



Layer 9 - Walking and Cycling



Existing open spaces to be opened up and made more accessible

Possible positions for improved cycle parking

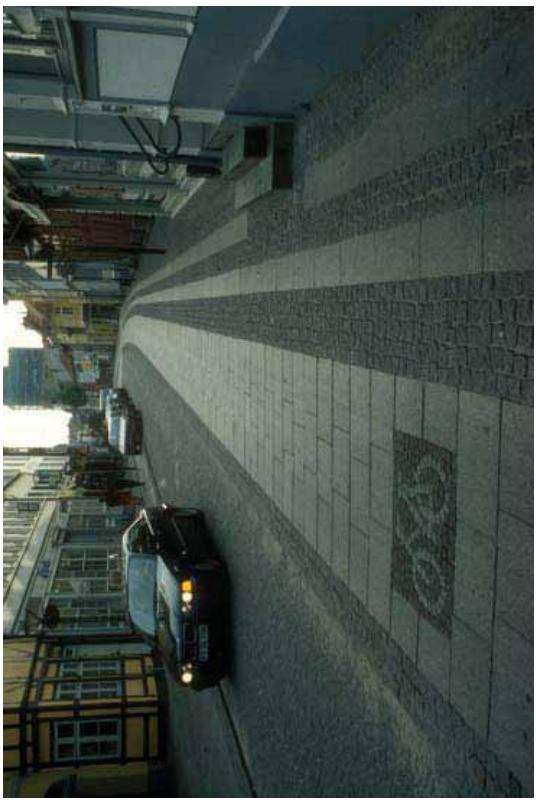
Pedestrian and cycle Green Route around the town linking the green spaces

Existing green space to be well connected by cycle and pedestrian network

Destinations for town residents to be well connected by cycle network

Existing cycle network

New safe cycle routes to link to existing network



Walking and Cycling

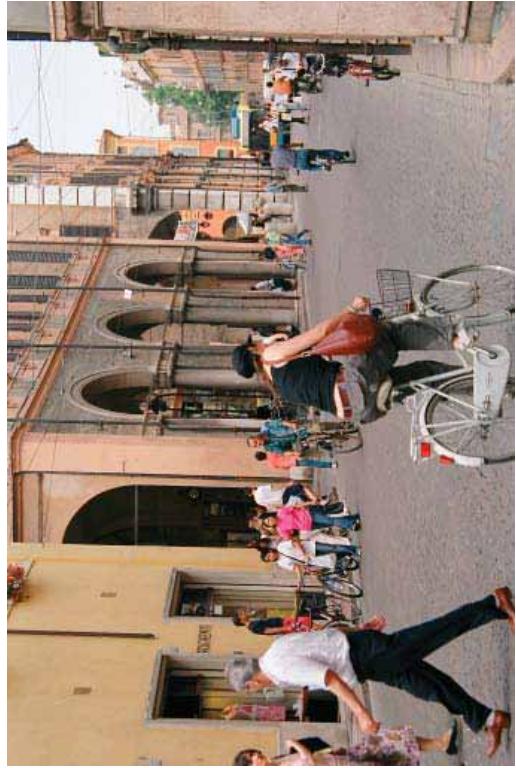
The residents of King's Lynn make more trips by walking and cycling than the national average. This is a positive aspect that should be encouraged and increased. The potential for this is high because

- the terrain is flat.
- the street network in places encourages pedestrian movement .
- distances are sufficiently short for a high proportion of trips to be taken by foot or by cycle.

In order to further reduce reliance on the car and to go some way to improving the health of King's Lynn residents, cycling and walking should be adopted as serious modes of transport. This will assist the achievement of the Local Transport Plan over the next 20 years. The promotion of cycling and walking by giving priorities and improving the network of paths will help to elevate walking and cycling in peoples minds as a first choice. In addition, recreational walking should be encouraged. The following measures are recommended:

B. Actively promote cycling and walking through a concerted campaign

A. Provide better cycle routes – more clearly defined and sign-posted routes leading more conveniently to destination points such as Gaywood centre, the supermarkets and the hospital and areas of recreational interest. The Local Transport Plan demands a 'step change in cycling facilities throughout the town'. There is a substantial existing cyclepath network on which to build and this is a major opportunity for the town. The network is currently discontinuous and not always well signed. In places cycles share narrow paths with pedestrians creating dangerous and unattractive conditions for both sets of users. Signal junctions should be given cycle and pedestrian phases.



