

King's Lynn Transport Strategy

Stakeholder event
24 September 2019

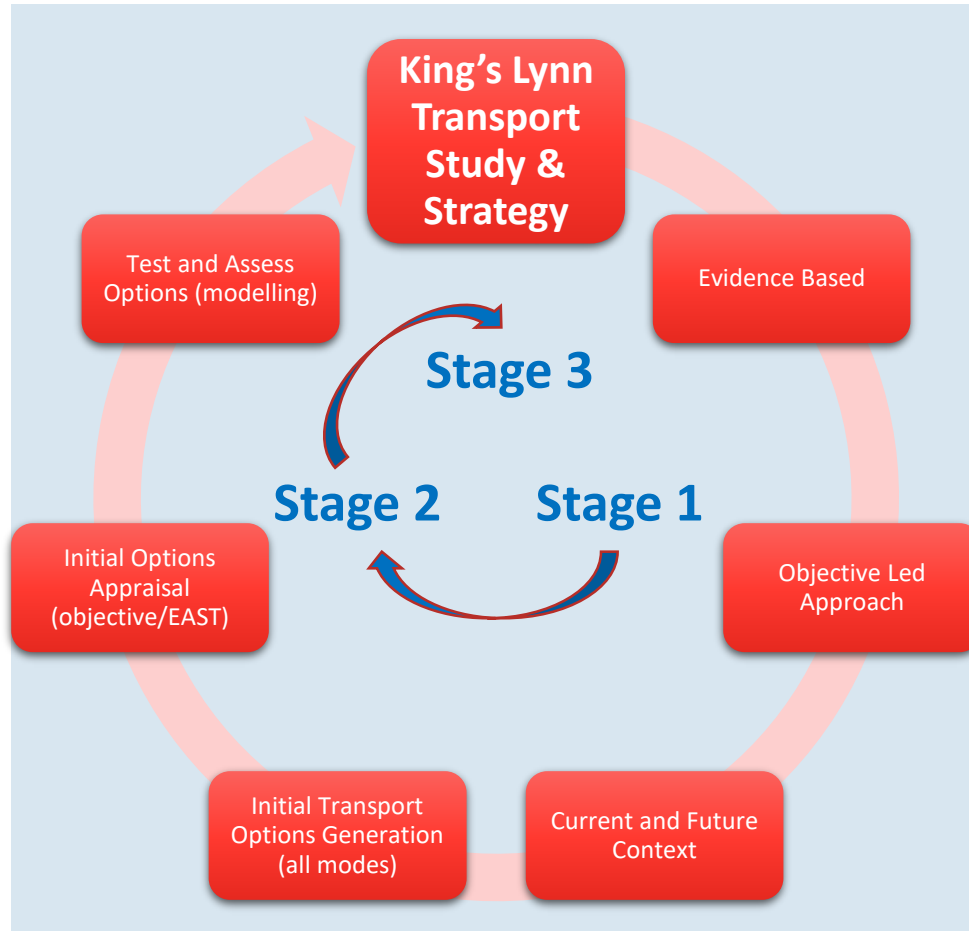
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Borough Council of
King's Lynn &
West Norfolk



Transport Study Stages



Transport Strategy Vision and Objectives

Vision

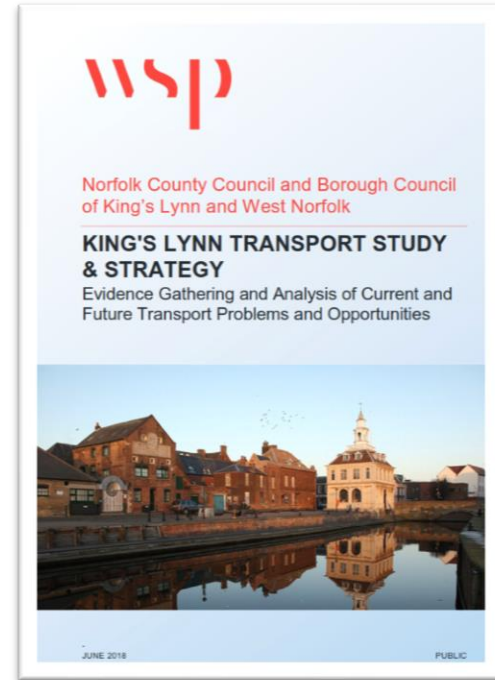
To support sustainable economic growth in King's Lynn by facilitating journey reliability and improved travel mode choice for all, whilst contributing to improve air quality; safety; and protection of the built environment.

