to understand the routing of traffic that uses Hardings Way. The results of this Select Link Analysis are presented in Figure 5-9, Figure 5-10, Figure 5-11, and Figure 5-12.



**Figure 5-9: Scenario 3 - Select Link Analysis AM Peak Hardings Way Northbound**

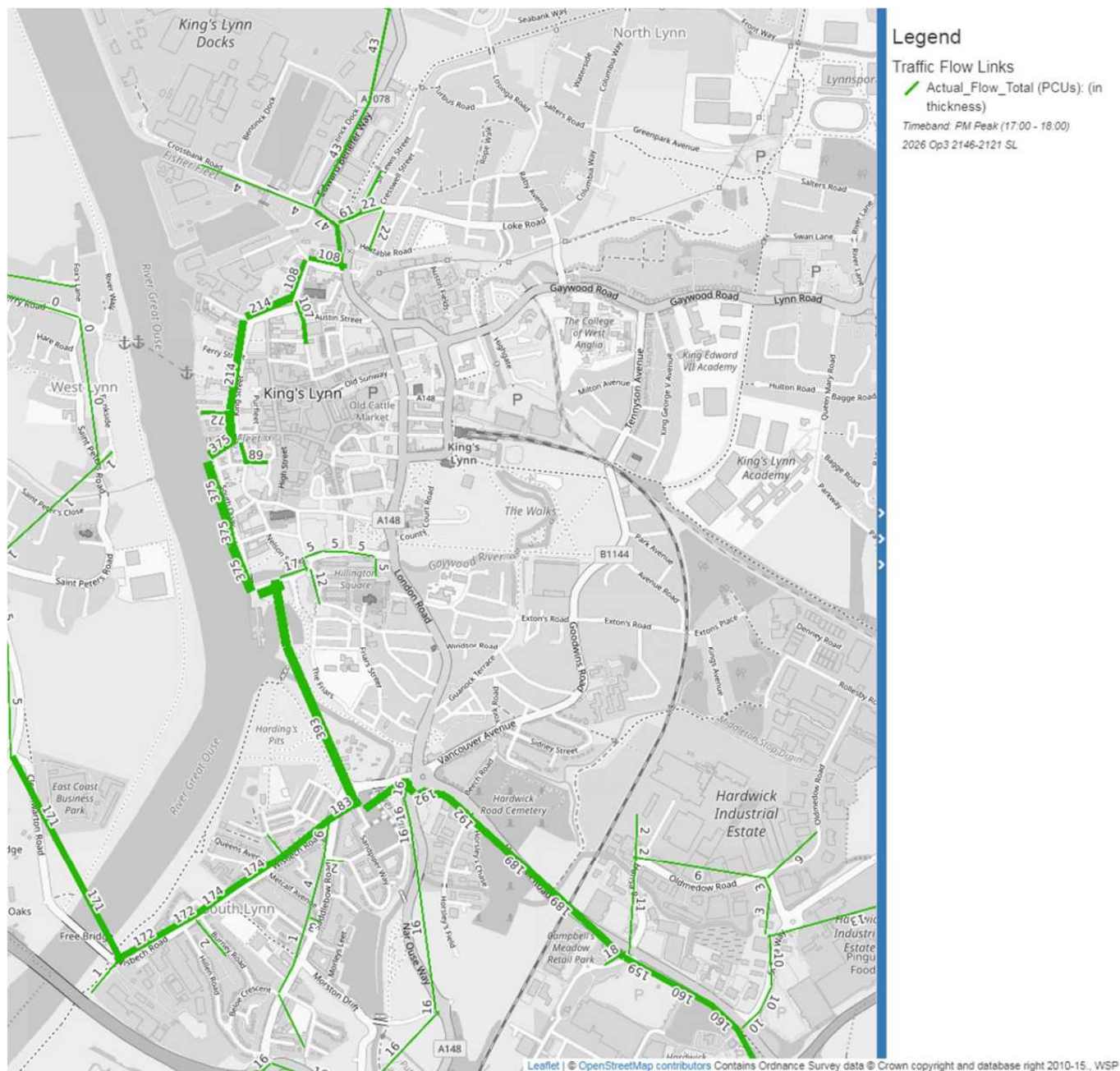






**Figure 5-11: Scenario 3 - Select Link Analysis AM Peak Hardings Way Southbound**





**Figure 5-12: Scenario 3 - Select Link Analysis PM Peak Hardings Way Southbound**

- 5.4.10. Traffic using Hardings Way routes through Wisbech Road, London Road, and King's Street. Only a small number of vehicles use Hardings Way route through the town centre via the Railway Road gyratory area.

### SCENARIO 3 NETWORK SUMMARY STATISTICS

- 5.4.11. Table 5-3 presents network summary statistics for Scenario 3 and a comparison against the Do Minimum case.

**Table 5-3: Scenario 3 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 3</b>		<b>Scenario 3 - DM</b>	
		AM	PM	AM	PM	AM	PM
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	488.2	568.9	-23.9	-30.5
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	28.3	33.9	4.8	-5.4
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1238.0	1337.6	0.4	8.3
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1754.4	1940.5	-18.7	-27.6
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	70955.0	75563.7	-132.6	128.9
<i>Average Speed</i>	kph	40.1	38.3	40.4	38.9	0.4	0.6

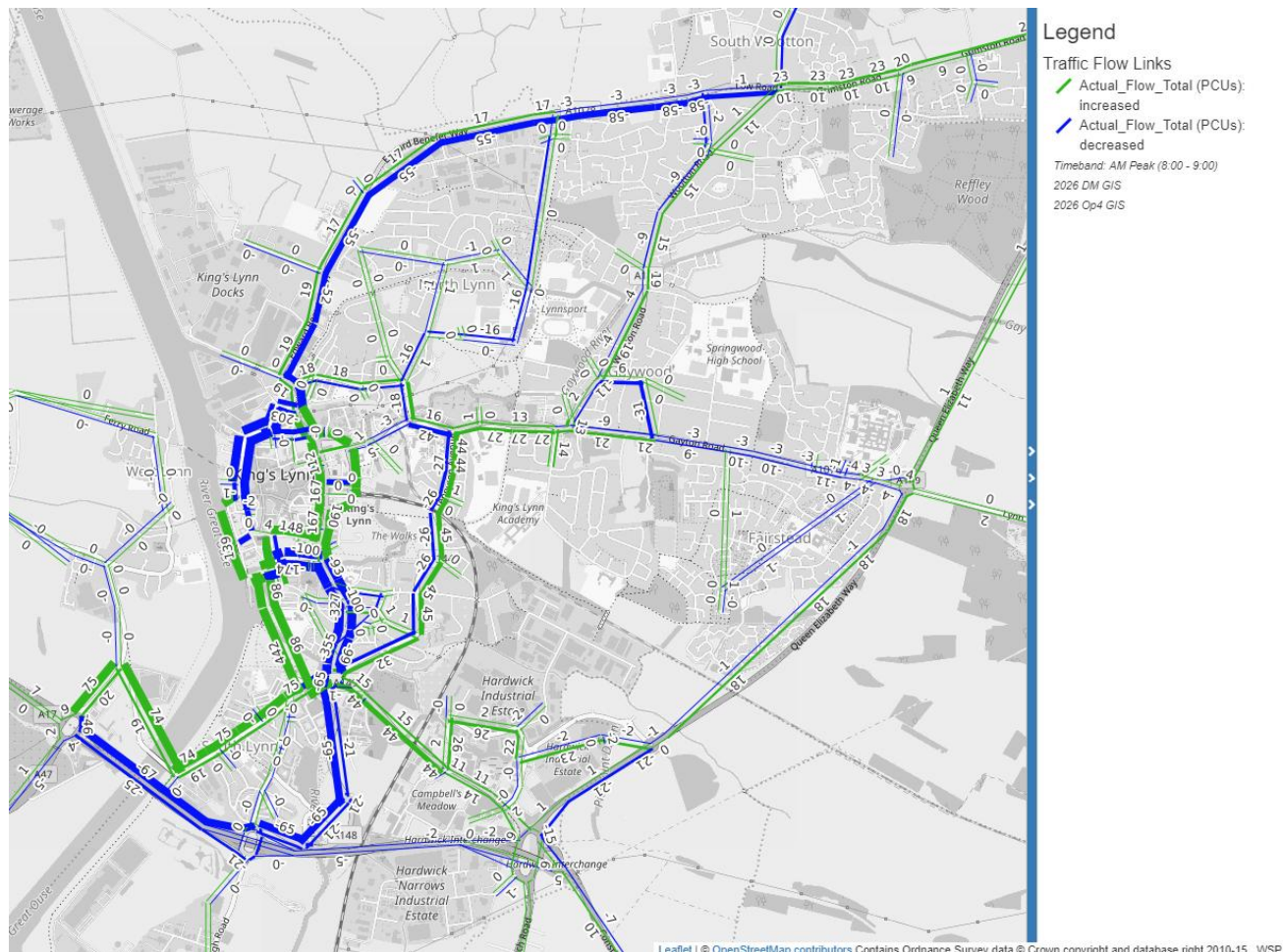
- 5.4.12. Table 5-3 shows that Scenario 3 has a positive impact on total travel times and queueing as these are reduced. Average speeds are also seen to increase.

### SCENARIO 3 SUMMARY

- 5.4.13. Like Scenarios 1 and 2, Scenario 3 has a significant impact on the traffic levels using London Road and Railway Road by causing significant reassignment to Hardings Way and King Street. There is a reassignment from the A148 to Wisbech Road, and this reduces traffic on the A47 between the A47 / A17 junction and the A47 / A148 junction.

## 5.5 SCENARIO 4 - HARDINGS WAY COMPLIMENTARY MEASURE

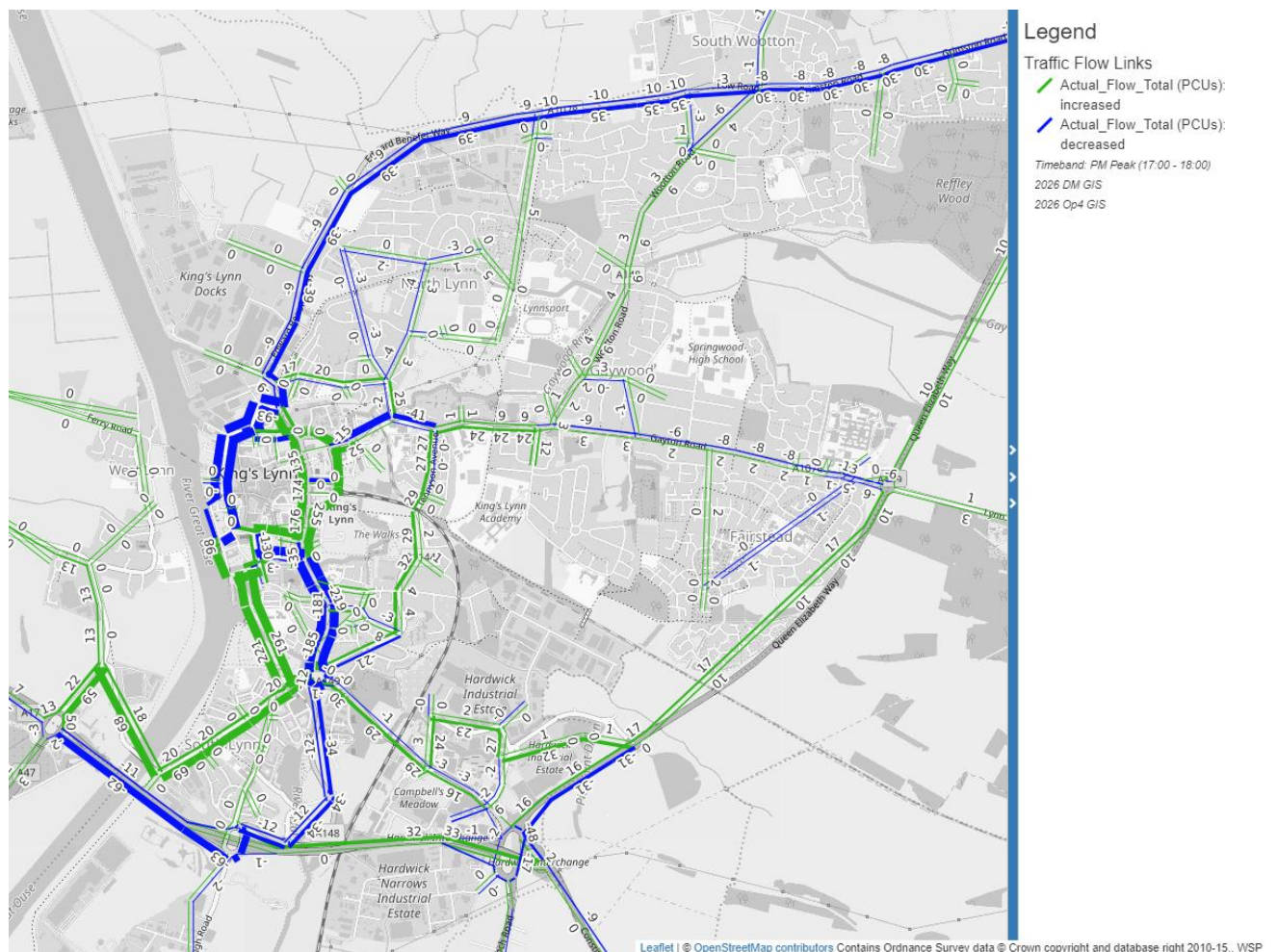
- 5.5.1. Scenario 4's primary impact is the reassignment of traffic given the new route choice provided by the opening of Hardings Way. Figure 5-13 shows the traffic flow differences between Scenario 4 and DM for AM Peak in 2026.



**Figure 5-13: Scenario 4 - DM Actual Flow Difference Plot AM Peak**

- 5.5.2. Figure 5-13 shows that there is a significant increase in traffic on Hardings Way in both the directions due to the removal of traffic bans on it, which reduces traffic flows on London Road. There is also a reduction in traffic flow at King Street which results in the increase of traffic on Railway Road. Furthermore, shows a significant increase on Wisbech Road with a countering reduction in traffic on A148 Road. Figure C.4-25 shows the corresponding delay difference plot between Scenario 4 and the Do Minimum in the 2026 AM Peak. Figure C.4-25 shows that there is a decrease in delay on London Road and the adjacent areas, and minor increase of delay on Hardings Way in both directions. The largest increase is seen at Purfleet Place where there is an increase of 14 seconds.
- 5.5.3. There are a small number of links where V/C is close to or exceeding capacity within the King's Lynn Town centre, namely Purfleet Place with King Street junction and the junction of at Loke Road with Gaywood Road this is illustrated in Figure C.4-26.
- 5.5.4. Figure 5-14 shows the traffic flow differences between Scenario 4 and DM in the PM Peak 2026.





**Figure 5-14: Scenario 4 - DM Actual Flow Difference Plot PM Peak**

- 5.5.5. Figure 5-14 shows a significant increase in traffic on Hardings Way in both directions due to the removal of traffic bans on it, which reduces traffic levels on London Road. There is also reduction in traffic flow along King Street, due to the traffic ban, leading to an increase in traffic on Railway Road.
- 5.5.6. It also shows a significant increase in traffic on A47 Road in one direction as expected. There is also a significant reduction in traffic flow at Edward Benefer Way.
- 5.5.7. In this scenario there are decreases in delay on London Road and the adjacent areas, and significant increase in delay on Hardings Way of 19 seconds southbound. This is illustrated on Figure C.4-29. Although not shown on this figure there is a small increase of 11 seconds on Queen Elizabeth Road as a result of the proposed mitigation.
- 5.5.8. There are a few links where the volume/capacity is at or nearing capacity within the King's Lynn Town Centre, namely the junction of Saturday Market Place with Church Street. This is illustrated in Figure C.4-30.

## SCENARIO 4 NETWORK SUMMARY STATISTICS

- 5.5.9. Table 5-4 presents network summary statistics for Scenario 4 and a comparison against the Do Minimum case.



**Table 5-4: Scenario 4 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 4</b>		<b>Scenario 4 - DM</b>	
		AM	PM	AM	PM	AM	PM
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	514.6	598.0	2.5	-1.4
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	32.8	37.5	9.3	-1.9
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1239.9	1333.5	2.3	4.1
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1787.2	1968.9	14.2	0.8
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	71260.5	75615.6	172.9	180.8
<i>Average Speed</i>	kph	40.1	38.3	39.9	38.4	-0.2	0.1

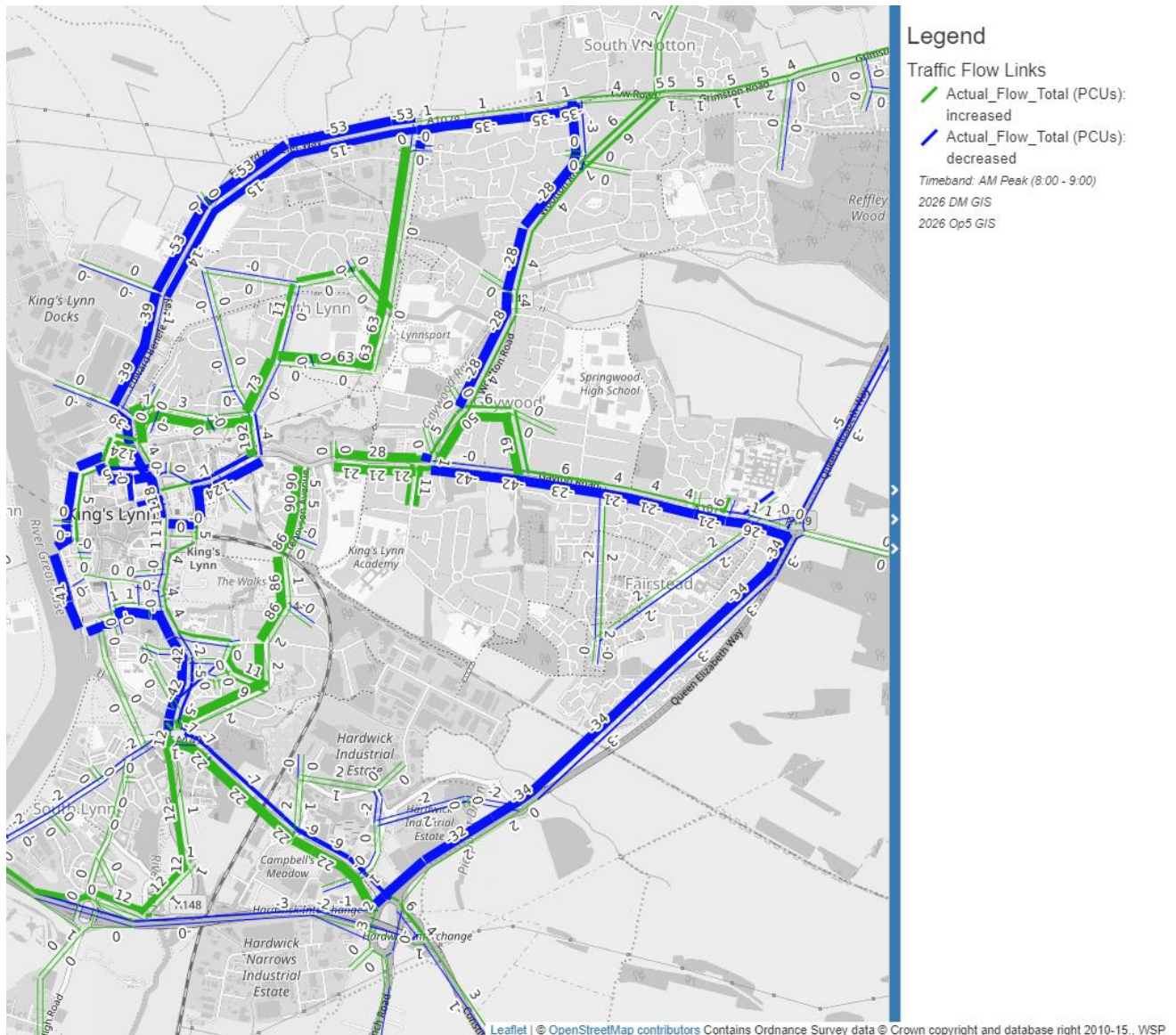
5.5.10. Table 5-4 shows that there is an increase in over capacity queues in the AM, although a small reduction in the PM. This leads to increased overall travel times and distance.

#### **SCENARIO 4 SUMMARY**

5.5.11. Scenario 4 has similar impacts to Scenario 1 to 3, with increased traffic on Hardings Way resulting in in traffic routing through South Quay and avoiding London Road. In common with Scenario 2 the closure of King's Street leads to increased traffic on Railway Road.

## 5.6 SCENARIO 5 - TRAFFIC SIGNALS

- 5.6.1. The appraisal of the junction of John Kennedy Road / Loke Road is likely to be impacted by the lower than observed traffic flow that was identified in the validation screenline across this road. Given in the base model this road has less traffic than observed, the patterns seen in this Scenario would likely persist if the base model performed better in this location, and it is likely the effects seen would be more pronounced given the increased traffic levels.

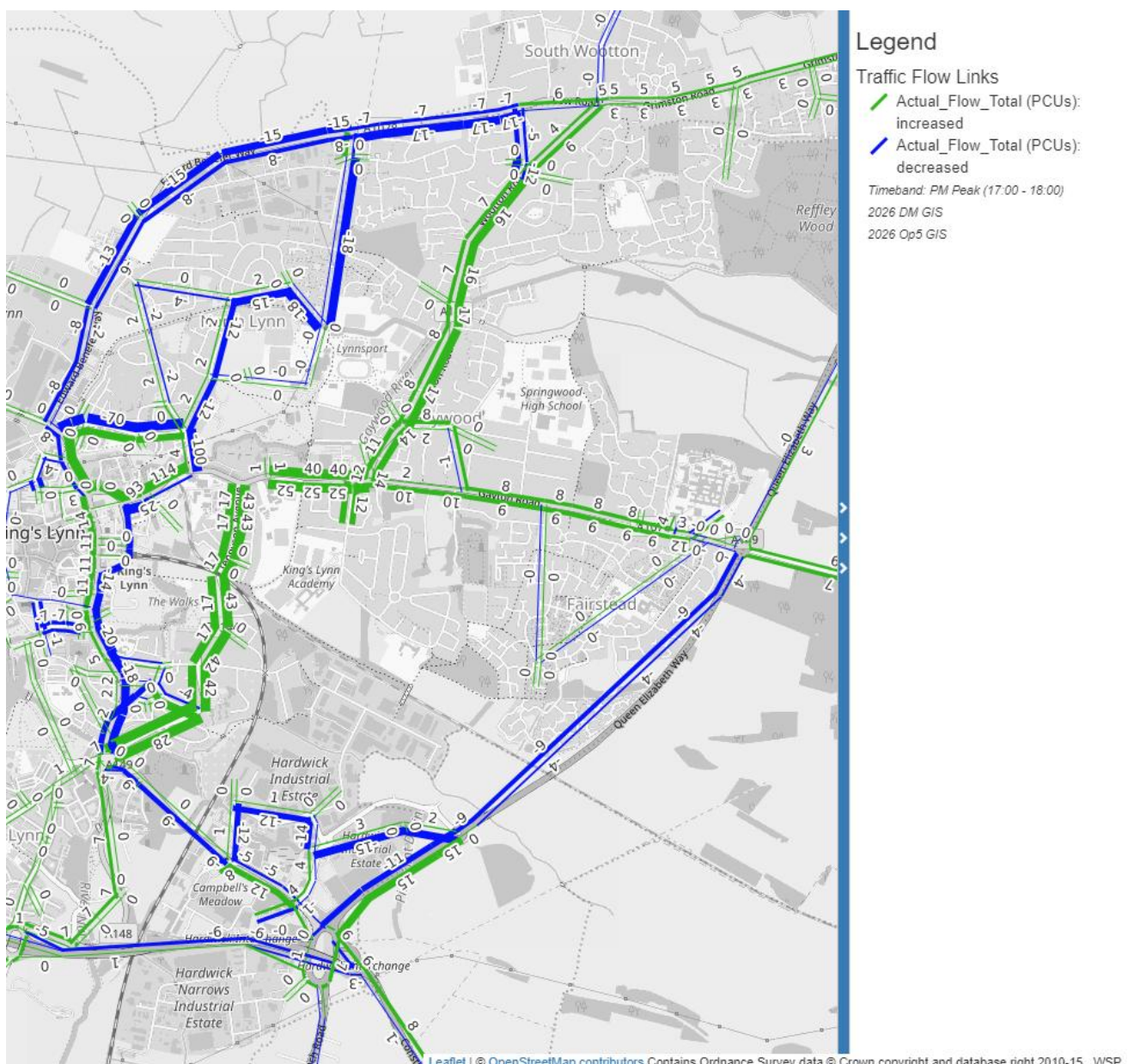


**Figure 5-15: Scenario 5 – Actual Flow Difference Plot AM Peak**

- 5.6.2. Figure 5-15 shows the flow difference plot between Scenario 5 and the Do Minimum in 2026 for the AM Peak. It shows that there is a decrease in flow on London Road and on King Street, and in turn a significant increase in traffic on the B1144 road. This is a result of the improved performance of the roundabout (compared to existing traffic signals) which resulted in the elimination of cyclic delay occurring due to the presence of signals in the base year model. There is also a significant reduction (100+ vehicles) on Gaywood Road approaching the gyratory and a large increase on Tennyson

Avenue (80+ vehicles). It shows that a decrease in flow on the A149 Road and Edward Benefer Way, and counter increase in flow on B1144 Road and Reid Way.

- 5.6.3. In the AM a reduction in delay is observed adjacent to the roundabout scheme for the junction of Loke Road with Gaywood Road and also a reduction of delay on London Road. There is a reduction of 15 seconds on Gaywood Road westbound. This is illustrated in Figure C.5-33. To the edge of the figure there is an increase of 29 seconds on Gayton Road.
- 5.6.4. There are only a couple of links at or exceeding capacity and therefore have high Volume/ Capacity ratios, namely London Road north of Vallingers Road and A1076 Gayton Road. These are shown in Figure C.5-35.
- 5.6.5. Figure 5-16 shows the flow difference plot between Scenario 5 and the Do Minimum in 2026 for the PM Peak.



**Figure 5-16: Scenario 5 – DM Actual Flow Difference Plot PM Peak**



- 5.6.6. The figure shows a decrease of flow on the London Road as a result of an increase in traffic on the B1144. This figure also shows there is no significant impact seen for PM period across wider area. There is a small increase in flow on the A148 and associated decrease in traffic on the Edward Benefer Way road and Field Way.
- 5.6.7. In terms of delay, over most of the network there are only small changes, however, there is a reduction of 30 seconds on Gaywood Road westbound. There are no significant changes in delay for traffic in the PM peak in the wider area. Figure C.5-38 illustrates these delay changes for the PM.
- 5.6.8. In terms of Volume/Capacity ratios, most links within King's Lynn during the PM Peak are well within capacity. However, Southgates roundabout does have multiple arms with Volume Capacity ratio's above 85%. These volume/capacity ratios on a link basis for Scenario 5 are illustrated in Figure C.5-40.

