

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.