This cycle lane in Odense is carefully marked to allow contra-flow movement
The town centre can be a safe place where pedestrians and cyclists can mix where space is generous

C. Provide better cycle parking in the town centre and at destinations elsewhere in the town. At present, there are some cycle parking facilities in the town centre but these are not well maintained. Areas for cycle parking do not need to be large or at all dominant but should be in prominent locations to minimise the chances of theft or vandalism, and close to destination points.

E. Improve access to The Walks. This open space is an attractive asset to King's Lynn, and it's proximity to the town centre adds to this. Accessibility for walkers and cyclists can be improved by reducing the severance created by St. James' Road. Pedestrian crossings and cycle routes should be strengthened.



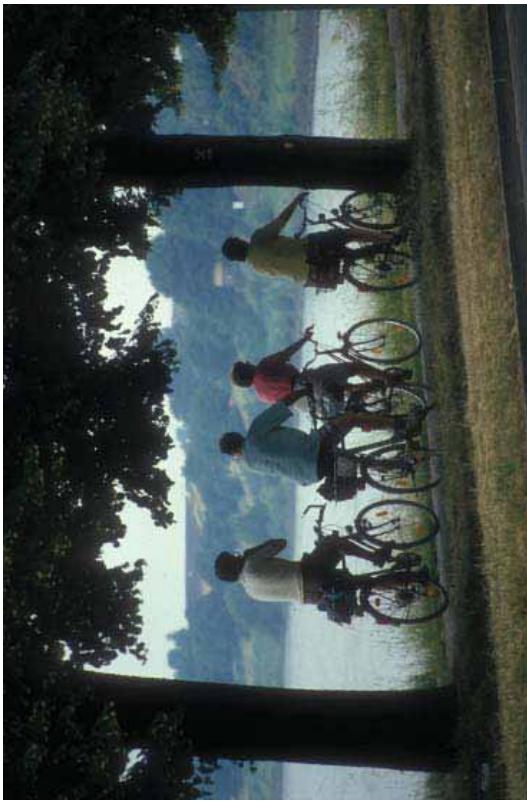
Disused railway lines provide potential traffic free routes

D. Create a pedestrian and cycle 'green route' around the town

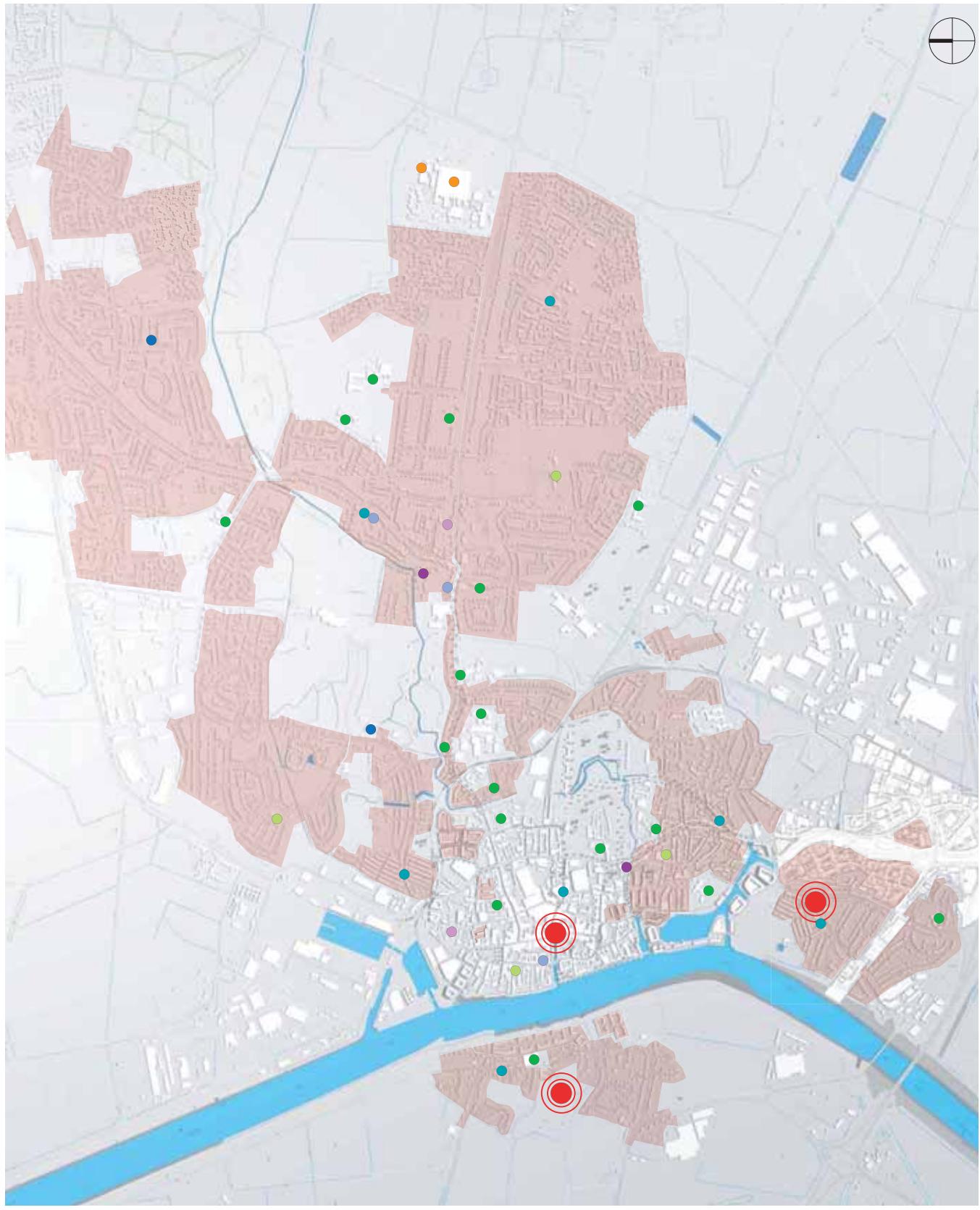
Linking all green areas with the river and with key points in the town. This could follow the same route as the heritage trail in sections (see Tourism and Evening economy). As part of this continuous link around the town, Common Staith and Purfleet Quays should be linked with a pedestrian walkway/board-walk. There are a number of private gardens and properties that back onto the river in this area and so care should be taken to avoid compromising privacy and security. However, a link between these two public spaces via the ferry landing will increase use of the waterfront and encourage recreational walking. The link should run from the north side of the Purfleet to in front of Common Staith Pilot Office. At the same time, the space in front of the Pilot Office should be reconfigured to be a more pleasant environment to sit in. The green route will also link the open spaces in the town such as The Walks, Harding's Pits and Tuesday Market Place. The currently disused port railway line is an ideal route to include in the Green Route. An unimpeded direct route such as this not only will provide a good pedestrian and cycle link around the town but it will break down the severance that the railway causes. This features as one of the key actions on page 19.