### SCENARIO 5 NETWORK SUMMARY STATISTICS

- 5.6.9. Table 5-5 presents network summary statistics for Scenario 5 and a comparison against the Do Minimum case.

**Table 5-5: Scenario 5 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 5</b>		<b>Scenario 5 - DM</b>	
		AM	PM	AM	PM	AM	PM
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	495.9	589.5	-16.2	-9.9
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	25.7	36.6	2.2	-2.8
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1242.4	1333.3	4.9	4.0
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1764.0	1959.4	-9.1	-8.8
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	71076.5	75636.0	-11.1	201.2
<i>Average Speed</i>	kph	40.1	38.3	40.3	38.6	0.2	0.3

- 5.6.10. Table 5-5 shows that Scenario 5 has a positive impact on the level of transient queues and total travel time, and provides a small increase in average speeds.

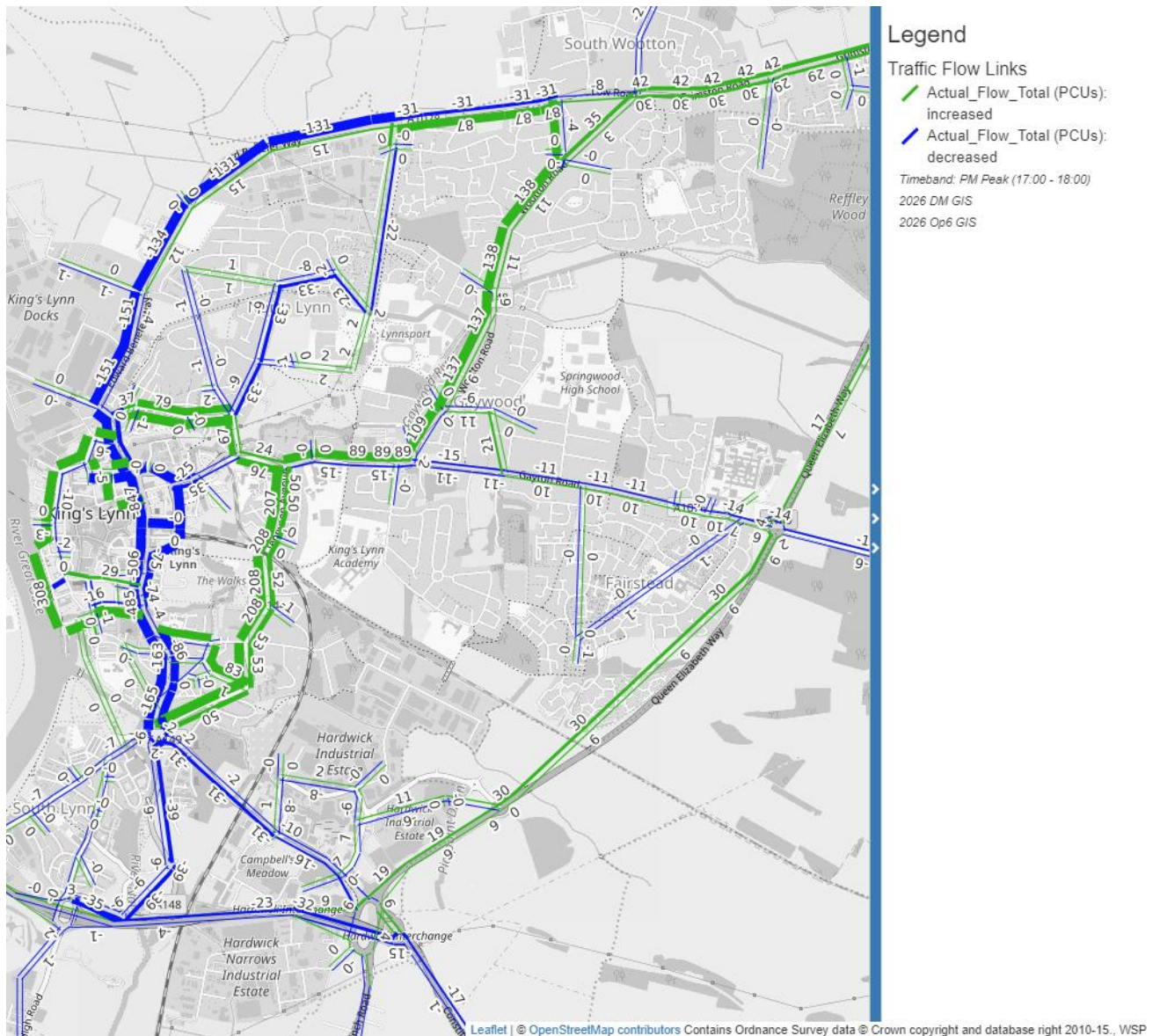
### SCENARIO 5 SUMMARY

- 5.6.11. The three different junction schemes cause a number of reassignments to occur, including changes in flow along Gaywood Road and Tennyson Avenue to Edward Benefer Way. The schemes provide a small reduction of traffic within the town centre / gyratory area, although some of the wider reassignment impacts are more significant (100+ vehicles per hour in some places). A set of sensitivity tests looking at each junction independently may be advisable to isolate the reassignment impacts to achieve desired rerouting. The increases in traffic along Loke Road are perhaps not desirable given the residential nature of the street.



are no significant changes in delay across the wider network. Figure C.6-43 illustrates the delay difference between Scenario 6 and the Do Minimum in 2026 for AM Peak.

- 5.7.5. In this scenario a few links have a poor level of service due to the increased flow, resulting in a V/C ratio more than 90%. Key links experiencing stress are: Vancouver Avenue Eastbound, Purfleet Place, Norfolk Street and Blackfriars Road between Norfolk Street and Portland Street. Figure C.6-45 shows the Volume/ Capacity ratio as a percentage for Scenario 6 in 2026 for AM Peak.
- 5.7.6. Figure 5-18 shows the flow difference plot between Scenario 6 and the Do Minimum in 2026 for PM Peak.



**Figure 5-18: Scenario 6 – DM Actual Flow Difference Plot PM Peak**

- 5.7.7. There is a significant reduction in flow on Railway Road (up to 1009 PCUs). In turn traffic on B1144 Road and King Street has increased. A reduction in flow of up to 151 PCUs is observed on Edward Benefer Way, in turn traffic on the A148 has increased.



- 5.7.8. There is a considerable increase of 62 seconds in delay on Gaywood Road Westbound at the junction with Loke Road, as well as the junction of Gaywood Road and Tennyson Avenue. There is also an increase in delay at the Blackfriars Road / Austin Street junction. The largest increase of 72 seconds is seen at Purfleet Place. There are no noticeable changes in delay across the wider area. These delays difference between Scenario 6 and the Do Minimum in 2026 for PM Peak are illustrated in Figure C.6-48.
- 5.7.9. Figure C.6-50 shows the Volume/ Capacity ratio as a percentage for Scenario 6 in 2026 for PM Peak. There are few links at or over capacity, namely Saturday Market Place, Purfleet Place, the Southgates roundabout and Blackfriars Road. Approach arms to the Gaywood Road / Tennyson Avenue roundabout also have volume capacity ratios over 90%.

### SCENARIO 6 NETWORK SUMMARY STATISTICS

- 5.7.10. Table 5-6 presents network summary statistics for Scenario 6 and a comparison against the Do Minimum case.

**Table 5-6: Scenario 6 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 6</b>		<b>Scenario 6 - DM</b>	
		AM	PM	AM	PM	AM	PM
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	539.6	619.4	27.5	20.1
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	78.4	59.4	55.0	20.0
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1256.8	1342.3	19.2	13.0
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1874.8	2021.2	101.7	53.1
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	71769.5	75812.1	681.9	377.3
<i>Average Speed</i>	kph	40.1	38.3	38.3	37.5	-1.8	-0.8

- 5.7.11. Table 5-6 shows that Scenario 6 leads to increases in queueing, travel time and travel distance and a reduction in average speed.

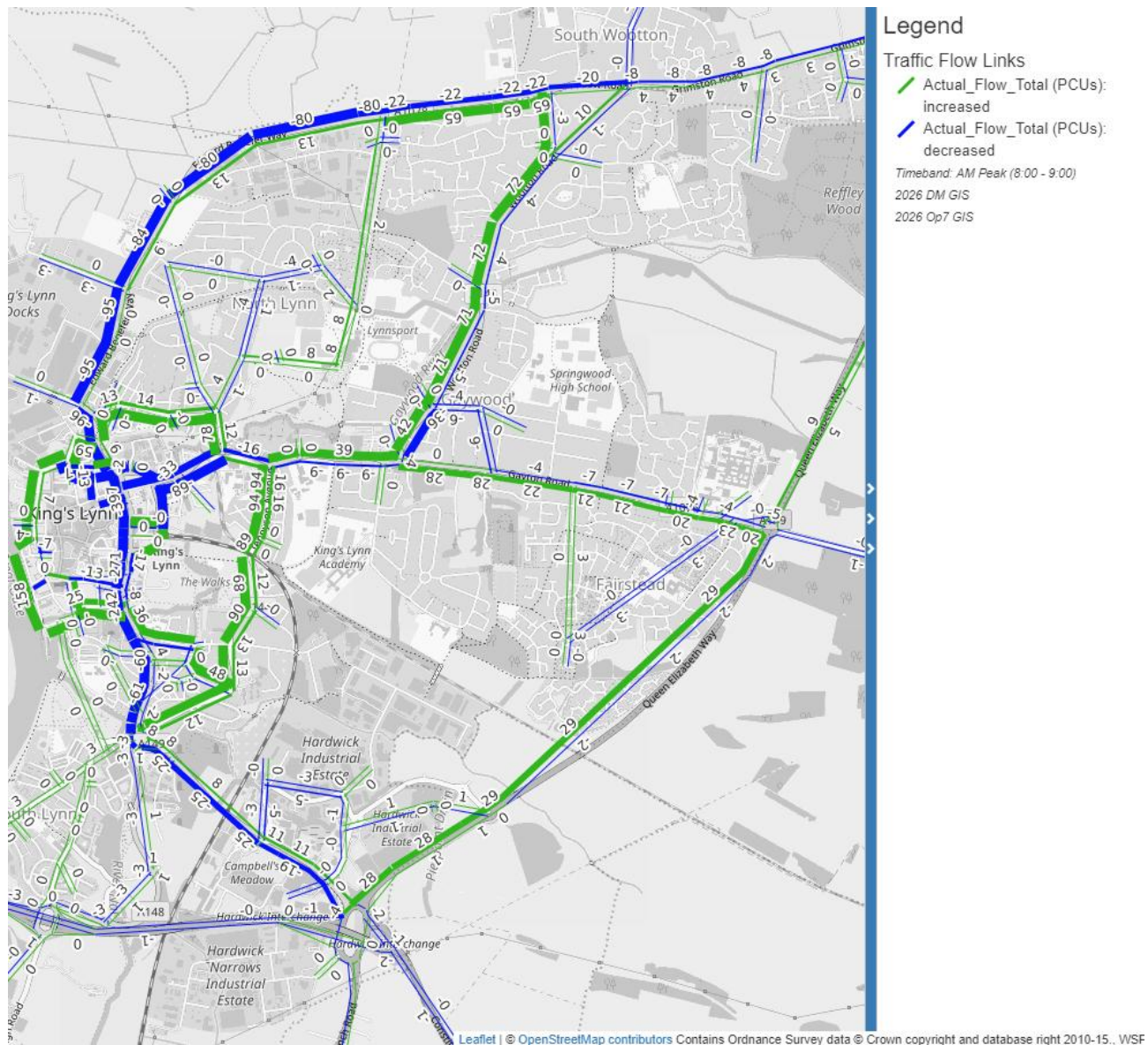
### SCENARIO 6 SUMMARY

- 5.7.12. In Scenario 6 traffic is seen to reassign away from gyratory area to King Street, Loke Road and Tennyson Avenue. There is significant increase in delay at the Gaywood Road / Loke Road junction. This delay increase could be addressed through signal optimisation or junction reconfiguration to account for the change in flow patterns. Strategic reassignment is also observed in northbound traffic (100 + vehicles) in both time periods shifting from Edward Benefer Way to Wootton Road.



## 5.8 GYRATORY RAILWAY ROAD TWO WAY (SCENARIO 7)

- 5.8.1. Scenario 7 causes reassignment away from the gyratory although not as much as in Scenario 6. Figure 5-19 shows the flow difference plot between Scenario 7 and the Do Minimum in 2026 for AM Peak.



**Figure 5-19: Scenario 7 – DM Actual Flow Difference Plot AM Peak**

- 5.8.2. There is noticeable reduction in flow has been observed on Railway Road (up to 397 PCUs), and consequently traffic on B1144 and King Street has increased. There is a reduction of up to 95 PCUs along Edward Benefer Way with a counter increase of up to 72 PCUs on the A148.
- 5.8.3. There are some modest delay changes (positive and negative) around the gyratory. The John Kennedy Road approach to the Austin Street junction sees an increase of 11 seconds, whilst Blackfriars Road Southbound sees an increase of 24 seconds. Wellesley Street is seen to have experience a delay of 58 seconds. The largest increase of 80 seconds is seen as Purfleet Place



- 5.8.6. A significant reduction in flow, up to 327, is observed on Railway Road, and a reduction of up to 343 on Blackfriars Road, which leads to an increase in traffic on the B1144 and King Street. The western end of Gaywood Road / Littleport Street also sees a reduction to/from the east. Portland Street sees an increase of 302 vehicles as a consequence of the changes in the configuration of the gyratory.
- 5.8.7. There are a number of links around the gyratory each with increases of approximately 20 seconds, which combined adds considerably to the overall travel time around the gyratory. There is also an increase of 23 seconds on Gaywood Road east of Tennyson Avenue. These delays are illustrated in Figure C.7-56 which shows the delay differences between Scenario 7 and the Do Minimum in 2026 for PM Peak.
- 5.8.8. There are a few links which are at or near capacity, namely some links at the junction of Railway Road with Blackfriars Road, the junction of Southgates roundabout and the junction of Loke Road with Gaywood Road. Figure C.7-57 shows the Volume/ Capacity ratio as a percentage for Scenario 7 in 2026 for PM Peak.

### SCENARIO 7 NETWORK SUMMARY STATISTICS

- 5.8.9. Table 5-7 presents network summary statistics for Scenario 7 and a comparison against the Do Minimum case.

**Table 5-7: Scenario 7 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 7</b>		<b>Scenario 7 - DM</b>	
		AM	PM	AM	PM	AM	PM
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	519.5	619.7	7.5	20.3
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	45.1	39.0	21.7	-0.4
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1244.7	1333.0	7.2	3.7
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1809.4	1991.7	36.3	23.5
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	71309.5	75587.2	221.9	152.4
<i>Average Speed</i>	kph	40.1	38.3	39.4	38.0	-0.7	-0.4

- 5.8.10. Table 5-7 shows that Scenario 7 increases queuing, travel times, and travel distances, with a small reduction in average speeds.

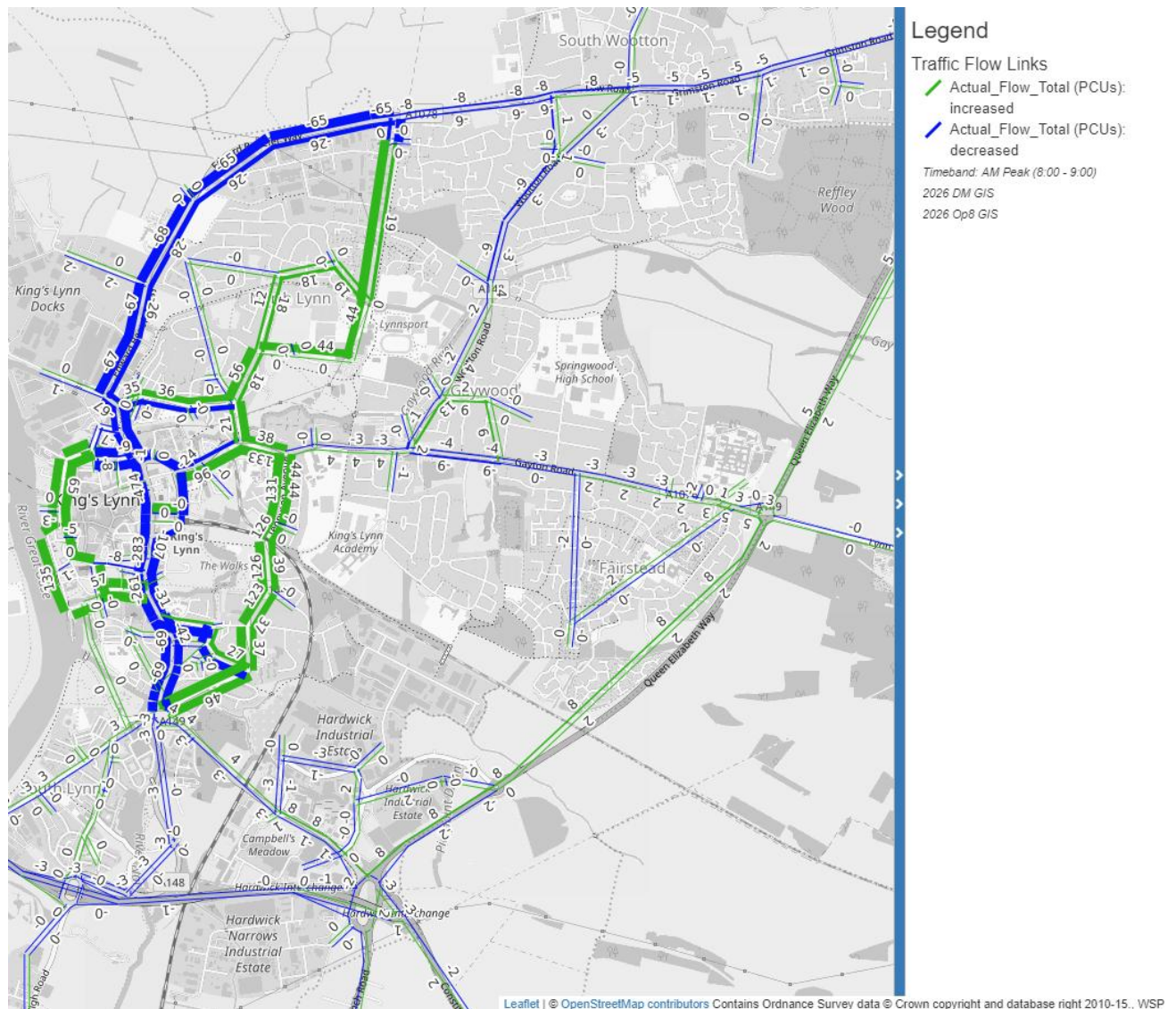
### SCENARIO 7 SUMMARY

- 5.8.11. In common with Scenario 6, there is significant reassignment away from the gyratory to parallel routes: King Street, Tennyson Avenue. There is also reassignment from Edward Benefer Way to Wootton Road. Loke Road is predicted an increase in traffic which may not be desirable given its residential nature.



## 5.9 RAILWAY ROAD (SCENARIO 8)

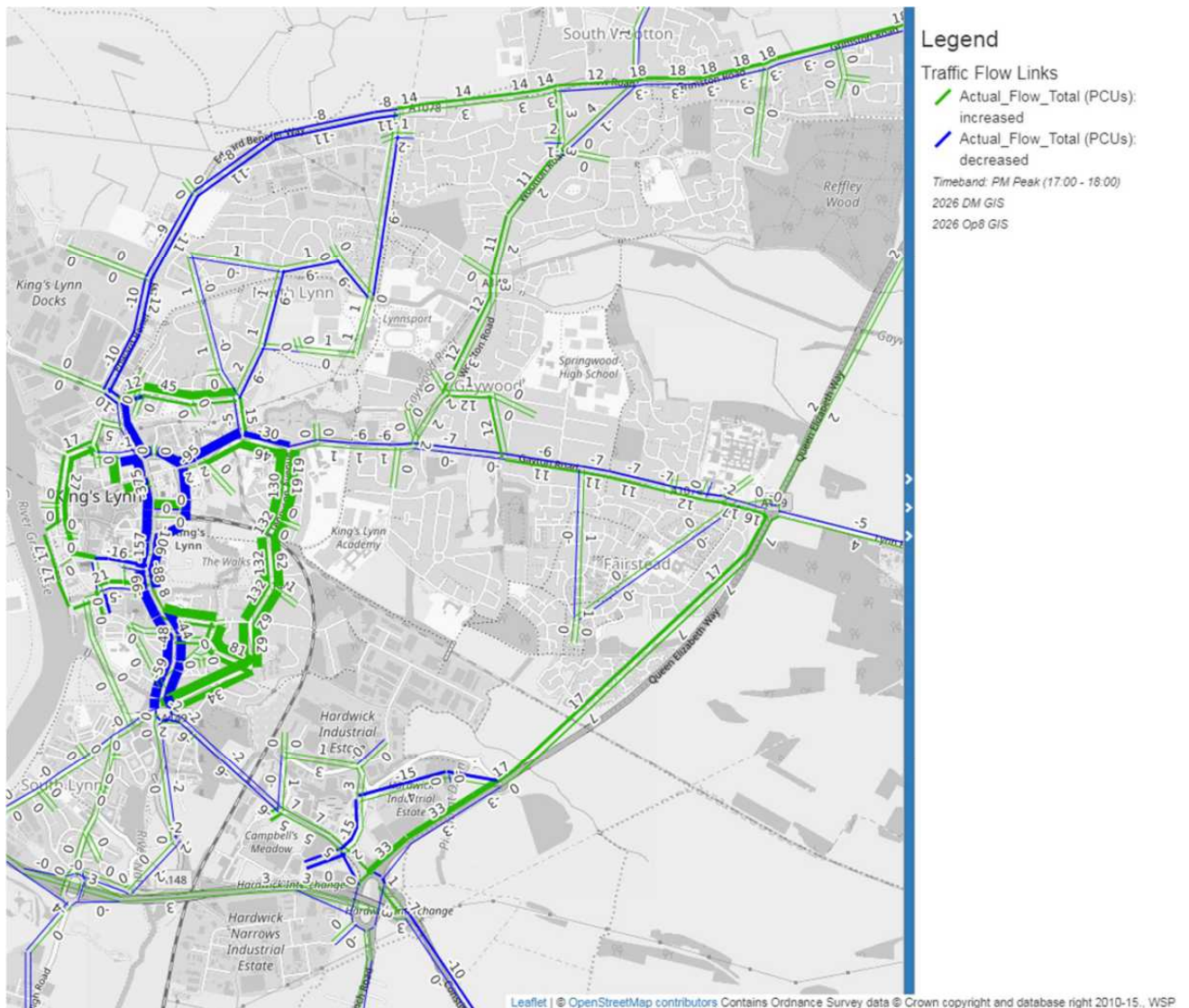
- 5.9.1. Scenario 8, in common with the other scenarios primarily affects the assignment of traffic within the town centre. In contrast, however, the reassignment impacts do not spread as far out as some of the other scenarios. Figure 5-21 shows the flow difference plot between Scenario 8 and the Do Minimum in 2026 for AM Peak.



**Figure 5-21: Scenario 8 – DM Actual Flow Difference Plot AM Peak**

- 5.9.2. There is noticeable reduction in flow has been observed on Railway road, in turn traffic on B1144 road and King street got increased. A noticeable reduction in flow has been observed on Railway Road and Edward Benefer Way, in turn traffic on B1144 road and Reid Way has increased.
- 5.9.3. Most of the town centre sees no or only small impacts on delay. There is a significant increase in delay of 81 seconds on the Saint James' Road approach to the Blackfriars Road / Railway Road. An increase of 56 seconds is seen on A148 Wellesley Street, whilst a 60 second increase is seen on Purfleet Place. These are illustrated in Figure C.8-60 which shows the delay difference between Scenario 8 and the Do Minimum in 2026 for AM Peak.

- 5.9.4. There are a few links which are at or near capacity, namely at the junction of Railway Road with Blackfriars Road and at the junction of Purfleet Place with King Street and are consistent with the locations of the largest increases in delay. These are illustrated Figure C.8-61 which shows the Volume/ Capacity ratio as a percentage for Scenario 8 in 2026 for AM Peak.
- 5.9.5. Figure 5-22 shows the flow difference plot between Scenario 8 and the Do Minimum in 2026 for the PM Peak.



**Figure 5-22: Scenario 8 – DM Actual Flow Difference Plot PM Peak**

- 5.9.6. There is noticeable reduction in flow on Railway Road and Gaywood Road, with traffic diverted towards the B1144, Tennyson Avenue.
- 5.9.7. Most links in the network see no change in delay. However, there is noticeable increase in delay of 30 seconds on the John Kennedy Road approach to the John Kennedy Road / Austin Street junction. A 58 second increase in delay is seen on the A148 Wellesley Road, and a 48 second increase on the Blackfriars Road approach to Blackfriars Road / Railway Road junction. Figure C.8-64 illustrates these delay differences between Scenario 8 and the Do Minimum in 2026 for PM Peak.

- 5.9.8. There are few links which are at or over capacity namely, such as at the junction of Railway Road with Blackfriars Road, Southgates roundabout, at the junction of Saturday Market Place with Church Street and the junction of Loke Road with Gaywood Road. Figure C.8-65 illustrates these Volume/Capacity ratios as a percentage for Scenario 8 in 2026 for PM Peak.

### SCENARIO 8 NETWORK SUMMARY STATISTICS

- 5.9.9. Table 5-8 presents network summary statistics for Scenario 8 and a comparison against the Do Minimum case.

**Table 5-8: Scenario 8 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 8</b>		<b>Scenario 8 - DM</b>	
		AM	PM	AM	PM	AM	PM
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	514.1	627.6	2.0	28.2
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	40.8	36.6	17.3	-2.8
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1244.7	1333.4	7.1	4.1
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1799.5	1997.6	26.5	29.5
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	71170.3	75606.6	82.7	171.8
<i>Average Speed</i>	kph	40.1	38.3	39.5	37.8	-0.5	-0.5

- 5.9.10. Table 5-8, like Scenarios 6 and 7, shows that there is an increase in queuing, travel times and travel distance with a reduction in speed in Scenario 8.

