

APPENDIX 2 BCKLWN Issue Statement No.12

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



Local Development Framework – Core Strategy
Examination in Public February 2011

Issue Statement No. 12

“Whether the policy framework for transportation (esp. policy CS11) is an appropriate response to the district’s needs and opportunities over the plan period, and its connections with neighbouring districts and the wider area.”

Borough Council of King's Lynn and West Norfolk

Core Strategy Public Examination – Hearing Statement

Day 5

Issue 12: Whether the policy framework for transportation (esp. policy CS11) is an appropriate response to the district's needs and opportunities over the plan period, and its connections with neighbouring districts and the wider area.

Introduction

1. This statement is prepared in response to issue 12 of the public hearing sessions of the public examination of the Borough Council of King's Lynn and West Norfolk's Core Strategy. The supporting text at section 7.4 of the Core Strategy provides a good description of the work undertaken to understand the Transport issues facing the borough and the main responses to the findings of that work.

The Local Transport Plan (Ref KLWN/OTHER_SUPP/010)

2. The County Council is nearing completion of its 3rd Local Transport Plan and will be adopting it by the end of March 2011 as required by the legislation. Whilst there are changes in emphasis in the 3rd LTP as compared to the second the themes and principles as they are reflected in the Core Strategy they do not represent significant changes of direction or undermine what is in the Plan.
3. The three wider aims as set out in 7.4.5 to:
 - Help to deliver improvements to public spaces, in particular the town centre, and removing traffic from public spaces.
 - Focus on improving travel choice, especially better public transport within King's Lynn and between King's Lynn and other parts of the sub-region.
 - Provide a framework through which to deliver transport improvements that will assist regeneration and growth.

continue to remain relevant objectives.

Strategic connections

Rail

4. King's Lynn is connected to London, via Cambridge, principally by the Great Northern route to London King's Cross but also at peak times to Liverpool Street via the West Anglia line. Services into King's Cross typically take around 1 hour 40 minutes, comparing well with typical car journey times of 2½ hours for the same 108 mile trip. Journeys to

Cambridge typically take just over 45 minutes. Cross country connections are made via Ely.

5. In the morning and evening services run approximately every ½ hour and in the day time the frequency is hourly.
6. A survey commissioned by Shaping Norfolk's Future and carried out in October 2008 found that satisfaction levels on the service were higher than on the Norwich to London service, with nearly 75% rating it as good, very good, or excellent (compared to 37% for the Norwich service). The main areas where customers identified the need for improvement were sufficient room, cleanliness and toilets, comfort of seating and catering.
7. The main issue with the service is capacity, that mainly affects the service south of Cambridge, especially the shorter distance commuting trips into London. It is proposed that this be addressed predominantly through train-lengthening. As part of the Thameslink programme most trains for London from King's Lynn will no longer stop at King's Cross; instead, they will be diverted onto the Thameslink route and on to St Pancras, Farringdon, and various destinations thereafter. The Thameslink programme is expected to reach King's Lynn in 2015. It is likely that this programme will help to address some of the capacity issues.
8. East-west connections are less well served. In particular, there is no direct rail connection between King's Lynn and Norwich; this connection is served by bus. Journeys to Peterborough from King's Lynn take around 1½ hours involving a change at Ely. Onward services to the north of England are available from Peterborough (and to the Midlands from Ely).
9. There are no programmed large infrastructure schemes.
10. There are some local issues associated with certain stations. There are car park capacity problems at Downham Market and Watlington. There are also access problems that need to be improved.
11. The Local Authorities will continue to lobby to overcome deficiencies in the existing rail services and seek to secure funding for local station improvements. In this respect Policy CS11 is right to continue to support enhancement in the rail network that will bring economic benefit to the area.
12. There are no specific improvements to the rail network on which specific locations for growth are dependent.

