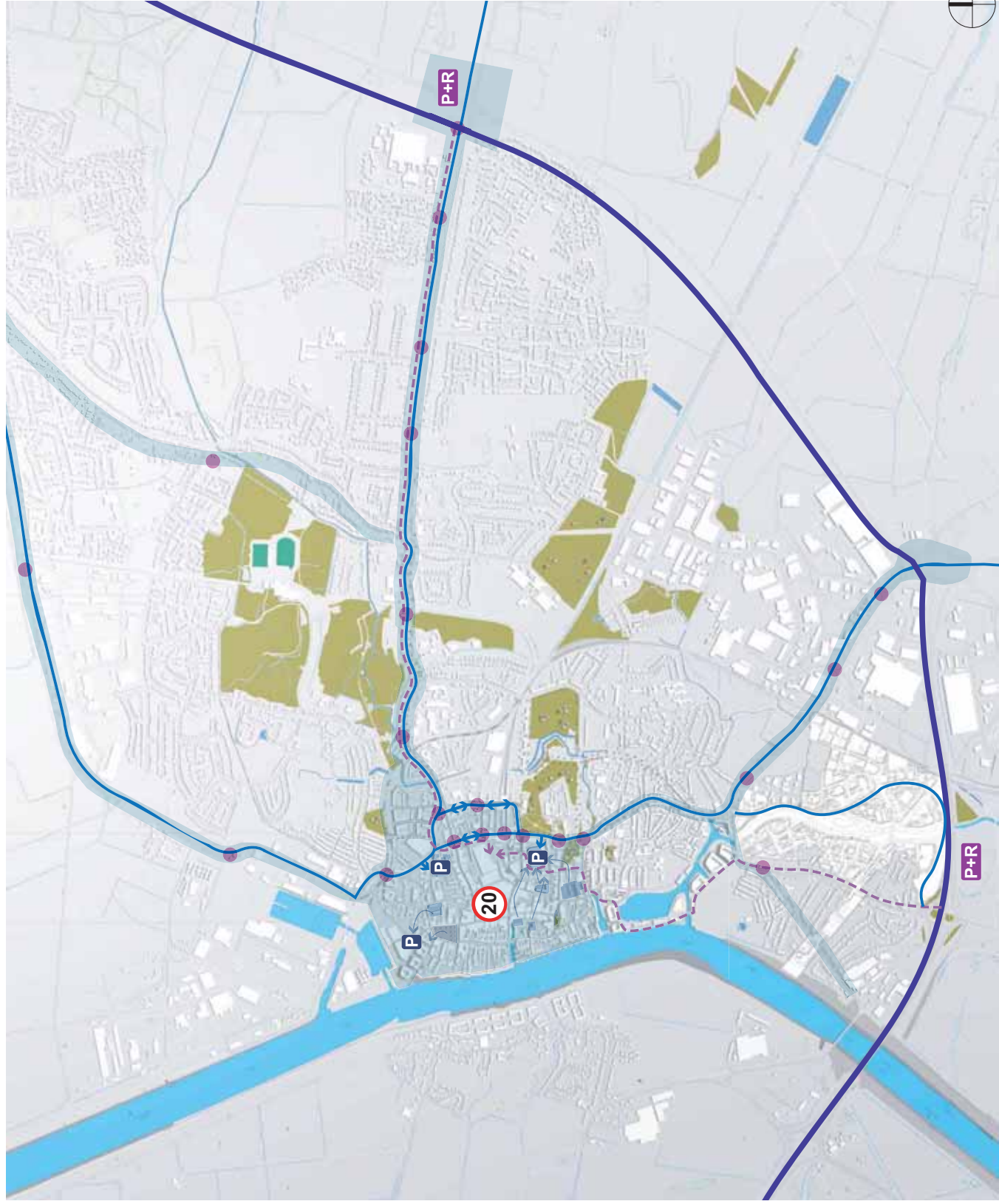


KEY

-  Area Wide Traffic Management Scheme
-  Signals linked to create 'traffic control valves'
-  Indicative Park and Ride routes
-  Existing surface level car parks to be reduced or removed
-  Main vehicular/parking routes to and from town centre
-  main road network
-  20 mph town centre speed limit
-  Possible locations for multi-storey car parks