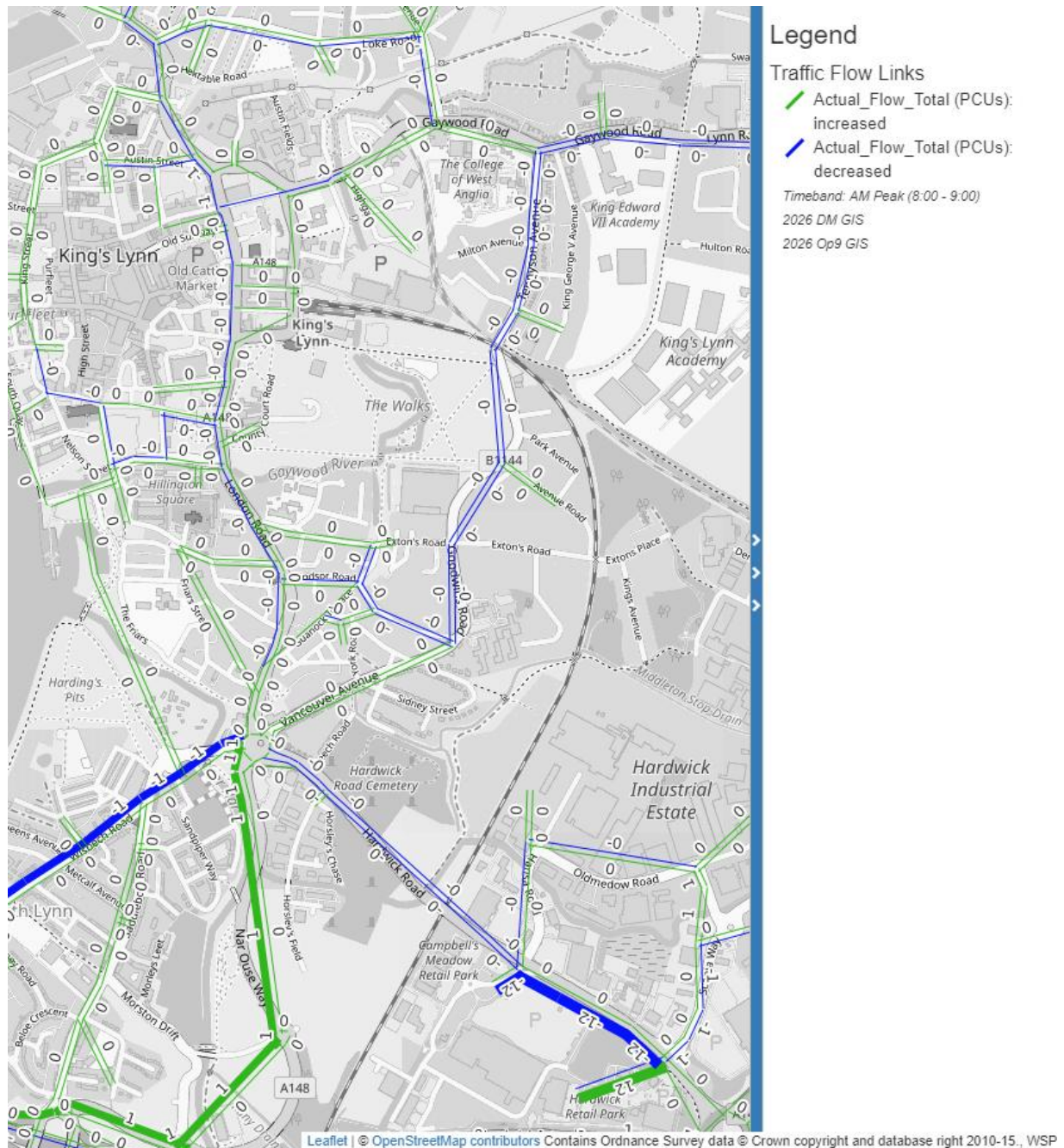
### SCENARIO 8 SUMMARY

- 5.9.11. Scenario 8 illustrates a reduction in traffic around the gyratory. In the AM there is a shift in traffic from Edward Benefer Way to Lynnsport Way northbound and residential roads such as Columbia Way. As seen in other Scenarios where traffic is discouraged from using the gyratory, there is an increase in traffic on South Quay and King Street. Overall, there is no noticeable benefit to network performance.



## 5.10 SOUTHGATES (SCENARIO 9)

5.10.1. Figure 5-23 shows the flow difference plot between Scenario 9 and the Do Minimum in 2026 for AM Peak.



**Figure 5-23: Scenario 9 – DM Actual Flow Difference Plot AM Peak**

- 5.10.2. There are minimal changes in forecast across King's Lynn Town Centre. The consequent delay changes are minimal given small flow change and are illustrated in Figure C.9-67.
- 5.10.3. There are a couple of links at or over capacity, such as on London Road, although most links operate well within capacity. Figure C.9-68 illustrates the Volume/ Capacity ratios as a percentage for Scenario 9 in 2026 for AM Peak.



5.10.4. Figure 5-24 shows the flow difference plot between Scenario 9 and the Do Minimum in 2026 for PM Peak.



**Figure 5-24: Scenario 9 – DM Actual Flow Difference Plot PM Peak**

- 5.10.5. As with the AM there is no noticeable flow change as a consequence of the Southgates scheme.
- 5.10.6. The scheme has very little impact on delay within King's Lynn town centre. Figure C.9-70 shows the delay difference between Scenario 9 and the Do Minimum in 2026 for PM Peak.
- 5.10.7. Most roads within network are within capacity, with volume capacity ratios below 85%. However, there is a high V/C ratio at the entry approach of Southgate roundabout and at the junction of Loke road with Gaywood Road. This is illustrated in Figure C.9-71 which shows the Volume/ Capacity ratio for Scenario 9 in 2026 for PM Peak.

## SCENARIO 9 NETWORK SUMMARY STATISTICS

5.10.8. Table 5-9 presents network summary statistics for Scenario 9 and a comparison against the Do Minimum case.

**Table 5-9: Scenario 9 Network Summary Statistics**

<i>Statistic</i>	<i>Unit</i>	<b>DM</b>		<b>Scenario 8</b>		<b>Scenario 8 - DM</b>	
		AM	PM	AM	PM	AM	PM
<i>Transient Queues</i>	PCU - Hrs	512.1	599.4	510.4	598.2	-1.6	-1.2
<i>Over-capacity Queues</i>	PCU - Hrs	23.5	39.4	23.5	40.9	0.0	1.6
<i>Link Cruise Time</i>	PCU - Hrs	1237.6	1329.3	1237.7	1329.0	0.2	-0.3
<i>Total Travel Time</i>	PCU - Hrs	1773.1	1968.1	1771.6	1968.1	-1.4	0.0
<i>Total Travel Distance</i>	PCU - kms	71087.6	75434.8	71094.4	75422.9	6.8	-11.9
<i>Average Speed</i>	kph	40.1	38.3	40.1	38.3	0.0	0.0

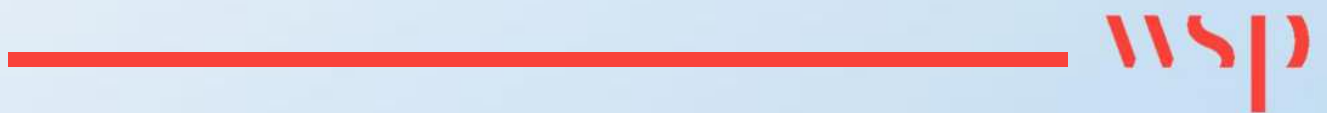
5.10.9. Scenario 9 shows a marginal improvement in transient queuing, with little change in travel time and distance, and no change in average speed.

## SCENARIO 9 SUMMARY

5.10.10. Scenario 9 has minimal impact on flow levels and delays in both time periods.

# Appendix C

## SUMMARY PARAMICS TECHNICAL MODEL OUTPUT

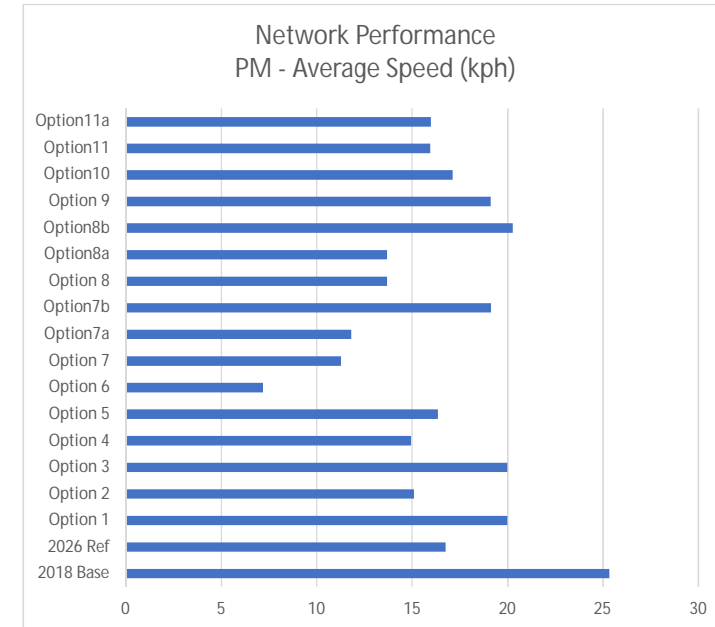
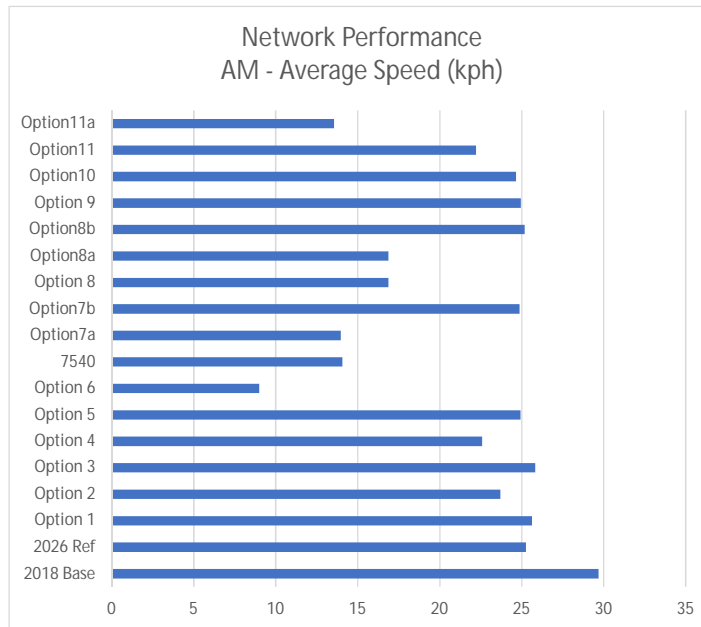


Option	Name	Changes to Highway Network	Drawing
2018 Base	Base Model	-	-
2026 Reference	Reference Model	None	-
Option 1	Hardings Way (one way)	Use Hardings Way for general traffic as well as buses: - Inbound only (northbound) AM Peak model (07:00 - 10:00) - Outbound only (southbound) PM Peak model (16:00 - 19:00) - Weight limit to restrict HGV - Buses re-routed where required (due to one way operation)	SK09
Option 2	Hardings Way (one way) - Complimentary Measures	Use Hardings Way for general traffic as well as buses: - Inbound only (northbound) AM Peak model (07:00 - 10:00) - Outbound only (southbound) PM Peak model (16:00 - 19:00) - Weight limit to restrict HGV - Buses re-routed where required (due to one way operation) - Banned straight ahead movement on link 495:163 and 260:163 to reduce rat running	SK09
Option 3	Hardings Way (two way)	Use Hardings Way for general traffic as well as buses in both directions throughout the day: - Weight limit to restrict HGV	SK08
Option 4	Hardings Way (two way) - Complimentary Measures	Use Hardings Way for general traffic as well as buses in both directions throughout the day: - Weight limit to restrict HGV - Banned straight ahead movement on link 495:163 and 260:163 to reduce rat running	SK08
Option 5	Traffic Signals removal	Remove traffic signals at the following junctions - Loke Road / Gaywood Road - Tennyson Avenue / Gaywood Road - Loke Road / John Kennedy Road	SK02 SK01 SK03
Option 6	Gyratory - Blackfriars Road two-way	Eastern half of gyratory becomes two-way	SK06-1 SK06-2
Option 7	Gyratory - Railway Road two-way	Convert Railway Road to 2-way, leave rest as existing	SK04-PO1
Option 7a	Gyratory - Railway Road two-way with widening of southbound approach on Southgates	- Convert Railway Road to 2-way, leave rest as existing - Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays.	SK04-PO1 SK10
Option 7b	Gyratory - Railway Road two-way with widening of southbound approach on Southgates and two lane section northbound between St James Street past Norfolk Street	- Convert Railway Road to 2-way, leave rest as existing - Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays. - Increase northbound from 1 lane to 2 lanes on Railway Road (between St James Street and past Norfolk Street) - removal of ghost island turning lanes.	SK11 SK10
Option 8	Gyratory - Railway Road two-way	Convert Railway Road to 2-way, leave rest as existing with Norfolk Street flow direction reversed	SK05
Option 8a	Gyratory - Railway Road two-way with widening of southbound approach on Southgates	- Convert Railway Road to 2-way, leave rest as existing with Norfolk Street flow direction reversed - Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays.	SK05 SK10
Option 8b	Gyratory - Railway Road two-way with widening of southbound approach on Southgates and two lane section northbound between St James Street past Norfolk Street	- Convert Railway Road to 2-way, leave rest as existing with Norfolk Street flow direction reversed - Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays. - Increase northbound from 1 lane to 2 lanes on Railway Road (between St James Street and past Norfolk Street) - removal of ghost island turning lanes.	SK12 SK10
Option 9	Southgates	- Widening of southbound approach (1 lane to 2 lanes) from Windsor Road to Southgates to reduce outbound delays.	SK10
Option 10	Car Parks South (Boal Quay / Church Street)	- 220 space loss at Boal Quay (136 spaces to remain) - 450 spaces to be provided at Church Street (243 existing, additional 207 spaces provided at Church Street)	NA
Option 11	Car Parks North	- 430 loss in spaces at Chapel Street (-80) / Common Staithe (-117) / Austin Street West & Albert Street (-233) - 450 spaces to be provided at Austin Street East (123 existing) - additional 327 spaces at Austin Street East	NA
Option 11a	Car Parks North	- 430 loss in spaces at Chapel Street (-80) / Common Staithe (-117) / Austin Street West & Albert Street (-233) - 500 spaces to be provided at Patrick and Thompson Site (Zone 53)	NA

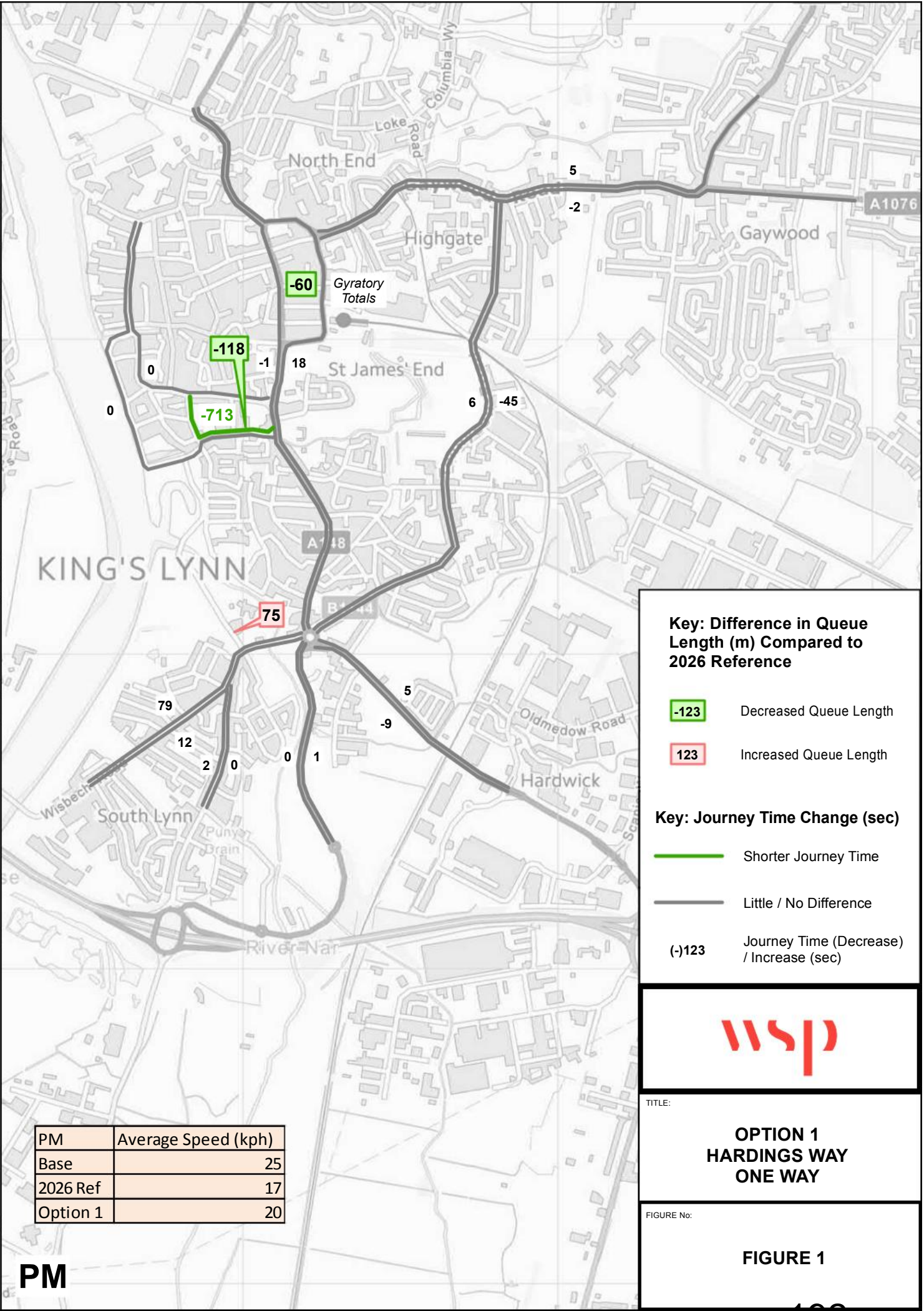
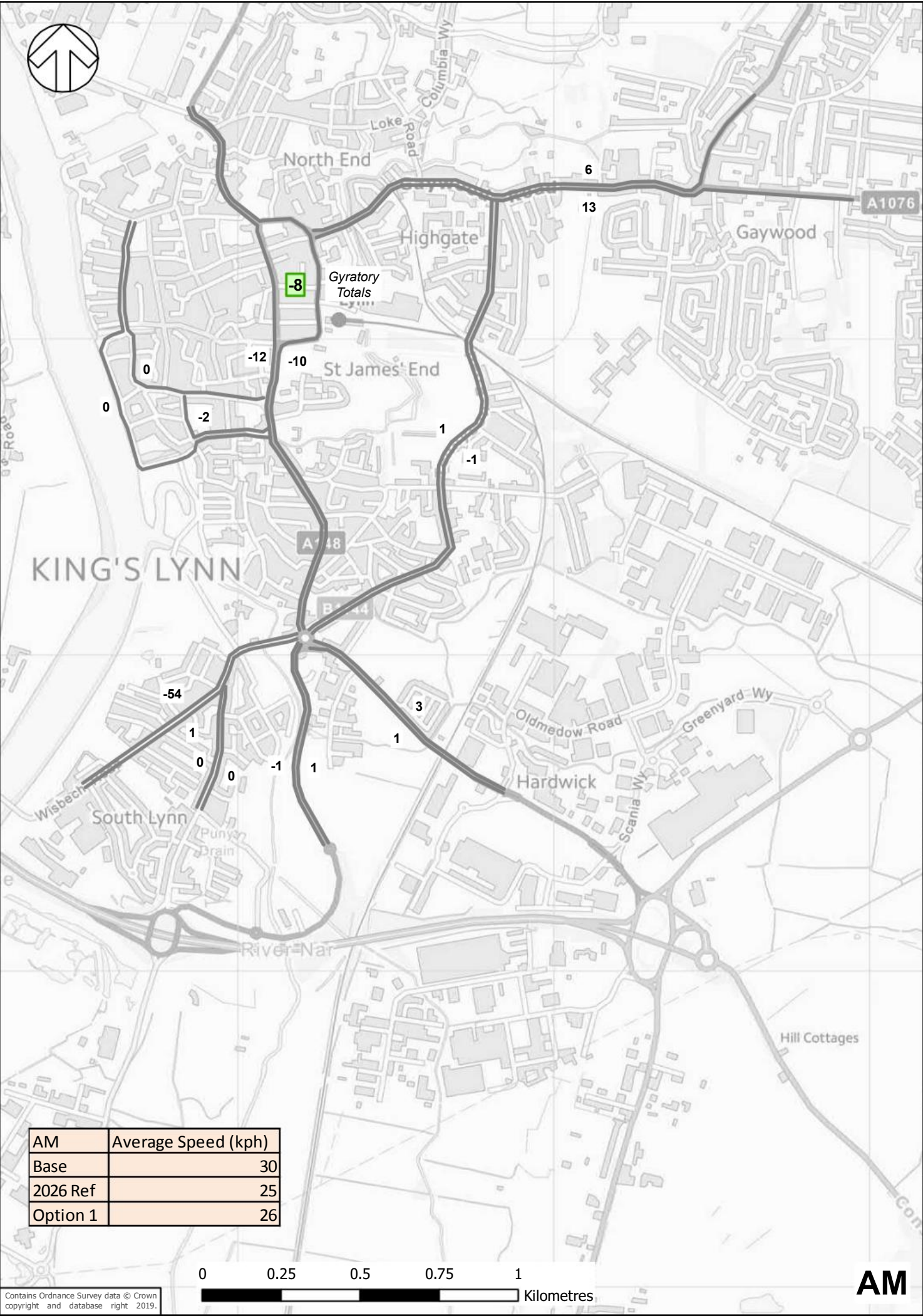
AM PEAK Hour	2018 Base	2026 Ref	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	7540	Option7a	Option7b	Option 8	Option8a	Option8b	Option 9	Option10	Option11	Option11a
Total Vehicles	6,551	7,454	7,518	7,520	7,613	7,625	7,463	7,760	7,540	7,536	7,495	7,506	7,498	7,448	7,442	7,559	8,072	8,169
Average Speed (mph)	18	16	16	15	16	14	15	6	9	9	15	10	10	16	16	15	14	8
Average Speed (kph)	30	25	26	24	26	23	25	9	14	14	25	17	17	25	25	25	22	14
Total vehicles difference to Ref		903	64	66	160	171	10	306	87	82	42	52	45	-6	-12	105	619	715

PM PEAK Hour	2018 Base	2026 Ref	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option7a	Option7b	Option 8	Option8a	Option8b	Option 9	Option10	Option11	Option11a
Total Vehicles	6,916	7,505	7,561	7,545	7,598	7,599	7,505	6,849	6,626	7,707	7,498	6,751	6,389	7,558	7,538	7,508	7,662	7,499
Average Speed (mph)	16	10	12	9	12	9	10	4	7	7	12	9	9	13	12	11	10	10
Average Speed (kph)	25	17	20	15	20	15	16	7	11	12	19	14	14	20	19	17	16	16
Total vehicles difference to Ref		588	56	40	93	95	0	-656	-878	203	-6	-754	-1,116	54	33	3	157	-5

Base/Reference	
Better/Same performance as Ref	
Worse performance than Ref	
Worse performance than Ref & Less vehicles	







**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

123 Increased Queue Length

**Key: Journey Time Change (sec)**

— Shorter Journey Time

— Little / No Difference

(-)123 Journey Time (Decrease) / Increase (sec)