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.*

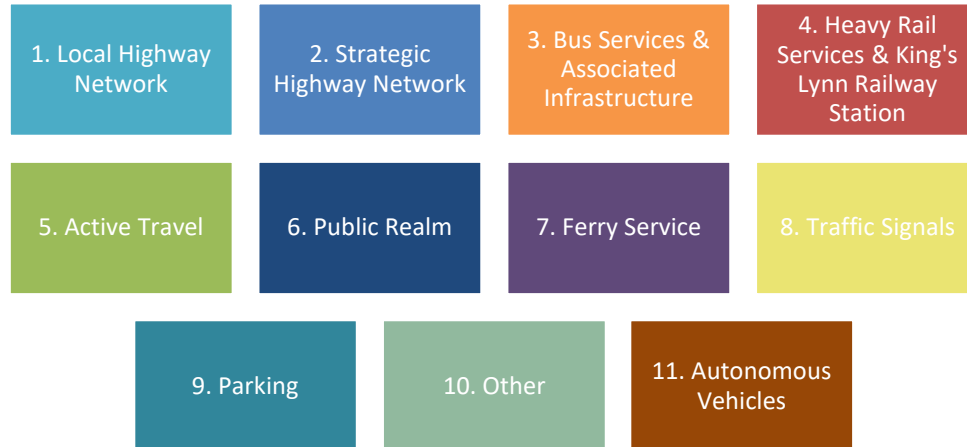
Stage 1: Identification of Transport Issues

- An evidence base was developed in Spring 2018 to help identify transport Issues in King's Lynn.
- A summary of the evidence base was presented to Members and Stakeholders at a workshop in April 2018.
- The evidence base and feedback received from Members and Stakeholders was used to develop the “**Stage 1: Issues and Opportunities Report**”



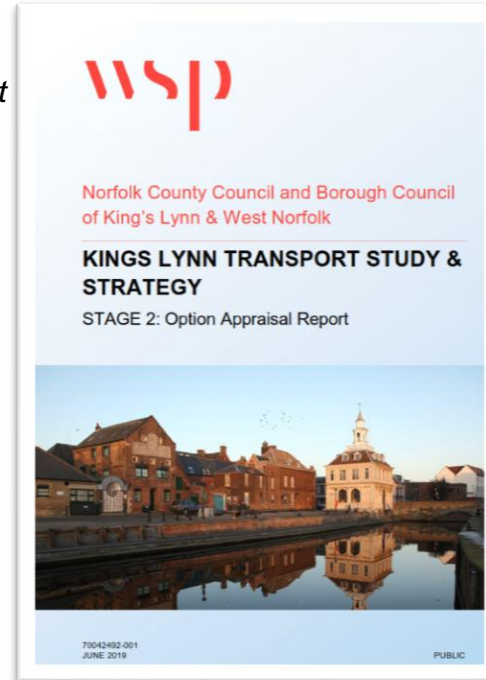
Developing a Long List of Transport Schemes

- In Summer 2018 a long list of potential transport schemes that could be included in the Transport Strategy was developed.
- The list was informed by the findings of the “**Stage 1: Issues and Opportunities Report**” and discussions with BCKL&WN and NCC.
- The long list included a wide range of transport infrastructure schemes spanning a number of themes:



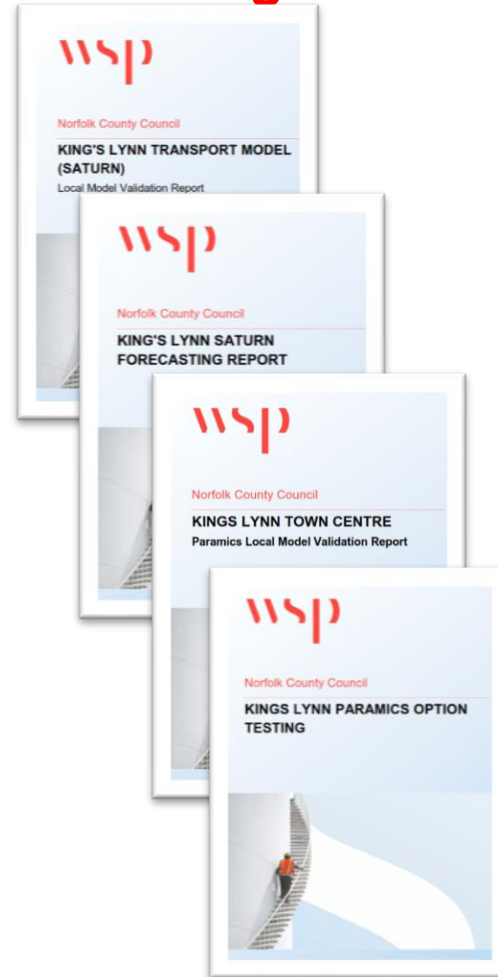
Stage 2: Appraisal of the Long List of Transport Schemes

- The purpose of the appraisal was:
 - *To discount options that were not feasible, unlikely to be delivered within the timescale, or were a poor fit against the Transport Strategy Objectives.*
 - *To develop a shortlist of schemes for inclusion in the Transport Strategy.*
- **115** transport schemes were on the long-list.
- **58** transport schemes came through the Appraisal.
- **33** schemes are included in the Draft Transport Strategy.
- Further information is provided in the “**Stage 2 Option Appraisal Report**”
- Member briefings and feedback sought



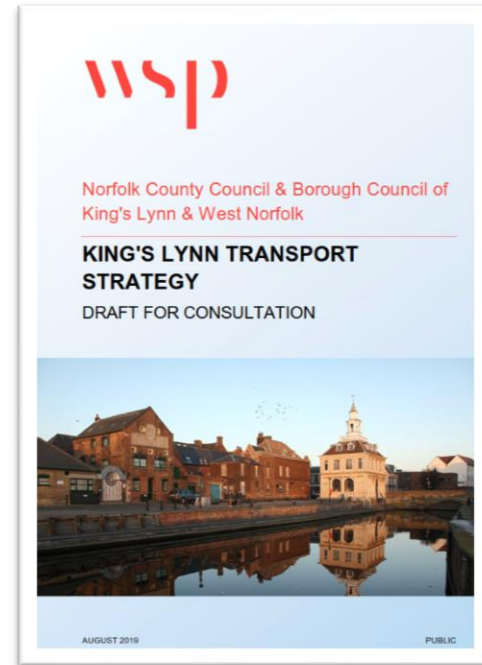
Stage 2: Initial Transport Modelling of Highway Options

- The purpose of the modelling was:
 - To understand potential traffic impacts of the highway options
 - To develop a preferred option highway scheme list for further design and modelling to include in the Strategy
- Traffic data was collected in June 2018
- Base models were prepared
 - Strategic SATURN model
 - Town focussed Paramics Discovery model
- Forecast models were developed
 - 2026 forecast year
- Initial design drawings were prepared
- Initial designs were tested in the Forecast models
- A Summary of the conclusions is provided in the “**Stage 3 Draft Transport Strategy Report**”