## Layer 7 - Car parking and vehicular movement



## Car parking and vehicular movement

All towns in Britain suffer from over use or over dependency on the car. The detrimental effect that planning in the sixties and seventies had on towns is well documented and King's Lynn is no exception. The town is spread out, has only three approaches and has many car parks, which means that high traffic levels are generated in and around the town. This considerably impairs its character. The following measures are designed to rationalise parking in the town centre both to improve the urban structure and to reduce traffic movement, and hence ease congestion:

### A. Improve the town centre environment by reducing the need to drive into and through the centre by:

- Removing parking from surface car parks and replacing with 3 multi-storey (including Clough Lane) car parks. The town centre has a substantial number of surface level car parks. Parking could be consolidated to provide a more legible, accessible and convenient system, provide opportunities for new development and repair of a currently fragmented townscape. This can be implemented close to the town centre to avoid the need for walking long distances. To avoid the multi storey car parks being unsightly, other buildings can be wrapped around the car park to disguise its existence, as illustrated below;



#### A multi-storey car park concealed behind development

This along with the next bullet point, features as one of the key actions on page 19.

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- Investigate the business case for providing park and ride facilities from one or possibly two peripheral locations to drop off at bus station. Routes must be linked with bus priorities and higher parking charges in the town centre. This along with the previous bullet point, features as one of the key actions on page 19. Locations may be:
  - i. Near to the hospital or to northern junction of A47 and A148
  - ii. South of NAR junction with A47;



Park and Ride facilities help reduce congestion in the town centre such as this one in Canterbury



An 'intelligent' parking signage system in Kingston Upon Thames

- Car parking provision. Parking in the town centre should be capped with controls and charges to balance supply and demand. The town centre may benefit from greater use of parking enforcement and the introduction of resident parking schemes;
- Increasing parking charges and varying tariffs both to prevent short unnecessary journeys arising from movements such as those from car park to car park around the town, and to discourage all day commuter parking. Charges must also be more than the equivalent cost of the Park and Ride service. Charges should be set at a level that ensures that the car parks are never full;
- Instigating Travel Plans for the Council, and for all new large developments and other organisations;
- Encourage higher density development in the town centre with suitable facilities and prevent further geographical spread to decrease the need for car ownership and use;
- Providing “park and sail” opportunities from West Lynn to reduce the need for commuters from the west to drive into the town centre.

**B. Improve environment of roads within the town centre.** This can be done by:

- Providing parking route from south, east and north including route through town centre. This is a clearly signed system that directs traffic immediately to a car park. The introduction of ‘intelligent’ parking information boards should supplement this. The boards will carry information on the number of spaces available in the car parks and could direct drivers to the nearest available spaces. The aim of this system is to get traffic bound for the town centre to terminate as quickly as possible;