**wsp**

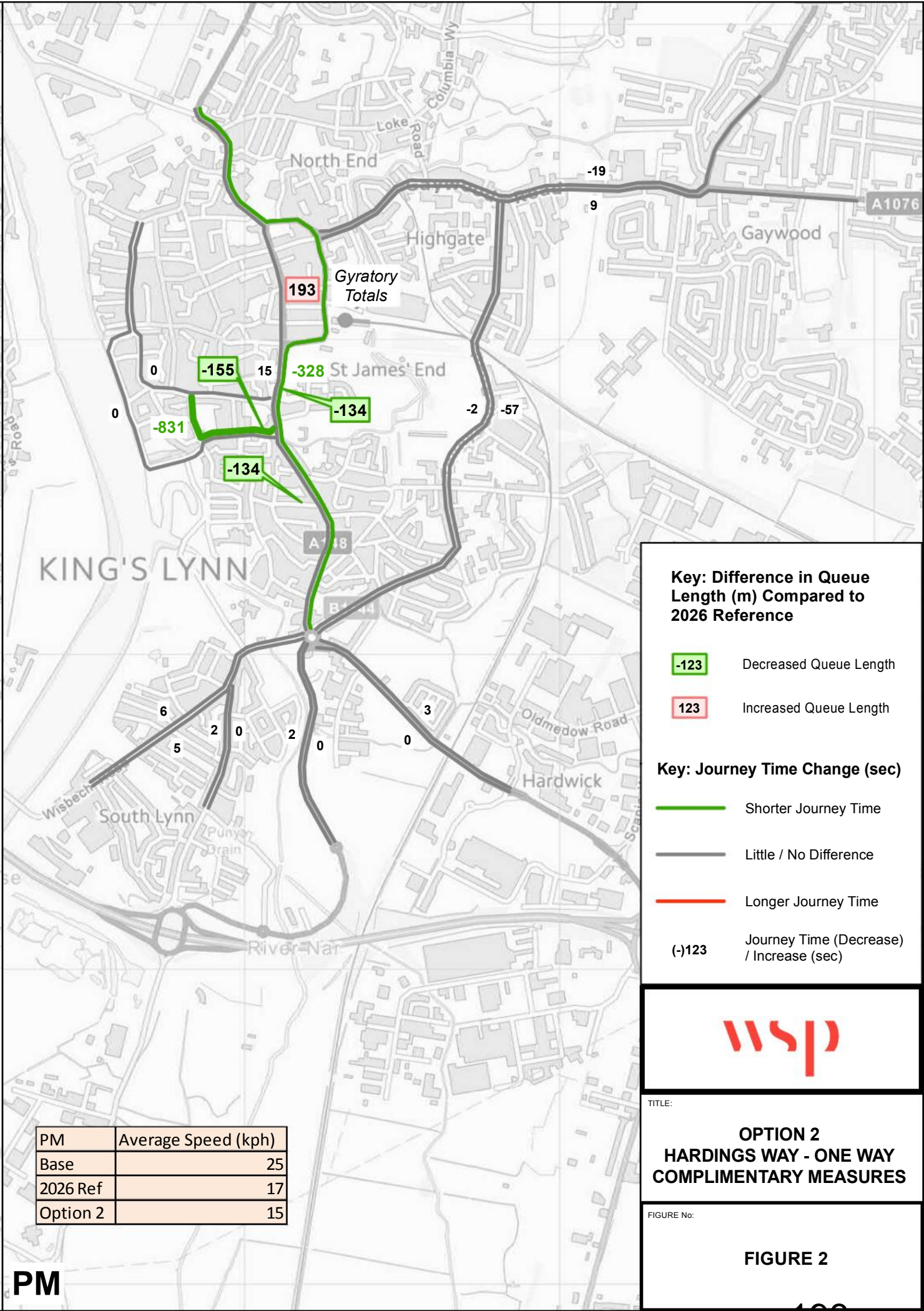
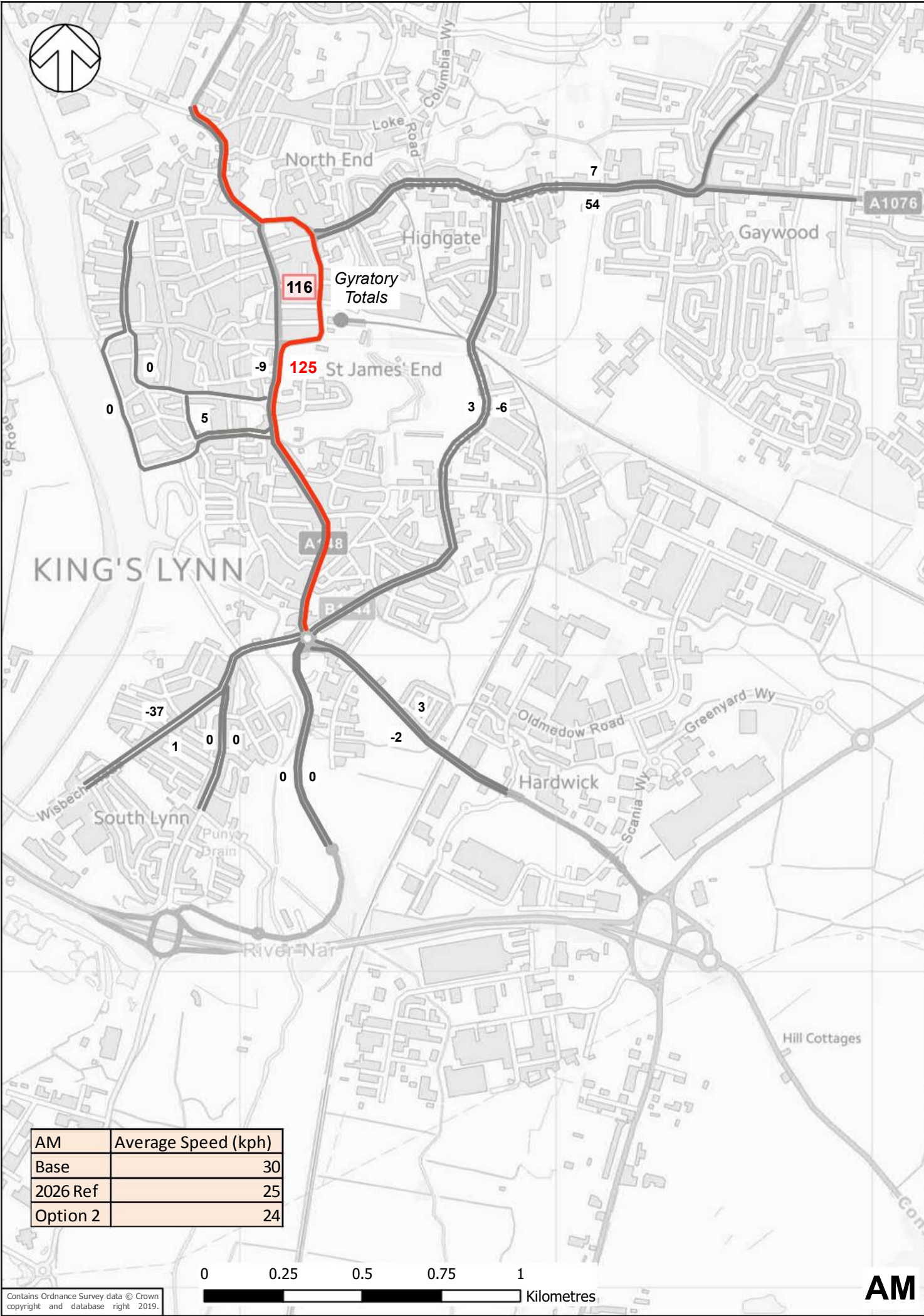
TITLE:

**OPTION 1  
HARDINGS WAY  
ONE WAY**

FIGURE No:

**FIGURE 1**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

123 Increased Queue Length

**Key: Journey Time Change (sec)**

— Shorter Journey Time

— Little / No Difference

— Longer Journey Time

(-)123 Journey Time (Decrease) / Increase (sec)

**wsp**

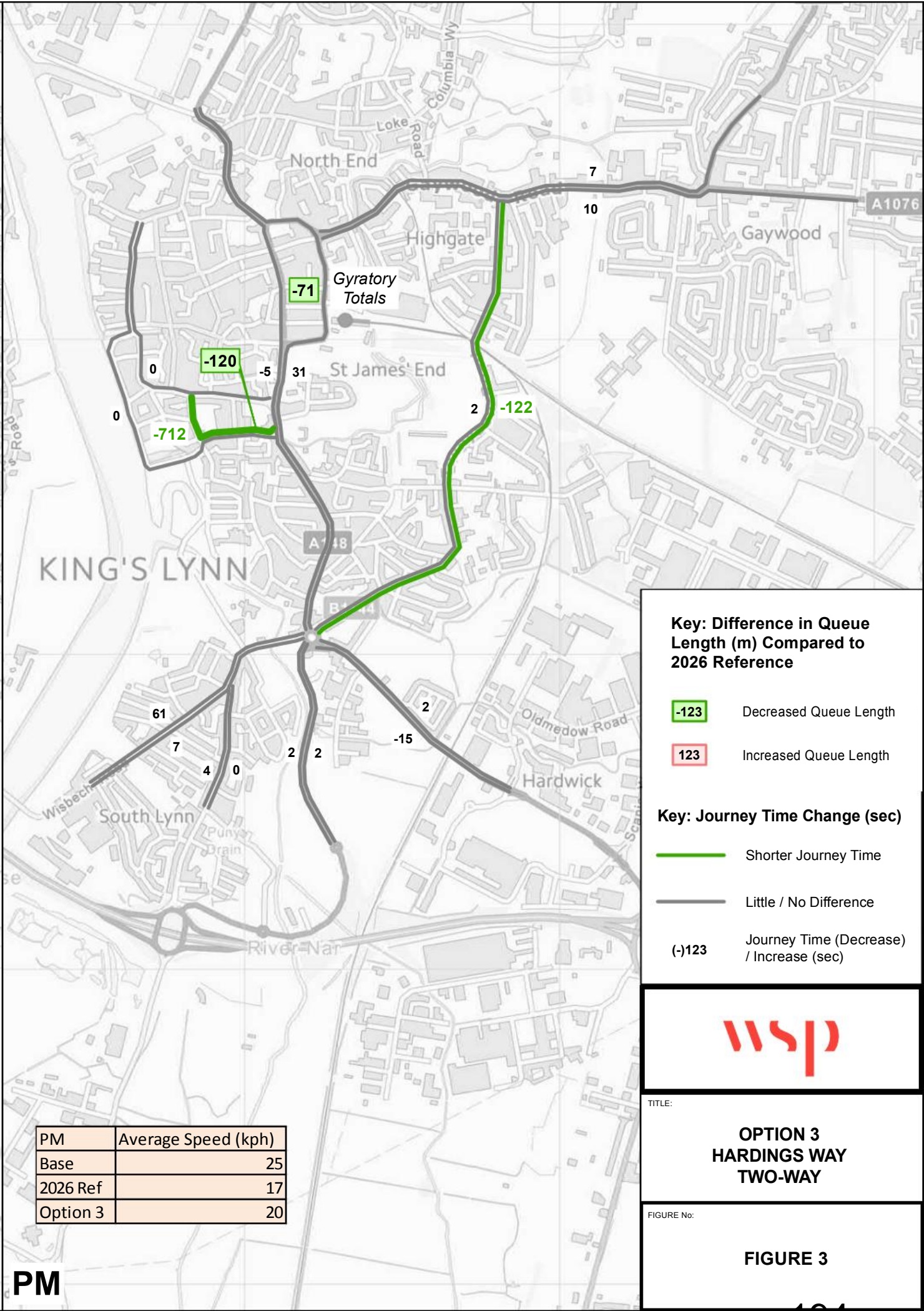
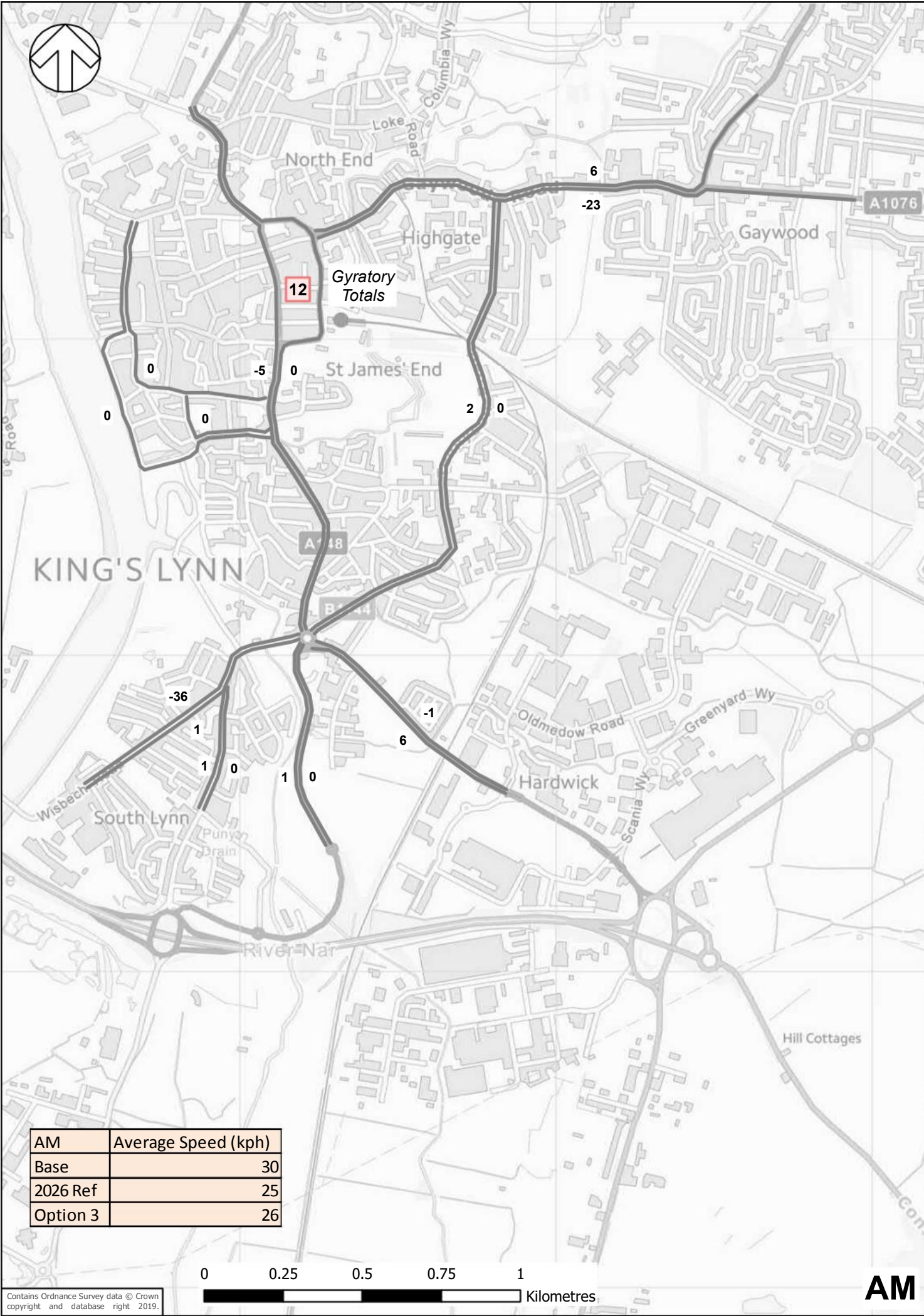
TITLE:

**OPTION 2  
HARDINGS WAY - ONE WAY  
COMPLIMENTARY MEASURES**

FIGURE No:

**FIGURE 2**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

123 Increased Queue Length

**Key: Journey Time Change (sec)**

Shorter Journey Time

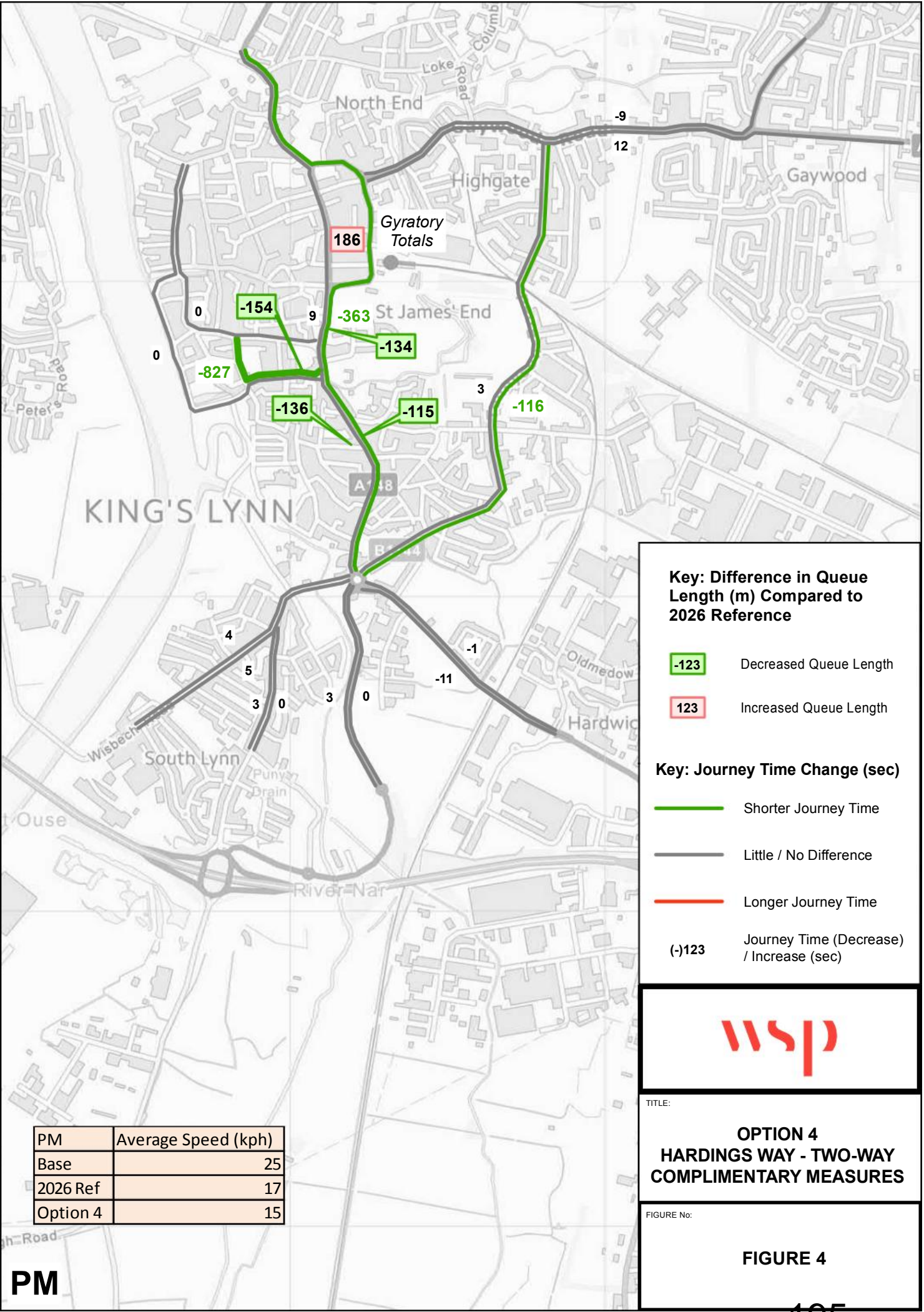
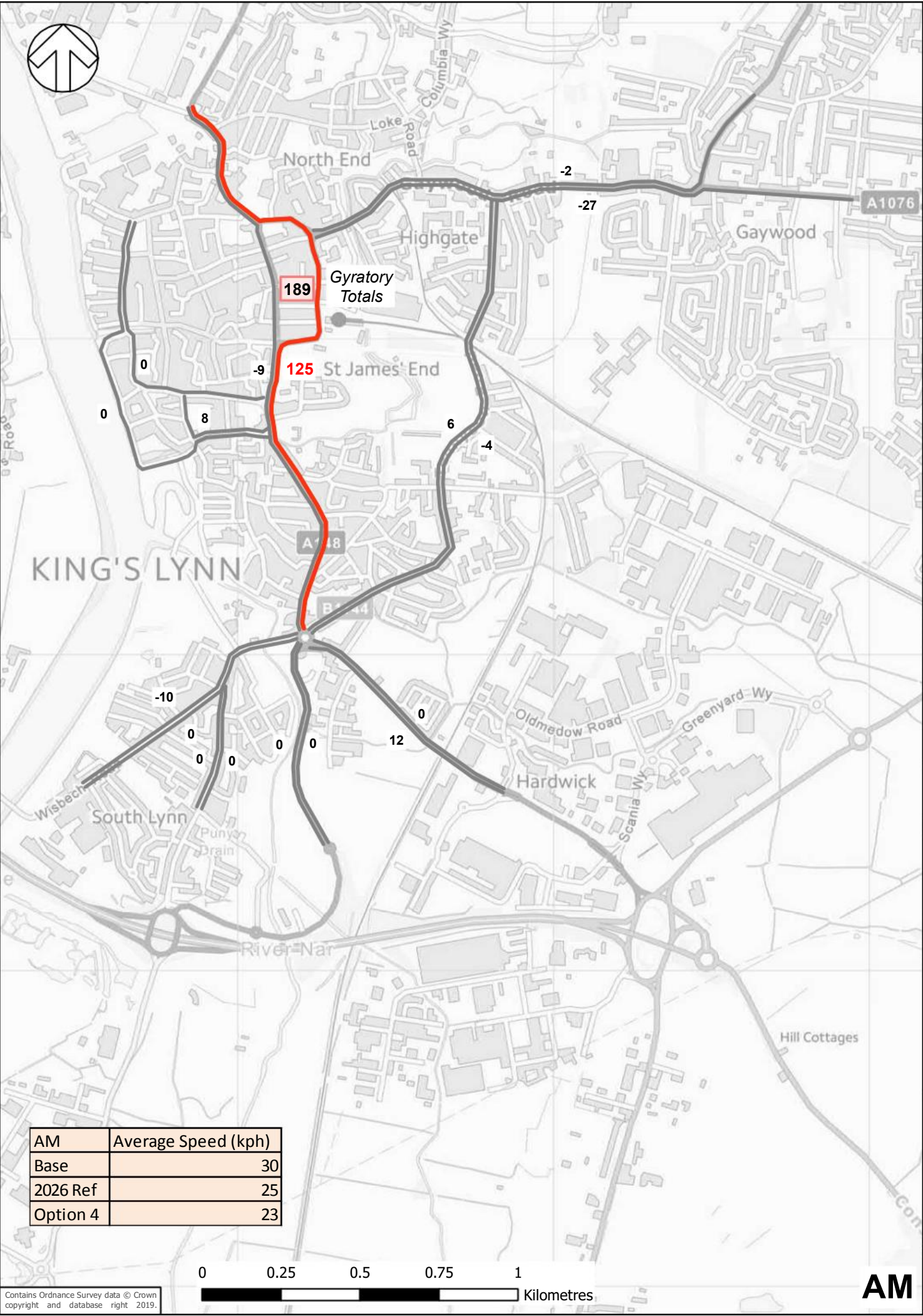
Little / No Difference

Journey Time (Decrease) / Increase (sec)

**OPTION 3  
HARDINGS WAY  
TWO-WAY**

**FIGURE 3**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

123 Increased Queue Length

**Key: Journey Time Change (sec)**

— Shorter Journey Time

— Little / No Difference

— Longer Journey Time

(-)123 Journey Time (Decrease) / Increase (sec)

**wsp**

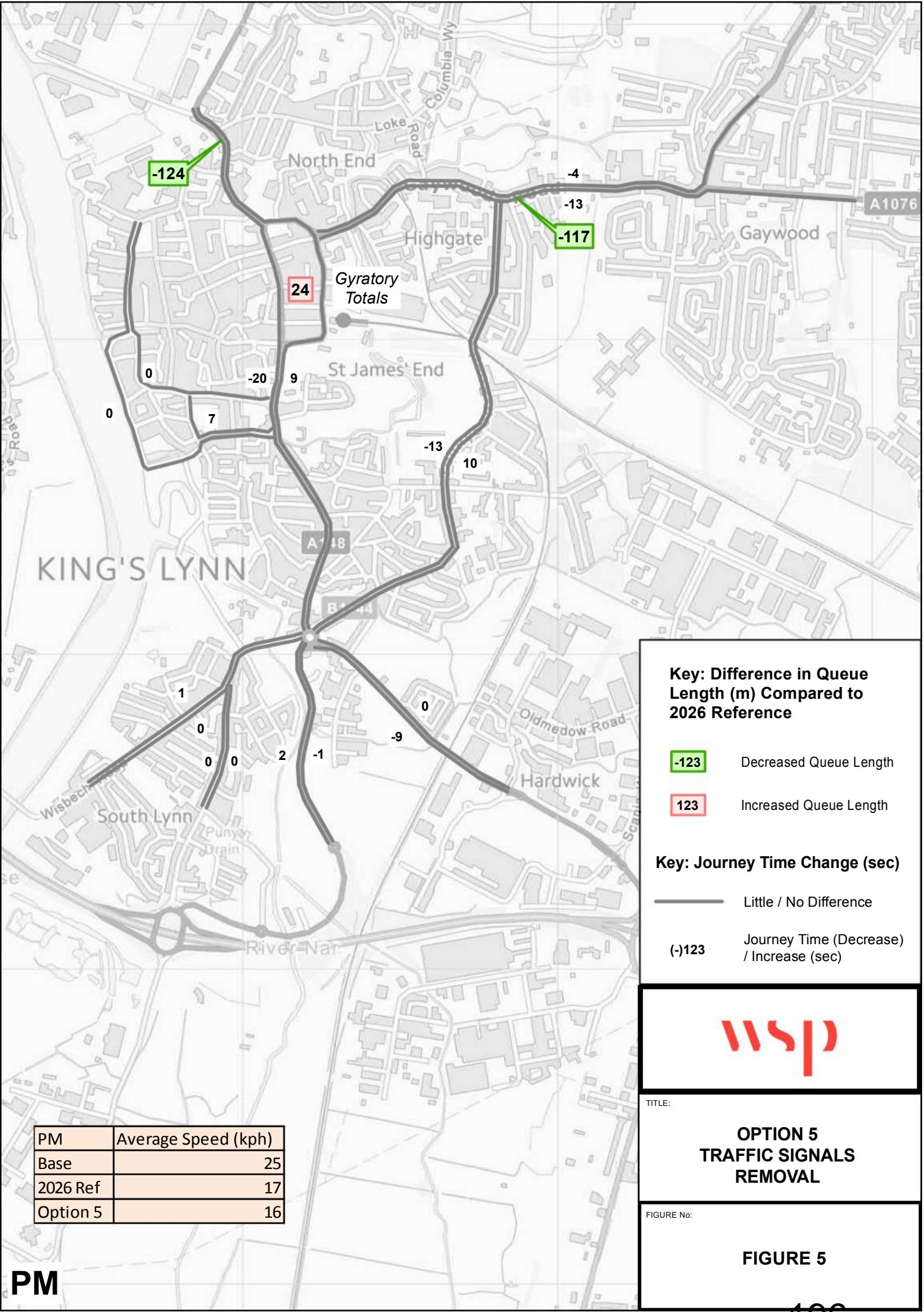
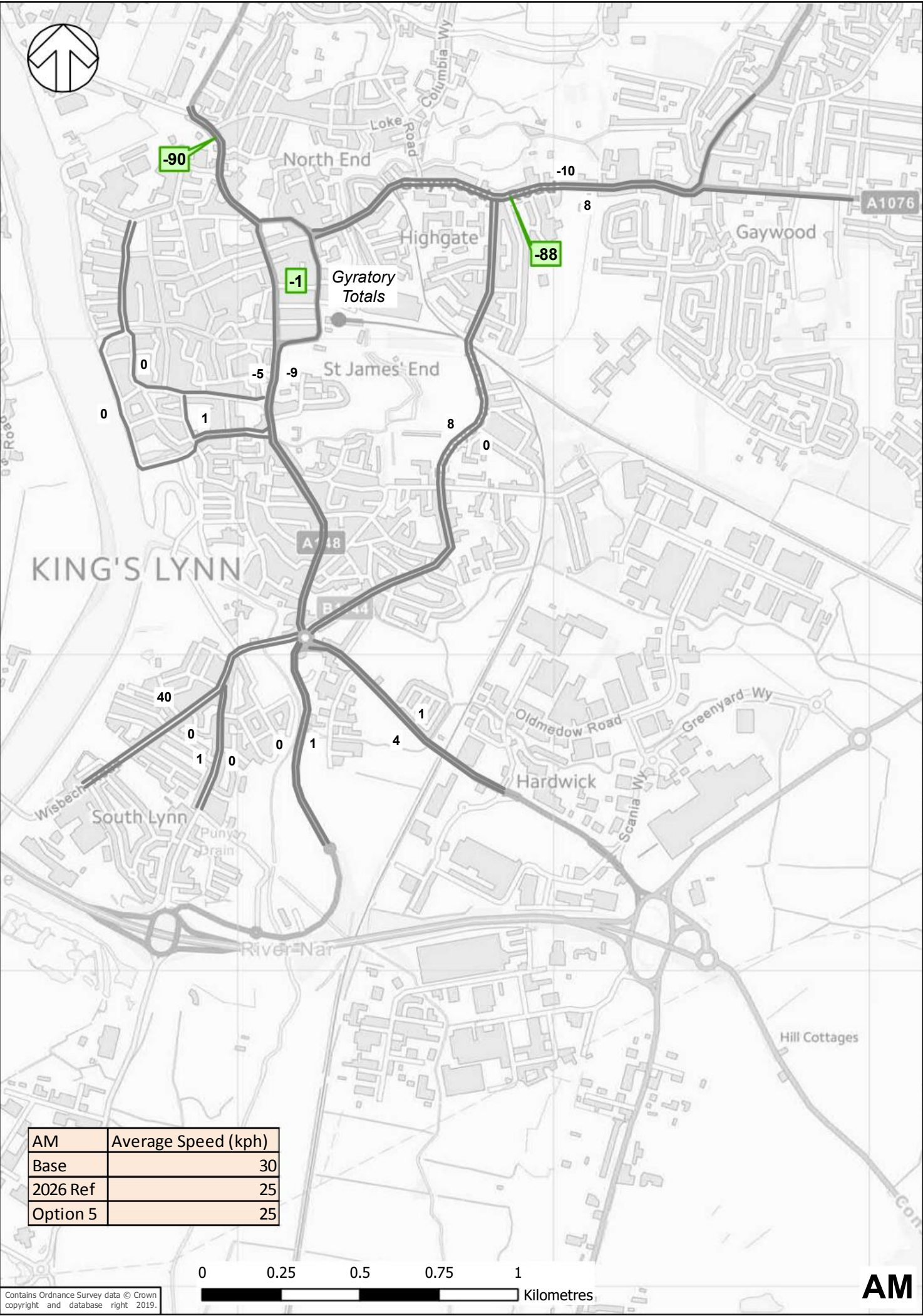
TITLE:

**OPTION 4  
HARDINGS WAY - TWO-WAY  
COMPLIMENTARY MEASURES**

FIGURE No:

**FIGURE 4**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

123 Increased Queue Length

**Key: Journey Time Change (sec)**

— Little / No Difference

(-)123 Journey Time (Decrease) / Increase (sec)

**wsp**

TITLE:

**OPTION 5  
TRAFFIC SIGNALS  
REMOVAL**

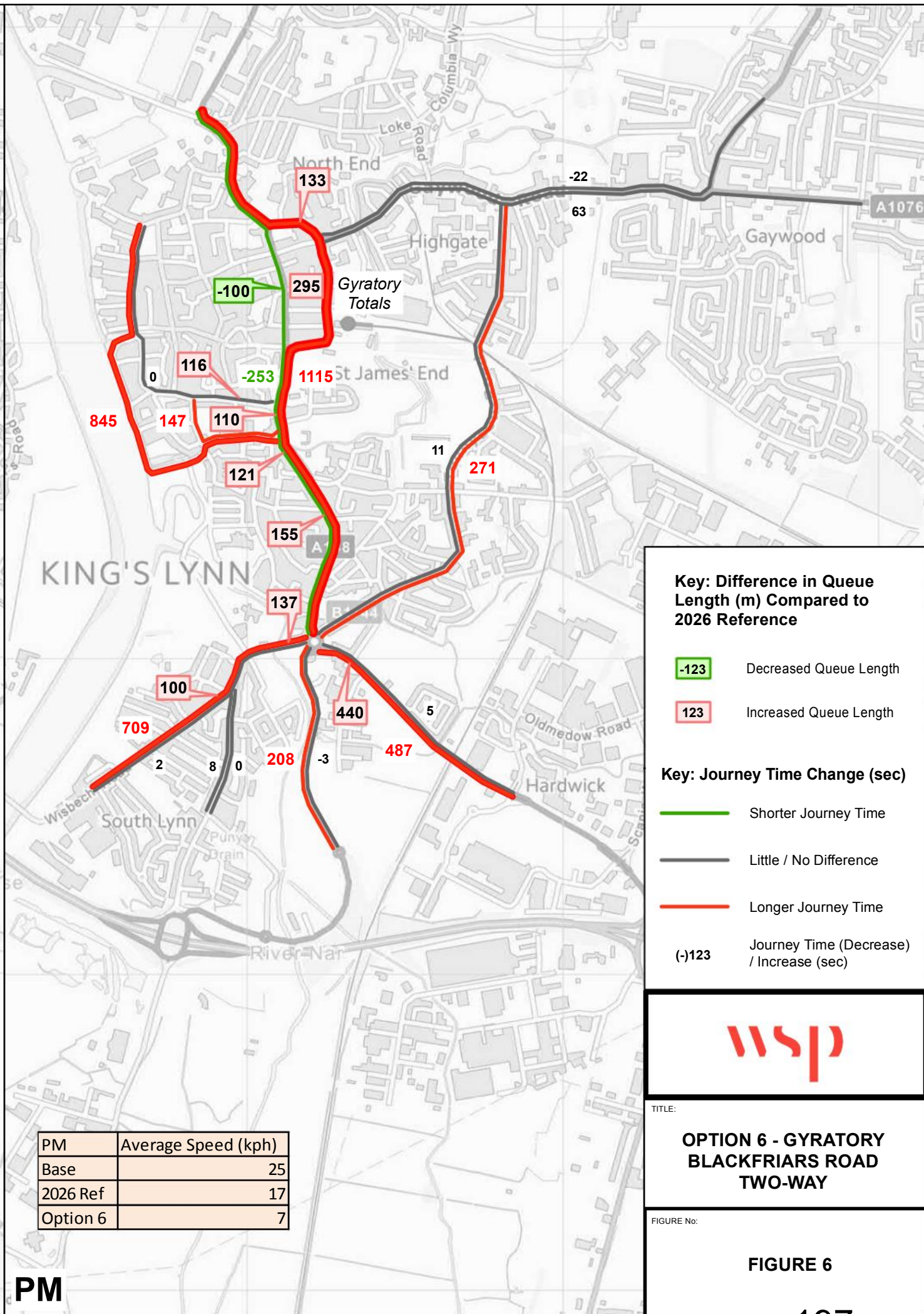
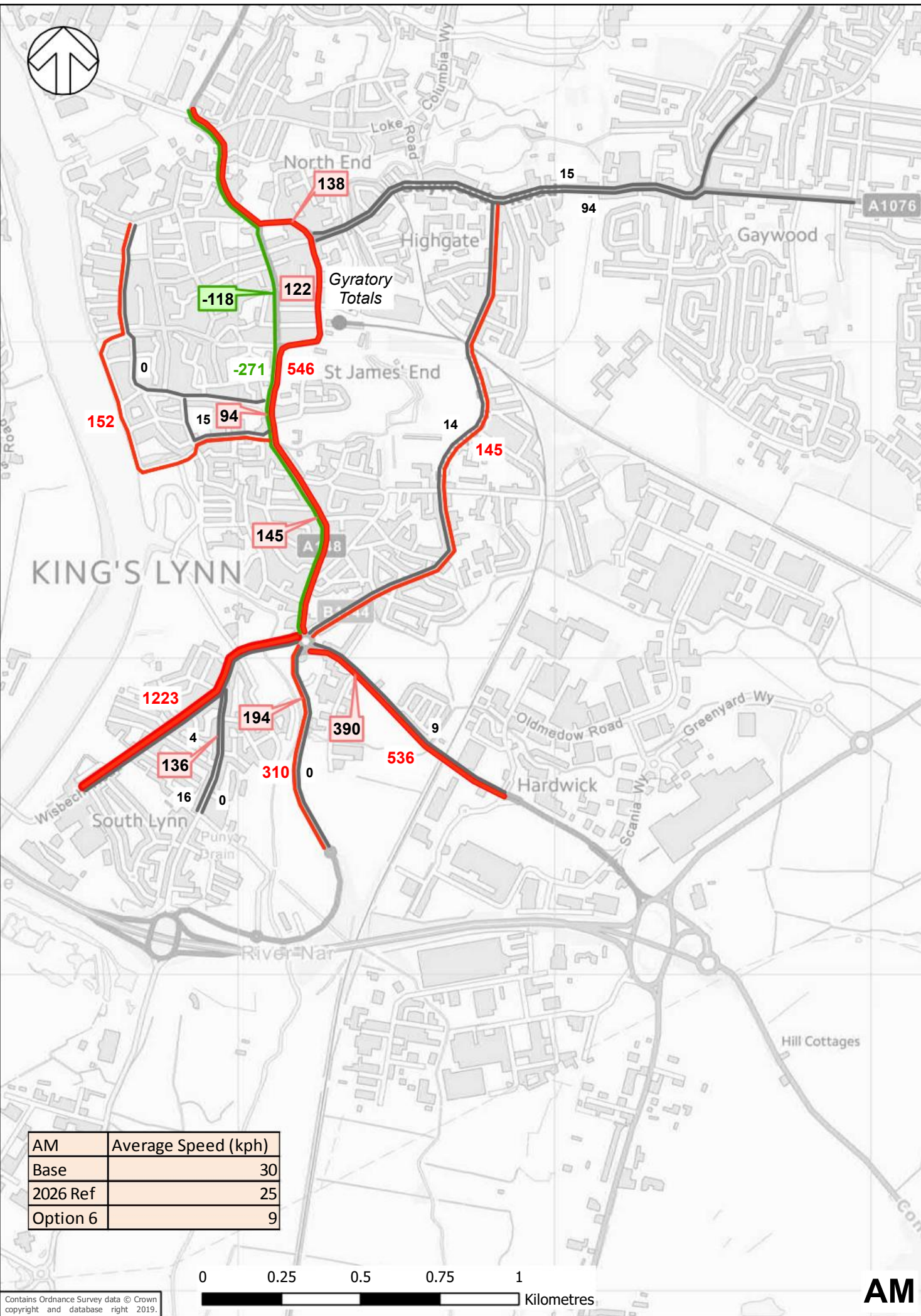
FIGURE No:

**FIGURE 5**

AM	Average Speed (kph)
Base	30
2026 Ref	25
Option 5	25

PM	Average Speed (kph)
Base	25
2026 Ref	17
Option 5	16





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

123 Increased Queue Length

**Key: Journey Time Change (sec)**

— Shorter Journey Time

— Little / No Difference

— Longer Journey Time

(-)123 Journey Time (Decrease) / Increase (sec)

**wsp**

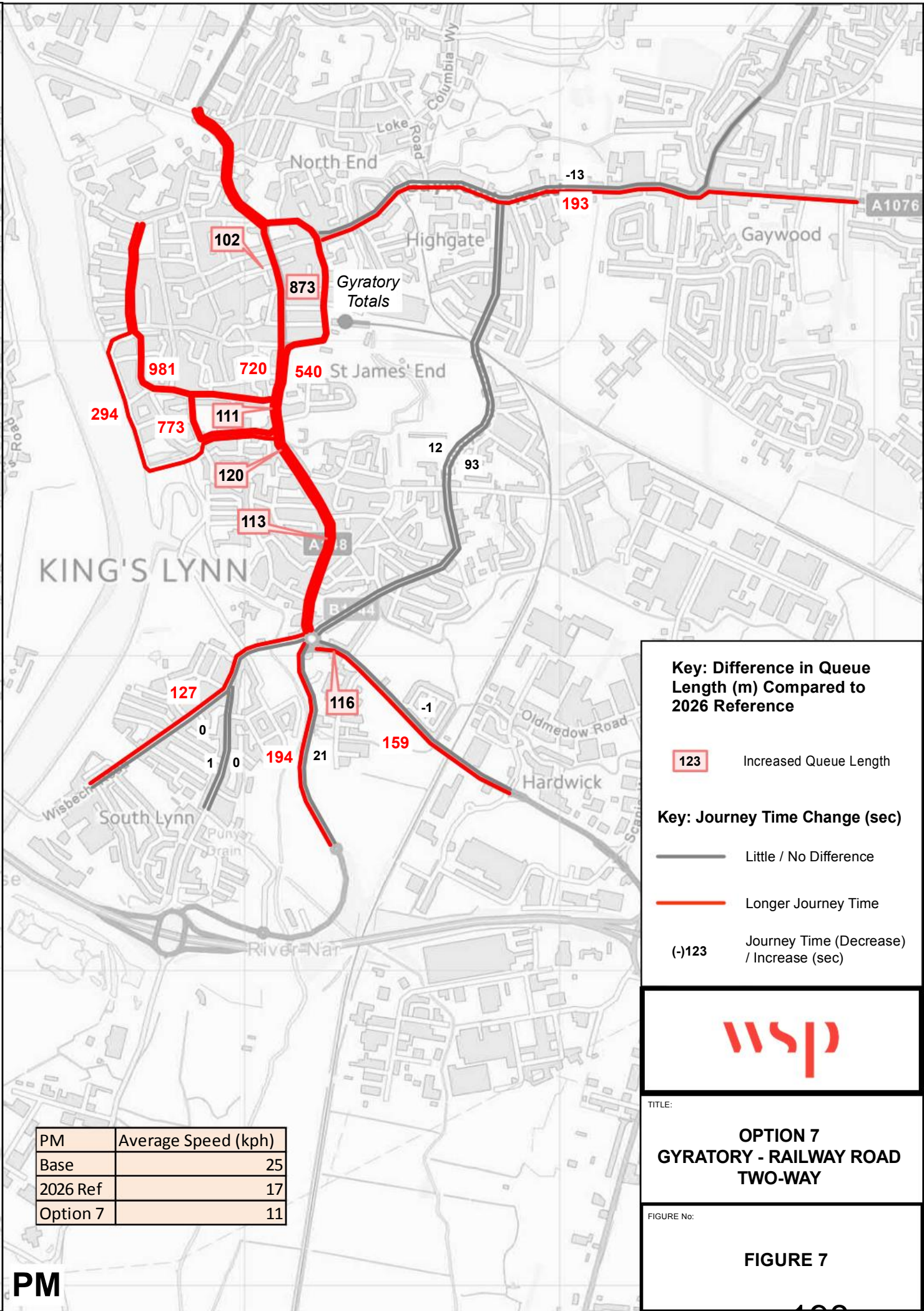
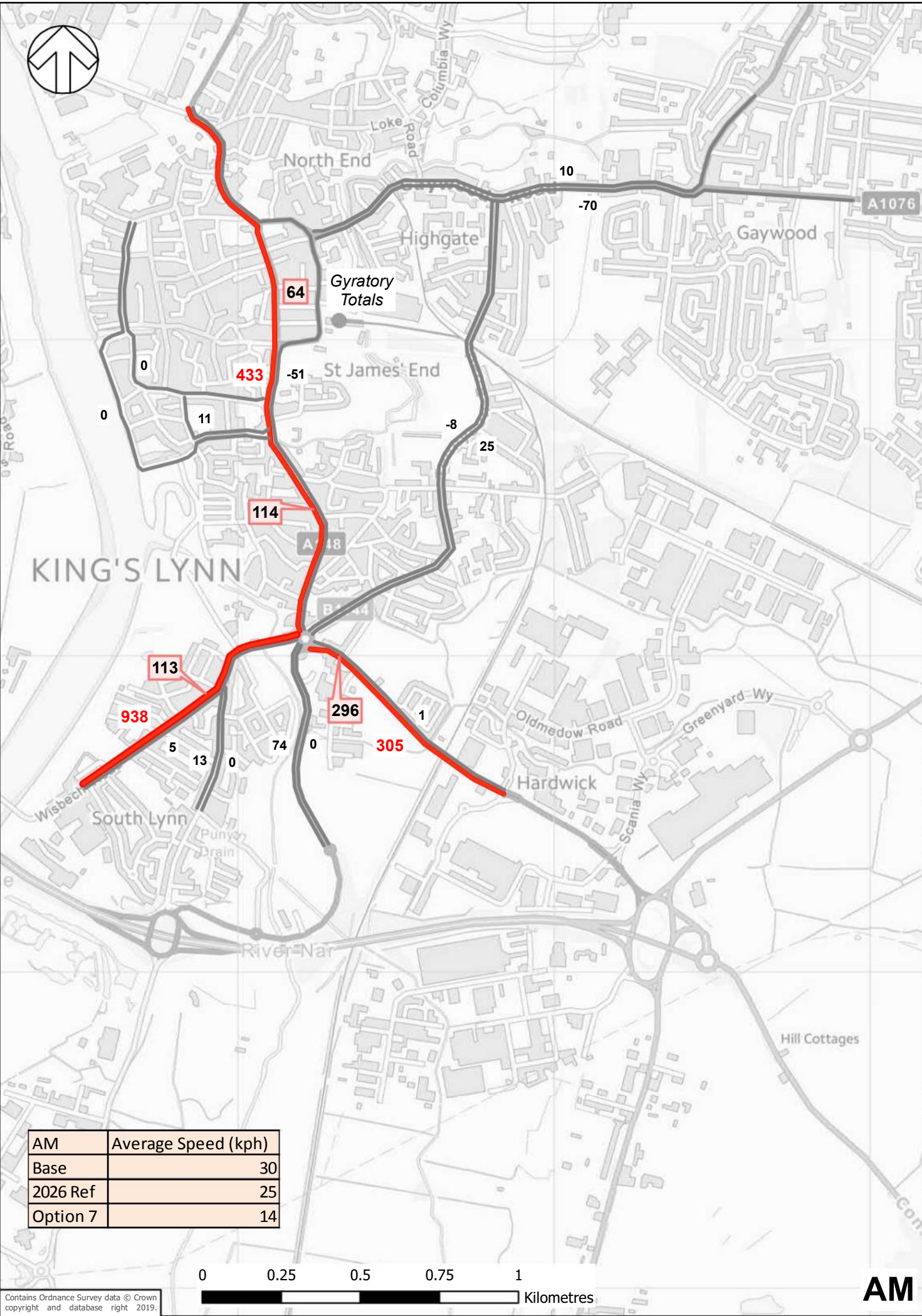
TITLE:

**OPTION 6 - GYRATORY  
BLACKFRIARS ROAD  
TWO-WAY**

FIGURE No:

**FIGURE 6**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

123 Increased Queue Length

**Key: Journey Time Change (sec)**

— Little / No Difference

— Longer Journey Time

(-)123 Journey Time (Decrease) / Increase (sec)

**wsp**

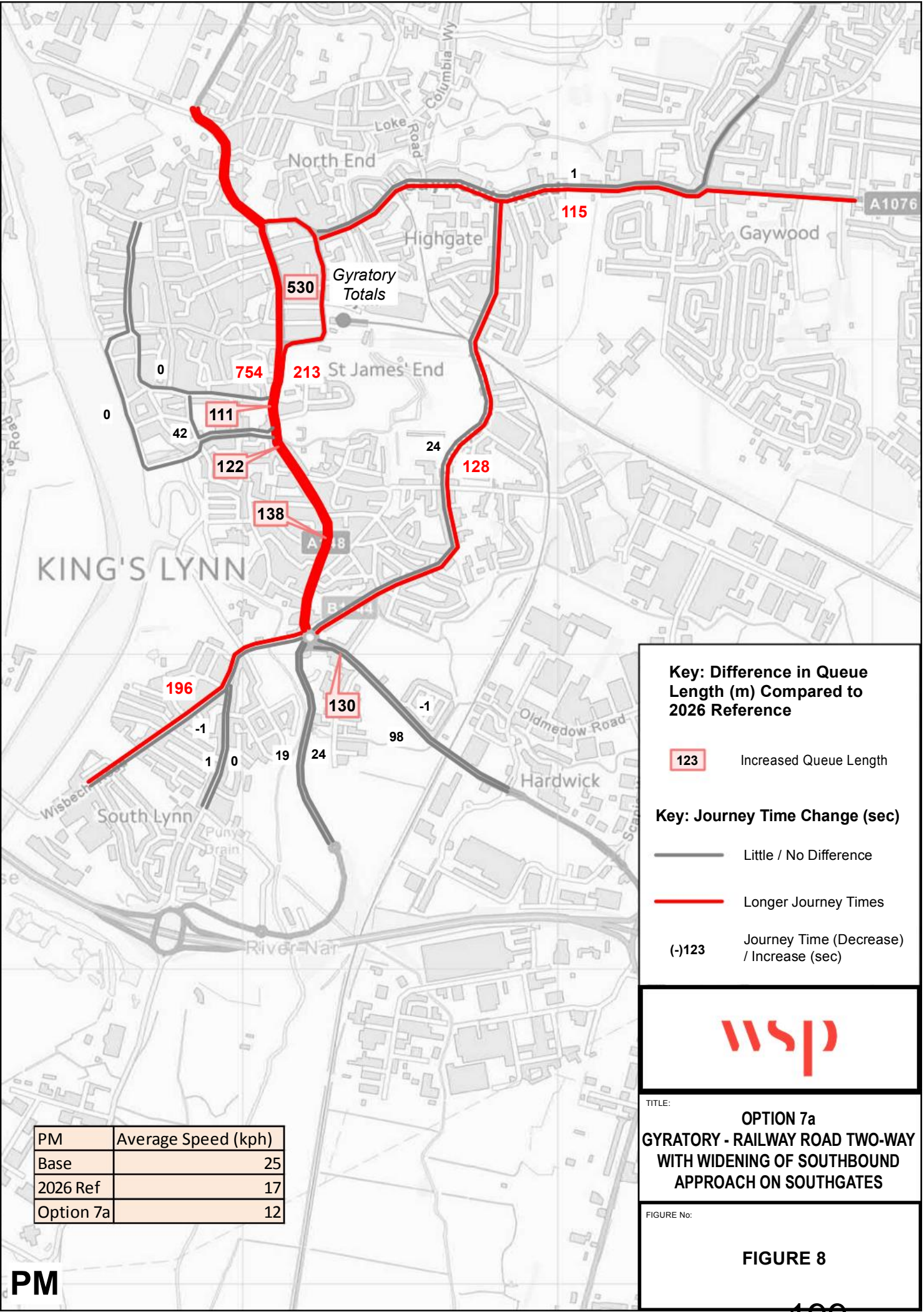
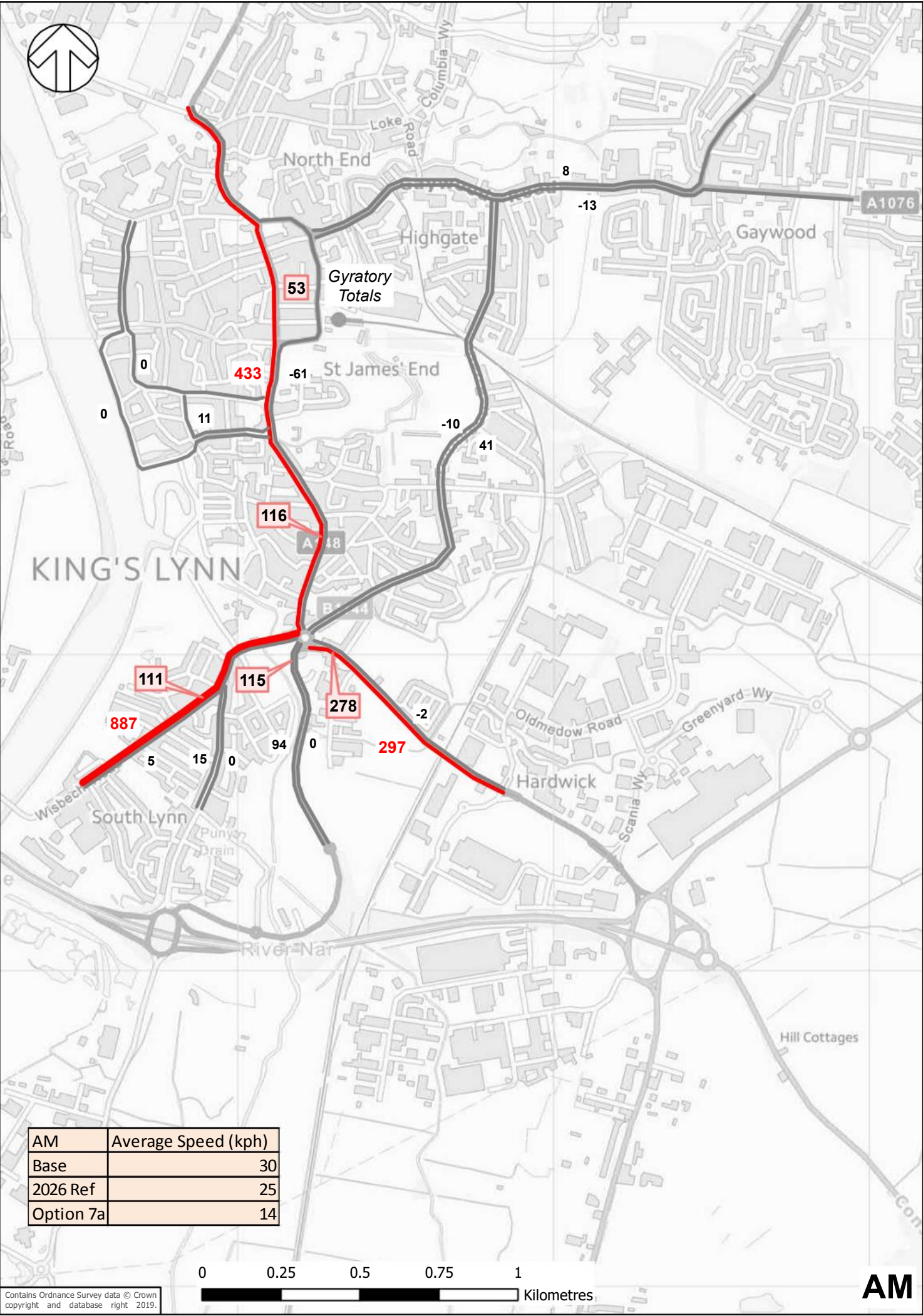
TITLE:

**OPTION 7  
GYRATORY - RAILWAY ROAD  
TWO-WAY**

FIGURE No:

**FIGURE 7**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

123 Increased Queue Length

**Key: Journey Time Change (sec)**

Little / No Difference

Longer Journey Times

Journey Time (Decrease) / Increase (sec)