Roads

A47

13. The A47 is a trunk road and Trans European Network route and provides an east west link from Great Yarmouth to the midlands and the north via

the A1 or the A17. It is an important economic link for King's Lynn and Norfolk. The A47 has significant lengths of single carriageway and suffers from unreliable journey times. The Borough and County, alongside other bodies including Fenland District and Cambridgeshire County Council, continue to lobby for strategic enhancements to improve journey time reliability. Policy CS11 supports this aspiration to improve the function of the A47 as a strategic connection and provides policy context to protect and enhance the route.

14. Enhancements to the A47 junctions will be associated with specific growth locations, but beyond that the ability to provide strategic enhancements will not impact on the delivery of the Core Strategy.

A10

15. The A10 is a former trunk road and gives strategic access to the south, particularly Cambridge, and London via the A14 and M11. Policy CS11 supports a bypass of West Winch. The scheme is not in the County Council's current capital programme, but it does support the principle of the bypass. Growth in the expansion area to the SE of King's Lynn has the potential to impact on the A10 to the north of West Winch and Policy CS11 provides the policy context to ensure the strategic function of the route is protected.

Spatial Distribution and Settlement Hierarchy

16. Importantly the spatial distribution of growth and designation of layers of the settlement hierarchy has considered local public transport service delivery.
17. King's Lynn and the settlements adjacent to it benefit from the best level of public transport provision in the Borough and the greatest range of employment opportunities, key services and facilities. The choice of King's Lynn as the focus for the majority of growth in the Core Strategy area is consistent with the County Council's transport policies.
18. King's Lynn is discussed in more detail in paragraphs 28 – 37 below.
19. Downham Market and Hunstanton are important transport hubs and are the focus of many services serving rural areas of the borough. The Local Transport Plan has sought to strengthen public transport to these main towns. The range of services they provide and the public transport connectivity to King's Lynn. In this respect the position of Hunstanton and Downham Market in the settlement hierarchy are consistent with the County's transport policy approach in its Local Transport Plan.

Downham Market

20. The existing bus services are provided by a number of bus operators providing services to places such as King's Lynn, Thetford and Wisbech as well as the smaller villages. The level of service provision is considered to be adequate to meet local travel need. In addition a number of local bus services are provided around the town serving estates to the north and south of the town centre.
21. The effectiveness of bus services is held back by the need for buses to circulate within the town centre to access the main bus station. Changes to traffic circulation in the town are being explored and have a good likelihood of being developed, that will allow buses better access to the town centre and make bus use more attractive.

Hunstanton

22. Hunstanton's existing bus services generally run between the town and King's Lynn serving villages in between. The combined bus service between Hunstanton and King's Lynn is 3-4 buses per hour throughout the day with some services operating 7 days a week. Some services continue along the North Norfolk coast to Cromer and Sheringham. Additional services operate during the summer to cater for tourist traffic.
23. The existing service pattern would benefit from the introduction of a service serving destinations around the town. There are proposals to redevelop the town centre bus station and, in line with Policy CS11, options for reallocating the lost facilities are being investigated by the County Council in conjunction with bus operators.

Wisbech

24. The Wisbech Area Transport Study is a Fenland DC evidence base study that includes the building of a traffic model. This traffic model will be used to test the Shaping Fenland options and a range of transport proposals. All the options being tested will include at least 500 homes within the boundary of King's Lynn and West Norfolk on the east side of Wisbech. The purpose of this contract is to provide evidence that new development in Wisbech will not be detrimental to the town in transport terms.
25. Borough Council officers sit on the Steering Group for this project which also includes Cambridgeshire County Council and the Highways Agency.
26. This study is also important for the A47 which travels through both Fenland and West Norfolk from Peterborough to Norwich. The Wisbech Area Transport Study will take account of the impact of development on the A47 to meet Highways Agency requirements. Both Local Planning Authorities also have an active membership of the A47 Alliance organised

by Norfolk County Council where we seek to work with others to gain improvements to the A47.

