

Murray, A 18/10/2023

Representation to BCKLWN

Consultation on additional evidence base documents – Sept 2023

In the Inspector's Note of Further Work Required -G20, the Inspectors requested :-

- Draw together and summarise the transport strategies, programmes and measures relevant to the Plan and the WWGA, and how they would help to make the proposed locations for development in the Plan more sustainable, offer a genuine choice of travel modes and support modal shift away from dependence on the car.
- Outline any other transport evidence which the LPA and HA consider to be relevant to justifying the sustainability and deliverability of the Plan's spatial and development strategy.
- And that document F39 be updated

The new documents detailing the work done do not adequately address these requests and will not do so unless the Masterplan for the whole West Winch Development is thoroughly revised. The Masterplan was drawn up in such a manner that car dependency was virtually guaranteed, bus routes cycle paths and footpaths appear to have been added as afterthoughts.

Suggestions as to how a genuine choice of travel modes can be provided to support a modal shift away from dependence on private cars and to promote sustainability.

1. Draw up a completely new Masterplan.
2. Do not construct a LTN 1.20 compliant walking and cycling route along the west side of the WWHAC where pedestrians and cyclists will come into conflict with vehicles joining or leaving the WWHAC.
3. Use the funds saved by measure 2 to build a pedestrian and cycle way in a north south direction down the middle of the development. The distance between the present A10 on the west of the development to the proposed WWHAC on the east side is almost one kilometre, so the distance of the suggested middle way would be less than half a kilometre from any dwelling. This would encourage walking and cycling.
4. Consider a public transport route alongside suggestion 3. Even if it was only in one direction it would facilitate a round route.
5. Align the roofs of the buildings to maximise solar gain and the generation of solar energy.
6. The implications of the removal of the small island on the A47 just east of the Hardwick roundabout need to be carefully assessed. It will no longer be possible for considerable traffic from the north Norfolk coast coming along the A149 to leave the main roundabout at its first exit in order to go towards Peterborough, Northampton or Leicester. Instead it will have to go three quarters of the way around the main island to gain access onto the A47W. This will be problematic especially on Sunday evenings.
7. Build a new parkway type rail station near to the A47 Saddlebow roundabout in order to relieve congestion on the central gyratory in King's Lynn which suffers from poor air quality. It would be fairly readily accessed from the development and encourage travel by electric train into town or south to Ely, Cambridge or London.