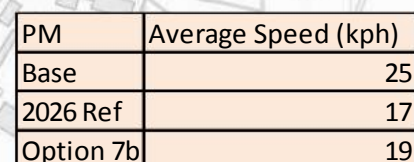
(-)123

**wsp**

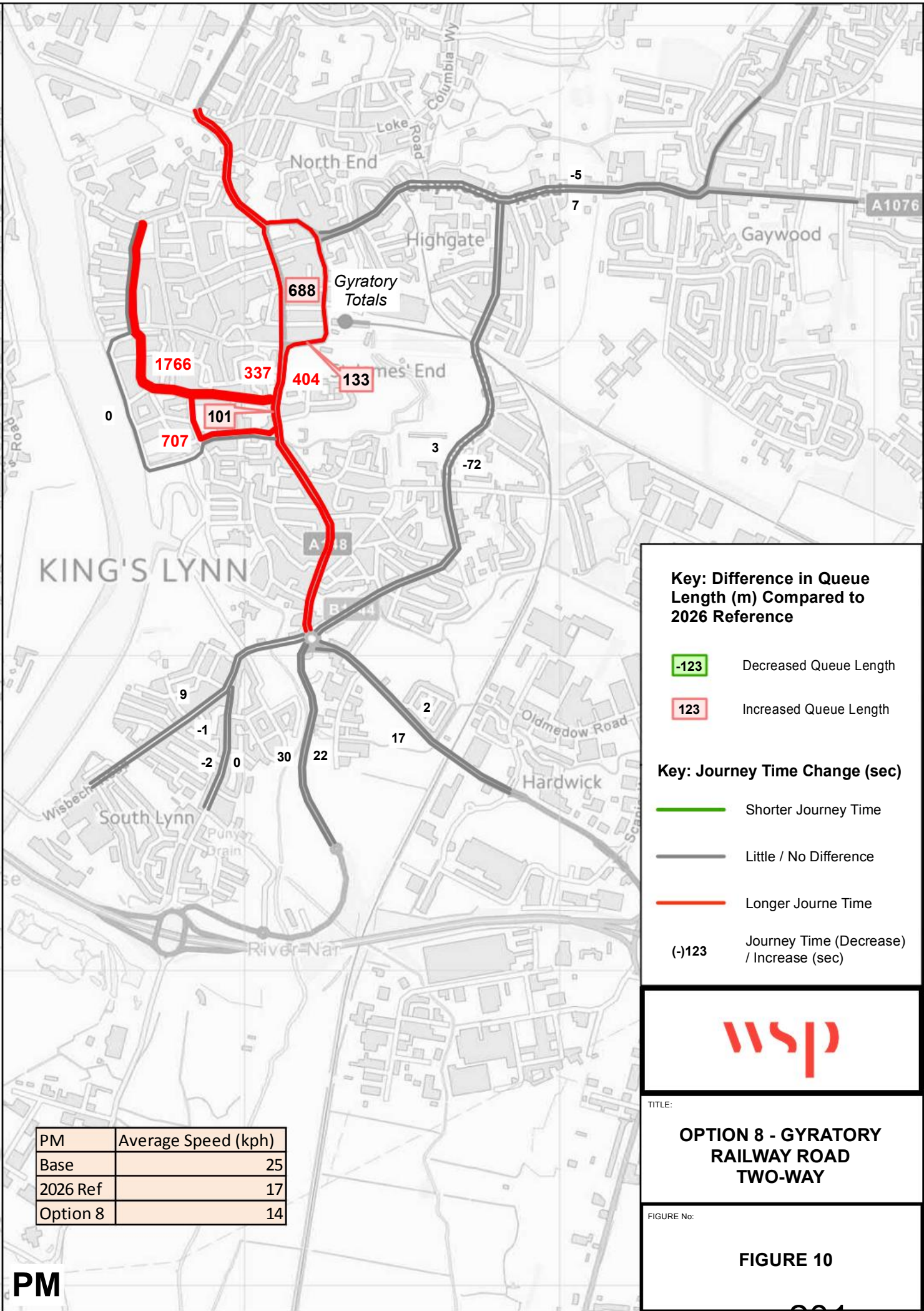
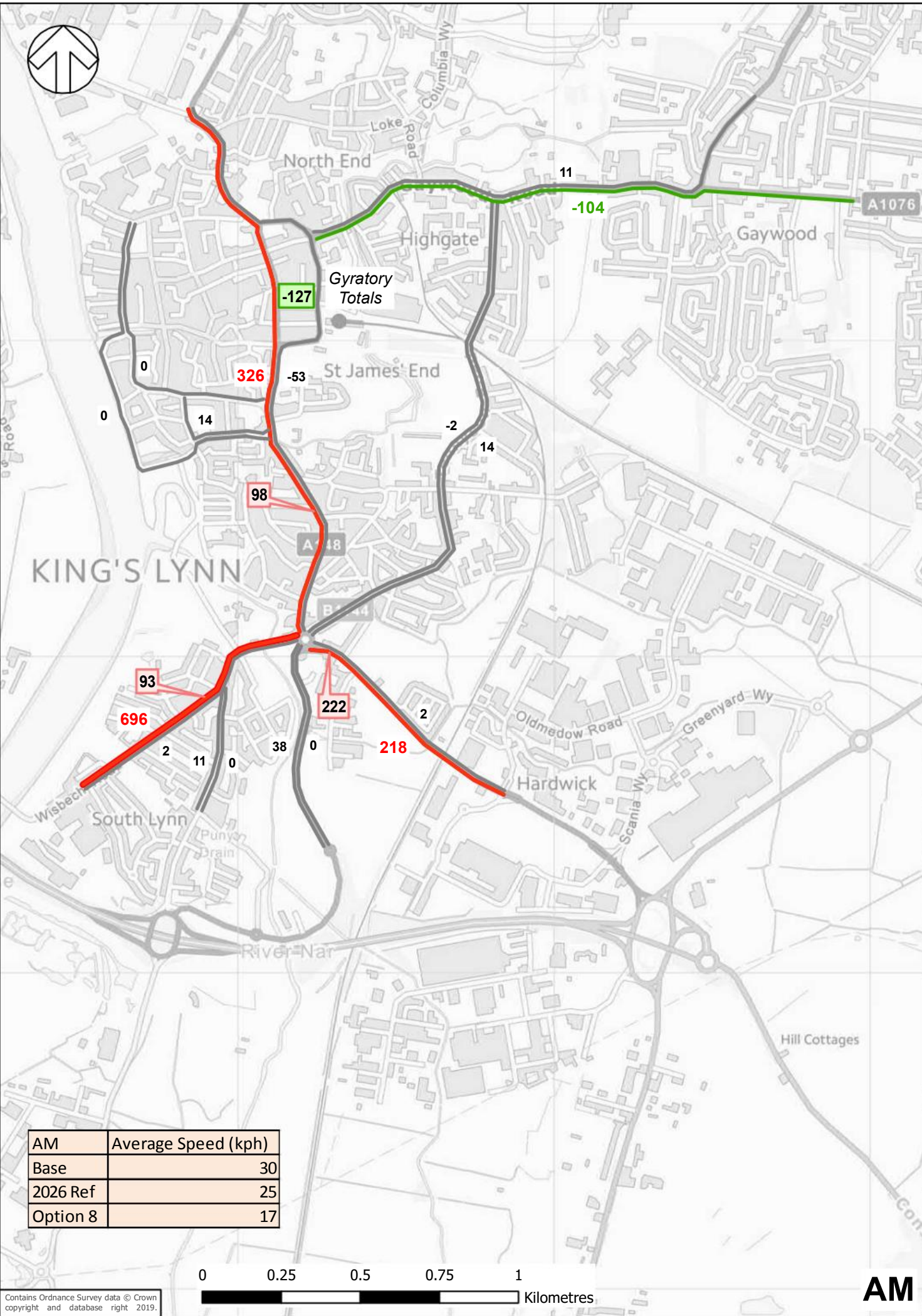
TITLE: **OPTION 7a  
GYRATORY - RAILWAY ROAD TWO-WAY  
WITH WIDENING OF SOUTHBOUND  
APPROACH ON SOUTHGATES**

FIGURE No: **FIGURE 8**









**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

123 Increased Queue Length

**Key: Journey Time Change (sec)**

— Shorter Journey Time

— Little / No Difference

— Longer Journey Time

(-)123 Journey Time (Decrease) / Increase (sec)

**wsp**

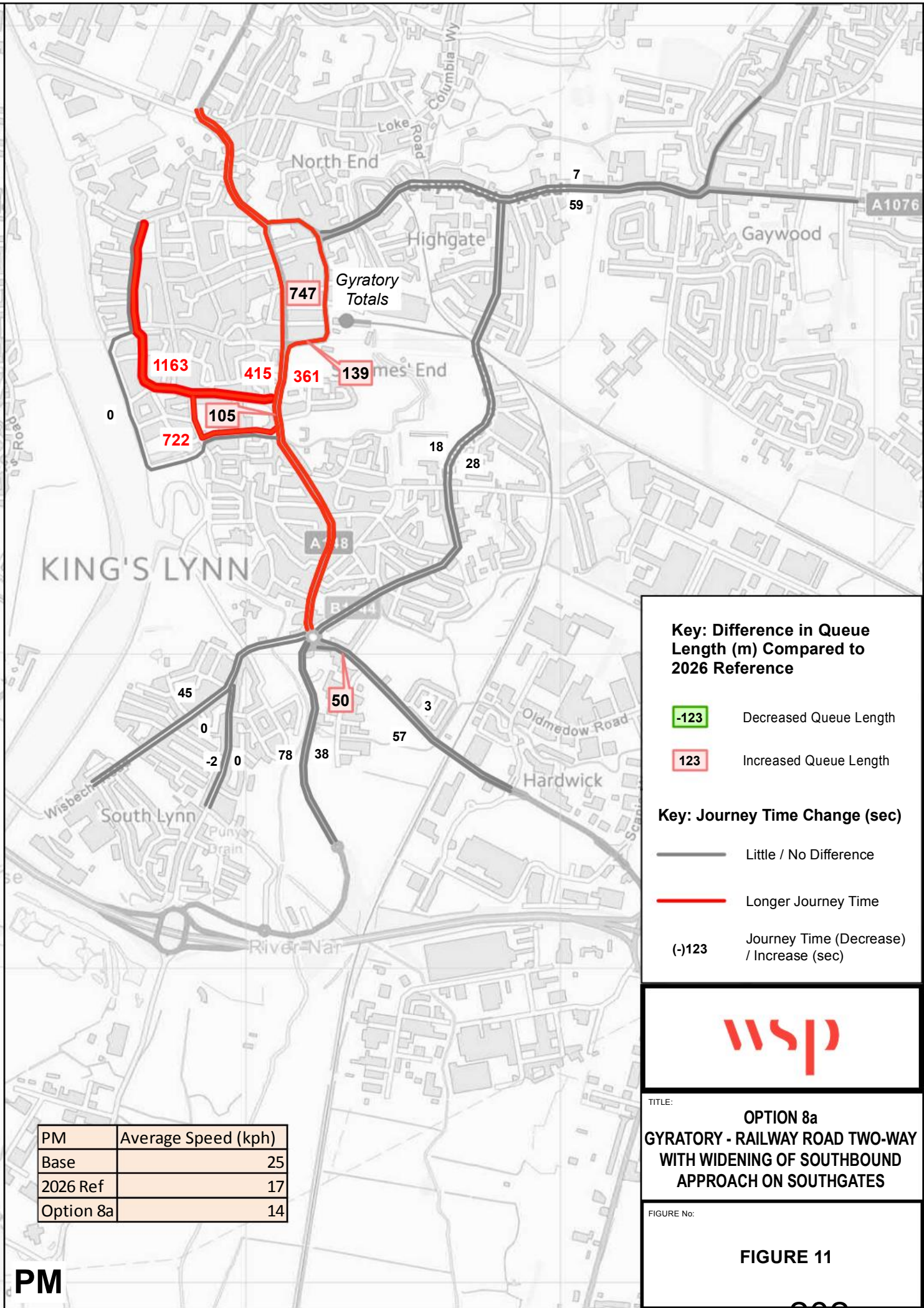
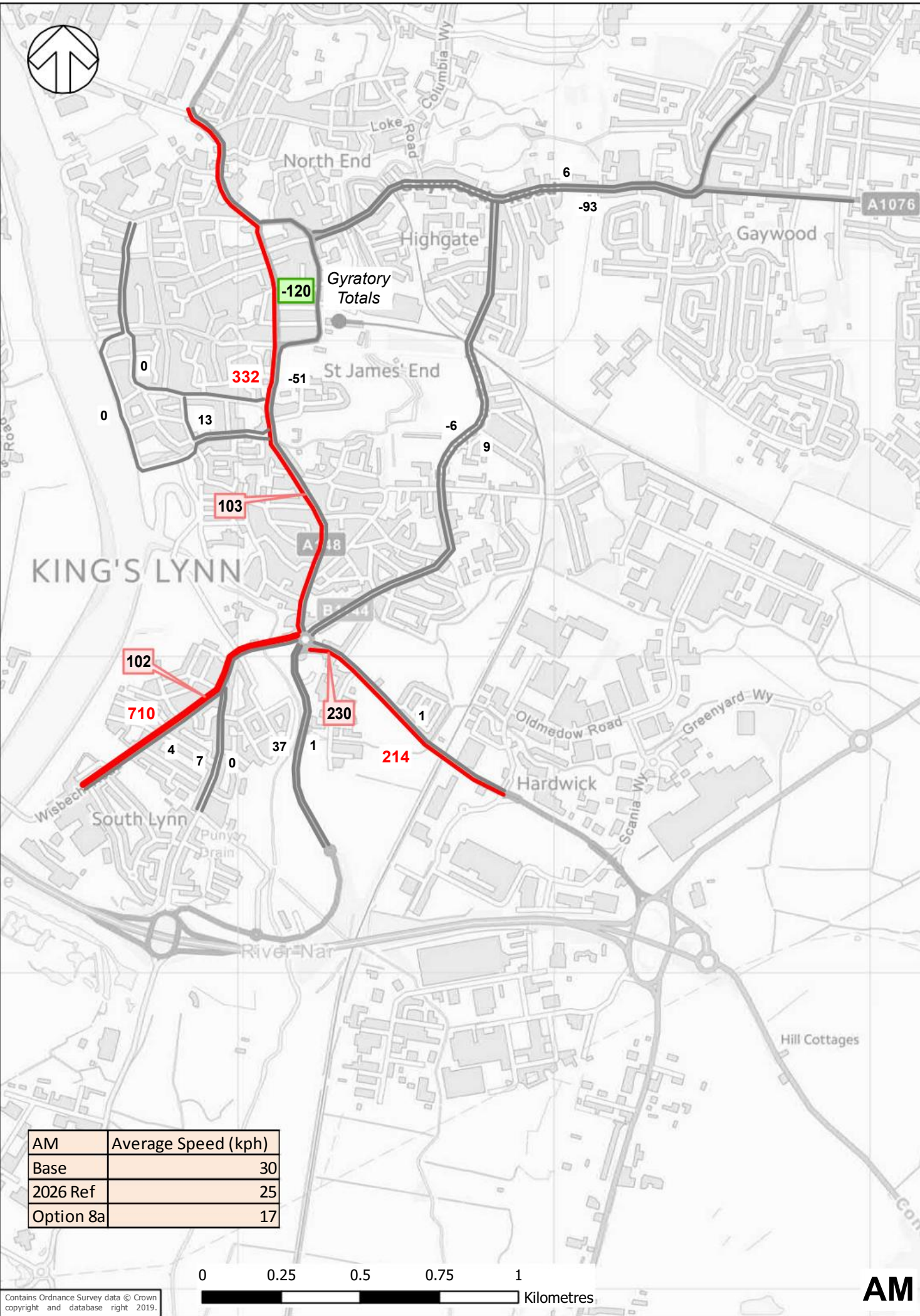
TITLE:

**OPTION 8 - GYRATORY RAILWAY ROAD TWO-WAY**

FIGURE No:

**FIGURE 10**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

123 Increased Queue Length

**Key: Journey Time Change (sec)**

— Little / No Difference

— Longer Journey Time

(-)123 Journey Time (Decrease) / Increase (sec)

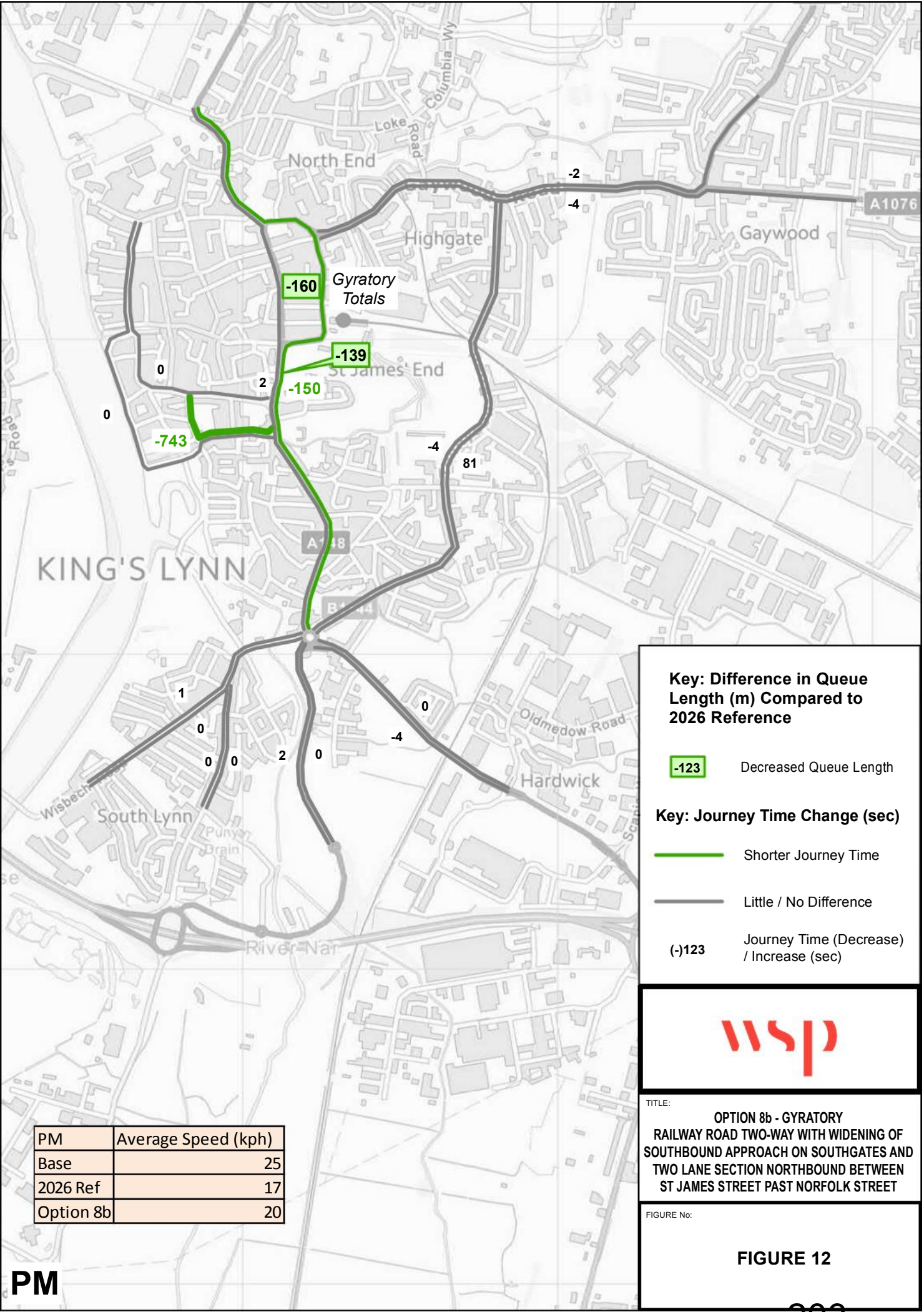
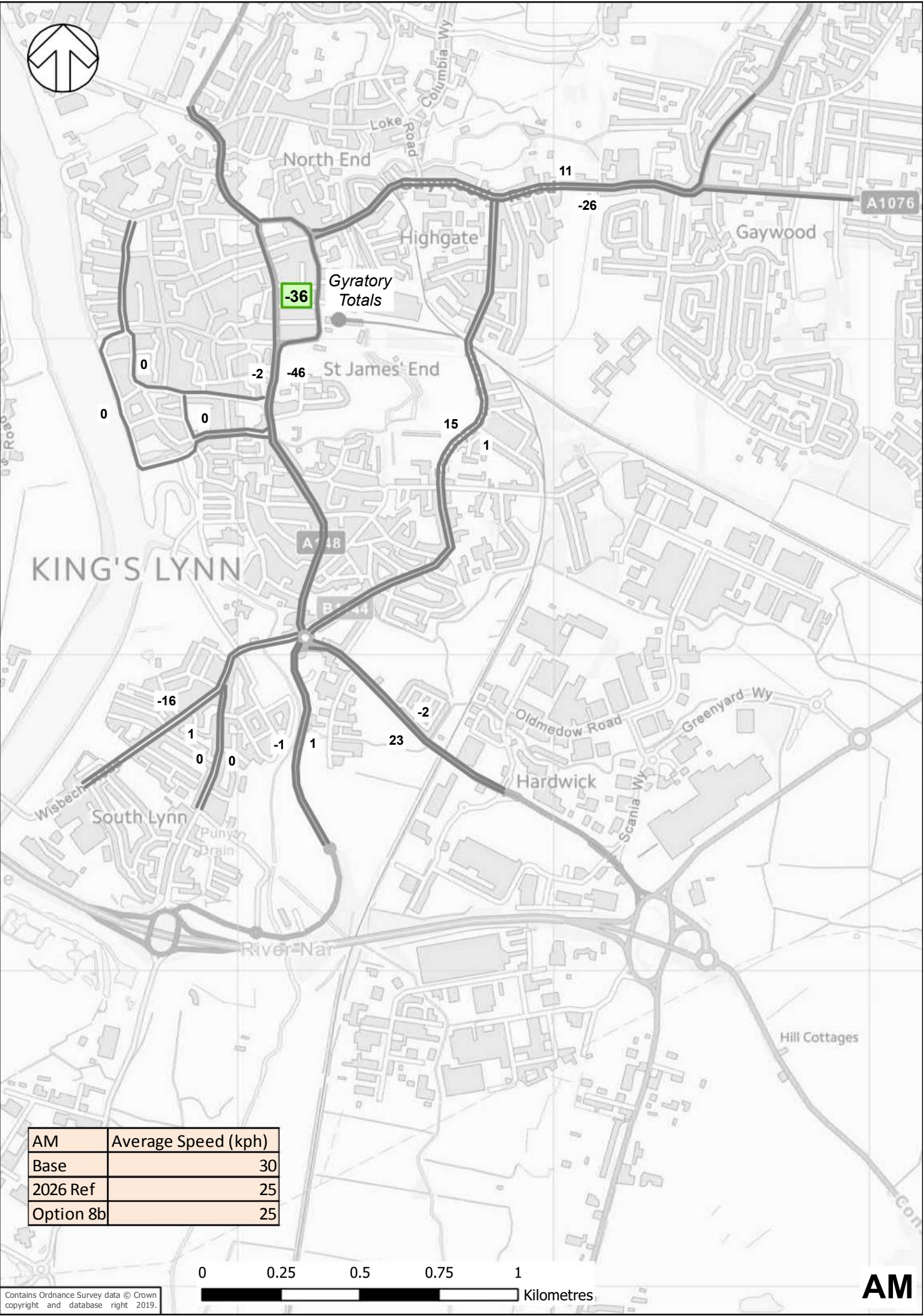
**wsp**

TITLE: **OPTION 8a  
GYRATORY - RAILWAY ROAD TWO-WAY  
WITH WIDENING OF SOUTHBOUND  
APPROACH ON SOUTHGATES**

FIGURE No:

**FIGURE 11**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

**Key: Journey Time Change (sec)**

— Shorter Journey Time

— Little / No Difference

(-)123 Journey Time (Decrease) / Increase (sec)

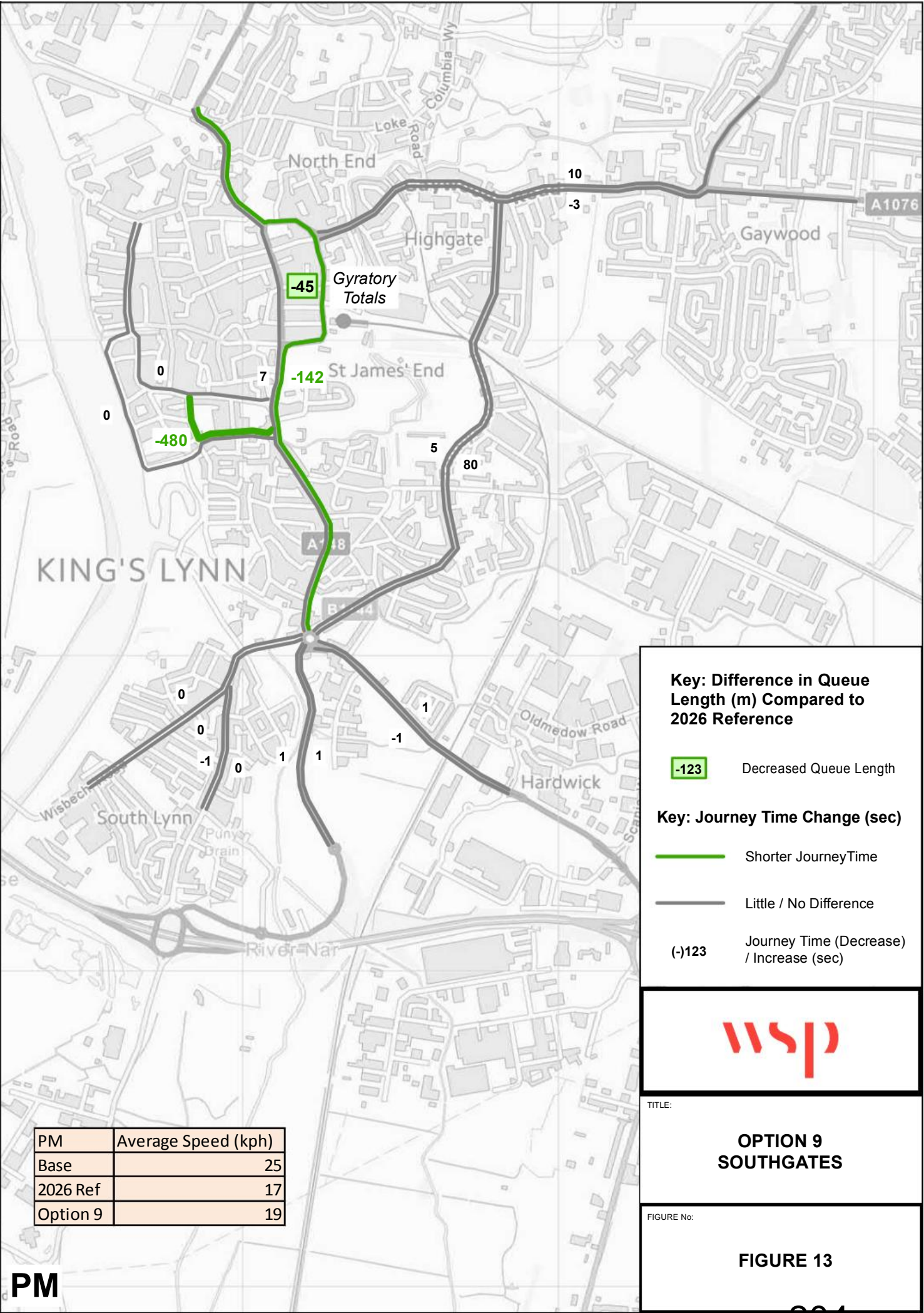
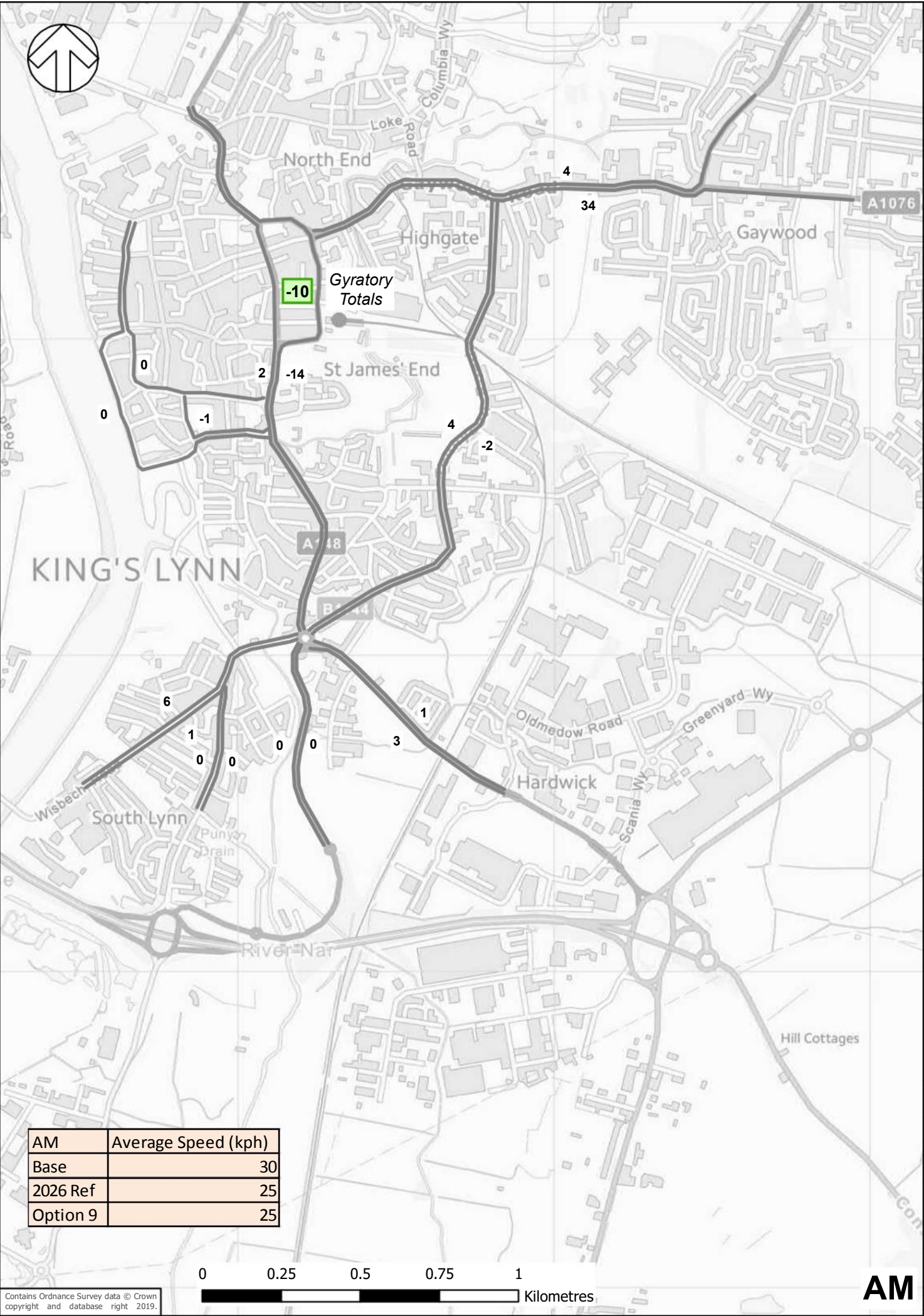