Smaller Settlements

27. The scale of growth in lower order rural settlements will provide a dispersal of growth that will be of a scale to generate an expansion of the public transport service coverage. Policy CS11 recognises that in the more rural parts of the Borough the car will remain important as a means of travel. This is consistent with Norfolk's 2nd Local Transport Plan (Ref KLWN/OTHER_SUPP/010) that recognises in its strategic context section on P38, that the private car will remain an important means of travel for many in rural areas.

King's Lynn and KLATS

28. The County Council has developed a King's Lynn Area Transportation Strategy (KLATS). This is a more detailed assessment of issues in and around King's Lynn that builds on the Area Strategy in Norfolk's 2nd Local Transport Plan. KLATS looks at existing transport issues affecting King's Lynn and those arising from growth proposed in the Core Strategy. KLATS and the Core Strategy have been developed in parallel. Measures that have been developed through KLATS have taken account of the likely scale of growth to be promoted in the Core Strategy. Norfolk County Council in conjunction with the Borough Council has prepared a draft King's Lynn Area Transportation Implementation Plan and this is attached as Appendix 1.

29. The key issues that emerge from KLATS for the Core Strategy are the need to manage air quality in the town centre and delivering the major expansion area identified to the south east of the town between the A47 and A10.

Air Quality

30. There is a current air quality management areas (AQMA) declared in King's Lynn along London Road and around the gyratory with the potential that conditions may require this area to be expanded. Further growth in King's Lynn has the potential to exacerbate the existing situation. The AQMA arises primarily from traffic and KLATS is identifying interventions to overcome existing problems and allow planned growth to take place. A second AQMA was declared in the Gaywood Clock area in April 2009. Air quality is a central challenge for KLATS and preliminary work has been undertaken to identify solutions.

Major Expansion to the SE

31. Policy CS09 identifies growth of at least 1,600 new homes to the southeast of King's Lynn. An area to the south east has been selected because of its relationship to King's Lynn and to avoid constraints such as flood risk. It represents the only realistic location for major expansion of the town. The growth is intended to contribute to the current need and establish a direction for future growth of the town. Further masterplanning is required to grow the development from the initial phase after 2025.
32. In order to serve the growth in this part of the town, it is likely that a link road will be required through the development joining the A47 to the A10 with roundabout junctions. This would enable access from the development onto either main road and could provide a strategic link between the two routes that removes traffic from the busy Hardwick Roundabout. Some outline proposals have been put forward but there has not been a full examination of the technical issues.
33. KLATS has considered growth to the south east of King's Lynn. The draft King's Lynn Area Transportation Implementation Plan (Appendix 1) has identified that potential issues will be:
 - The nature of a link road and overcoming the possible severance it may create.
 - The opportunities that exist for an additional development link road which could provide relief to the A10 and the existing settlement of West Winch.
 - The opportunities for providing a high quality public transport service to the centre of King's Lynn.
34. It is expected that an expansion of 1600 houses will be the first phase of a larger scale growth in future plan periods. Growth in this location will require a new junction onto the A47 and some form of link between the A10 and A47. The Highways Agency are content that the principle of a new junction on the A47, to the east of Hardwick interchange, is acceptable.
35. Whilst the principle of a new junction on the A47 is acceptable there are a number of identified transport and trunk road issues associated with the Expansion Area that will need to be resolved in more detailed considerations of the Expansion Area through further Development Plan Documents and the planning application process. There will need to be further assessment of:
 - the detail of any new access;
 - the form and function of a link from the A10 to the A47;
 - the impacts on Hardwick interchange; and
 - the public transport and demand management measures that would be required to support a sustainable urban expansion in this location.

36. Future consideration of the South East Expansion Area will need to carefully assess all these factors and secure appropriate mitigation to ensure the safety and reliability of journeys on the trunk road network is not compromised.
37. Subject to the above the Highways Agency has indicated that it has no objection to the inclusion of the South East King's Lynn Expansion Area in the Borough's Core Strategy.