F. Create links to the Nar Ouse Regeneration Area. The route down the River Nar is an asset that should be tapped. Pedestrian crossings and cycle routes should be strengthened.

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 10 - Social provision



Social provision

B. Retain social provision within the town centre and resist moves to relocate facilities to out of town locations. Major employers provide spending within the town centre and help to bolster public transport from use by students. The swimming pool is in an excellent central location and whilst it could be fairly argued that its prominent position on London Road, relatively poor appearance and its age would suggest that it is suitable for rebuilding it should not be moved from the town centre.

Without the infrastructure and facilities that every one expects and needs, residential developments are unsustainable. Within easy (five minutes) walking distance we have come to expect doctor's surgeries, local shops, play areas, public transport and pubs in urban areas. Within ten or fifteen minutes, we expect community facilities and substantial open space. We are all well accustomed to how developments without this provision develop over time. New development in King's Lynn should have good facilities within easy distance. The following measures can ensure that any development is sustainable:

A. Underpin the town's housing aspirations through the provision of social facilities (schools, primary health care facilities, community centres, social facilities including pubs and sports and fitness facilities) within town centre. These must be provided within easy walking distances of residential catchments. 'Shaping Neighbourhoods' by Barton, Grant and Guise (2002) suggests that the following population thresholds are important:

| | Population Catchment | Number required |
|----------------------------|----------------------|-----------------|
| Nursery/first school | 2,000 | 2-3 |
| Primary/middle school | 4,000 | 1-2 |
| Secondary school | 8,000 | 0-1 |
| Large secondary school | 16,000 | 0-1 |
| Health centre (4 Drs) | 10,000 | 0-1 |
| Local shop | 1,500 | 3-4 |
| Pub | 6,000 | 0-1 |
| Post office | 5,000 | 1 |
| Community centre | 4,000 | 1-2 |
| Local centre | 6,000 | 0-1 |
| District centre/superstore | 24,000 | 0-1 |
| Leisure centre | 24,000 | 0-1 |

Estimates show (simply based on projected growth rather than existing provision or existing deficiencies) that central King's Lynn including St Margarets, South Lynn and West Lynn with projected population increases of approximately 6000, 2000 and 1000 respectively will be in need of better social infrastructure. Where they do not currently exist, development will need to include nursery and primary schools, local shops and doctor's surgeries.