TITLE: **OPTION 8b - GYRATORY**  
**RAILWAY ROAD TWO-WAY WITH WIDENING OF SOUTHBOUND APPROACH ON SOUTHGATES AND TWO LANE SECTION NORTHBOUND BETWEEN ST JAMES STREET PAST NORFOLK STREET**

FIGURE No:

**FIGURE 12**





**Key: Difference in Queue Length (m) Compared to 2026 Reference**

-123 Decreased Queue Length

**Key: Journey Time Change (sec)**

— Shorter JourneyTime

— Little / No Difference

(-)123 Journey Time (Decrease) / Increase (sec)

**wsp**

TITLE:

**OPTION 9  
SOUTHGATES**

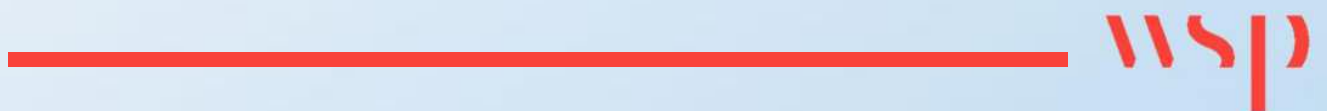
FIGURE No:

**FIGURE 13**



# Appendix D

EXCLUDED SCHEMES (STAGE 2 TO  
STAGE 3)



Reference	Theme	Timescale	Option	Reason for not including in Overall Strategy
1.14	Bus	Short	Bus priority at traffic signals using bus detector equipment	Combined and included as STS9
4.1	Active travel	Short	Cycle Route around historic quayside	Combined and included as SAM5
5.5	Traffic Signals	Short	Traffic signal optimisation and right turn arrow into Millfleet from London Road	This will be included in the traffic signal review for King's Lynn as STS10
6.3	Highway Network	Medium	Traffic management associated with A47 congestion	Further pursuance of this will need to be as part of a wider strategy for Highways England.
6.11	Highway Network	Medium	A1076 provide new right turn lane into Queensway	Widening of road to accommodate right turn would result in loss of cycle path facilities.
6.15	Highway Network	Medium	Gaywood Road bus priority and HOV lanes and junction redesign at Loke Road	The road space available for HOV lane and impact on other road users including additional delay for buses is not feasible at this location, however it is recognised through the other measures that this location needs some congestion relief.
6.18	Highway Network	Medium	Hardwick Roundabout capacity improvements / Hardwick Interchange priority for buses	The capacity improvements at this location will be assessed as part of the West Winch housing access strategy, therefore specific priority for buses in advance of this is not currently a priority
7.1	Parking	Medium	VMS improvements for car parking	This will be captured as part of the wider Car Parking Strategy that will be undertaken.
1.20	Buses	Long	Investigate Park & Ride Scheme for King's Lynn	Will be considered as part of the car parking strategy (STM17) for King's Lynn. Park and Ride can only be successful if it is considered holistically with a town centre car parking strategy to support the level of investment required.



Unit 9, The Chase  
John Tate Road, Foxholes Business Park  
Hertford  
SG13 7NN

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# Infrastructure and Development Select Committee

Item No. 10

<b>Report title:</b>	<b>Norfolk Rail Prospectus</b>
<b>Date of meeting:</b>	<b>29 January 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Martin Wilby (Cabinet Member for Highways and Infrastructure)</b>
<b>Responsible Director:</b>	<b>Tom McCabe (Executive Director Community and Environmental Services)</b>

## Introduction from Cabinet Member

Norfolk County Council is currently reviewing its Local Transport Plan, also on this agenda, which sets out the council's overall strategy on transport. The Norfolk Rail Prospectus is one of a range of more detailed documents that sits below the transport plan. It sets out the measures and improvements that are considered to be required to ensure that rail continues to deliver the county council's overall objectives and supports the needs of business, residents and visitors in Norfolk.

Public consultation is currently underway on the Norfolk Rail Prospectus, running until 28 February. Select Committee is asked to provide any comments or views on the issues covered so that these can be taken into account. Select Committee will be asked to review the final prospectus alongside the Local Transport Plan in May prior to Cabinet consideration.

## Executive Summary

The County Council is updating the Norfolk Rail Prospectus, which dates from 2013 and sets out in detail the measures and improvements considered necessary across the rail network, as well as detailing the county council's policy on aspects such as reinstatement of lines and new rail stations. The draft prospectus has been considered by the Norfolk Rail Group and consultation is now underway to engage more widely. This is being undertaken alongside, and as part of, the consultation on the review of Norfolk's Local Transport Plan, which is also on the agenda.

Some of the key issues covered in the draft prospectus include:

- Ambition for service improvements on the key lines (King's Lynn-Cambridge-London; Norwich to London and Norwich to Cambridge)
- Reopening of lines and new stations (the work underway looking at King's Lynn to Hunstanton, as agreed by Select Committee in November; Broadland Business Park Rail Station as discussed at Cabinet in December)
- Priorities for new infrastructure (including new track capacity at Ely and on the Norwich to London route)
- Accessibility improvements to rail stations.

The consultation runs from Monday 13 January to Friday 28 February. Further reports will be taken to Select Committee and Cabinet in late spring / early summer to agree the prospectus alongside the Local Transport Plan.

**Actions required**

- 1. To comment on the revised Norfolk Rail Prospectus so that the views of the Select Committee can be taken into account as part of the public consultation exercise.**

## **1. Background and Purpose**

- 1.1. The region has a strong track record of partners working together to demonstrate the case for, and successfully influence, the decision-making processes to achieve rail improvements for the area. Examples include complete replacement of the rolling stock as part of the Greater Anglia franchise and committed works to enable longer trains into King's Lynn. One of the key building blocks of this success has been a clearly articulated and agreed understanding of the improvements required and the benefits these improvements will deliver; not only for rail travellers but also for the wider economy.
- 1.2. The Norfolk Rail Prospectus sets this out for Norfolk.  
  
It shows in detail what the council believes is required from rail and the benefits that this will deliver. It will be used in our work so that as many as possible of these requirements are built into forthcoming programmes. In addition, the prospectus can inform more detailed work programmes including: the council's own investment plans such as where we propose investment or resource to support rail; to demonstrate the council's commitment to rail to attract investment into the county to support housing and jobs growth; and to set out an evidenced list of measures that might be possible to secure through for example development proposals.  
  
The County Council will use the rail prospectus to inform its position on rail needs including when working with partners such as government, Network Rail and train operators.
- 1.3. The Norfolk Rail Prospectus was adopted in 2013. It is in the process of being reviewed and is currently the subject of public consultation. This consultation is being undertaken alongside that of the Local Transport Plan, which is also on this agenda. The review of the prospectus has been informed by the Norfolk Rail Group, which comprises stakeholders from the rail industry and representative bodies of the community and businesses. Consultation runs until Friday 28 February. Further reports will be taken to Select Committee and Cabinet in late spring / early summer to consider the proposed new prospectus at the same time as Members are asked to consider the proposed new Local Transport Plan (LTP).



## **2. Proposals**

- 2.1. The draft of the rail prospectus and a public consultation questionnaire are on the County Council's website on this [link](#). Select Committee is asked to note the consultation and provide any comments on the key issues. Members are, of course, able to respond individually to the on-line consultation.
- 2.2. Comments from Select Committee, alongside other responses to the consultation, will be taken into account in finalising the revised Norfolk Rail Prospectus. This will be done alongside consideration of the range of evidence already taken into account in drafting the consultation version.

Members will be asked to agree the rail prospectus in late spring / early summer. Following this, an Implementation Plan for the LTP will be developed. This will come forward for agreement and adoption by Members at the end of the year.

## **3. Impact of the Proposal**

- 3.1. The proposal will help to shape the refreshed Norfolk Rail Prospectus. Comments from Select Committee on the key issues will therefore potentially affect how the council deals with the issues likely to affect rail for many years. Development of the rail network is likely to have significant longer-term impacts on shaping the future development of the county including on its residents and economy, including across a range of social, environmental and economic indicators.
- 3.2. Following the consultation there will be further reports on the recommended final prospectus to Select Committee and to Cabinet asking that the refreshed prospectus be adopted.

## **4. Financial Implications**

- 4.1. At this time there are no financial implications. The consultation is being undertaken within existing financial resources.

## **5. Resource Implications**

### **5.1. Staff:**

Current activities in terms of developing the prospectus, including consultation, are being undertaken within existing financial resources.

### **5.2. Property:**

None at this stage. Any impacts on property are only likely to arise from delivery of individual schemes, and impacts will be considered at the appropriate time although it is likely that the majority of proposals would not be delivered by the county council but by the rail industry. The County Council would be consulted as appropriate.

### **5.3. IT:- None**

## **6. Other Implications**

### **6.1. Legal Implications**

Information collected in the consultation will be confined to data that will help the council to analyse the responses (how the person responding uses the transport network, their age and gender, etc...). It will not be possible to identify individuals from the requested information. This will not constitute personal data under the terms of the Data Protection Act.

### **6.2. Human Rights implications - None at this stage.**

### **6.3. Equality Impact Assessment (EqIA)**

An EqIA will be undertaken as part of the next stage of work on the Local Transport Plan. This will include the impacts arising from the rail prospectus since the prospectus is being refreshed alongside, and as part of, the review of the Local Transport Plan. Equality impacts, together with a wider range of impacts across social, economic and environmental indicators (see below) are being assessed to inform development of the Local Transport Plan prior to it being brought to members for agreement in early summer.

### **6.4. Sustainability implications**

A Sustainability Appraisal is being undertaken on the Local Transport Plan. This will consider its impacts across a range of social, economic and environmental indicators.

## **7. Actions required**

- 7.1. **1. To comment on the revised Norfolk Rail Prospectus so that the views of the Select Committee can be taken into account as part of the public consultation exercise.**

## **8. Background Papers**

- 8.1.
  - [Norfolk Rail Prospectus \(adopted 2013\)](#)
  - [Norfolk Rail Prospectus 2020](#)

### **Officer Contact**

If you have any questions about matters contained in this paper, please get in touch with:

**Officer name:** David Cumming      **Tel No.:** 01603 224225

**Email address:** David.cumming@norfolk.gov.uk



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# Infrastructure and Development Select Committee

Item No. 11

<b>Report title:</b>	<b>Market Town Transport Network Improvement Strategies</b>
<b>Date of meeting:</b>	<b>29 January 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Wilby (Cabinet Member for Highways and Infrastructure)</b>
<b>Responsible Director:</b>	<b>Tom McCabe (Executive Director Community and Environmental Services)</b>

## **Introduction from Cabinet Member**

Market Towns are important settlements, providing a range of services and facilities to the residents of the towns as well as often large surrounding rural areas. Many towns have seen relatively large amounts of growth in recent years and growth is also planned in many in the future. The transport infrastructure within the towns has often not kept pace with this growth. A series of Network Improvement Strategies was agreed in 2017 to consider the impacts of past and planned future growth on market towns and set out actions which Norfolk County Council should consider taking in order to provide suitable transport infrastructure.

The studies and proposed further work support the County Council's vision for Norfolk, assisting the aim of putting in the necessary infrastructure first. The work will facilitate Norfolk's market towns' sustainable development through addressing the transport pressures of planned housing and employment growth.

## **Executive Summary**

In September 2017, Members agreed a programme of studies looking at the transport impacts of growth in market towns. At that time members agreed the programme of studies to be started in 2018. The first phase of studies included Dereham, Diss, North Walsham, Swaffham and Thetford. Subsequently, in July 2018, Members agreed the second phase for 2019. The second phase of studies included Aylsham, Downham Market, Fakenham, Wroxham and Hoveton and Wymondham.

The work is now coming to an end. The Market Town Network Improvement Strategy (NIS) reports are with stakeholders for comments and one, the Dereham NIS, has already been adopted.

This report summarises the work to date and shows the proposed next steps. In summary, it is proposed that no further NIS studies are undertaken, and attention is focussed on further work to take forward the major issues that have come out of the work to date.

## **Actions required**

### **1. To review and comment on the completed market town transport network improvement studies**

## **1. Background and Purpose**

- 1.1. Members agreed in 2017 to undertake a programme of Market Town Network Improvement Strategies (NISs). This report updates Members on all the NISs completed over the last two years and proposes the next steps which should be taken regarding these.
- 1.2. During 2018 the following NIS were undertaken (as agreed by EDT 17 March 2017):
  - Dereham
  - North Walsham
  - Swaffham
  - Thetford
  - Diss.

The following were undertaken in 2019 (as agreed by EDT 6 July 2018):

  - Aylsham
  - Downham Market
  - Fakenham
  - Wymondham
  - Wroxham and Hoveton.
- 1.3. In February 2020, Cabinet will be asked to adopt the studies undertaken to date and agree the future work programme.
- 1.4. The purpose of the work was to examine growth within the market towns (both growth that had happened as well as planned, or likely, future growth) and identify its impacts on the transport network in order to identify suitable interventions that could be planned and delivered. The studies undertaken to date have been prioritised in towns where growth has had, or in the future could have, the most impact. The studies have addressed some of the major questions – eg around evidence for bypasses or other major transport interventions – and led to the identification of areas where further study and feasibility work would be beneficial.
- 1.5. An assessment of the remaining market towns has identified that there are unlikely to be significant transport network interventions arising from growth. Any future studies, if they were to be undertaken, would need to consider a different set of issues and would be likely focussed around traffic management.
- 1.6. Given this, it is proposed that no more market town NIS studies are completed, and that officers identify how to take forward the issues arising from the completed rounds.

- 1.7. Select Committee is asked to comment on the completed studies, in advance of consideration by Cabinet in February 2020. The studies can be found on the county council's [website](#).

## **2. Proposals**

- 2.1. Cabinet will be asked to adopt eight of the ten Market Town NISs. (Dereham NIS was agreed and adopted by Members at EDT 8 March 2019. The study for Wymondham will follow in due course since this is slightly behind the programme of the others.) Currently, final drafts of these are with external stakeholders.
- 2.2. Cabinet will be asked to agree to focus on the findings of the completed NIS studies and take forward any further work identified in these. It is considered that all the market towns with large-scale planned growth, and which would be likely to benefit from considering the growth's impact on the transport network, have now been covered. If more towns were to be studied the original objective, to investigate the impacts of growth on the transport network, would have to change. If members feel that there should be further studies on market towns, it is likely that these would be best focussed on traffic management issues.
- 2.3. The findings and recommendations from the studies are highlighted in greater detail within the report, see below, together with links to all the Market Town studies, Section 8.2.

### **2.4. Summary of the Market Town Network Improvement Strategies**

The Market Town NISs identify potential measures to help address existing transport network constraints and transport improvements to facilitate the growth identified in Local Plans. The process of forming the Market Town NISs was very similar for each town. The focus of the work was informed by an examination of the issues through stakeholder engagement. Officers met with several external stakeholders in each town including the local member(s), district, town and parish councils, Sustrans, police, bus operators, business forums and Highways England / Network Rail as appropriate. 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, and agreed by, stakeholders before the work commenced. In most cases, officers are continuing to work with the stakeholders to address the issues. Currently, final drafts of the studies have been circulated to stakeholders for final comments, which can be taken into account prior to formal adoption.

- 2.5. The Network Improvement Strategies and their action plans provide a valuable evidence base to inform other work. It is expected that some of the measures identified should be delivered as part of planned growth to mitigate impacts on the local highway network. The actions plans should inform investment planning and provide the context for funding bids from all three tiers of local government.



- 2.6. A summary of the work completed for each Market Town NIS can be found below.

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

2.7. **Dereham**

The Dereham Network Improvement Strategy (DNIS) was adopted in March 2018 and a link for the full DNIS can be found at the end of this report, Section 8.2. Objectives identified for the DNIS included:

- Review the current operation of B1135 roundabout
- Identify the key cycle corridors and improvements for these routes
- Review signage so people are directed in the most efficient manner
- Lobby Highways England for improvements to Draytonhall Lane
- High level assessment of future scenarios that can inform growth options and be part of a future Local Plan review.

Work commissioned comprised a Cycle Corridor study, Town Centre Parking & Access study and Future scenario testing report.

This work produced some key findings:

- 40% of the town's population work within 3 miles of their home.
- Only 3.7% of journeys to work were completed by bicycle which is below the county average of 4.8%. Development of a cycle corridor could improve this.
- It is estimated that traffic levels during the AM and PM peak periods will increase by 30-31% by 2037 and on Saturday the level is expected to increase by 34%
- There is a typical amount of motor vehicle collisions and whilst there is no single hotspot of collisions they are concentrated along the key routes in and out of the town and in the town centre.
- The town will benefit from the signage changes set out in the strategy and have the potential to improve road operating conditions for all users.

An implementation plan comprising short term, medium term and long-term actions was then formed from these findings. A full list of these can be found in the Dereham NIS in Chapter 8. The next steps for the Dereham NIS will be delivering the cycle corridor and signage changes through the county council's Capital Programme and secure funding for the remaining highlighted actions and carrying out any further studies which have been recommended.

2.8. **Diss**

The Diss NIS objectives addressed from stakeholder meetings included:

- A link road assessment
- An assessment of growth locations to support the Local Plan evidence base

- An assessment of current congestion issues and potential mitigations
- An assessment of the current cycling and walking routes and potential improvements

Work commissioned comprised a through traffic assessment, a junction capacity assessment, a strategic transport assessment associated to growth until 2036 and an assessment of walking and cycling in Diss.

The technical notes uncovered some key findings:

- 17% of the traffic within Diss is through traffic, suggesting a high proportion of traffic in Diss has a purpose related to the town
- There are opportunities to encourage short trips to be made on foot or by cycle by improving signage and small infrastructure improvements
- The Morrisons Roundabout junction should be the focus of improvements on the A1066 as it is constrained in each future scenario
- Large scale growth either to the north or the south, even if it were to provide a link road, would worsen traffic conditions within the town

An implementation plan comprising short term, medium term and long-term actions was then formed from these findings. A full list of these can be found in the Diss NIS in Section 8.2. The next steps for the Diss NIS will include securing funding for the highlighted actions and carrying out any further studies which have been recommended.

## 2.9. **North Walsham**

The North Walsham NIS focussed on three issues arising from stakeholder engagements:

- Potential options for a more pedestrian friendly Market Place
- Bus congestion at the stop by the Post Office on Yarmouth Road including potential alternative locations for an interchange
- Initial feasibility work to address the constraint of low bridges either through lowering the carriageway on Cromer Road or providing an alternative route for high vehicles by using the overbridge on Bradfield Road.

Key findings from the North Walsham NIS include:

- Good permeability in the town centre
- A sense the Market Place is vehicle dominated
- By improving the Market Place as a focal point for bus access and maximising passenger boarding and alighting at the location, it would be possible to reduce the dwell time of buses at the Post Office
- Improving the bus stop at the Post Office is preferred to alternative locations for a bus interchange
- Lowering the carriageway for Cromer Road bridge is unlikely to be deliverable and the existing roads north of the Bradfield Road bridge are unsuitable. Further work is required to identify whether this constraint can be overcome on the Bradfield Road bridge alignment or an alternative over-bridge.

Important next steps for further study and projects are presented in Section 3 of this report. Funding opportunities should be investigated and NCC should work collaboratively with local partners to progress delivery.

#### 2.10. **Swaffham**

For the Swaffham Network Improvement Strategy, the views of the Town Council and stakeholders were taken into account to agree the scope of the study. The objectives of the study were to investigate the case for a relief road or bypass and to develop the measures set out in the Air Quality Action Plan (AQAP) which this work is being developed alongside.

An implementation plan comprising short, medium and long term actions has been devised. These relate to current issues and anticipate future measures required to allow the town to grow in a sustainable way. Key findings and actions arising from the study include:

- In the short term the new parking control measures in the Market Place will be monitored for effectiveness and we will continue to work with Breckland on their AQAP and engage with Swaffham Town Council in relation to making the case for a relief road or bypass.
- In the medium term we will look for funding opportunities to develop and implement a scheme to provide enhanced access to the free long stay Theatre Street car park with new signing to encourage greater usage. We will also work closely with Breckland District Council on the update of their Local Plan to ascertain how development allocations could deliver a relief road or bypass.
- In the long term, if appropriate, we will seek potential funding sources for a relief road or bypass including preparing business cases where necessary

#### 2.11. **Thetford**

The objectives identified for the Thetford Network Improvement Strategy (TNIS) include:

- Identifying key cycle corridors in Thetford and identifying potential improvements for the routes considered to offer the greatest opportunity to increase cycle use
- Understanding capacity and network issues at network pinch points and key junctions including Nun's Bridge Road, A11 junctions and the A123 north/south route, and how they are likely to change with the addition of extra development to identify measures to alleviate issues.

To achieve these objectives, consultants produced a Walking and Cycling Corridor technical note and a Network Pinch Points and Key Junctions technical note to further understand the current situation and how it can be improved. Key findings from these studies include:

- Potential for a new link road which would effectively link the A134 from Bury St Edmunds via Hurth Way and Mundford Road to the A134 in the north

- Potential for a Cycling and Walking Route along London Road from the commercial area at the west of the town to the town centre. The technical report suggests that this route should be taken forward for further assessment if funding becomes available.
- Signage improvements to parking and key destinations could reduce traffic routing through unsuitable roads. Most notably the Nuns' Bridges Road.

From the studies, an action plan has been created setting out the short, medium and long term actions which should be implemented in order to respond to the current problems and impact of growth in Thetford. This can be seen in the TNIS in Section 8.2. The key actions include further work into the feasibility of a link road, identifying and securing potential funding for the Cycling and Walking Route A and to understand the impacts of future growth beyond the current emerging local plan period of 2036.

## 2.12. **Aylsham**

Objectives for the Aylsham NIS (ANIS) arise from the main issues in the town which are:

- The lack of walking and cycling connectivity between the two new housing developments, the town centre and key employment areas
- Signage which lacks clarity and results in cars taking unsuitable routes in and out of the town
- High volumes of traffic in the town centre, including buses, causing congestion, and detracting from the aesthetics and the significance of the historic market town.

The objectives for the ANIS are to address these issues.

Work was commissioned to investigate the walking and cycling provisions, parking and accessibility and bus stopping arrangements in Aylsham and to provide recommendations on how to improve these, if they need improving at all.

Key findings from the studies include:

- The identification of a cycling and walking corridor which provides connectivity between important sites in the town
- Signage should be placed at key decision-making points to direct cars in and out of car parks in Aylsham in such a way to avoid the town centre and unsuitable routes
- The potential of formalisation of unmarked bus stops.

The next steps will be to carry out further design and feasibility studies into the recommendations and to secure funding for these. Next steps can be seen in the Action Plan section in the ANIS report. The link to this is found in Section 8.2.

One issue identified in the study, but not investigated in detail, was the impact of traffic on Red Lion Street. A desktop exercise suggested that pedestrianisation would be difficult due to the requirement to provide an adequate alternative route north-south through the town, including for buses. An aspiration to make the

road more pedestrian-friendly remains, and this has been added as a potential future study, subject to funding being found.

### 2.13. **Downham Market**

The views of the Town Council and stakeholders were taken into account and the agreed scope of the study was the following issues:

- Parking
- Junction assessment of the Clackclose Road/Lynn Road junction
- An assessment of the operation of traffic lighted junctions
- Routeing in the town centre
- An assessment of current walking and cycling and potential improvements

Based on the study work it was concluded that in the short term a series of waiting restrictions is required around the railway station to prohibit long term car parking that is having an impact on residential amenity and in some cases causing obstructions on the highway.