Appendix 1

King's Lynn Area Transportation Strategy

Implementation Plan

1.1 Introduction

Over the last few years, at the request of Norfolk County Council, Mott MacDonald has carried out extensive work in pursuit of developing a transportation strategy for King's Lynn. This work has been to inform the Borough Council and the "Growth Point" partners as to what the strategy should be to address existing and forecast problems in King's Lynn. Beyond the existing problems such as air quality and traffic congestion, there is a need to facilitate planned housing and employment growth in the most sustainable way.

The purpose of this report is to draw together all of the work carried out to date and map out a way forward in terms of a workable implementation plan to address existing issues and facilitate planned growth in a sustainable fashion.

This report is intended to build upon the work set out in the Mott MacDonald reports

- KLATS Stage 1 Final Report March 2009
- KLATS2 Draft Final Report August 2010
- KLATS2 Multi Storey Car park, Feasibility Study

1.2 Background

Prior to the issue of the Mott MacDonald, KLATS2 Final Report August 2010, a paper was considered by Norfolk County Council Cabinet Members in August identifying 6 key interventions that would form an implementation plan. These interventions were:

- Town Centre Gyrotory
- "Sand Line" Public Transport Corridor *
- South East Quadrant BRT *
- QE Hospital PT & Access*
- Car Park rationalisation and Park & Ride
- A149 Roundabout and access improvements *

The KLATS2 Final Report was issued in draft form by Mott MacDonald on 1 September 2010 and considered all of the 6 interventions.

The affordability and therefore the deliverability of these interventions will be a challenge given the reducing local and national public sector funding. Norfolk County Council Cabinet Members have stated that they were unable to give

any commitment to making any funding available from the Norfolk County Council Capital programme.

Some interventions (those marked with an asterisk) have been identified as requiring developer based funding (Community Infrastructure Levy/Section 106). However the County Council and the Borough Council will need to explore other possible sources such as Tax Increment Funding, Regional Growth Fund or New Homes Bonus.

The Air Quality Action Plan (AQAP), required due to current and predicted exceedences of harmful emissions, has been developed in parallel with this work. Some of the key interventions mentioned above have been incorporated into the Air Quality Action Plan and so there is a need for these to be implemented.

A paper will be put to the Members of the Borough Council outlining the proposed interventions and suggested next steps and time frames for implementing the interventions.

1.3 Process

Detailed comments received from the Borough Council on the Mott MacDonald draft KLATS2 Final Report have been considered and incorporated into a revised version of the report where appropriate. Other comments which have not been dealt with in this manner are addressed in this report.

The following describes each of the interventions identified as key to addressing existing issues in King's Lynn and delivering sustainable growth.

2. Town centre gyratory system improvements

All roads into King's Lynn town centre converge onto a clockwise gyratory system comprising Blackfriars Road, Railway Road and Austin Street. This circuit is approximately 1km long and means that a considerable extra distance is travelled by motorised vehicles, compared to a situation with two way roads. This additional mileage is likely to be having an impact on vehicle emissions and the local air quality.

Presently the local air quality is poor and the Borough Council of King's Lynn and West Norfolk have declared an Air Quality Management Area (AQMA) that includes this gyratory system.

The work carried out to date has identified two potential options for reconfiguring the gyratory system.

In simple terms one involves closing the western, Railway Road, side of the system to general traffic but still allowing vehicular access to the Old Cattlemarket (Sainsburys) car park, service areas and bus only access to the bus station.

The other option retains the existing gyratory for general traffic but creates a short cut using Wellesley Road. It also improves bus access to the bus station by creating a bus only access on Waterloo Street.

Neither of these options has yet been tested with the highway model to determine the effects on general and public transport traffic. Further feasibility work could be carried out using simple low cost modelling to determine which is the best option or whether there are other options that perform better.