**Parking route sign in the Netherlands**

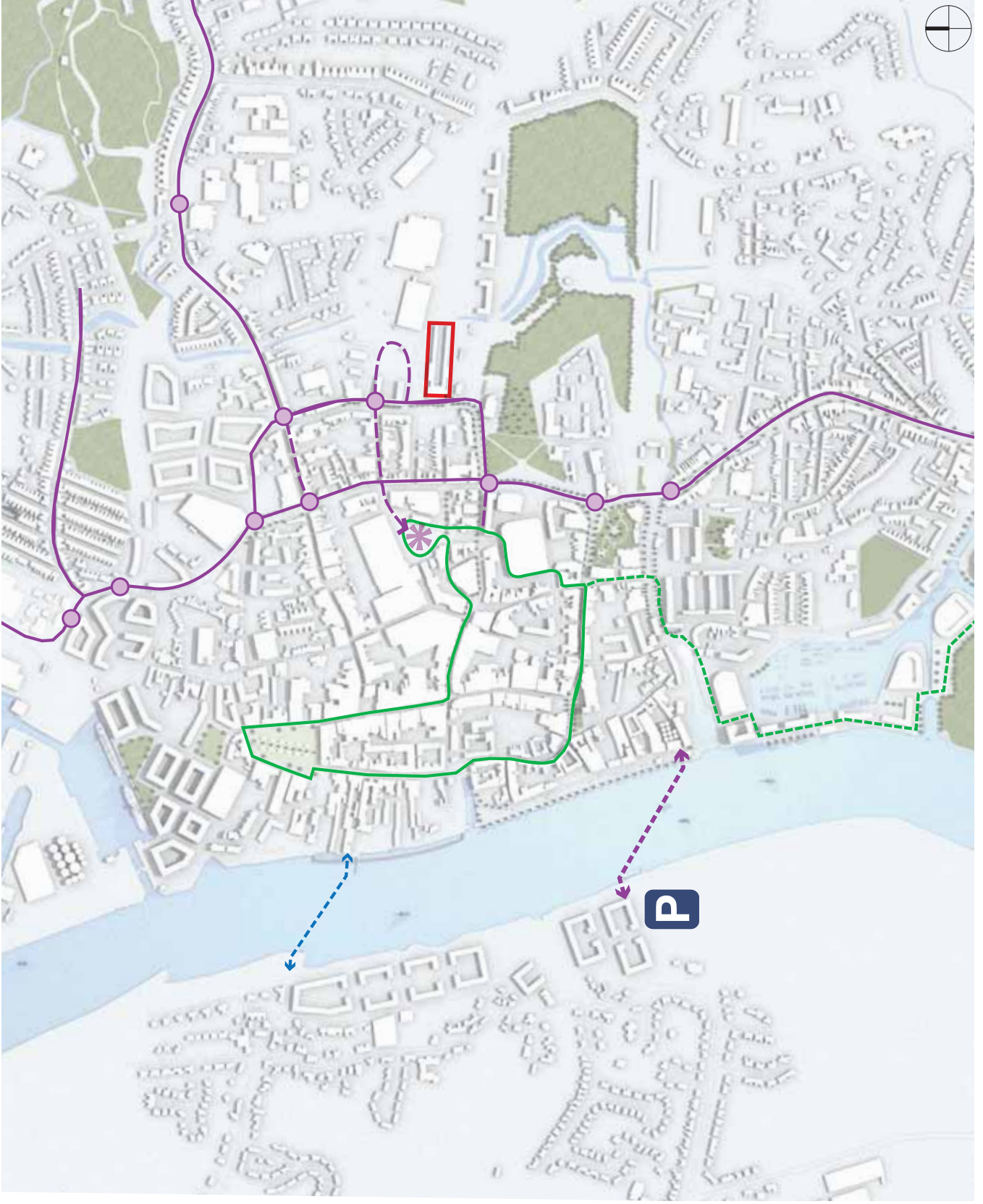
- Planting trees along roads such as Railway Road and Blackfriars Road;
- Removing guard rails and other unnecessary street furniture to create a more pedestrian-friendly environment;
- Altering one-way system along Railway Road and Blackfriars Road to return them to two-way traffic. To return Austin Street to a two-way street, some existing properties may need to be removed to allow for sufficient widening. Work outside this Strategy has been done to investigate these proposals and these findings should be taken into consideration. Any proposals should aim to improve air quality and to improve the town environment;
- Introducing traffic flow control ‘valves’ along main roads into town centre to reduce and remove congestion and pollution from the town centre. This is a method that relocates vehicle queues away from the town centre bottleneck and other sensitive locations, thus reducing pollution and creating freer flowing traffic where it matters most This is achieved with carefully linked and positioned signals;
- Reducing traffic speeds within the centre to 20mph. This will have two benefits - to improve the pedestrian environment and if enforced, to reduce waiting times at junctions.