Medium term measures include possible improvements at the Clackclose Road/Lynn Road junction and the main signalised junction in the centre of the town at Cannon Square. There may also be the need to rationalise some of the parking restrictions in the centre of the town if the Town Council decide to start charging in their car parks. Further investigations are also proposed to remove traffic signals at two junctions, where it has been shown they are not absolutely necessary and could be removed to reduce the maintenance burden. A series of footway and cycleway improvements have also been identified on key routes to the new housing areas and these can be developed for implementation as funding is identified, possibly from developer funding.

In the long term a series of suggested measures to improve traffic flow around the town and possibly allow for further pedestrianisation can be investigated.

Funding is in place for the identified short-term measure regarding waiting restrictions in the vicinity of the railway station, and this will be implemented in 2020.

### 2.14. **Fakenham**

Stakeholder engagements have generated a list of seven objectives the Fakenham NIS (FNIS) would need to address:

1. Review the location of bus stops along Oak Street
2. Propose improvements to relieve congestion at the Creake Rd/A148/A1065/Wells Rd roundabout
3. Study the effect on pedestrians of the relocation of traffic island near Pensthorpe Road/George Edward Road junction
4. Propose alternative layout to the Thorpland Rd/Greenway Ln/Holt Rd junction
5. Map cycle networks and key pedestrian routes between major origins and destinations. Identify any major issues, eg lack of crossing points or direct routes



6. Signage assessment
7. Review of parking bays opposite HSBC.

We commissioned reports on the above issues, including traffic surveys for tasks 2, 3 and 4. This work produced two key findings:

- Data shows that there is potential for at least 42% of usual residents to use active travel modes to get to work, versus the current 24%,
- The roundabout study indicates that implementing the lane marking changes on the A148 could considerably improve the performance of the Creak Rd/A148/A1065/Wells Rd roundabout and it was recommended that greater clarity of signage is provided for vehicles approaching Fakenham from the east (A148) and (A1067).

The suggested changes to the Creak Rd/A148/A1065/Wells Rd roundabout lane markings have been put forward for the funding through the County Councils capital programme. Norfolk County Council and partners will look to develop schemes for the suggested signage improvements, relocation of the traffic island, proposed alternative layout to the Thorpland Rd/Greenway Ln/Holt Rd junction and A1065 splitter island crossing and pursue funding through various opportunities including new development.

#### 2.15. **Wroxham and Hoveton**

For the Wroxham and Hoveton NIS objectives addressed included:

- Investigate the level of congestion and underlying causes
- Identify opportunities to improve walking and cycling
- Longer distance cycling and walking including Broadland Way Green Loop
- Provide supporting evidence to inform the development of plans for future growth

In stakeholder consultation Wroxham Bridge was recognised as being a pinch point for traffic in the town but was not looked at extensively in this study as it is a scheduled monument, therefore any works would be very limited. A bypass to avoid the town centre and avoid vehicles crossing over the bridge has also been suggested but was not part of the scope of this study.

Potential measures have been identified to help address the scale and distribution of growth. These include increased signage for pedestrians accessing key areas; a feasibility study into Stalham Road / Horning Road/ Horning Road West double mini-roundabout junction improvements; improving cycling routes in the town; and extending the Three Rivers cycle path.

#### 2.16. **Wymondham**

The evidence for this study has only recently been received and it is important to note that, while a range of potential recommendations have been put forward, no assessment or decisions have been made about their appropriateness or viability. The study will therefore be completed during the spring.

The main objective of the study is to improve walking, cycling, public transport and parking in Wymondham town. The following issues have been identified:

- traffic calming on the Harts Farm estate
- cycling and walking routes around the town
- the public transport situation
- walking/cycling, bus and parking arrangement in the Market Cross area

Key findings from the commissioned studies include:

- The existing traffic calming measures on the Harts Farm estate are within legal standard but a number of improvements could be considered.
- Walking, cycling and public transport networks are of a good standard compared to other towns, however, there is room for improvements. Corridor options are identified with the aim of connecting residential, schools and town while creating a joined up Wymondham network.
- The bus network coverage in Wymondham and the frequencies of services are high, however, there are some notable issues such as lack of coverage on the south of the town and to Hethel Technology Park and poor interaction between modes of transport in the area surrounding the railway station. The lack of coverage for the south of the town has a technically viable solution but may not be economically viable.
- The stakeholder group raised some concerns about the existing bus and parking facilities in the Market Cross area, especially with the proximity between pedestrians and buses manoeuvring around the Market Cross and the lack of any stop infrastructure. Two potential options have been put forward for addressing the key issues.

#### 2.17. **Next Steps**

Officers will need to identify suitable funding sources to progress the projects and schemes which have been recommended in the first and second phases of the Market Town NIS work. The suggested next steps can be found in the table below.

- 2.18. Officers will review the NIS delivery programmes annually and report progress to the stakeholders. If the need for a refresh of the NIS is required, or any further study work identified, it will be added to the action plan, summary below, and the work undertaken as resources allow.

**Summary Action Plan**

<b>Town</b>	<b>Future Actions / Projects</b>	<b>Timescale</b>
<b>Dereham</b>	<p>Continue to investigate potential schemes to improve congestion at the B1135 roundabout junction adjacent to Tesco and at Tavern Lane. Continue to monitor and analyse these. Take forward further study work or schemes as funding is identified and becomes available.</p> <p>Use the future scenarios considered in the NIS to inform the review of the Breckland Local Plan.</p> <p>Ensure the cycle corridor and signage schemes are delivered through the County Council's capital programme, or through other funding sources such as from development proposals.</p>	Short to medium term for all actions and INRIX data will be used to monitor congestion in spring 2020.
<b>Diss</b>	<p>Project underway to improve Vince's Road Roundabout.</p> <p>Source funding for cycling and walking improvements.</p> <p>Further scheme development work on junction capacity improvements such as at Morrisons Roundabout and Frenze Hall Lane as funding is identified and becomes available.</p> <p>Further study into Nelsons Road bus link as funding is identified and becomes available.</p>	Short term (approx. 2 years)
<b>North Walsham</b>	<p>NCC to work closely with District Council colleagues to understand plans for long term growth in North Walsham and to overcome the Cromer Road bridge issue.</p> <p>Secure funding for improvements through the successful High Street Heritage Action Zone Programme bid.</p> <p>Work with District and Town Council to decide which Market Place improvement option to pursue.</p>	Short-term, ongoing

	Undertake improvements to the Post Office bus stop instead of a bus interchange as funding is identified and becomes available.	
<b>Swaffham</b>	<p>Monitor the implementation of the Breckland District Council trial of limited waiting parking in and around the Market Place.</p> <p>Continue to work with Breckland District Council on the development and implementation of the adopted Air Quality Action Plan (AQAP)</p> <p>Engage with the Swaffham Town Council newly formed Transport Access and Environment Committee especially on their desire for a relief road or bypass</p>	Short-term, ongoing
<b>Thetford</b>	Further study work examining the feasibility of the A134 link road. A bid for Pooled Business Rates has been submitted	Predicted 2020. NCC will need to secure funding for this work.
<b>Aylsham</b>	<p>To further investigate, source funding and implement the smaller measures found in the Aylsham NIS Action Plan.</p> <p>To consider options for how Red Lion Street could be made more pedestrian friendly.</p>	As funding is identified
<b>Downham Market</b>	<p>Implement waiting restrictions around the railway station.</p> <p>Monitor Downham Market Town Council proposals to implement car park charges, determine the impacts and manage the highway network accordingly</p> <p>Develop individual pedestrian and cycle schemes and measures in more detail for implementation as funding becomes available</p>	Waiting restrictions added to the 2020-21 programme
<b>Fakenham</b>	Changes to the A148/A1065 roundabout road markings.	Roundabout markings added to 2020-21 programme.

	Improvements to signage directing drivers to and around the town as funding is identified and becomes available.  To further investigate, source funding and implement the smaller measures found in the Fakenham NIS Action Plan.	As funding is identified
<b>Wroxham and Hoveton</b>	Feasibility study into changes to the double mini roundabout.  Secure funding for smaller measures and signage, walking and cycling provisions mentioned in the Wroxham and Hoveton NIS Action Plan.	As funding is identified
<b>Wymondham</b>	To be added following agreement of the NIS	

### 3. Impact of the Proposal

- 3.1. The Network Improvement Strategies have been very effective in considering some of the key transport infrastructure requirements required to enable sustainable growth within the towns and ensure their continued vitality. Taking forward the further stages of the work, as included in the table above, will ensure that the transport infrastructure continues to support the towns' future development.

### 4. Financial Implications

- 4.1. Funding for the market town NIS Studies has come from the capital programme, each being assigned £20,000. Some of the studies were also successful in securing, through a competitive bidding process, pooled business rates funding to match the money assigned and to undertake further projects and studies.
- 4.2. The capital programme was agreed by Cabinet on 13 January 2020 including to take forward schemes identified in the NISs: traffic signing and cycling in Dereham; and capacity enhancements to the A148/A1065 roundabout at Fakenham. The Cabinet report showed that some funding identified for market towns remains unallocated (£145,000 for interventions in 2020-21 and indicative allocations of £220,000 and £505,000 for studies and interventions respectively in 2021-22).
- 4.3. It is recommended that no more Market Town Studies are undertaken for any additional towns. Instead, the recommendation is that work is taken forward on the matters that have been identified in the existing studies. This comprises a mixture of further feasibility work on specific issues or delivery of schemes. The remainder of the funding described in 4.2 could potentially be used for this.



This would need to be considered alongside other potential similar streams of work. Officers will also pursue all sources of other potential funding that would enable the work arising from the NISs to be taken forward.

## **5. Resource Implications**

### **5.1. Staff:**

Activities in terms of developing the Network Improvement Strategies, including consultation, have been undertaken within existing financial resources. Any further study work will be undertaken within existing staff resources.

### **5.2. Property:**

None at this stage. Any impacts on property are only likely to arise from delivery of individual transport schemes. These will be identified at later stages of project development.

### **5.3. IT:**

None at this stage.

## **6. Other Implications**

### **6.1. Legal Implications**

None at this stage. Some of the improvements identified in the NIS do potentially require the purchase of third-party land therefore, in the future if these are to be taken further there may be legal implications. However, until then, there are no legal implications.

### **6.2. Human Rights implications**

None at this stage.

### **6.3. Equality Impact Assessment (EqIA)**

An EqIA has not been undertaken for the market town studies. Equality implications will be considered at the appropriate stages of project development for schemes taken forward.

## **7. Actions required.**

### **7.1. 1. To review and comment on the completed market town transport network improvement studies**

## **2. Background Papers**

### **2.1.** Market Town NISs were first discussed at the March 2017 EDT Committee where Members agreed to a programme of five 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. In July 2018, a programme of five more studies were agreed and this [report](#) provided an update

on the studies and asked committee to agree the next steps that should be taken.

2.2. The following market town Network Improvement Strategies can be viewed on [this page](#) of the county council's website:

- Dereham NIS (Adopted)
- Diss NIS
- North Walsham NIS
- Swaffham NIS
- Thetford NIS
- Aylsham NIS
- Downham Market NIS
- Fakenham NIS
- Wroxham and Hoveton NIS

### **Officer Contact**

If you have any questions about matters contained in this paper, 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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# Infrastructure and Development Select Committee

## Item No. 12

<b>Report title:</b>	<b>Norfolk Library Strategy</b>
<b>Date of meeting:</b>	<b>29 January 2020</b>
<b>Responsible Cabinet Member:</b>	<b>Cllr Margaret Dewsbury (Cabinet Member for Communities and Partnerships)</b>
<b>Responsible Director:</b>	<b>Tom McCabe (Executive Director - Community and Environmental Services)</b>

### **Introduction from Cabinet Member**

Norfolk Library and Information Service is nationally recognised as being one of the best library services in the country and continually receives recognition and praise for its innovative and impactful work.

We believe that our libraries are an integral part of the public service offer in Norfolk, and have a key role to play in supporting individuals and communities to thrive.

Libraries in Norfolk inspire and stimulate curiosity, creativity and empathy by supporting reading, learning and information for people in Norfolk.

The library strategy has been developed by Norfolk Library and Information Service to reflect the strategic objectives of Norfolk County Council, as detailed in Together, for Norfolk.

The Norfolk Library Strategy outlines a long-term vision for sustaining a world class library service in the County and sets out a strategy of being

- Open and Accessible
- Relevant and Responsive
- Informative and Impactful
- Collaborative and Consistent

Our 47 branch libraries and mobile library offer are the face of the council and provide key services to businesses (through our BIPC offer), individuals and communities. Whilst we have a core and consistent set of services, we have also empowered our dedicated teams to be attuned and responsive to local needs.

The service is efficient, well run and provides good value for money. A recent piece of work carried out by Suffolk Libraries showed that for every £1 invested in the library service £8.04 is returned in social value.

Our service is highly regarded by all who use it, and importantly forms a key role in preventing demand into more formal social care offers. Our childhood and family service is a core part of the Children's Services approach to Early Years development, and our social isolation initiatives support many of the elderly and rural communities in Norfolk. This

strategy defines how libraries will continue and build on their ongoing commitment to the health, wellbeing and happiness of the people of Norfolk.

## **Actions required**

- 1. To review and consider the proposed vision and strategy for the Library and Information Service, as set out in section 2 of this report.**

## **1. Background and Purpose**

- 1.1. Norfolk Library Service comprises of 47 branch libraries, complemented by a mobile offer to service our rural communities. Nationally there has been a trend to outsource or close libraries, however the approach in Norfolk recognises the central importance of libraries in being ideally placed to reach out to our communities and be a safe and welcoming face of Norfolk County Council.
- 1.2. Whilst literacy and learning underpin all library service elements, libraries are so much more than a “house for books” and play a key role in raising aspirations, helping people learn, relearn and develop new skills, make friends and connect to their communities.
- 1.3. Throughout this strategy, the library is a place where people gather to exchange ideas and information. The best and most sustainable libraries are those which encompass multiple functions and co-locate with other services.

## **2. Proposed Vision and Strategy**

- 2.1. Vision for Norfolk Library and Information Service:  
  
Our libraries make a real difference to the people of Norfolk by being there when they need them. Our efficient and well-run libraries are at the heart of the community, supporting individuals, communities and businesses to be the best they can be and ensuring they have access to resources and critical skills needed to make positive decisions and live independently and well.
- 2.2. We will deliver the vision by following a strategy of being:
  - Open and Accessible
  - Relevant and Responsive
  - Informative and Impactful
  - Collaborative and Consistent
- 2.3. Open and Accessible  
  
Our 47 libraries will continue to be based in our communities where they can be the face of the county council and best meet local people’s needs. We will review the best locations and facilities needed to support local communities, ensuring that any new or relocated library facility will be located in population growth areas, close to other services, retail centres and transport hubs. We will work to increase the library’s reach into the community and increase participation and membership

Our buildings will be supplemented by a mobile offer that reaches rural locations and brings relevant services to residents, particularly those who are housebound.

We will make use of Open Library technology to extend our opening hours without increasing our costs – the majority of our libraries will be open for 69 hours per week, allowing people to self-serve at a time that best suits. Libraries will continue to be free and welcoming spaces offering “friendly faces in local places”. We’ll provide multifunction spaces that communities can use in a variety of ways and we will focus on extending our reach into communities aiming to appeal to wide segments of society.

When we develop multi-function hubs, we will aim to include changing places toilets and other inherent design features that improve accessibility.

#### 2.4. Relevant and Responsive

Literacy remains a core pillar of the library and information offer; being able to read is the building block of a person having a successful life and living it well. Libraries support literacy and reading for wellbeing, social inclusion and improved life chances. These days libraries and literacy are about so much more than traditional books. We have invested in our e-book offer through the Libby App and Press Reader, and we will continue to promote their success. Digital literacy and health literacy are core skills in today’s world and are vital in enabling people to live healthy independent lives.

Our library service has been nationally recognised for its strong approach to digital inclusion and skill building ranging from our silver surfers programme to our annual digifest. We will continue to provide digital skills, knowledge and practical support to help Norfolk residents cope in an increasingly complex and digital world.

We will work with colleagues in Public Health to offer behaviour change initiatives in non-threatening ways and encourage healthy lifestyles and activities. In many libraries we will deliver non clinical interventions, such as weight management and smoking cessation, amongst other things.

We will grow our understanding of our local communities and evolve our offer in different localities to meet and respond to local needs, particularly focusing on the needs of underrepresented and underprivileged groups.

#### 2.5. Informative and Impactful

Information and signposting is at the heart of the library offer. We will invest in our staff and build upon their great skills with development programmes that give them confidence across a whole range of subjects from good parenting to starting your own business.

Libraries are non-threatening places where people can make friends, connect to their communities or ask for help in times of need. Our reputation for delivering innovative initiatives to raise aspiration and build skills will continue and we will strengthen our links with Adult Learning to form a seamless offer around the Adult



Skills agenda. Our focus on social isolation and Early Years will continue to support demand prevention within social care and we will aim to become a core part of the social prescribing offer.

We will expand our Business and Intellectual Property Centre rollout to cover more areas of the county, encouraging successful business start-ups and entrepreneurs.

## 2.6. Collaborative and Consistent

Every library will have a core offer that people can rely upon – in addition to a variety of books and reading materials. This will comprise of a children and family offer, and an after-school offer. Public PCs and free wifi. Activities to reduce social isolation, such as just a cuppa, and open library (technology allowing). The library offer has been specifically developed to support social care in addressing demand. All libraries will also participate in the hugely popular summer reading challenge and will have a programme events and cultural activities based on local need. We will take a locality based approach and work closely with colleagues in the districts and voluntary sector to tailor our offer. We will play a key role in the development and operation of multi-function hubs as part of NCCs Local Service Strategy.

## 2.7. Our Offer

In 2016, the Government published Libraries Deliver: Ambition for public libraries in England, a document which sets out the national vision for and commitment to public libraries. The Norfolk Library strategy is informed by the key recommendations in the report and makes a contribution to

- cultural and creative enrichment
- increased reading and literacy
- improved digital access and literacy
- helping everyone achieve their full potential
- healthier and happier lives
- greater prosperity
- stronger, more resilient communities

The Ambition stated that library services in England should:

- Meet legal requirements
- Be shaped by local needs
- Focus on public benefit and deliver a high-quality user experience
- Make decisions informed by evidence, building on success
- Support delivery of consistent England-wide core offers
- Promote partnership working, innovation and enterprise
- Use public funds effectively and efficiently

### **3. Impact of the Proposal**

3.1. The impact of the Library and Information Strategy directly aligns to the strategic objectives defined in Norfolk County Council's 6-year plan and can be described as follows:

#### **3.2. Growing the Economy**

- BIPC Norfolk is one of 15 UK Business and Intellectual Property Centres. Based at the Norfolk and Norwich Millennium Library with trained staff to support business start-up, self-employment and business growth by providing information and print resources that will help build strong, competitive businesses and offers workshops and 1:1 surgery with experts e.g. Business Advisers, IP lawyers, business banking etc.
- BIPC hubs have been developed in a hub and spoke model at Kings Lynn, Thetford and Great Yarmouth libraries.
- Staff in all locations have been trained by the Intellectual Property Office to provide IP support to business and individuals.
- The Norfolk and Norwich Millennium Library is one of 15 UK Patent Libraries supporting people to research and submit patents.
- Delivery of ICT based learning sessions in all libraries ensures that libraries make a contribution to digital inclusion.
- Free wifi, computer and internet access is offered in all libraries and is a crucial resource for many people seeking employment opportunities. Libraries also offer a wide range of resources to support those seeking employment and training, working with partners helping those looking for work to use the internet for job seeking.
- Libraries support people to develop IT skills and confidence to access Universal Credit and other government services online
- All Libraries are registered UK online Centres, registered with the Good Things Foundation to deliver digital inclusion activities
- Libraries offer opportunities for residents to learn new skills through volunteering

#### **3.3. Thriving People**

- Libraries make an active contribution to the Early Years and Family Service in delivering literacy, language and learning objectives county wide. Including bounce and rhyme, stay and chat, baby weigh, breast feeding friendly spaces and the Bookstart programme for all Norfolk's babies and toddlers
- Libraries offer spaces that are open and welcoming to all, free and offering a wide range of support to help people achieve their potential with an extensive reading support offer for children and adults
- Parenting collections – information resources in all libraries to support parents and carers
- Out of school learning activities aimed at encouraging curiosity and a love of exploring and finding out

- Annual summer reading challenge, ensures that children keep reading over the summer holidays
- Norfolk Reading Pathway and other literacy initiatives – offer support for individuals on their literacy journeys
- Information – face to face quality information and digital access and support.

### 3.4. Strong Communities

- Libraries are welcoming and open to all, offering a wide range of support and activities to help people achieve their potential and for communities to thrive
- Libraries are positioned at the heart of NCCs Local Service Strategy and will play a key role in the successful operation of our multi-function hubs
- Our ongoing commitment to promoting and providing opportunities for volunteering allow people to join in with and connect to their local communities
- Open library technology and the opportunity to rent meeting rooms gives local clubs, groups and societies place to meet
- Libraries in Norfolk promote healthy living, provide self-management support and engagement opportunities for children and adults supported by welcoming spaces; effective signposting and information to reduce health, social and economic inequalities.
- Libraries in Norfolk offer a range of creative, cultural and social activities which engage and connect individuals and communities, combat loneliness and improve wellbeing.
- Libraries offer extensive collections of print and online material to promote literacy and reading, which connect people with information to help them make informed choices and which support cultural life and an understanding of our local heritage

## 4. Financial Implications

- 4.1. A recent piece of work carried out by Suffolk Libraries showed that for every £1 invested in the library service £8.04 is returned in social value. The social value return for libraries is over 8 times the amount of investment. It indicates that libraries create substantial impact on their local communities and for a wide range of stakeholders, including Children's Services, Adult Social Care and health.

In the work, the impact of just three interventions was measured – activities very similar to those offered in Norfolk's Libraries; an older people's activity, Rhyme Time and an informal social session, all operating on a drop-in basis.

The outcomes holding the highest social value were the development of literacy skills for children; improved wellbeing for parents; improved mental health, increased social networks and increased happiness.

All of which make a positive contribution to reducing social care demand for adults and children.

## **5. Resource Implications**

5.1. **Staff:** NA

5.2. **Property:** NA

5.3. **IT:** Ongoing IMT support and investment in public wifi will ensure a modern and viable library offer. This is crucial to the success of the service going forwards.

## **6. Other Implications**

6.1. **Legal implications**

N/A

6.2. **Human Rights implications**

N/A

6.3. **Equality Impact Assessment (EqIA)** – The proposed strategy ensures the service can continue to support local communities, and can continue the broad range of activities and interventions, including those supporting individuals with protected characteristics. A full equality impact assessment will be carried out and included in the report to cabinet.

6.4. **Sustainability implications -**

N/A

## **7. Action required**

7.1. **1. To review and consider the proposed vision and strategy for the Library and Information Service, as set out in section 2 of this report.**

## **8. Background Papers**

- 8.1.
- Suffolk Libraries Predictive Impact Analysis
  - Libraries Deliver: Ambition for libraries in England 2016 – 21

### **Officer Contact**

If you have any questions about matters contained in this paper, please get in touch with:

**Officer name:** Jan Holden

**Tel No.:** 01603 228910

**Email address:** [janet.holden@norfolk.gov.uk](mailto:janet.holden@norfolk.gov.uk)



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# Infrastructure and Development Select Committee

Item No. 13

<b>Report title:</b>	<b>Forward Work Programme</b>
<b>Date of meeting:</b>	<b>29 January 2020</b>
<b>Responsible Cabinet Member:</b>	<b>N/A</b>
<b>Responsible Director:</b>	<b>Tom McCabe (Executive Director, Community and Environmental Services)</b>
<b>Executive Summary</b>  This report sets out the Forward Work Programme for the Committee.  <b>Actions required:</b>  <b>1. To review and agree the Forward Work Programme for the Select Committee.</b>	

## **1. Forward Work Programme**

- 1.1. The existing Forward Work Programme for the Select Committee is set out in Appendix A, for the Committee to use to shape future meeting agendas and items for consideration.

## **2. Member Task and Finish Groups**

- 2.1. At the meeting in May 2019, the Select Committee agreed that, to help ensure a manageable workload, there will be no more than two Member Task and Finish Groups operating at any one time. There is currently one Task and Finish Group: -

- **Local Transport Plan** - Cllr Graham Middleton (Chairman), Cllr Tony White, Cllr Brian Watkins and Cllr Danny Douglas.

The terms of reference for this group were approved by the Select Committee in September 2019.

## **3. Financial Implications**

- 3.1. None.

## **4. Resource Implications**

- 4.1. **Staff:** None.

- 4.2. **Property:** None.



4.3. IT: None.

## **5. Other Implications**

5.1. Legal Implications: None.

5.2. Human Rights implications: None.

5.3. Equality Impact Assessment (EqIA): N/A.

5.4. Health and Safety implications: N/A.

5.5. Sustainability implications: N/A.

5.6. Any other implications: None.

## **6. Action required**

1. To review and agree the Forward Work Programme for the Select Committee.

## **7. Background Papers**

7.1. None.

## **Officer Contact**

If you have any questions about matters contained in this paper, please get in touch with:

**Officer name:** Sarah Rhoden

**Tel No.:** 01603 222867

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



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## Infrastructure and Development Select Committee – Forward Work Programme

Report title	Reason for report
<b>Meeting: Wednesday 11 March 2020</b>	
Norfolk Parking Principles	To review and consider the updated principles, developed with district councils
Trading Standards Service Plan	To review and consider the policy elements of the service plan.
Potholes	Presentation - A pragmatic approach to repair
Forward Work Programme	To review and agree the Forward Work Programme for the Select Committee.
<b>Meeting: May 2020 (date TBC)</b>	
Policy and Strategy Framework – annual report	To enable the Select Committee to understand the relevant Policies and Strategies for the relevant services.
Forward Work Programme	To review and agree the Forward Work Programme for the Select Committee.
<b>Meeting: July 2020 (date TBC)</b>	
Forward Work Programme	To review and agree the Forward Work Programme for the Select Committee.
<b>Meeting: September 2020 (date TBC)</b>	
Forward Work Programme	To review and agree the Forward Work Programme for the Select Committee.

### Regular reports

Regular items	Frequency	Requested committee action (if known)
Policy and Strategy Framework – annual report	Annually - May	To enable the Select Committee to understand the relevant Policies and Strategies for the relevant services.
Forward Work Programme	Every meeting	To review and agree the Forward Work Programme for the Select Committee.