When the most effective option is identified, further detailed consideration will be required to understand the cost of implementation, in particular whether there is any scope to adjust the existing traffic signals or whether new signal installations will be required. However, at present no capital funding is available through the Norfolk County Council capital programme.

3. "Sand Line" Public Transport Corridor

The Sandline runs from the sand pits near Leziate and carries two trains per day into King's Lynn where they access the mainline for destinations in other parts of the country. Until this railway line is no longer required for this purpose it is not available to provide a new public transport, walking and cycling corridor into King's Lynn town centre.

However, north of the Sandline from Tennyson Avenue towards the A149 there is a walking and cycling route along the Swaffham Belt. This path then skirts around the Howard Junior School and runs along the edge of the Gaywood Plantation and ties in at the southern end of the Fairstead housing estate. In the medium term there is potential to improve this route to enable it to accommodate a bus route. This would then enable those buses that presently loop through the Fairstead housing estate to divert from Gayton Road/Lynn Road and avoid the Gaywood Clock Air Quality Management Area (AQMA).

At Tennyson Avenue there is the issue of crossing the road and railway lines to access the town centre. A public transport bridge as suggested in the Mott MacDonald report could be a solution if there is a need to tie into the town centre south of the station. However, there may be merit in looking at other solutions which could include a signalised junction with bus priority immediately north of the existing level crossing, a new level crossing over the private sandline and then tying into the access road to the rear of the Morrisons supermarket. If it is possible, this could offer a cheaper solution to the bridge.

In order to achieve a new public transport, walking and cycling corridor into King's Lynn that effectively bypasses Gayton Road/Lynn Road/Gaywood Road corridor the following elements are required and could be provided as follows:

- Bus only plus walking and cycling route across Tennyson Avenue **funded by possible housing development of King's Lynn Academy site, if it moves.**
- Upgrading of the Swaffham belt foot and cycle path from Tennyson Avenue to Gaywood Plantation to accommodate a bus only link **funded by possible housing development on COWA playing fields**
- Upgrading of the foot and cycle path along the southern edge of Gaywood Plantation to accommodate a bus only link **funded by housing development on land to the south of Gaywood Plantation**
- Bus only plus walking and cycling route from the Gaywood Plantation tying into the Fairstead estate **funded by the remaining development of King's Reach** (This may require modifying the access road into King's Reach to accommodate buses if this particular routeing is chosen)

4. QE Hospital Public Transport & Access

Access to the Queen Elizabeth Hospital is a key issue and at present it is all off the busy Gayton Road. Delays experienced getting out of the site by public transport has meant that at peak periods bus services no longer access the hospital site but pick up and drop off on Gayton Road. This is clearly not conducive to encouraging more trips to be made by public transport and creating a modal shift. Further growth of the town in line with the LDF will only increase the demand for hospital services and trips to and from the hospital.

The Mott MacDonald report proposes two measures that are likely to be beneficial.

The first is an additional left in-left out access onto the A149 which could relieve pressure on the existing access because trips from outside of King's Lynn could get to the hospital without using Gayton Road. An analysis of the present traffic movements, to determine the split between town centre and rural origins/destinations, will help to understand the extent of this benefit.

The other measure is a new signalised junction with selective vehicle detection (SVD) bus priority at the location of the present Winston Churchill

Drive/Gayton Road mini-roundabout. This would afford buses priority in exiting the site and crossing into Winston Churchill Drive. This measure clearly has synergy with the “Sand Line” Public Transport Corridor as the buses could then continue through to the town centre avoiding the busy Gayton Road/Lynn Road/Gaywood Road.

At present the Queen Elizabeth hospital is reviewing transport to and from the site and considering expanding the level of car parking provision. Additional car parking would require planning permission and the preparation of a transport assessment. The measures detailed above could form part of the mitigation that would be required.