Stage 3: Draft Transport Strategy for Consultation

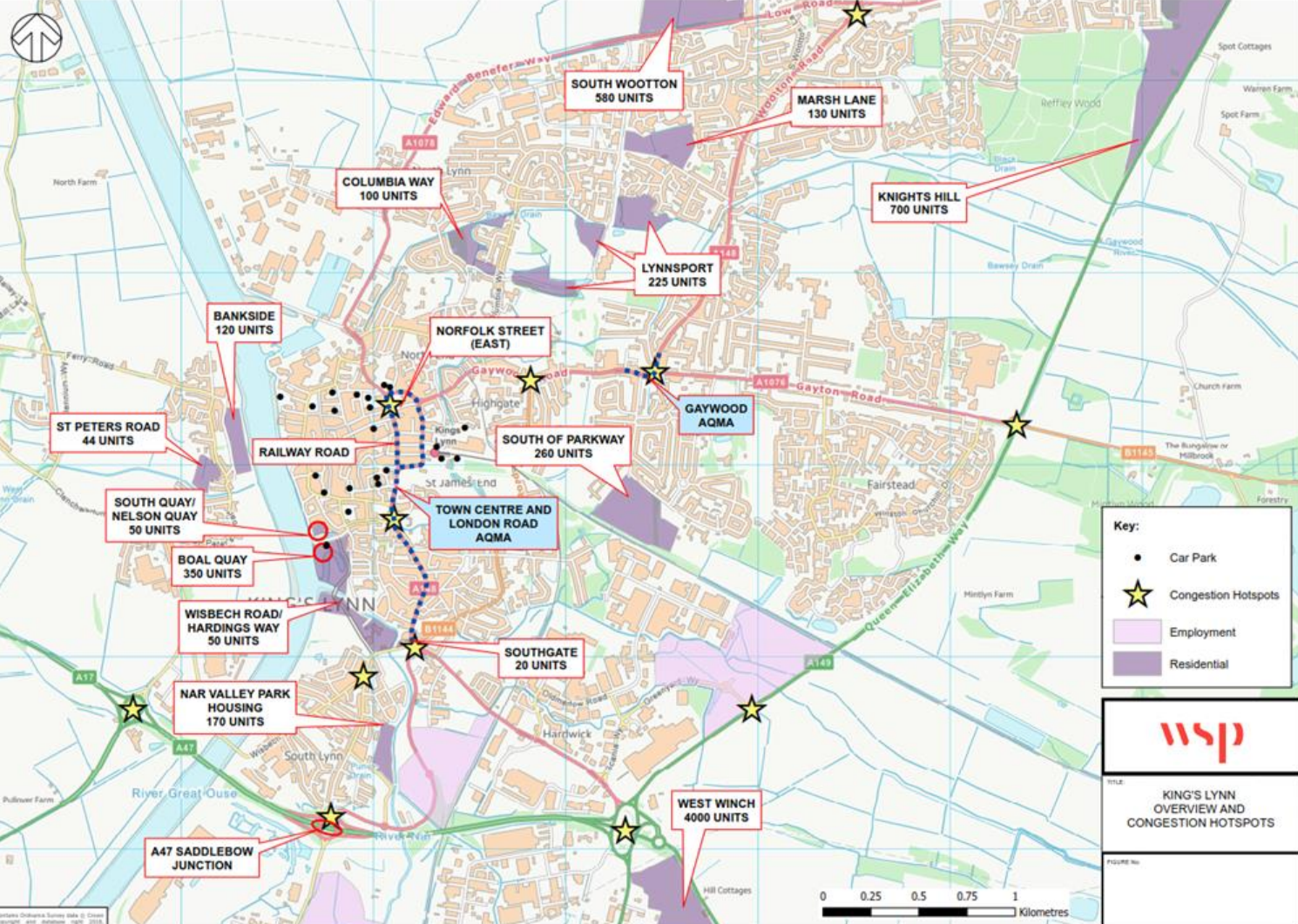
- Builds a case for investment in transport infrastructure in King's Lynn
- Summarises the findings of the first two stages of the project
- Presents 33 high-level transport schemes NCC and BCKL&WN might wish to develop deliver in King's Lynn over the next 10+ years.
- Member briefings and feedback sought on the outcomes
 - Balanced Strategy across all modes of travel
 - 18 are short term (0-3 years)
 - 12 are medium term (3-10 years)
 - 3 are long-term (10+ years)