A Local Transport Plan has been prepared to accompany this Urban Development Strategy. It is being taken forward by Norfolk County Council and expands on these themes.

# Layer 8 - Public transport

KEY

-  Town centre bus route running on alternative fuels
-  River ferry crossing to be made more frequent
-  Supplementary ferry route to provide alternatives to crossing the river
-  Access to bus station to be improved
-  Traffic control 'valves'
-  New public transport route (Park & Ride)
-  Park and Sail facility, more viable if linked to existing ferry
-  Improved Bus access to bus station
-  Railway station



## Public transport

Central Government policy is to avoid development that increases dependence on the car. Public transport provision in the town is poor, use of public transport a third lower than the national average and if reliance on the car is to be reduced, public transport provision should be improved greatly. The following measures are intended to make public transport more attractive to residents and visitors to King's Lynn:

- **A. Improve public transport access to the town centre.** A partnership approach is needed between the local authorities and the bus operators to bring about step-change upgrading of the public transport services in King's Lynn. The operators should improve service levels and vehicle quality, in return for traffic flow improvements and infrastructure upgrades by the local authorities. In combination this will increase the attractiveness of public transport, in order to attract car owners as well as those without cars. Specific measures to be pursued as part of this partnership include:
  - Well researched measures to improve the situation for main bus routes in the town;
  - The possible provision of two park and ride facilities (already mentioned) to reduce traffic entering the town;
  - The provision of a public transport route between Park and Ride in south and town centre. This service should also ensure that the proposed NORA development is served equally with South Lynn to provide the best environment for a good service;
  - Improved bus shelters and bus station facilities, including information;
  - Integrated fares and ticketing;
  - The provision of a park and ride service between the A47 (in the south) and the town centre also serving NORA;

With these measures in place, the operators will be inclined and can be encouraged to improve their vehicle stock. Modern buses are far more accessible to the general public than older buses and the use of the bus is more enjoyable and comfortable. Without modern stock, buses will always be viewed as the last resort mode of transport. This features as one of the key actions on page 19;



**Modern buses have level access for people with disabilities and are comfortable for all. Stops can include real-time information and should be a pleasant place to wait.**

**B. Improve Public Transport facilities within town centre.** The following measures will help improve the overall provision:

- Improve ingress and egress for buses to the bus station. Although the bus station has recently been the subject of some public realm improvements, the configuration of the station as a whole needs improvement. Moving the bus station to a different location was considered but ruled out;
- Traffic and highway alterations should be made to provide priority approaches to both the bus station and the railway station;
- Improve ferry service with a larger boat and more frequent crossings into the evening and on Sundays. This could include the creation of an additional ferry route. Rather than the existing ferry waiting between trips, it would travel up-river to nearer Boal Quay and run an additional service at this point before returning to its original crossing point covering both crossing points in both directions. This would also provide the opportunity for a park and sail crossing;
- Provide Park and Sail facilities. The creation of a car park to the south in West Lynn will prevent the need for drivers from the west to drive into the town centre;



**A ferry can not only provide transport from one side of the river to the other, but can provide enjoyable trips along the river**

- King's Lynn and West Norfolk Council must spearhead the coordination of public transport timetables and tickets– bus to bus and bus to train;
- Run a bus route through town centre. This would run through non-congested areas and through areas where vehicular access is restricted. Small profile vehicles powered by alternative fuels such as LPG or electricity will be appropriate;



**Buses in the town centre running on alternative fuels such as a small minibus (e.g. as in Regensburg, Germany) cause few problems even with restricted road widths.**

A Local Transport Plan has been prepared to accompany this Urban Development Strategy. It is being taken forward by Norfolk County Council and expands on these themes.