5. South East Quadrant

In terms of growth, the proposed Core Strategy has a policy CS09 which envisages an allocation of at least 1,600 new homes to the southeast of the town. This 1,600 will contribute to some 4,600 still required to be found in King’s Lynn to meet the overall total of 7,000 needed over the plan period. This 1,600 is intended to contribute to the current need and establish a direction for future growth of the town. At this point in time therefore, the assumption is that the remaining 3,000 will be spread over sites in the existing built up area of the town and to the north of the town in the Woottons. From discussions with the Borough Council it will be assumed that further growth in the southeast will not occur until beyond the end of the current plan period 2025.

The Motts report refers to masterplanning work for this southeast development that will be required as part of the LDF process and indicates that the site could accommodate 5,000 new homes, schools, an employment area together with community and green infrastructure.

In order to serve the growth in this part of the town, it is likely that a link road will be required through the development joining the A47 to the A10 with roundabout junctions. This would enable access from the development onto either main road and could provide a strategic link between the two routes that removes traffic from the busy Hardwick Roundabout. The Motts report also proposes a sustainable transport link that connects this development area with the town centre and avoids the busy Hardwick junction. This link would make use of an existing tunnel under the A47 and join on to a new roundabout on the A149 eastern bypass to be constructed as part of a new superstore development. The proposal is that this link would only be available to public transport, cyclists and pedestrians. Beyond this new roundabout on the A149, as part of the superstore development, a new link road back on to Hardwick Road is proposed. This will complete the “bypass” of Hardwick Roundabout for sustainable trips from the new southeast growth area.

There is also the possibility that this sustainable transport link could avoid Hardwick Road altogether. To do this it would need to connect into the “Sand Line” Public Transport Corridor, described above, and make use of that dedicated sustainable transport link which would tie into the town centre near the railway station, which means that the overall route would also avoid London Road. To effectively join these two sustainable transport links, use

could be made of the dismantled railway that runs parallel to the A149 and crosses the actual sandline railway route. When the sandline is no longer required for sand pit traffic this could be simple, but in the meantime it may be more difficult to make the connection as the route needs to cross the A149.

An important issue to consider is what mitigation measures and level of sustainable transport improvement can be achieved from an initial phase of about 1,600 dwellings. Some high level masterplanning is also required in terms of growing the development from the initial phase after 2025. Potential issues will be, overcoming the possible severance created by a link road and, what opportunities might exist for an additional development link road which could provide relief to the A10 and the existing settlement of West Winch.

6. Car Park rationalisation and Park & Ride

The Motts report presents a section on the location of a new multi storey car park, as part of an overall car park consolidation exercise, and one on the suitability of Park and Ride for the town. With regard to a new multi storey car park, there is a separate report that considers 3 possible locations and makes a recommendation as to what they believe appears to be the most viable site.

Both of these themes, a multi storey car park and Park and Ride, are elements of a wider overall car parking strategy for the town which needs to focus on rationalising car parks to make the most efficient use of the available parking stock.

In order to take this car park rationalisation/parking strategy forward it is proposed that work is done in conjunction with assessing options for reconfiguring the gyratory system. For example, if we can identify which surface car parks are going to be rationalised into a multi storey car park, this can then be reflected in the highway model to determine the beneficial traffic reduction effects. This work will also be able to take account of the possible gyratory system alterations and help to inform the best location for a new multi storey car park.

With regard to Park and Ride the Motts report refers to analysis that has been carried out using origin and destination data from the traffic surveys. This has concluded that the Gaywood Road corridor is the most popular route for people with destinations in town centre car parks. In conjunction with bus services on the proposed "Sand Line" Public Transport Corridor and using car parking at the Queen Elizabeth Hospital, a Park and Ride facility could be provided. This is something that can be considered in dialogue with the Hospital as part of their review of transport. Typically most Park and Ride operations require ongoing subsidies. In the present economic climate this may not be sustainable, so a Park and Ride that uses existing commercial bus services would appear attractive. However, the success of Park and Ride needs to be considered in the overall context of the parking strategy for the town.