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Study Overview Map



Borough Council of
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Stage 1 Long List of Schemes

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



Stage 2

- Sifting and appraisal
- Some schemes not taken forward from Stage 2
 - Combined or taken forward as part of other initiatives
- Some passported into overall strategy
 - section 4

Draft Stage 3

Section 4 - PLANNED INFRASTRUCTURE IMPROVEMENTS

- These measures would provide an immediate benefit
- Relatively simple short-term measures
- Could be addressed through local maintenance budgets
- Business as usual working with operators
- Tables 4.1 to 4.3 of draft report contain these 23 options
- Therefore not shown in Section 6 tables below



Draft Stage 3

- Options recommended to be taken forward
 - Short term
 - Medium term
 - Long term

Stage 3

- Section 6 Options – 33 options
- Schemes are categorised as follows:
 - Short Term (S), Medium Term (M), and Long Term (L).
 - Public Transport (PT), Active Modes (AM), Traffic Signals (TS), Highway Network (HN), and Travel Management (TM)



Short Term Options (could be delivered by 2022 subject to funding)

Figure 6-1

Table 6-1 – Short-term Public Transport Options

Reference Number	Option	Description
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.
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.
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
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

Table 6-2 – Short-term Active Mode Options

Reference Number	Option	Description
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.
SAM6 (4.10)	Port of King's Lynn highway design access improvements including pedestrians and cyclists at 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.
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	Identify, improve and add crossing/ access facilities to improve road safety for cyclists and pedestrians .

Table 6-2 – Cont.

Reference Number	Option	Description
SAM8 (4.14, 4.18)	Review pedestrian crossing provision on London Road. South Lynn to Hardwick pedestrian crossing review.	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

Table 6-3 – Short-term Traffic Signal Options

Reference Number	Option	Description
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. A 6-month trial that fitted the buses with detector equipment to address reliability and journey times, lead to reductions in costs and improvements to the attractiveness and reliability of bus services in King's Lynn
STS10 (5.2)	Linked and coordinated traffic signals	Co-ordinated traffic signals would help with bus scheduling and reliability
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
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. Options to be developed to provide an alternative junction arrangement to assist with traffic flow at this location