7. A149 Roundabout and access improvements

The dualling the A149 eastern bypass was a measure considered during the first stage of the KLATS work. Although it did not score highly in the agreed appraisal process at the stakeholder workshop in August 2009, the view was that this longer term aspiration should not be forgotten due to its potential to reduce rat-running through the town when there is congestion on the A149. In isolation dualling of the road may be of limited benefit unless congestion and delay experienced at the junctions also addressed.

To take this forward incrementally, measures to improve the existing junctions may be possible in conjunction with proposed developments. The key example is the Sainsbury superstore proposal which will provide improvements to the Hospital roundabout as well as a new roundabout on the A149 between the Hospital and Hardwick roundabouts.

8. Strategic cycling network

King's Lynn has higher proportions of cycling and walking than Norfolk or regional averages. Over the last 10 years, as part of the Local Transport Plan and the capital programme, a number of walking and cycling routes have been improved some of which serve connections between employment and residential areas. In the past studies have also been carried out looking at providing connections to the key cycle paths. However, we do not currently have an identified "strategic cycle network" upon which we can focus any potential improvements. With a defined network we can, consider any gaps and potentially identify low cost measures that can be implemented for quick wins.

9. The way forward

Key actions that are now required to develop the overall strategy into an implementation plan are summarised below under the broad headings of the 6 identified interventions and an additional one for a strategic cycling network.

9.1 Gyrotory

- Convene a 'workshop' with key partners to devise gyrotory options to test operationally with the highway model. **BCKL&WN/NCC/Motts?** – November/December 2010
- Test gyrotory options with model **NCC(Motts)** – January to March 2011

9.2 Parking

- Confirm the car parks to consider for consolidation. **BCKL&WN/NCC** - November/December 2010
- Test car park consolidation measures in model and in conjunction with gyrotory options **NCC(Motts)** – January to March 2011
- Agree an overall car parking strategy for the town **BCKL&WN/NCC** – April 2011 onwards

9.3 Sandline

- Instigate discussions with Borough Council and others to investigate the possibility of the "Sand Line" Public Transport Corridor tying in north of the station via Morrisons **BCKL&WN/NCC** - November/December 2010
- Discuss the likelihood of being able to bring forward development sites that will facilitate the development of the "Sand Line" Public Transport Corridor - **BCKL&WN/NCC** – January to March 2011

9.4 Hospital

- NCC to analyse available traffic data to understand the benefits of a new left in left out access on the A149 **NCC** – January to March 2011
- Liaise and work with Hospital in terms of delivering the required access improvements **NCC(Highway Development Control and Transport Strategy)** - Ongoing

9.5 Southeast

- Consider the current proposal and layout from Hopkins Homes (900 dwellings) and the most likely configuration of delivering the remaining 700 to meet the 1,600 envisaged by the end of the plan period 2025.

Devise access assumptions with Borough Council
NCC/BCKL&WN/HA November/December 2010

- Undertake preliminary assessment work to identify likely highway junction improvements to facilitate access for the 1,600 dwellings. This will need to pay regard to the desire to grow this development beyond 2025 to 5,000 dwellings and associated employment development and community facilities **NCC(but involving the Highways Agency)** – January to March 2011
- Discuss the possibility of masterplanning work for this southeast growth beyond 2025 **BCKL&WN/NCC/HA** - January to March 2011 or April 2011 onwards

9.6 A149

- In partnership with the Borough Council work with developers (e.g. Sainsbury's) to secure the best level of transport improvement possible, but in keeping with policy, to facilitate sustainable development **NCC/BCKL&WN** - Ongoing

9.7 Strategic cycling network

- Develop a strategic cycle network for King's Lynn upon which to identify targeted and affordable improvements to secure quick wins if possible **NCC/BCKL&WN** – February/March 2011