Table 6-4 – Short-term Highway Network Options

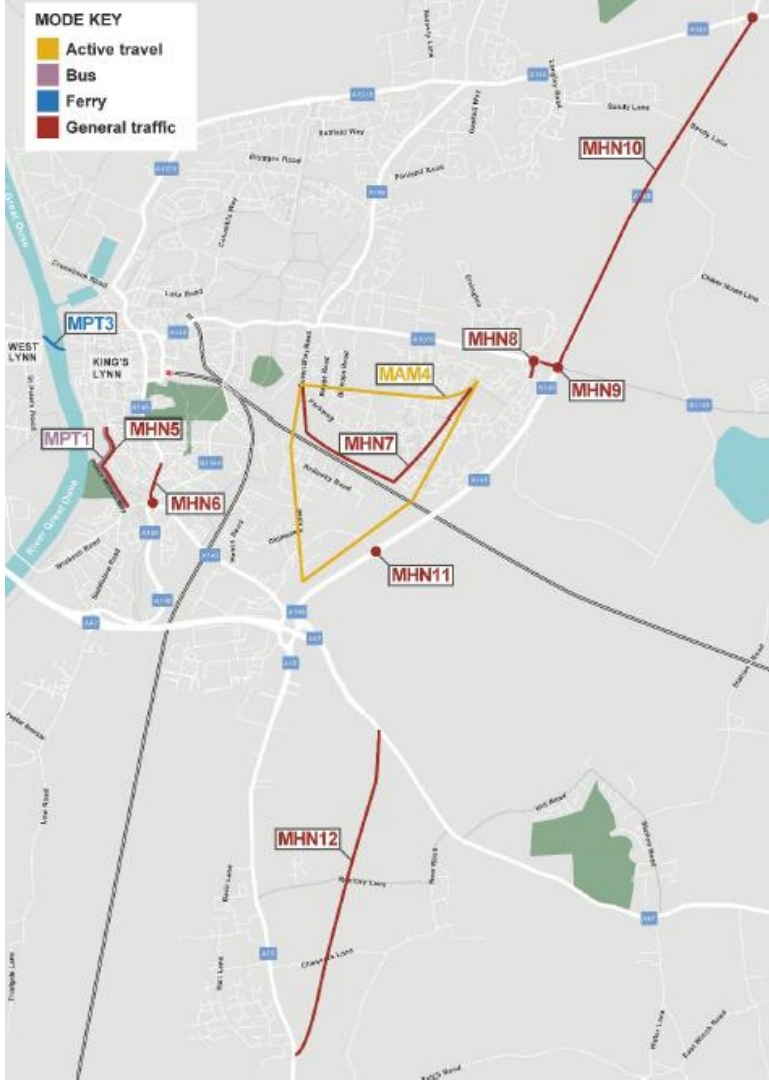
Reference Number	Option	Description
SHN13 (6.1)	Railway station bus layby redesign	Consider re-design for the layby outside the rail station to prevent cars stopping in the layby and also address issues with getting the bus on the loop in the road
SHN14 (6.5)	Southgates roundabout highway capacity improvement 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.
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
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

Table 6-4 – Cont.

Reference Number	Option	Description
SHN16 (6.17)	Low Road, Castle Rising Road, Wootton Road, Grimston Road 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

Table 6-5 – Short-term Travel Management Options

Reference Number	Option	Description
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
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.



Medium Term Options (could to be delivered by 2030 subject to funding)

Figure 6-2

Table 6-6 – Medium-term Public Transport Options

Reference Number	Option	Description
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.
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.
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.



Table 6-7 – Medium-term Active Modes Options

Reference Number	Option	Description
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.



Table 6-8 – Medium-term Highway Network Options

Reference Number	Option	Description
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.
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).
MHN7 (6.12)	Queen Mary Road link to Fairstead	Link to development land at Parkway with potential link to Fairstead.
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.

Table 6-8 – Cont.

Reference Number	Option	Description
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
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).
MHN11 (6.19)	A149 Jubilee Roundabout Capacity improvements	Jubilee Roundabout capacity improvements to improve traffic flow and accommodate planned growth
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



Long Term Options (after 2030)

Figure 6-3



Table 6-9 – Long-term Highway Network Options

Reference Number	Option	Description
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
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

Table 6-10 – Long-term Public Transport Options

Reference Number	Option	Description
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.

Next steps for Strategy

- Send out draft Strategy report
- Feedback by Friday 11 October 2019
- Consider feedback and agree a strategy to put to Members
 - NCC Infrastructure and Development Select Committee on 13 November 2019
 - KLWN Regeneration and Development Committee on 11 December 2019
 - NCC Cabinet on 2 December 2019
 - KLWN Cabinet on 7 January 2020 or an earlier special Cabinet meeting if required



Way forward

- KLWN, WSP, NCC Implementation Group
- Develop key schemes in strategy
 - Southgates roundabout/London Road
 - Gyrotory/air quality
 - Hardings Way
- Develop a car parking strategy (Park and Ride)
- Secure funding and implement schemes

